



PRESS RELEASE

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The Saint-Hubert-Longueuil Airport Issue, with Jean-Marc Léveillé, it's Settled!

Longueuil, September 22, 2021 — Last spring, the non-profit organization that manages the Saint-Hubert-Longueuil Airport, DASH-L, presented its ambition to compete with Plattsburgh Airport by developing from the South Shore low-cost connections to the United States. Jean-Marc Léveillé, mayoral candidate for the Longueuil's Official Opposition Party has already declared that he is fiercely against this vision, which he describes as unrealistic and irresponsible. He proposes the creation of a technological center in aeronautics in order to strengthen the place that Longueuil must occupy in aerospace industry and empower our brains and businesses to realize their full potential. It is urgent to end this project to avoid an environmental disaster, both in terms of noise pollution and the impact on climate caused by commercial aircrafts. Mr. Léveillé announces today that, under his administration, the City will take back control of the development of the airport area to protect the quality of life of the citizens of Longueuil while preserving the economic vocation of the airport.

"The past 15 years have shown us that the DASH-L governance model is more part of the problem than of the solution. The development of an aeronautics and research center was already within the mandate of the organization in 2001 and yet none of their targets were met. Worse, certain orientations have considerably damaged the image of Longueuil and the quality of life of our citizens. My patience is well over its limit. I come to politics to resolve issues, then I will not hold further consultations and I will not give DASH-L another chance to redo his homework. It is time for Longueuil to take charge of the destiny of the airport area to ensure its development in win-win settings." - said Jean-Marc Léveillé.

Mr. Léveillé adds that he will respect the agreements already signed with DASH-L and that he does not exclude the development of business jets, but that he will impose a stricter regulation of aircraft noise, in particular with the imposition of a curfews for wide-body aircrafts and completing the muffler installation program for all flight schools.

"The citizens are disgusted that the intervenors continually pass the buck. By taking back control in favor of the City, we will become accountable for the vision and we will have real negotiating power with partners in the aeronautics and the federal government. In the short term, this is the only way to reframe the development of the airport to protect the interests of citizens across the city." - concluded Jean-Marc Léveillé.

Let us recall that after several controversies and multiple legal appeals between 2009 and 2012 for the noise generated by flight schools, it is more recently with the arrival of a Boeing 737-200 from the Chrono Aviation company that the tensions around the Saint-Hubert Airport were rekindled in particular because of the take-offs during the night.