



MONTREAL
METROPOLITAN
AIRPORT

ENVIRONMENTAL SUSTAINABILITY PLAN

2024

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Executive summary

Welcome to MET - Montreal Metropolitan Airport

The MET - Montreal Metropolitan Airport is the result of the transformation of Saint-Hubert airport, underway since 2023. Like the world's major cities, Montreal is poised to benefit from a network of airports to enhance the experience of travelers and the local community. With the arrival of a new commercial aviation terminal at the MET, the metropolitan region is enhancing its profile as a dynamic and accessible metropolis for both leisure and business.

A shared vision for a sustainable, connected future

In addition to improving Canada-wide connectivity, the MET will play a crucial role in the growth and development of Quebec's urban and rural regions, by providing more convenient access to them. Working in concert with communities, government representatives and aerospace industry stakeholders, the MET is positioning itself as a new airport model, a source of collective pride aimed at inspiring the world to see air transport differently.

With a strong commitment to excellence, innovation and inclusiveness, the MET - Montreal Metropolitan Airport is ready to embody what it means to be a modern airport, meeting the needs of today while building a legacy for tomorrow.

The management of MET - Montreal Metropolitan Airport stresses the importance of revising our airport practices to bring them into line with today's environmental requirements, notably the reduction of greenhouse gas (GHG) emissions and the preservation of biodiversity. Our commitment to sustainability is seen as essential to the future of the airport industry. Accordingly, the airport is committed to reducing its carbon footprint, preserving local biodiversity and promoting sustainable mobility. In addition, management and stakeholders must work together to ensure the effective implementation of sustainability initiatives.

This environmental sustainability plan aims to make the MET a model sustainable airport, by integrating environmentally friendly practices at every level of its operations. The aim is to minimize environmental impact, while fulfilling our mission as an airport for the travelling public.

This sustainability plan is based on the Sustainable Development Goals (SDGs) adopted by the United Nations in 2015. As such, the MET is committed to meeting 11 of the 17 SDGs, excluding those not applicable to its operations. Consequently, concrete measures are planned to reduce GHG emissions, with a particular focus on Scope 1, 2 and 3 emissions. This includes the use of green technologies and the promotion of commercial aviation using smaller, more efficient single-aisle aircraft.

The MET - Montreal Metropolitan Airport encourages freight optimization and partnerships with strategic transportation providers to reduce emissions related to mobility to and from the airport site. In terms of resource management, initiatives are in place to manage water, protect biodiversity and reduce waste. The MET is also committed to monitoring and preserving air quality, by installing measuring stations and adopting technologies to reduce atmospheric pollutants.

In short, this environmental sustainability plan is designed to make our airport a leader in sustainable practices in the airport sector. By integrating environmentally-friendly initiatives into all phases of our operations, we are committed to significantly reducing our environmental footprint. We remain resolutely focused on improving operational efficiency and ensuring the highest safety standards for our passengers. Through these efforts, we not only minimize our environmental impact, but also reinforce our core mission of providing a seamless, safe and responsible travel experience for all who pass through our airport.

Introduction

Introducing the MET - Montreal Metropolitan Airport and its commitment to sustainability

Founded in 1927, the airport occupies an important place in Canadian aviation history, being the country's first civil airport and one of its oldest. Over the decades, its vocation has evolved, first as a civil airport, then as a military one in the middle of the last century. It was during this phase of its existence that the airport's academic character was consolidated, while its flight school, operational since the airport's foundation, was strengthened by the training of military personnel during the Second World War. This legacy laid the foundations for the current educational vocation of the MET - Montreal Metropolitan Airport. Today, this commitment to research and academic capacity building remains at the heart of the MET's identity, with several flight schools actively preparing the next generation of aviation professionals.

This rich history positions the MET - Montreal Metropolitan Airport as a hub of innovation and expertise in the aerospace sector. By building on its history and expanding its educational offering to soon include university-level programs, the MET is poised to become a leading center for research and innovation, particularly in the development of innovations serving environmental sustainability.

The MET - Montreal Metropolitan Airport is located 15 kilometers south of downtown Montreal. The MET is committed to investing heavily in its infrastructure in order to grow and become a regional air transport hub.

Word from the CEO

“Today, we are all called upon to review our ways of doing things and rethink our development. The aeronautics and airport sectors are no exception to this great collective movement that prioritizes sustainable and responsible development.

The MET - Montreal Metropolitan Airport firmly believes that the future of the airport industry is at a crossroads. We must design the development of our airports with the utmost respect for our environment, both in terms of greenhouse gas emissions and the essential cohabitation with neighboring citizens. At MET, we aspire to build an airport model that welcomes only the most eco-responsible and quietest aircraft on the market. We have chosen to develop an airport that is in tune with environmental imperatives, focusing on commercial aviation using smaller, single-aisle aircraft.

We have also chosen to focus on the development of environmental technologies by making our airport site and facilities available to the entire research ecosystem. We want to be a breeding ground for innovation and experimentation in green technology. In this way, we ensure that we are a pioneer in our sector in integrating best practices, but above all, we enable innovative projects to see the light of day and make a real contribution to cleaning up the aerospace industry.

We are aware that the challenge is daunting and that much remains to be done, but we must be ambitious for the future of our planet and our children. Today, we have a collective obligation to take stock of our sources of greenhouse gas emissions and ensure that they are adequately mitigated. The MET - Montreal Metropolitan Airport is committed to making the necessary efforts to move towards carbon neutrality and to be a leading player in airport resilience.”



Yanic Roy

CEO, MET - Montreal Metropolitan
Airport

Commitments to sustainability

Sustainable cohabitation

Creating a harmonious airport environment depends on constructive and respectful dialogue. Transparency is essential to building a strong partnership. We are committed to listening carefully to the concerns of all stakeholders, and to working together towards a better future. This cooperation builds trust and fosters sustainable, win-win initiatives.

Integrated ecology

Ensuring water and air quality while focusing on biodiversity conservation and restoration is paramount. It is essential to promote nature through greening and awareness-raising projects, with the aim of protecting the environment and educating the community about the importance of sustainability.

Climate & decarbonation

We are committed to actively combating climate change by implementing concrete measures to reduce greenhouse gas emissions. Through rigorous and constant monitoring, we aim to achieve carbon neutrality. We integrate sustainable practices into all our operations and adopt advanced technologies to analyze and reduce our carbon footprint. All our actions are carried out in compliance with current legal and regulatory requirements, ensuring that we meet, and often exceed, established environmental standards.

Sustainable procurement

Minimizing our impact on the environment, supporting ethical social practices and contributing to the sustainable development of our region are at the heart of our concerns. While providing quality services to passengers and customers, we also support our suppliers in their transition to more sustainable practices. Our aim is to promote a responsible future at every level of our business.

Circular economy

Adopting the circular economy and the short circuit is an integral part of our fundamental reflexes. We also give priority to the local market by establishing partnerships with regional suppliers, which contributes to creating a sustainable economic dynamic within our community.

Committed leadership

Shaping the future by adopting policies and objectives that respond to contemporary environmental, social and economic challenges. It is essential to challenge the existing model, illustrating the transformative potential an airport can have in the transition to a green economy. We must pave the way for a more sustainable future, where aviation and environmental responsibility can coexist harmoniously.

Sustainable airport standards

Accommodate only the most environmentally-friendly and quietest aircraft available on the market. Favoring commercial aviation using smaller, single-aisle aircraft, better adapted to today's climatic challenges.

Dedicated work team

The commitment of senior management and the establishment of MET's Aerospace Cluster Development Table aim to bring together the various players in the airport area, including elected officials, members of the innovation ecosystem, as well as environmental and citizens' groups. The Development Table has formed a working group to advance the airport's environmental sustainability issues. It is essential to train and raise awareness among our staff, while collaborating with our partners to share best practices. We are also committed to producing regular reports on our progress and performance, which will be made available to the public.

Zero environmental impact

Develop an airport with a low-carbon footprint, integrating environmentally-friendly technologies to achieve optimum energy efficiency. It is essential to prioritize sustainable mobility and responsible waste management.

Research & innovation

The establishment of the LIA - Living Lab for Innovation in Aerospace, is a living laboratory dedicated to collaboration and investment in cutting-edge technological solutions. The aim of this laboratory is to continually explore new ways of reducing our environmental impact, increasing our positive influence on the community, and improving the efficiency of our operations.

Sustainability plan goal

Our ultimate goal is to play a proactive role in the fight against climate change, while preserving a harmonious airport environment that respects all stakeholders. We are resolutely committed to making the MET - Montreal Metropolitan Airport, a world reference, contributing positively to our region and our planet.

Context

Current state of the airport in terms of environmental sustainability

The MET - Montreal Metropolitan Airport is embarking on a significant transformation of its operating model. This evolution is prompting us to reassess our approach to economic development, operational efficiency and environmental responsibility. The nature of this transition presents considerable potential for change. As a result, we are conducting a complete review of all our airport activities, as it has become clear that our previous practices were not aligned with our ambitions and commitment to sustainability. This period of transformation is driving us to align our actions with our sustainability objectives and policy, ensuring that every initiative we undertake contributes positively to our future, while respecting our principles of environmental and economic responsibility.

Key environmental issues

All industrial sectors must re-evaluate their practices to meet the demands of the climate crisis, and the airport sector is no exception. Among the major challenges, greenhouse gas (GHG) emissions play a prominent role. It is widely recognized that aviation accounts for around 2.5% of global CO₂ emissions, requiring the sector to take significant steps to reduce its impact and, ultimately, eliminate emissions altogether.

In addition, the release of air pollutants such as nitrogen oxides (NO_x), as well as the noise generated by airports and flights, compromises air quality and the lives of surrounding populations. Although initiatives are in place to mitigate this impact, the challenge remains constant and a priority. Other crucial issues include the loss of biodiversity associated with the expansion of airport infrastructures, waste management, water consumption and energy efficiency. The transition to sustainable fuels, responsible urbanization and technological innovation are promising avenues for mitigating these problems. Against this backdrop, the aviation sector is committed to rethinking its practices, developing more sustainable technologies and collaborating with various stakeholders to reconcile global mobility with environmental preservation.

Governance and commitment

Governance structure

To guarantee the effectiveness of this plan, active, ambitious and structured governance is essential. We have initiated the creation of a working group dedicated to sustainable development and sound climate. This committee, drawn from the regional ecosystem, serves as a platform for open discussion of the airport's sustainability strategy, while also acting as the principal guarantor of environmental standards to ensure the highest standards and best practices. Far from limiting itself to an advisory role, this working group actively contributes to the development of initiatives. Members are invited to fine-tune measures, actions and objectives, while feeding the MET with new ideas and initiatives on a range of issues and public aspirations. The advantages of this approach include the active participation of stakeholders, enabling a more global vision, engaging key players in the various objectives, and ensuring optimum transparency.

Management and stakeholder commitment

The commitment of management and stakeholders to the environmental sustainability plan is fundamental. Management must embody this commitment by adopting responsible practices. However, this commitment is not limited to management. Employees, customers, suppliers and the airport community must also adhere to this collective vision. Effective collaboration creates a powerful synergy, fostered by open communication and shared responsibility. This commitment is of paramount importance, and we aspire to establish and maintain a positive approach to a more environmentally-friendly future.

In this respect, we would like to express our gratitude to the sustainable development teams at Développement économique de l'agglomération de Longueuil (DEL), with whom we have established a solid working relationship. Their expertise and dedication are essential to meeting the community's expectations and ambitions in terms of airport sustainability, while adopting a realistic approach based on concrete results. Their support has been indispensable to our thinking and to the realization of this sustainability plan.

Objectives and performance indicators

Plan's framework

In September 2015, Canada, along with 192 other United Nations member states, adopted the 2030 Agenda for Sustainable Development. This 15-year global framework is based on an ambitious set of 17 Sustainable Development Goals (SDGs), accompanied by 169 targets and over 230 indicators.

The program constitutes a global action plan focused on people, planet, prosperity and partnership. It encompasses the social, economic and environmental dimensions of sustainable development, while integrating aspects of peace, governance and justice.

Inspired by this blueprint for environmental sustainability, the MET is firmly committed to 11 of the 17 SDGs. We have chosen to exclude 6 of the SDGs (no poverty; “zero” hunger; quality education; reduced inequality; water life; peace, justice and effective institutions), not for lack of interest, but because of their irrelevance to the airport's specific practices.

Measuring progress

First and foremost, we recognize that monitoring and reducing our greenhouse gas (GHG) emissions is essential to achieving our sustainability goals. That's why we've included a key initiative in our Environmental Sustainability Plan: internal monitoring of the airport's Scopes 1 and 2 GHG emissions. Although we are not subject to the requirements of a public company, we took the decision to carry out this tracking to demonstrate our commitment to environmental sustainability. When the terminal opens, we will implement state-of-the-art software to monitor our GHG emissions. This software will enable us to rigorously collect, analyze and report our emissions using real-time data, providing us with an accurate picture of our carbon footprint. The information gathered will be compiled by our teams and published regularly on our website. By effectively tracking our GHG emissions, we will be able to identify the specific sources of these emissions and implement targeted measures to reduce them. This approach will enable us to contribute to the fight against climate change while improving the efficiency of our operations, thus benefiting our passengers, partners and the community.

Actions	Metrics
GHG balance	kgCO ₂ /year ; kgCO ₂ "/activity
Electrification & SAF	% electric or hydropower fleet; amount of fuel used per year; CO ₂ emissions avoided; replacement rate; fleet sustainability index
Energy efficiency	Consumption per year
Carbon compensation	Carbon emissions avoided; % of passengers compensated
Transport optimization	Number of merchandise trucks
Water footprint	Cubic meters consumed per year
Vegetation projects	% landscaped land; % vegetation walls
Waste	Tons of waste per year; recycling rate
Maintenance products	Glycol recycling rate
Air quality	Concentration of suspended particulates (PM ₁₀ , PM _{2.5}); indoor air quality index (IAQI); concentration of volatile organic compounds (VOCs)

Right: List of non-exhaustive examples of metrics that could be used when implementing sustainability measures in order to track their performance.

Carbon neutrality

Context

On September 13, 2022, the Government of Canada released the Canadian Aviation Climate Action Plan 2022-2030³ in response to Resolution A37-19 of the International Civil Aviation Organization (ICAO) Assembly, which encourages member states to submit a national action plan. This plan aims to achieve carbon neutrality in the aviation sector by 2050. It also sets the ambitious target of using sustainable aviation fuels by 2030, and identifies measures and actions to enable the government and the aviation industry to achieve these goals. Section 9 of the plan is of particular importance, as it focuses on reduction measures targeting ground operations and airports.

The previous year, in June 2021, Airports Council International (ACI), which represents the world's airports, established a target to achieve carbon neutrality by 2050, recognizing that specific actions and timetables will be developed by individual airports, subject to specific conditions. The Airport Carbon Accreditation (ACA) 4 program, a global standard for carbon management in the airport sector, helps airports implement carbon management best practices to achieve carbon neutrality. It provides airports with a common framework for active carbon management, with measurable targets.

Within this program, there are six levels of certification, and we have level 1:

01 Cartography

02 Reduction

03 Optimization

04 Neutrality

05 Transformation

06 Transition

“Future projects must respect this newly established framework, which prioritizes quality of life, economic development and the environment.”

Catherine Fournier
Mayor of Longueuil

Commitment in cooperation with the City of Longueuil

The MET - Montreal Metropolitan Airport aims to achieve zero net emissions on the ground by implementing measures to reduce energy consumption. The strategy is based on energy sobriety and the use of sustainable energies. The aim is to achieve carbon neutrality by 2050, by adopting responsible practices and innovative technologies. These initiatives are designed to transform airport operations and inspire others, while improving the quality of life for the residents of Longueuil and the surrounding area.

This was announced in a press release on February 2, 2023, following a joint press conference between the Mayor of Longueuil, Catherine Fournier, and the President and CEO of the MET - Montreal Metropolitan Airport, Yanic Roy. During the conference, they outlined their shared vision for ensuring positive airport development, while promoting harmonious coexistence with the region's residents. The City of Longueuil and the MET are committed to working closely together to achieve the ambitious objectives of the City of Longueuil's Climate Plan. This plan, which aims for carbon neutrality by 2050, includes various initiatives and actions designed to reduce greenhouse gas emissions, improve energy efficiency and promote the use of renewable energies.

ACA accreditation

In order to establish a solid and reliable basis for our environmental commitment, the MET has undertaken a rigorous carbon audit. This initiative is part of the level 1 “mapping” certification offered by Airport Carbon Accreditation (ACA). Thanks to this approach, we have been able to list and analyze in detail the airport's current situation in terms of greenhouse gas emissions, particularly for scopes 1 (mobile combustions, stationary combustions and industrial processes) and 2 (purchased energy). This in-depth analysis has enabled us to clearly identify the main sources of our emissions, and to highlight various opportunities for reduction.

Our aim is to build on this momentum by adopting a structured, step-by-step approach to reducing our carbon footprint. As we progress through each level of certification offered by the ACA, we are committed to integrating increasingly rigorous and effective carbon management practices. This involves not only monitoring and reducing our direct emissions, but also working closely with our partners and stakeholders to promote sustainable initiatives at all levels of our supply chain and operations.

Year 2022 (Scope 1 & 2)

413,1 tCO₂

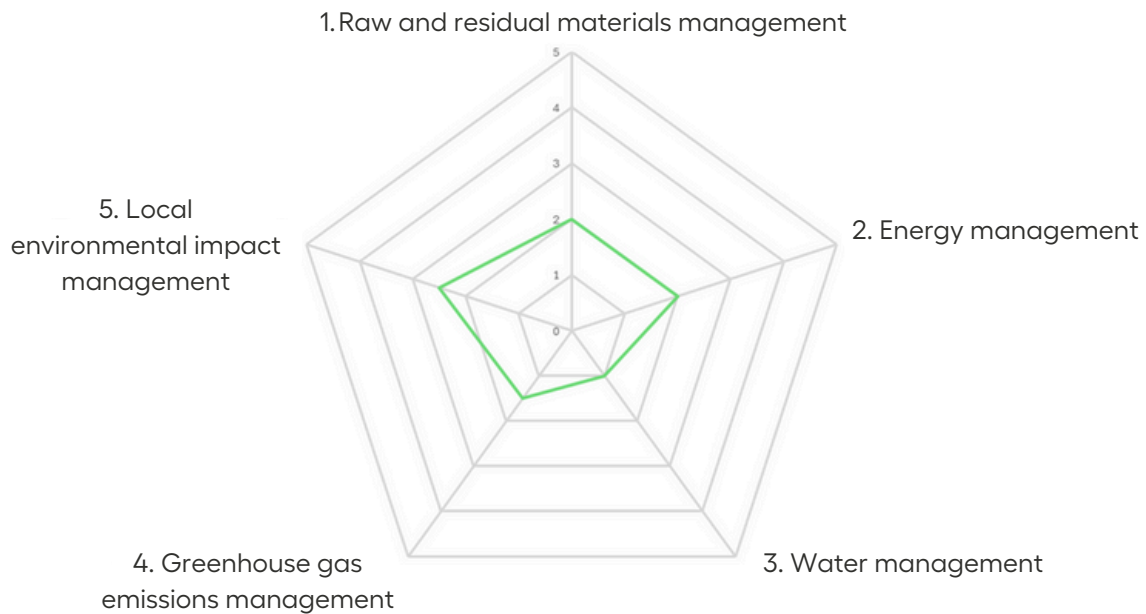
The scope 3 carbon footprint was not drawn up, mainly because it was not required for Airport Carbon Accreditation (ACA) “mapping” certification, and its quantification is complex, involving indirect emissions from partners and suppliers. However, the airport plans to progress to ACA certification levels and integrate these emissions into its long-term reduction strategy. The commitment to achieving this balance sheet is affirmed, and it is planned to meet this challenge over time.

BNQ 21000 approach

In order to establish an overall picture, we followed the approach of the Bureau de la normalisation du Québec (BNQ 21000). This audit was carried out as part of the services provided by Développement économique de l'agglomération de Longueuil (DEL). BNQ 21000 is the Quebec standard for corporate social responsibility (CSR), guiding companies in the development and implementation of responsible practices that encompass economic, social, environmental and governance dimensions. The standard promotes transparency, stakeholder engagement and contribution to societal well-being. The BNQ 21000 approach to sustainable development provides the MET with a solid framework for integrating responsible and sustainable practices. It facilitates the formalization of strategies aimed at reducing environmental impacts while improving operational efficiency and reinforcing the airport's social responsibility. By adopting this approach, the MET can increase its resilience in the face of ecological challenges, improve its corporate image, meet the growing expectations of stakeholders in terms of sustainability, and contribute positively to the well-being of local communities as well as to the preservation of the environment.

At the end of this assessment, a report was submitted by the DEL team, in which the results were presented and discussed. Here is a brief overview of the airport's performance in the four areas assessed. With regard to the social and economic dimensions, the results of the self-diagnosis (see graph below) showed a relatively superior mastery compared with the environmental and cross-cutting themes, the latter encompassing governance, ethics and the MET's vision. However, it is imperative to maintain constant vigilance to avoid any slippage in current performance levels, particularly in view of the planned expansion of the airport's activities.

Themes	Performance
Transversales	46%
Economic	62%
Social	62%
Environmental	36%



Graph above: Spider chart showing the results of the BNQ 21000 environmental self-assessment.

The results of the assessment show that the airport achieved an overall score of around 2 out of 5 for its environmental practices. This score underlines the need for significant improvements in several key areas. Among the airport's strengths is its management of local environmental impact. Water management, on the other hand, is a major weakness.

To remedy this shortcoming, the BNQ 21000 standard proposes several recommendations. Firstly, an informal register of water consumption should be kept to better monitor and manage this crucial resource. Secondly, it is recommended to develop a specific strategy for the management of run-off water, in particular for the treatment of water used in runway cleaning and other airport operations.

These results will enable realistic targets to be set and strategies formalized to reduce environmental impacts, improve operational efficiency and reinforce the airport's social responsibility. This will also meet stakeholder expectations while contributing to the well-being of local communities and the preservation of the environment. We have taken these recommendations on board and are working actively to implement them.

New facilities

Although the airport cannot independently guarantee optimum performance for its new facilities, it is essential to maintain a constant dialogue with the developer to ensure effective collaboration. A thorough assessment of the new terminal's features is also essential. The aim is to gain an in-depth understanding of the potential environmental impact of this infrastructure on the airport's overall performance, while developing proactive mitigation measures to minimize any negative effects. Despite the limitations of this situation, the airport has the capacity to exert a significant influence on several critical aspects.

Among these aspects, the establishment of rigorous construction standards is a priority. By imposing high standards, the airport can ensure that new facilities meet strict criteria for sustainability and energy efficiency. In addition, the airport can play a key role in encouraging the adoption of good water, energy and waste management practices, both for its own operations and those of its tenants. This holistic approach would help create a more sustainable environment and reduce the overall ecological footprint of the airport site. In the interests of responsible communication and reduced environmental impact, it would be wise to calculate the carbon footprint of the new building. The current economic climate also offers a unique opportunity to create a community of practice among companies in the airport area.



Reduction measures

In order to achieve rapid results within the perimeter we control, our priority will be to focus on Scopes 1 and 2 emissions. This includes direct emissions generated by the airport's ground operations, as well as indirect emissions associated with purchased energy, notably electricity, heating and cooling. With regard to scope 3, the airport currently has no direct control over these emissions, which complicates their reduction. It should be emphasized that our choice to target airport operations first is in line with the order established by the ACA, and is also aimed at achieving results quickly. However, this does not rule out significant efforts being made immediately to prepare our scope 3 initiatives.

Scope 1 reduction

The first measure envisaged to reduce greenhouse gas (GHG) emissions at the airport is to switch to alternative fuels for ground vehicles. Ground vehicles, here referred to as GSE (Ground support equipments), do not include snow removal and fire trucks in this case. With this in mind, the MET is committed to powering terminal operations through Porter's investment in a fleet of electrical equipment. Airport operations require a considerable amount of rolling stock for baggage handling, maintenance and moving aircraft around the terminal. By using electric towing vehicles, we can avoid fuel consumption by aircraft, which would otherwise have to move with their own engines. Maximizing the use of these tugs is therefore an essential measure for reducing GHGs, especially as this reduction is amplified by the use of electric equipment.

This electrification initiative will also make it possible to establish a “very low emission zone (VLEZ)”, reducing the environmental impact of ground operations and improving air quality around the airport. The project also calls for the installation of a network of recharging stations to support the introduction of electric rolling stock. Electrification presents challenges, particularly for certain heavy vehicles such as snow ploughs, snow blowers and fire trucks. There is currently no electric solution for these vehicles.

Scope 2 reduction

The MET - Montreal Metropolitan Airport is committed to multiplying initiatives to achieve energy sobriety, a considerable challenge given the size and energy-hungry nature of the terminals. Despite the implementation of several structuring measures to reduce the terminal's energy consumption, the energy requirement when the terminal is open is estimated at 7 megawatts annually. The following energy-efficiency measures will be integrated as soon as the terminal is built:

- Heat recovery system: This system will recover and reuse heat generated by various processes, reducing dependence on external energy sources;
- Maximizing natural light: The terminal will be designed to maximize the use of natural light, minimizing energy losses associated with the use of artificial lights. This will not only reduce electricity consumption, but also create a more pleasant environment for passengers and staff alike;
- Automatic lighting: Lighting systems with photocells or LEDs and presence detectors will be installed to optimize lighting management. This will ensure that lights are used only when necessary, reducing energy wastage;
- Use of sintered glass: The windows will be made from sintered glass containing 30% recycled materials, capable of blocking 72% of the heat compared with traditional glass. This will significantly reduce the energy needed to air-condition the terminal, thereby cutting costs and reducing the carbon footprint;
- Rain-screen lined exterior envelope: This envelope will improve the building's thermal insulation and increase its durability. Better insulation will help maintain comfortable indoor temperatures while using less energy for heating and cooling;
- White roof: A white roof will be used to reduce the heat island effect created by the building. This measure will help reflect sunlight, keeping the terminal cooler and reducing the need for excessive air conditioning.

Improving energy efficiency

It's essential to start by identifying the points of energy loss within buildings. This requires a thorough energy audit. This will enable us to pinpoint areas where energy is being wasted, and to implement effective strategies to remedy them, including those mentioned above. It will also be essential to regularly monitor our progress in energy management.

To this end, we plan to implement an energy performance monitoring and reporting system. This system will be based on specific indicators (such as those shown in Table 1) to assess the effectiveness of our initiatives and enable adjustments to be made where necessary.

In the interests of full transparency, the results of this monitoring will be published on a regular basis. This will enable us to communicate clearly on the airport's energy status and demonstrate our commitment to reducing our ecological footprint.

Scope 3 reduction

To reduce Scope 2 greenhouse gas emissions, the Montreal Metropolitan Airport (MET) is implementing a series of ambitious and innovative measures. These initiatives aim to improve our environmental performance and align our operations with sustainable development objectives. Here are the three main actions we will be undertaking:

1. Adoption of single-aisle C-code aircraft;
2. Affiliation with C-SAF (Canadian Council for Sustainable Aviation Fuels);
3. Support our partners in their transition to more sustainable practices.

Use of Code C single-aisle aircraft

One of our most significant commitments is the ban on large carriers. With a 2.4 kilometer runway, the MET is classified as a Category 4 airport, capable of handling Code D multi-corridor aircraft. However, we aspire to establish an airport model that moves away from the ambition of growth at all costs. We are convinced of our responsibility to limit our noise impact and carbon footprint, while ensuring that the future of our industry develops in harmony with its immediate environment.

Accordingly, the MET wishes to orientate its development towards the exclusive acceptance of aircraft of code C or smaller, in accordance with the classification of the International Civil Aviation Organization (ICAO). These aircraft, which can accommodate up to 230 passengers, generally have a capacity of just over a hundred, and are designed with a narrow, single-aisle fuselage. By setting a limit on the type of aircraft allowed, we are committing ourselves to accommodating only the most fuel-efficient aircraft available on the market. In the long term, this measure will have a significant impact on the airport's carbon footprint.

Criteria	Embraer E195-E2	Airbus A330
Aircraft type	Code C (single-aisle)	
Passenger capacity	120-146	250-440
Maximum range	Around 4.815 km	Around 13.450 km
CO2 emissions*	90-100 g CO2 / Passenger / KM	200-250 g CO2 / Passenger / KM
Cruising speed	870 km/h	870-915 km/h
Noise level	Take-off: 85-95 dB at a distance of 2000 feet Approach and landing: 75-85 dB at a similar distance	Take-off: 90-100 dB at a distance of 2000 feet Approach and landing: 85-95 dB at a similar distance

**These numbers may vary according to factors such as take-off weight.*

C-SAF affiliation

The MET - Montreal Metropolitan Airport aspires to join the vast global community committed to the development and promotion of low-carbon fuels. This affiliation would enable us to collaborate with a network of sustainable aviation players while drawing inspiration from the most significant global trends.

About C-SAF

The Canadian Council for Sustainable Aviation Fuels (C-SAF) was created in February 2022 by a consortium of 60 airlines operating in Canada. This consortium also includes key members of the country's aviation ecosystem, such as suppliers, manufacturers, airports, the finance sector and academia. Today, C-SAF represents nearly 110 members, all major industry players committed to advancing the production and use of sustainable aviation fuels (SAF) in Canada. Since its creation, C-SAF has been structured around a clear mission: to facilitate the production and supply of sustainable, affordable, low-carbon aviation fuels made in Canada. As outlined in Canada's Aviation Climate Action Plan, sustainable aviation fuels will play an essential role in the decarbonization of the sector, particularly for long-haul aviation, responsible for the bulk of sector-related emissions in the decades to come.

Canada's first SAF roadmap is based on three main objectives:

- Decarbonize Now: Maximize sustainable aviation fuels through pathways to market;
- Activate feedstocks: Establish commercial channels for all of Canada's feedstocks;
- Stimulate innovation: Foster the emergence of local technologies in multiple value chains.



Transition support for partners

Achieving our sustainability goals requires the active collaboration of all our partners. This is why the MET aspires to become a leader in sustainability, in order to positively influence our employees. We need to adopt exemplary behaviors to inspire change. The carbon emissions generated by the airport's stakeholders have an indirect impact on our operations, and in our drive to reduce these emissions, it is imperative that we act at every level, without exception. To this end, we plan to develop a sustainability policy in collaboration with our partners, aimed at implementing concrete measures.

The first initiative to foster collaboration with our partners during this transition is based on ongoing sustainability awareness. In this respect, we plan to offer training programs on the best environmental practices to adopt in order to reduce our emissions. We'll be coming back to this measure in more detail over the course of the year, but we hope that it will enable our employees to implement structuring initiatives throughout the airport site.



Sustainable mobility

As part of our commitment to a more sustainable future, the MET - Montreal Metropolitan Airport is integrating sustainable mobility initiatives into its environmental sustainability plan. Sustainable mobility is essential to reducing our carbon footprint and improving the quality of life of passengers, employees and surrounding communities. It aims to promote more environmentally-friendly modes of transport, optimize the energy efficiency of travel and encourage the use of green technologies. To achieve our sustainable mobility objectives, we have identified four key measures that we intend to develop within the Sustainable Mobility Working Group:

1. Carpooling system ;
2. Active and shared mobility station ;
3. Partnerships with cab providers ;
4. Optimizing freight transport.

Carpooling system

The MET is planning to introduce an innovative car-sharing scheme for its employees and passengers. This initiative is crucial to reducing our carbon footprint, easing traffic congestion and promoting sustainable transportation practices. With this in mind, we plan to develop a mobile application specifically dedicated to carpooling. To ensure the success of this initiative, we will be working closely with the members of the working group responsible for designing and optimizing the car-sharing system. This group will be responsible for overseeing the creation and implementation of the platform, ensuring that it meets the needs of users. In addition, it will play a key role in actively promoting this new transportation solution to encourage its adoption by all users. By establishing this car-sharing system, we hope not only to reduce our environmental impact, but also to strengthen our airport community by fostering positive interactions between colleagues and cultivating a friendly, sustainable working environment.

Active and shared mobility station

To promote sustainable mobility, we have implemented several initiatives to improve transportation options for our employees and passengers.

We want to encourage the use of public transport among our employees and passengers. To this end, we plan to work closely with surrounding municipalities and the Réseau de transport de Longueuil (RTL) to optimize accessibility to the airport. This collaboration could include increasing the number of bus routes serving the airport, establishing direct shuttles, and improving schedules to better meet user needs.

These efforts are aimed at reducing greenhouse gas (GHG) emissions by reducing reliance on personal vehicles. By facilitating access to alternative, environmentally-friendly means of transport, we hope to ease traffic congestion and contribute to a cleaner environment. All these initiatives will be fully detailed in the associated action plans.

Partnerships with cab providers

We want to establish a strategic partnership with a cab provider to optimize journeys to and from the airport. Currently, many cab returns are empty, which represents inefficiency. By implementing strategies to ensure that cabs are always in service, our aim is to reduce greenhouse gas (GHG) emissions and ease traffic around the airport. What's more, we want to enable travellers to book their cab fares when reserving their tickets on our website. This feature will facilitate trip planning and enhance the customer experience. Finally, we plan to develop an advice system in collaboration with cab providers, through an application that would recommend optimal departure times to avoid traffic jams. This would help reduce emissions generated by stationary vehicles, and improve customer satisfaction by alleviating their pre-flight stress. By implementing these measures, we will improve transport efficiency, reduce our carbon footprint and provide a smoother, more enjoyable travel experience for our passengers.

Optimizing freight transport

The MET is planning an innovative initiative to optimize freight transport in our area. The initiative is based on local companies working together to coordinate and rationalize their deliveries. The concept is both simple and effective: instead of using several partially loaded trucks, companies would share fully loaded trucks. This approach would significantly reduce the number of trips required, while cutting greenhouse gas emissions and environmental pollution. In addition to the environmental benefits, this optimization of freight transport will also help reduce logistics costs for companies. By pooling resources and maximizing delivery efficiency, they will be able to make substantial savings on transport costs. This measure is currently under development, and will require close collaboration between all the companies involved. The success of this initiative will depend on the willingness of each company to actively engage and coordinate its efforts to optimize deliveries. We are committed to facilitating this collaboration and providing the necessary tools to ensure the effective implementation of this initiative.

Environmental responsibility measures

In the current context of growing environmental concerns, it is crucial for an airport to commit to ecological responsibility. Airport activities can have significant impacts on the environment, and it is imperative to adopt sustainable practices to minimize them.

The MET recognizes this need and is keen to implement a number of green measures. These initiatives include:

- 01 Water management ;
- 02 Biodiversity and green spaces;
- 03 Responsible use of resources.

By adopting these measures, we are committed to preserving our precious environment while ensuring the quality of our services.

Water management

Although Quebec's water resources are abundant and easily accessible, it's crucial to recognize that water is a precious resource. Responsible management of this resource is particularly important in complex environments such as airports, where water consumption is significant.

Adopting sustainable water management practices is essential to preserving this vital resource for future generations. The MET is committed to implementing effective measures, including:

- Assessing and monitoring the water footprint ;
- The acquisition and use of environmentally-friendly equipment;
- Monitoring the quality of runoff water.

Water footprint assessment and monitoring

It is imperative to carry out an assessment of the airport's water footprint in order to gain a better understanding of our overall water use and identify priority areas for improvement. To do this, we will use flow meters to measure water consumption in various specific activities. Following this assessment, we will be able to set precise targets, such as reducing our water consumption by 50% in the coming years.

We also intend to regularly monitor our water footprint by setting up a register of the airport's water consumption. This register will be updated on a regular basis and the report will be made public, enabling the community to become aware of the airport's water impact. At the same time, we will be carrying out periodic audits of water management to identify areas for further improvement. This approach will enable us to adopt sustainable practices and continue to reduce our impact on this precious resource.

Eco-friendly equipment purchase and use

Nous souhaitons adopter des équipements écologiques, comme des urinoirs et des toilettes à faible débit, qui limitent la consommation d'eau. Ces urinoirs utilisent entre 0,125 et 0,5 gallon par chasse, réduisant la consommation d'eau de 50 % à 80 %. Cela préserve les ressources naturelles et diminue les coûts liés à l'eau et au traitement des eaux usées. L'intégration de ces systèmes allège la pression sur les infrastructures et réduit notre empreinte écologique tout en promouvant des pratiques durables.

Monitoring the quality of runoff water

Water quality is an essential element in the preservation of natural resources. That's why we are committed to rigorously monitoring the quality of runoff water on the MET airport site.

To improve this quality, we have installed hydrocarbon separators in the airport garages. These devices filter and remove oil, petrol, diesel and other pollutants from run-off water from parking areas, maintenance areas and refuelling areas.

The aim of this initiative is to prevent accidental spills, ensure infrastructure maintenance and, above all, protect the surrounding ecosystems. By adopting these measures, we not only ensure the preservation of the environment, but also contribute to the long-term sustainability of our airport site.

Biodiversity and vegetation projects

Biodiversity and green spaces play a crucial role in our society, offering both ecological and social benefits. Within an airport, these elements improve air quality, regulate temperature and provide habitats for local wildlife. In addition, green spaces contribute to stormwater management and create a more pleasant environment for passengers and staff alike.

To ensure that our activities and facilities comply with these principles, we are planning to carry out an audit. This audit will enable us to identify elements that may be harmful to biodiversity, and guide us towards more sustainable practices. Here are some of the initiatives we are considering:

- Biodiversity
 - Creation of natural habitats
 - Optimization of night lighting
 - Protecting pollinators
- Vegetation projects
 - Plant walls
 - Restoration of planted areas
 - Launch of the “Oregano” pilot project
 - Development of documentation on biodiversity initiatives

Biodiversity

Creation of natural habitats

In our desire to live in harmony with the natural world around us, but also to do our part to combat the encroachment of urbanization on existing nature, we have a duty to allocate part of our land for the creation of natural habitats or migration corridors adapted to the local fauna and, of course, not impacted by aircraft movements. To carry out this measure, we intend to collaborate with professionals in the field, such as universities and private groups.

Optimization of night lighting

We know that lighting, essential for ensuring the safety of airport operations, can have an impact on nocturnal wildlife. That's why we want to adapt our lighting system, focusing on directional lighting to target light where it's needed, both for runway lighting and the luminaires around the airport, which could be equipped with deflectors, and also on intelligent dimming of lighting according to current needs and activity.

Finally, to protect bird nests during breeding periods, we can install light screens or screens to prevent light from interfering. To ensure the quality of these measures, we won't hesitate to carry out a light impact study by experts to check whether these measures are effective and favourable to nocturnal fauna.

Protecting pollinators

We recognize that pollinators play an essential role in the ecosystem, helping to pollinate plants and maintain biodiversity. So we want to play an active part in preserving them. To this end, we have decided to plant native melliferous plant species on the airport site, wherever possible. These plants, particularly prized by bees and other pollinating insects, will provide a source of nectar and pollen, supporting their populations.

What's more, in the light of recent scientific research on pesticides, we are committed to adapting our practices with the aim of achieving zero pesticides. Eliminating these harmful chemicals will help create a healthier, safer environment for pollinators.

Finally, we plan to install beehives and insect hotels on the airport site. This project will be carried out in collaboration with local beekeepers, who will contribute their expertise and manage the hives. These facilities will provide additional habitats for pollinators, encouraging their proliferation and well-being. By adopting these measures, we hope not only to protect pollinators, but also to raise awareness in our community of the importance of these insects to our ecosystem and agriculture.

Vegetation projects

Plant walls

Integrating plant walls into the airport can not only add an aesthetic dimension by adding greenery, but also improve indoor air quality, mitigate urban heat and create a more pleasant atmosphere for travellers and staff alike. What's more, these walls help to reduce ambient noise by acting as an anti-noise covering. However, careful planning, taking into account the specific environmental conditions at the airport, is essential to ensure the success of this project.

We'll start by assessing which areas of the airport are suitable for the project, taking into account factors such as orientation, exposure to sunlight, proximity to water sources, and accessibility for maintenance. Next, it will be important to consult experts to identify appropriate plant species that can be integrated on an airport site, while avoiding attracting wildlife, as minimizing avian risk remains our priority. Finally, we plan to work with a Quebec landscape architect to bring this initiative to life.

Restoration of planted areas

Generally speaking, the initiative to green the airport is in line with our ecological ambitions. When one thinks of Quebec's natural ecosystem, forests, vast spaces and nature immediately spring to mind. With this in mind, we aim to revitalize the airport territory through what we call our “green strategy”.

The first measure is a tree-planting program designed to provide shade, reduce the urban heat island and improve air quality. In addition to optimizing air quality, this initiative will have a significant impact on the noise climate. However, it is crucial that the landscaping does not pose a risk to wildlife. A preliminary study will therefore be required to determine the appropriate planting characteristics.

Launch of the “Oregano” pilot project

We also want to experiment with an innovative practice that is unique in the world: replacing grass with a creeping, maintenance-free plant species such as oregano. In addition to reducing the carbon emissions generated by lawnmowers, this perennial plant adds an appreciable aesthetic dimension to the airport landscape. Oregano, known for its resilience and ability to cover the ground quickly, could offer a sustainable alternative to traditional grass. This initiative would help reduce maintenance costs and effort, while creating a more environmentally-friendly environment.

To ensure the success of this project, we plan to conduct a scientific study in collaboration with the organization Environnement Faucon. This research will provide a better understanding of the ecological and practical benefits of using oregano as a ground cover. It will also analyze the potential impacts on local biodiversity and the airport ecosystem.

By incorporating this innovative practice, we hope not only to reduce our carbon footprint, but also to serve as a model for other airports and public green spaces around the world. This project could pave the way for new approaches to the sustainable management of green spaces, combining efficiency, aesthetics and respect for the environment.

Development of documentation on biodiversity initiatives

As part of our commitment to understanding and living in harmony with our environment, it is crucial for us to document every component of our natural surroundings. This documentation will enable us to make informed decisions and implement sustainable practices. Here is a non-exhaustive list of the information we wish to acquire:

Soil contamination

It is essential to know the levels of soil contamination to identify areas requiring remediation. This information will help us to protect ecosystem health and ensure a safe environment for all living species.

Surface water, watersheds, groundwater and aquifers

A thorough understanding of the quality and dynamics of surface waters, watersheds, groundwater and aquifers is essential. This will enable us to manage our water resources effectively and prevent pollution.

Bird migration routes

Documenting bird migration routes is vital to avoid disturbance during critical migration periods. By knowing these routes, we can implement measures to protect bird species and minimize the impact of our activities.

Ecological systems

It is essential to identify and understand the diverse ecological systems that make up our environment. This includes the interactions between species, habitats and the ecological processes that govern them.

By obtaining this information, we will be able to develop a symbiotic relationship with our natural environment. Collecting and analyzing this data is crucial to guiding our environmental management practices, to ensure that our natural environment is respected and protected in the long term.

Use of resources

The responsible use of resources is a fundamental pillar of our environmental sustainability plan. By optimizing the management of these resources, we have the opportunity to reduce our ecological impact, preserve natural resources and improve our operational efficiency. We will focus on four key measures to achieve these goals:

1. Zero waste;
2. Zero plastic;
3. Short circuit;
4. Ecological maintenance products.

Zero waste

The MET is committed to a “zero waste” management policy aimed at minimizing the amount of waste sent to landfill, and promoting recycling, reuse and reduction at source. Our aim is to minimize environmental impact while reinforcing our commitment to sustainability. Atteindre un taux de diversion de 80 % des déchets d'ici 2025 ;

- Reduce the amount of non-recyclable waste by 50% by 2025;
- Be zero waste in the terminal by 2030;
- Encourage passengers, employees and partners to actively participate in our zero-waste efforts.

To improve waste management, the MET must first identify the various sources of waste. Here are the main types of waste generated on site: Déchets ménagers ;

- Catering waste ;
- Plastic waste ;
- Electronic waste ;
- Hazardous waste ;
- Construction waste ;
- Maintenance waste;
- Green waste.

By identifying these various sources, the airport will be able to introduce more precise and adapted management for each category of waste, thus contributing to the preservation of the environment. Below you'll find a series of measures that the MET - Montreal Metropolitan Airport plans to implement:

Source reduction

- Encourage partners to minimize packaging and propose sustainable alternatives;
- Implement performance monitoring of concessionaires to improve their management of residual materials;
- Promote the use of reusable products within the airport;
- Installation of fountains in the terminal to facilitate refilling of reusable water bottles.

Recycling and selective sorting

- Set up waste sorting stations throughout the airport;
- Collaborate with local recycling companies to ensure efficient recycling of materials;
- Implement green teams in the MET terminal to raise passenger awareness of waste sorting;
- Require contractors to recycle 90% (or more) of their construction residues for all projects;
- Use 100% recovered or recycled materials for runway work*;
- Maintain a waste register to identify and implement methods for recovering by-products and waste.

** To ensure success, a purchasing policy giving priority to recycled materials will be published.*

Organic waste

- Implement a composting program for organic waste from restaurants;
- Use compost produced on site for landscaping.

Education and Awareness

- Organize awareness campaigns for passengers, employees and airport site partners;
- Provide training in zero-waste practices.

Audit and continuous improvement

- Conduct regular environmental audits to assess the effectiveness of management practices in place;
- Implement improvements based on audit results.

To achieve our “zero waste” objectives, we will set up a monitoring system to measure our progress. Regular reports will be drawn up to keep all stakeholders informed of our results and progress.

The MET recognizes that achieving zero waste is an ongoing process. We are firmly committed to improving our practices and exploring new opportunities to reduce waste. We are dedicated to working closely with our employees, passengers and partners to create a more environmentally friendly airport environment. Our ongoing commitment reflects our determination to become a leader in sustainability and responsible waste management.

Zero plastic

The MET is committed to becoming a zero-plastic player by implementing all necessary measures to eliminate the use of single-use plastics. The aim of this policy is to reduce the environmental impact of our operations, particularly at points of sale for travelers. We favour sustainable alternatives by replacing plastic items with more environmentally-friendly options. This commitment illustrates our determination to protect our planet and make travelers aware of the importance of reducing plastic waste.

Short circuit

The MET's values are primarily focused on the Longueuil community and, more broadly, the Quebec community. That's why we're committed to responsible sourcing, giving preference to 100% local materials from Quebec. What's more, we want to establish a local market that favors short circuits, enabling neighboring industries to collaborate and supply each other. This approach aims to reduce waste while encouraging cooperation and the reuse of resources. This is what is generally referred to as the “circular economy”, which boils down to reusing the residues from one process as inputs in the production chain of another.

Ecological maintenance products.

The use of sustainable de-icers and de-icing products is essential for respecting the environment, which is why we want to stop using urea in favor of glycol, formate and acetate. What's more, glycol recovery is one of the most important measures we can take to limit environmental pollution. To achieve this, we'll need to provide a suitable collection system for used glycol, which can be temporarily stored in specially designed tanks to prevent leakage and contamination. Next, we process the used glycol to remove impurities, contaminants and oil residues. Once treated, the recycled glycol can be reused for aircraft de-icing.

To prevent incidents, it will be crucial to closely monitor glycol levels in the environment, using detection devices and emergency response protocols. This will not only preserve the environment, but also promote responsible practices within the airport industry.

Air quality

Air quality control

Airport management's commitment to air quality is a fundamental pillar of its environmental responsibility. Management recognizes the extent of its impact on air quality, and is firmly committed to adopting practices and policies aimed at mitigating this impact.

Our priority is to protect the health and well-being of the local community, as well as that of our passengers and employees. To this end, we are committed to meeting and exceeding regulatory air quality standards. Reducing air emissions, promoting cleaner technologies and adopting sustainable practices are key objectives of our policy.

We also emphasize the importance of transparency and communication in this commitment. We will inform our stakeholders, including the local community, openly and honestly about the measures we are taking to improve air quality. We will listen to community concerns and seek to work with them to find effective solutions.

We will invest in research, innovation and staff training to advance our air quality efforts. This commitment reflects our determination to build a cleaner, healthier and more sustainable future for all those affected by our airport activities.

Air quality is a global concept, but we are also aiming for measurable progress. Here are the indicators we plan to monitor with our air quality monitoring stations:

- Concentrations of nitrogen oxides: NO and NO₂ ;
- Suspended particulate matter concentrations: PM₁₀ and PM_{2.5} ;
- Volatile organic compound (VOC) concentrations;
- Indoor air quality index (IAQI).

Nature of contaminants	Average value	Duration
Nitrous oxide	0-10 ug/Nm3	Annual average
PM 2.5	0-5 ug/Nm3	Annual average
PM 10	0-15 ug/Nm3	Annual average

Our objectives must meet standards, which is why we have based ourselves on the guidelines of the World Health Organization (2021).

Our objectives are to meet current standards and, where possible, to exceed them. It is essential to stress that more specific objectives will be established after the first air quality monitoring on the airport site. This assessment will provide us with quantitative data, enabling us to deepen our analysis and better anticipate the situation.

To ensure ambient air quality on and around the MET airport site, we plan to install air quality measuring stations. These stations will be used to monitor the various environmental metrics we defined earlier.

With regard to volatile organic compounds (VOCs) and the Indoor Air Quality Index (IAQI), we plan to carry out targeted air quality studies in various areas of the airport, including the terminal, parking lots and certain technical buildings. These studies will include an assessment of ventilation and pollution levels, with the aim of ensuring a healthy environment for all users of our facilities. To ensure the success of these initiatives, it is essential to collaborate with air quality experts. We plan to work closely with them to select the most appropriate monitoring stations and the most effective instruments. This cooperation will enable us to carry out in-depth studies and set up a reliable and accurate monitoring system.

Innovation project idea

The MET aims to improve air quality by integrating coatings containing photocatalysts, capable of breaking down atmospheric pollutants when exposed to daylight.

This innovation will be partially developed and tested at the LIA - Innovation in Aerospace Living Lab.

Finally, we recognize the importance of this data in addressing community concerns. That's why we're committed to sharing them transparently and publicly through detailed reports.

Aerosymbiosis

Mobilizing stakeholders

Many of the measures mentioned above require active awareness-raising among stakeholders and the public if they are to be fully effective. This is why the MET wishes to set up a collaborative body bringing together all the parties concerned. Each partner will be represented by a designated environmental officer.

They will meet regularly to ensure that sustainability objectives are implemented. Their role will be essential in coordinating efforts and ensuring that all environmental initiatives are properly implemented and monitored. In addition, to reinforce their commitment and understanding of sustainable practices, these managers will participate in training sessions offered by the airport. These sessions will be designed to raise awareness of appropriate behaviours and best practices in environmental management.

By creating this collaborative body, the MET is ensuring that all stakeholders are actively involved and informed, fostering a collective and harmonious approach to achieving our sustainability goals. This initiative will enable us not only to implement ecological measures more effectively, but also to raise awareness and involve our community in environmental protection.

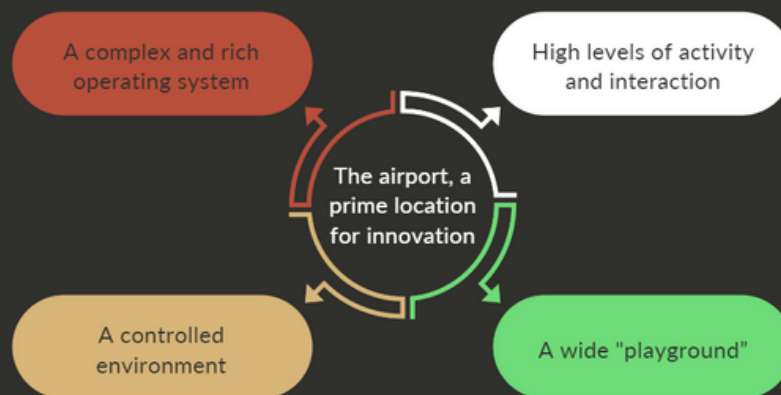


LIVING LAB FOR INNOVATION IN AEROSPACE

Our ambition is to offer players in the innovation ecosystem privileged access to all the infrastructures and operations of MET - Montreal Metropolitan Airport, so that they can conduct research and experimentation projects. In this way, the MET will become much more than an airport: it will become a major laboratory for open innovation research, better known internationally as the Living Lab. To achieve this ambition, the MET is launching the LIA - Living Lab for Innovation in Aerospace, under the direction of Mehran Ebrahimi - Scientific Director of the MET - Montreal Metropolitan Airport and full professor in the Management Department of the École des sciences de la gestion at the Université du Québec à Montréal. This laboratory will develop new technologies and deepen knowledge, while fostering collaboration between innovative companies, researchers and academic institutions, helping to further position Longueuil and Montreal as a world leader in airport and aerospace innovation.

The potential of airports as innovation hubs

Airports are vast research grounds for the innovation ecosystem. They cover hundreds of hectares of land and include multi-billion dollar infrastructures. They employ tens of thousands of people. They are complex organizations that transport millions of passengers every year. For an innovative company or researcher, conducting projects in the day-to-day operations of an airport is an invaluable opportunity. It's a chance to analyze real-life practices and carry out real tests.





LIVING LAB FOR INNOVATION IN AEROSPACE

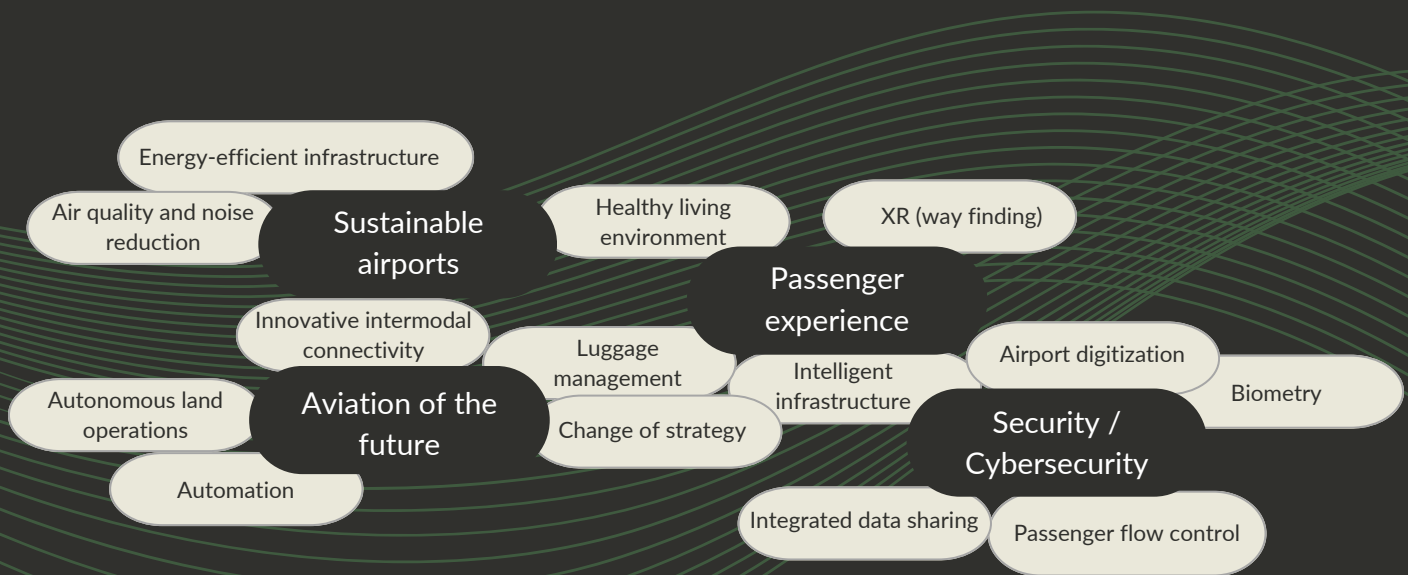
Commitment pillars of the LIA - Living Lab for Innovation in Aerospace

The aim is to offer the Innovation in Aerospace ecosystem privileged access to all MET infrastructures and operations, in order to conduct research and experimentation projects.

- Access to a unique study site
- Facilitate research projects
- Create a community of experts

A multidisciplinary, cross-disciplinary approach

There are many disciplines involved in research and technological advancement at airports. Below is a more visual breakdown of innovation trends in the airport sector.





LIVING LAB FOR INNOVATION IN AEROSPACE

LIA governance and founding partners

Professor Mehran Ebrahimi has been appointed Scientific Director of the MET - Montreal Metropolitan Airport. In this capacity, he will oversee the creation and development of the LIA.

This appointment marks a significant step in the strengthening of links between the academic world and the airport industry. Mehran Ebrahimi, PhD, is a full professor in the Department of Management at the School of Management Sciences, Université du Québec à Montréal (ESG UQAM). He is a member of the réseau international d'innovation et de prospective (r2ip), and director of the GEME-Aéro study group on management of aeronautical companies, and of the Observatoire international de l'aéronautique et de l'aviation civile at UQAM. His research interests focus on knowledge management in high-tech sectors, notably aeronautics and aviation.

A network of high-level partners to support the LIA

The Living Lab at the MET - Montreal Metropolitan Airport will be supported by two committees under the direction of Mehran Ebrahimi: the Advisory Committee and the Scientific Committee, both of which are made up of strategic players in the innovation ecosystem, whose members are listed on the LIA web page.

Composed of internationally recognized strategic players, the two committees' mission is to propel the LIA in its innovation research and development activities.

Dashboard

Progress report monitoring mechanism

To achieve conclusive and effective results, it is imperative to set up a structured follow-up mechanism. This follow-up must be clear and concise, requiring rigorous organization of the procedure.

First of all, each previously identified point will be assigned a constant progress report. These individual reports, referred to as “mini reports”, will provide regular updates on progress in each specific area. The frequency of these reports will vary from project to project, with deadlines ranging from two weeks to several months.

These “mini reports” will then be summarized and compiled into an overall report on the progress of the project as a whole. To guarantee the quality and coherence of these documents, a responsible person will be appointed to ensure that progress is clearly and precisely written.

Finally, all the reports will be consolidated to produce an annual report detailing the airport's progress in terms of sustainability. This report will be presented to all stakeholders, so that everyone has an overview of the progress made and we can continue to move forward together towards our sustainability goals. This approach ensures total transparency and a collective commitment to our environmental initiatives.

Progress report monitoring mechanism

We recognize that an airport's success in environmental sustainability depends on the active engagement and understanding of all our stakeholders. For us, transparency means sharing relevant information openly and honestly with all stakeholders, be they local residents, passengers, airlines, local authorities, employees or other interested parties.

This transparency must encompass several essential aspects. Firstly, it must include our objectives and the progress we are making towards achieving them, enabling stakeholders to monitor progress and understand the impact of our actions. Secondly, stakeholder involvement in the decision-making process is essential. Their concerns must be solicited and taken into account when planning projects and policies. The collection and disclosure of relevant data, such as greenhouse gas emissions and water consumption, among others, must be carried out in a transparent manner to enable an objective assessment of environmental performance. Finally, as mentioned above, the regular publication of detailed reports must be accessible to all airport stakeholders.

Transparent communication builds stakeholder trust, fosters collaboration and enables the airport to better align itself with community expectations and overall sustainability goals. It also helps to alleviate concerns and build a positive image of the airport as a responsible player in the aviation industry.

Programming

We recognize that the implementation of all the measures outlined above cannot be achieved in a single year. That's why we've drawn up a multi-year implementation plan. The following is an illustration of our planned timetable. It is essential to note that this timetable may be adjusted according to available resources and progress made.

To ensure transparency and efficiency, each measure will be accompanied by a detailed action plan, including specific objectives, milestones, deadlines and performance indicators. What's more, these action plans will be made public, enabling all stakeholders to track our progress and ensure that we remain aligned with our sustainability goals.

By planning strategically and communicating transparently, we aim to mobilize our entire organization, as well as our partners, to achieve our environmental goals effectively and consistently. This structured, step-by-step approach will enable us to make significant progress while adapting to the challenges and opportunities that lie ahead.

Implementation time

Some measures, particularly those requiring significant technological change or complex collaboration, may extend over several years. The progress of each initiative will be regularly assessed and adjusted according to the resources available and the progress made.

2025 - Launch phase

- LIA: Collaboration with academic institutions to develop pilot projects;
- Air quality monitoring: Installation of the first air quality measurement stations and launch of ad hoc air quality studies in terminals and parking lots;
- Water management: Start of runoff water quality monitoring and installation of hydrocarbon separators.

2026 - Development phase

- Car-sharing system: Development of car-sharing application for employees and passengers;
- Zero waste: Implementation of sorting and recycling programs throughout the airport and start of waste reduction awareness campaigns;
- Energy efficiency: Energy audits carried out.

2027 - Optimization phase

- Biodiversity and green spaces: Program to encourage pollinators;
- Partnership with cab providers: Negotiation of partnerships to optimize cab routes;
- Water management: Installation of low-flow equipment.

2028 - Expansion phase

- Zero plastic: Gradual elimination of single-use plastics in airport shops, promotion of sustainable alternatives and raising passenger awareness;
- Short supply chain: Establish partnerships with local suppliers and reorganize procurement to give priority to short supply chains.

2029 - Consolidation phase

- Green cleaning products: Transition to green cleaning products in all facilities;
- Review and adaptation of measures: Assessment of progress made in all initiatives and adjustment of strategies in line with results achieved and new technologies available.

Conclusion

The MET - Montreal Metropolitan Airport is firmly committed to becoming a leader in environmental sustainability. Through this sustainability plan, we have defined a series of ambitious measures designed to reduce our ecological footprint, preserve biodiversity and promote responsible practices throughout our operations.

We recognize that achieving these goals requires a structured and collaborative approach. That's why we have developed specific strategies to improve energy efficiency, manage water resources responsibly and reduce greenhouse gas emissions. In addition, our commitment to sustainable mobility, waste management and biodiversity protection underlines our drive to create a greener, more environmentally-friendly airport.

Every initiative presented in this plan has been carefully designed to meet contemporary and future environmental challenges. We have also put in place rigorous monitoring mechanisms to assess our progress and adjust our actions accordingly. Transparency is at the heart of our approach, and we are committed to communicating regularly with all stakeholders on the progress of our initiatives.

In conclusion, the MET is determined to play an active role in the fight against climate change, and to contribute positively to the well-being of our region and the preservation of our planet. With the collaboration of our employees, partners and the community, we are confident that we can achieve our sustainability goals and set new standards for the airport industry. Together, we can aspire to a more sustainable and environmentally friendly future.

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