DublinAirport

daa

Infrastructure Application

Delivering high-quality, international connectivity

Contents

daa is planning a number of significant investments to enhance the passenger experience, advance sustainability ambitions and to facilitate the projected growth of Dublin Airport from 32 million to 40 million passengers per year.

We are now providing members of the public, interested groups and individuals with information on our Infrastructure Application (IA).

Welcome

Thank you for taking the time to read more about our proposed airport investments which seek to improve facilities, services and passenger experience at Dublin Airport, and to grow the capacity of Dublin Airport sustainably from 32 million passengers to 40 million per year.

Dublin Airport has served Ireland for over 80 years and is Ireland's primary transport gateway to the world. The continued sustainable development of the airport is critical to our national economic well-being, global connectivity and future growth.

The government's National Planning Framework (NPF) recognises Dublin Airport will be a key driver of the national economy and growing international connectivity.

Currently, planning constraints limit the capacity of the terminals at the Airport to 32mppa; a figure we are fast approaching following a strong return to air travel after the pandemic. Increasing the number of passengers travelling through the airport to 40 million per year will boost vital global connections, support our economy - particularly through international investment and tourism - and meet government policy targets.

To achieve this we need to redevelop existing areas of the airport, as well as invest in enhanced infrastructure. This will allow the airport to cater for more passengers through our terminals while maintaining a high-quality customer experience.

This is an opportunity for us to ensure Dublin Airport can continue to develop as a leading European and transatlantic hub.

The changes we are proposing will allow us to compete on a level playing field with other major European airports for routes and connections, and continue to position Ireland as a world leader in global aviation.

We recognise the considerable challenges that lie ahead, particularly with respect to ensuring carbon and climate factors are appropriately assessed within any proposals for airport growth. In this respect Dublin Airport remains committed to managing energy and improving resource management as we work towards our target of Net Zero Carbon by 2050. We will continue to work with our airline partners towards realising these commitments.

As we move towards finalising our plans to deliver on this key national objective, we are now providing members of the public, interested groups and individuals with as much information as we can, while we work through the detailed assessments required to support the application.

Our online engagement room has been designed to provide you more information on our plans

Vincent Harrison
Chief Commercial & Development Officer,
daa group

1. Introduction to our plans

The Infrastructure Application (IA) planning application will enhance Dublin Airport's infrastructure for the benefit of passengers and airlines, improve operating efficiency and sustainability as we work to deliver on the objectives of the National Planning Framework (NPF) and National Aviation Policy. It proposes to increase permissible passenger numbers from 32 million passengers per annum (mppa) in the terminals to an overall passenger capacity of 40mppa at Dublin Airport, and to secure consent to develop the associated infrastructure required.

We are currently finalising our formal application for planning permission, which will include detailed supporting plans and environmental assessments by relevant experts.

In advance of the submission of this application, we are providing an opportunity for interested members of the public to obtain information on our proposals.

Online engagement room

We are hosting an engagement room on the Dublin Airport website which will exhibit information on the proposed airport infrastructure.

You can access the online engagement room at:
dublinairport.exhibition.app

2. Dublin Airport - 80 years and counting

1936
Plans put forward by Irish Govt for Dublin Airport

1940
Dublin Airport starts with one flight per day to Liverpool

1942
First terminal building opens

1948
Completion of concrete runways

1949
Passenger numbers reach 200,000/year

1958
First transatlantic services as passenger numbers top 500,000/year

1959
New North Terminal

1960s
New piers introduced

1963
Dublin Airport welcomes over 1 million passengers

1970s
Land aquisition ensures scope for continued growth

1972
New Terminal building

Passenger growth

The number of passengers traveling through Dublin Airport is approaching the current cap of 32 million per year.

Our investment plans will pave the way for greater capacity to allow 40 million passengers per year to travel through the airport.

1989
South Runway opens

1990
Celebrates 50th birthday

1997
More than 10 million passengers welcomed

2004
Planning process commences for North Runway

2007
Planning permission granted for North Runway

2010
Terminal 2 opens

2015
75th birthday
25 million passengers welcomed

2016
North Runway construction commences

2022
North Runway opens

Almost **50** airlines

to over **180** destinations

in **38** countries

Figures from 2023 Economic Impact Report

3. Introducing the Infrastructure Application (IA)

Capacity

The Infrastructure Application is a key design and construction component of the Capital Investment Programme (CIP) which will facilitate the further growth of Dublin Airport and increase terminal capacity.

The permitted combined passenger capacity for Terminal 1 and Terminal 2 is currently 32 million passengers per annum (mppa). An increase in passenger capacity to 40mppa is required in order to meet forecasted demand.

Strong growth in passenger demand is projected to continue in the short and medium-term. In 2022, Dublin Airport saw 28.1 million passengers through its doors. About 30.7 million people started and ended their journey at Dublin Airport in 2019, while almost 2.2 million passengers used the airport as a hub, reflecting the growth of the airports hub role in line with national policy.

International Connectivity

Dublin Airport provides international connectivity on a range and scale that cannot be replicated by other airports in Ireland. This is due to a number of reasons.

- much of the demand is in and around Dublin – of the 5.1 million people living in Ireland, 2.1 million (41%) live in Greater Dublin
- Dublin Airport is Ireland's only hub airport, meaning it is the only airport capable of supporting a much higher level of connectivity by pooling both point-to-point traffic and transfer traffic

The National Aviation Policy prescribes growth for Dublin Airport generally and provides that Dublin Airport should be promoted as a secondary hub, operating to global markets. Transfer operations underpin the viability of routes and frequencies, particularly during quiet periods of the year meaning growth in transfer traffic is critical to achieving both high-quality connectivity (as required by the NPF) and continuity of services across the year.

As an island, the effectiveness of our airport and port connections to our nearest neighbours in the UK, the EU and the wider global context is vital to our survival, our competitiveness and our future prospects.

- National Strategic Outcome 6, NPF

Passenger experience

Dublin Airport prioritises improving the service standards across the campus and targets an effortless travel experience where every journey is defined by ease and efficiency. We seek to improve standards through a range of initiatives to create a stress-free journey through the airport for our passengers. The reorientation of existing spaces and introduction of new passenger facilities and consumer offerings will improve the airport environment.

Sustainability

All of our projects will go through a sustainability design phase, ensuring we stay on track to achieve our carbon reduction targets. Any new buildings will meet or go beyond NZEB (Nearly Zero-Emission Building) requirements. All new aircraft stands will have Fixed Electrical Ground Power (FEGP) instead of diesel run generators as we transition towards a cleaner, sustainable airfield.


The Infrastructure Application
Benefits
Ensure national and regional policy objectives are met i.e, providing 'high quality international connectivity'
Harness the wider national economic opportunities facilitated by Dublin Airport
Ensure a good quality-built environment for passengers and airlines
Ensure a safe and efficient airfield
Expand Dublin Airport as a secondary hub, operating to global markets, underpinning the viability of routes and connections
Meet sustainability commitments in-line with our Environmental, Social Governance Strategy (ESG)
Support good surface access at Dublin Airport, focussed on good mobility management measures and strong public transport provision

4. What investments are proposed?

Airport infrastructure projects can and do serve multiple purposes - improvement of service levels, passenger experience and efficiency, as well as fulfilling sustainability, safety or regulatory requirements.

Dublin Airport proposes to invest in its current infrastructure and develop additional infrastructure where required to meet future passenger demand while maximising efficiency.

Passenger focus

Our terminal and pier investments will accommodate the increasing number of passengers with an improved level of service; enhanced internal environment and increased space, comfort and ease of movement. Refined security and baggage systems and new food and beverage offerings will also be added.

What will happen if we do not invest in Dublin Airport?

If airport traffic was unconstrained, projected passenger traffic would reach 39.6 million in 2030 and 55.5 million by 2055. Not investing in infrastructure will result in the airport hitting a capacity crunch whereby the infrastructure will be operationally stretched, the required service levels will not be achievable, resulting in a large proportion of demand being unfulfilled.

This will also result in less employment and economic activity at the airport, and in the downstream industries supporting the airport, as there will be fewer flights and passengers to service.

The economic impacts will also extend across the entire economy, due to the restricted connectivity that Dublin Airport would be able to offer, impacting tourism, trade, business development and investment.

The estimates of opportunity cost impact as a result of the 32mppa cap in 2030, 2040, 2050 and 2055, suggest the Irish economy could forgo an additional 17,800 jobs and €1.5 billion in GVA by 2030, relative to unconstrained traffic growth, increasing to 53,300 jobs and €4.4 billion in GVA by 2055.

The majority of this forgone economic impact is expected to occur outside of the aviation sector – 59% of the total impact is catalytic impacts (tourism, trade, investment, etc.) and another 22% are indirect and induced impacts (supplier and spending in the wider economy). This forgone economic impact is approximately 12% of the total projected economic impact of Dublin Airport in 2030 and 28% of the total by 2055. In other words, the economic contribution of Dublin Airport will be reduced by 12% in 2030 and by 28% in 2055 if the 32mppa cap remains in place.

Statistics : Economic Impact Report 2023

Proposed IA investments

Terminals and Piers

1. North Apron Expansion

Pier 1 in the north of the airport principally serves airlines providing access to Europe. Since its development in 2007, demand for this Pier has grown significantly. It is now proposed to expand the pier and associated apron eastwards to accommodate an additional six aircraft.

2. Terminal 1 Central Search

The existing security area within Terminal 1 will be re-located to an enlarged T1 mezzanine area facilitating the provision of increased security screening capacity. This enlarged mezzanine will be achieved through the extension of the existing mezzanine to the full width of the terminal. Moving security to the mezzanine creates space for an expansion of the Terminal 1 check-in area and passenger services including additional ancillary services such as food, beverage, and commercial offerings.

3. South Apron Expansion

The existing South Apron serves Terminal 2, a hub for long-haul and US Customs & Border Protection (C&BP) for pre-cleared passengers. This area will be expanded to include a new pier which will facilitate three long haul aircraft, a relocated preboarding zone and aircraft parking areas, taxiways and apron space. The project will also include development of additional screening lanes within an extended US Customs & Border Protection building.

Airfield

4. New Apron 7

Aircraft stands are where aircraft park. As demand continues to grow there is limited opportunity for development of additional stand capacity around the existing piers and terminals on the Eastern Campus. To meet this demand, new stands are planned on the western side of the airport with associated roads, pavements and ancillary services. No piers or terminal buildings are proposed for this area. These stands will fill an existing gap in the provision of contingency and overnight stands for aircraft parking. It will also free up space to consolidate passenger operations on the Eastern Campus around our current terminals and piers.

5. Underpass

The proposed vehicle Underpass of the Crosswind Runway is a critical project for safe and efficient operation of the airfield. The underpass is required to facilitate ongoing safe and reliable vehicle access between the remote West Aprons and the Eastern Campus. It will allow aircraft handlers and fuel transport to continue to service aircraft operations on the West Apron.

6. Surface Water Management

Comprehensive drainage infrastructure is required to ensure robust environmental protection and to enhance existing management of surface water and wastewater across the airfield. This investment represents a major commitment by Dublin Airport to environmental protection and sustainable growth.

Airport access and parking

7. Surface Access Infrastructure

The Ground Transportation Centre (GTC) is the main public transport area within Dublin Airport, located to the rear of the Terminal 1 multistorey car park, and inclusive of the future MetroLink station. In line with Ireland's Climate Action Plan and the Greater Dublin Area Transport Strategy, we are working to support a shift from car use to public transport among both passengers and staff. It is proposed to improve the passengers travel experience by providing improved and safer access to public transportation. We will consolidate the majority of customer facing busing facilities at Dublin Airport into a single location in the GTC and in as much as possible separate bus, general traffic, and pedestrian movements, to provide priority access to bus stop facilities. We will provide more bay capacity for buses to support the growth of public transport.

8. Terminal 2 Car park Upgrades

With an increase in passenger volume, demand for access and parking at the airport will also increase. Dublin Airport recognises that there will continue to be a need for certain user groups of Dublin Airport to access the airport by car, particularly in the transition period as increased levels of public transport are rolled out. Additional parking spaces in the Terminal 2 multistorey car park are planned, (some of which is replacement of existing parking capacity displaced by MetroLink construction).

9. Long Term Car Parking Red (temporary)

Additional long-term passenger car parking spaces at the existing long-term parking to the east of the airport between the M1 and the R132 site. This car park will be proposed on a temporary basis, until MetroLink comes into operation.

10. Staff Car Park North

As Dublin Airport has developed, staff parking has been lost to new developments. This displacement will continue as the airport continues to develop the campus. Dublin Airport, working with Fingal County Council and the National Transport Authority (NTA), fully promotes public transport and active travel measures for all staff. To support this, it is proposed to relocate the displaced car parking away from the centre of the airport. Staff parking will be proposed to the south of the airport (under a separate planning application) and to the north of the airport (within the Infrastructure Application).

DublinAirport

Map of proposed IA investments


To Swords
10. Staff Carpark North
1. North Apron Expansion
R132
8. T2 Carpark Upgrades
ccess
ture
T1
T2
R132
2. T1 Central Search
3. South Apron Expansion
6. Surface Water Management
9. Long-term Carpark Red (temporary)

5. Benefits for the economy

Dublin Airport handles 85% of commercial flights in the Republic of Ireland. We are the country's main gateway to the world, welcoming over 90% of passengers that arrive. We are also responsible for 30% of Ireland's exports by value.

Dublin Airport represents an attractive proposition for international business and travellers across Europe. It provides a gateway for all sectors to trade and invest, contributing €9.6 billion in GVA to the nation's economy.

We want to support Ireland's economic growth through:

- Facilitating high quality international connectivity
- Enabling route development
- Driving tourism

Direct Economic Impact

Direct employment supported by on-going operations was estimated at 19,900 jobs in 2022.

Adjusting for part-time and seasonal employment, this equates to 17,800 full-time equivalent jobs. The total income of these employees is €906 million and the total direct Gross Value Added (GVA) generated by Dublin Airport in 2022 was estimated to be €1.8bn.

Indirect & Induced Impact

Adding in multiplier impacts - indirect (supplying and supporting businesses) and induced (the employees' spending in the economy) - the total employment supported by activities at Dublin Airport is estimated to be 25,000 jobs earning a total of 1.5bn. The contribution to GVA is estimated to be over €2bn.

Catalytic Impact

In addition a further 71,200 jobs (62,900 FTEs) are a result of Dublin Airports catalytic impacts, facilitating other sectors of Irish business such as tourism, trade, investment and productivity growth. These jobs generate €2.9 bn in wages and contribute almost €5.7bn to the Irish economy in GVA.

Statistics: Economic Impact Report 2023 | Central Statistics Office

63%
Increase in passengers
(2013-2019)

Dublin Airport bought goods worth
€900m
from Irish suppliers
(2015 - 2019)

90%
Dublin Airport carried 90% of air passengers into Ireland in 2021

Dublin Airport facilitated
116,100
jobs in the ROI
(2022)

19,900
Jobs directly related to airport operations
(2022)

6. Managing environmental factors

Managing environmental factors

Our Environmental, Social and Governance Strategy (ESG) sets a clear pathway for daa to deliver commitments to the environment, our people, passengers and local communities.

Sustainability

Commitments under the environmental sustainability pillar have a fundamental role to play in our journey to become a more sustainable business. We have several long-term and ambitious environmental targets - including becoming net zero for carbon emissions by 2050 at the latest.

As we seek consent for our proposals to grow the airport and use our current assets more efficiently, we are committed to continuing to work to reduce emissions.

Several projects are already underway, for example Dublin Airport is expanding the delivery of Fixed Electrical Ground Power (FEGP) to all remaining airfield contact and remote stands to provide efficient, sustainable mains electrical power to aircraft while they are on stand.

We are working with our partners to prepare for new generation technologies including sustainable aviation fuels, carbon capture storage, green hydrogen, electric and hybrid aircraft.

Environmental impacts

Environmental impacts generated by our proposals will be carefully assessed through extensive survey work. The principal impacts of proposed developments are likely to be an increase in air and ground traffic movements from Dublin Airport, with associated aircraft and ground noise, and greenhouse gas emissions. We will work to mitigate potential environmental impacts in line with our strategic commitments.

To this effect environmental impacts will be assessed under two scenarios; one which assumes that the ongoing application to change the permitted use of the airfield is granted, and one where it is not.

Noise

As the airport continues to grow there will be additional flight movements. However with the continuous improvement in aircraft technology, aircraft noise is forecast to decrease. The provision of acoustic insulation continues to be rolled-out in our local area.

Air quality

Detailed survey and modelling work is ongoing to determine potential impacts on air quality and possible mitigations.

Drainage and water

Our investments include an airfield drainage project which will modernise how we manage drainage.

Traffic & Transport

A complete reconfiguration of our ground transportation hub in-line with Climate Action Plan and Greater Dublin Area Transport Strategy.

Construction

Our application will include a Construction Environment Management Plan (CEMP) setting out; proposals to limit the impact of construction; identify a series of construction compounds, facilitating traffic management to limit the impact on the road network.

Biodiversity

Detailed survey work is ongoing to determine potential impacts on biodiversity.

7. Targeting net zero carbon at the airport

The decision to grow international connectivity at Dublin Airport was made in the national interest. It is essential that as the airport grows, we work to minimise environmental impacts.

Dublin Airport has a goal to be net zero for carbon emissions by 2050 at the latest. There are several ways in which the airport will achieve this.

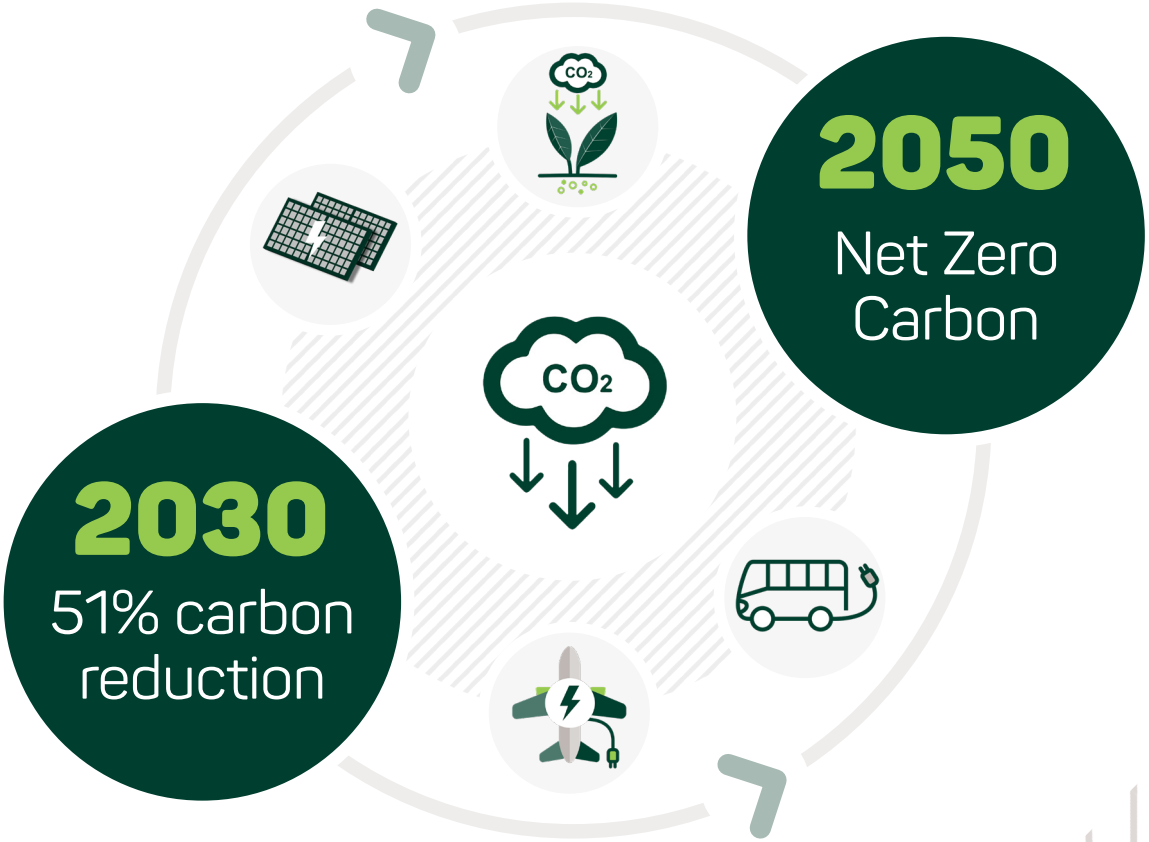
How will net zero be achieved?

As part of our future strategy, we will provide infrastructure on the ground which will allow airlines to transition to cleaner, more sustainable forms of energy. This includes sustainable aviation fuel, which contains around 80% less carbon than normal aviation fuel.

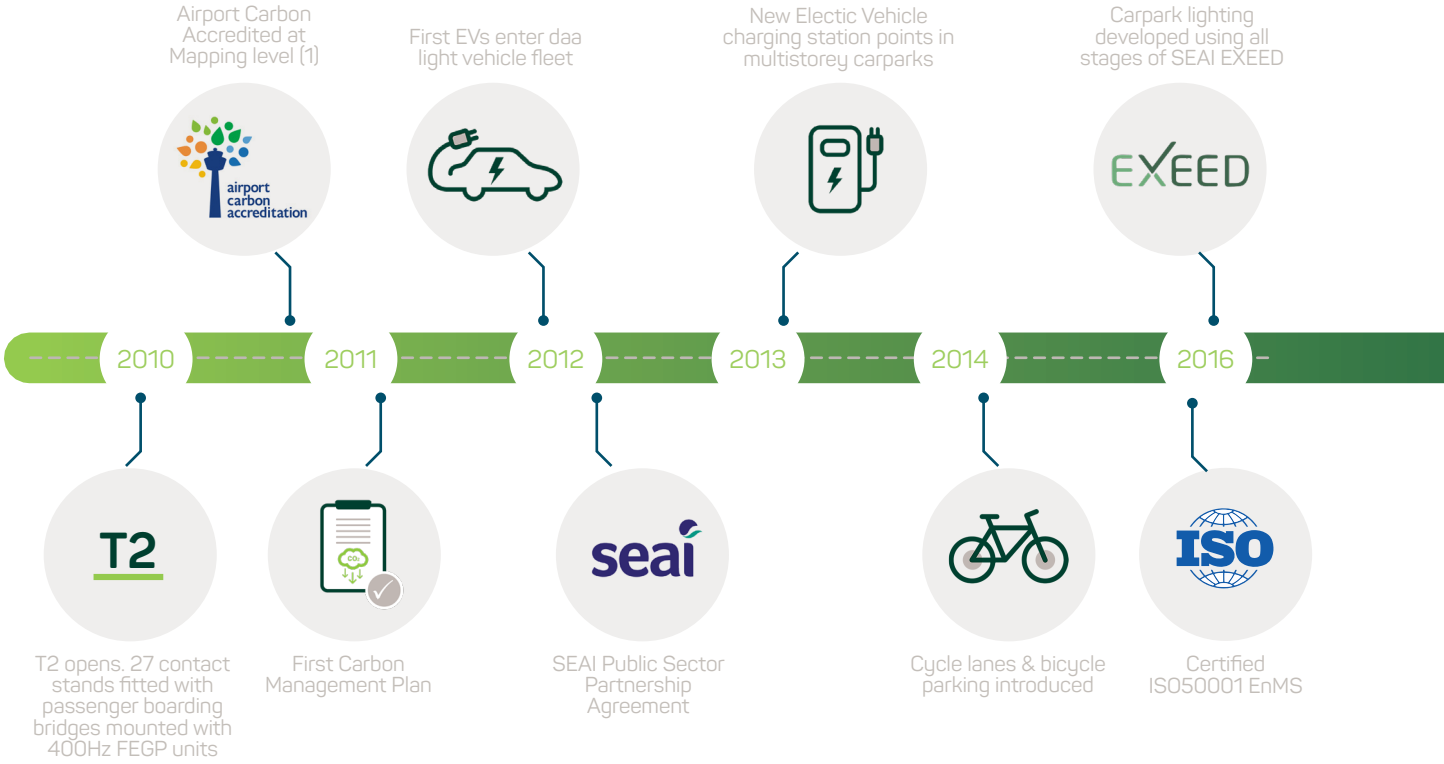
We are also planning to replace the existing fossil fuel heating system with a new, renewable energy heating system, powered by more sustainable energy sources.

Dublin Airport is transitioning towards the use of zero or low emission vehicles, including our operational cars, jeeps and vans, as well as our fleet of sweepers, tractors, snow and ice clearing vehicles.

These vehicles, as well as those operated by airlines, handlers and public transport, will all be supported by an increase in provision of charging infrastructure.



8. Emission reductions to date

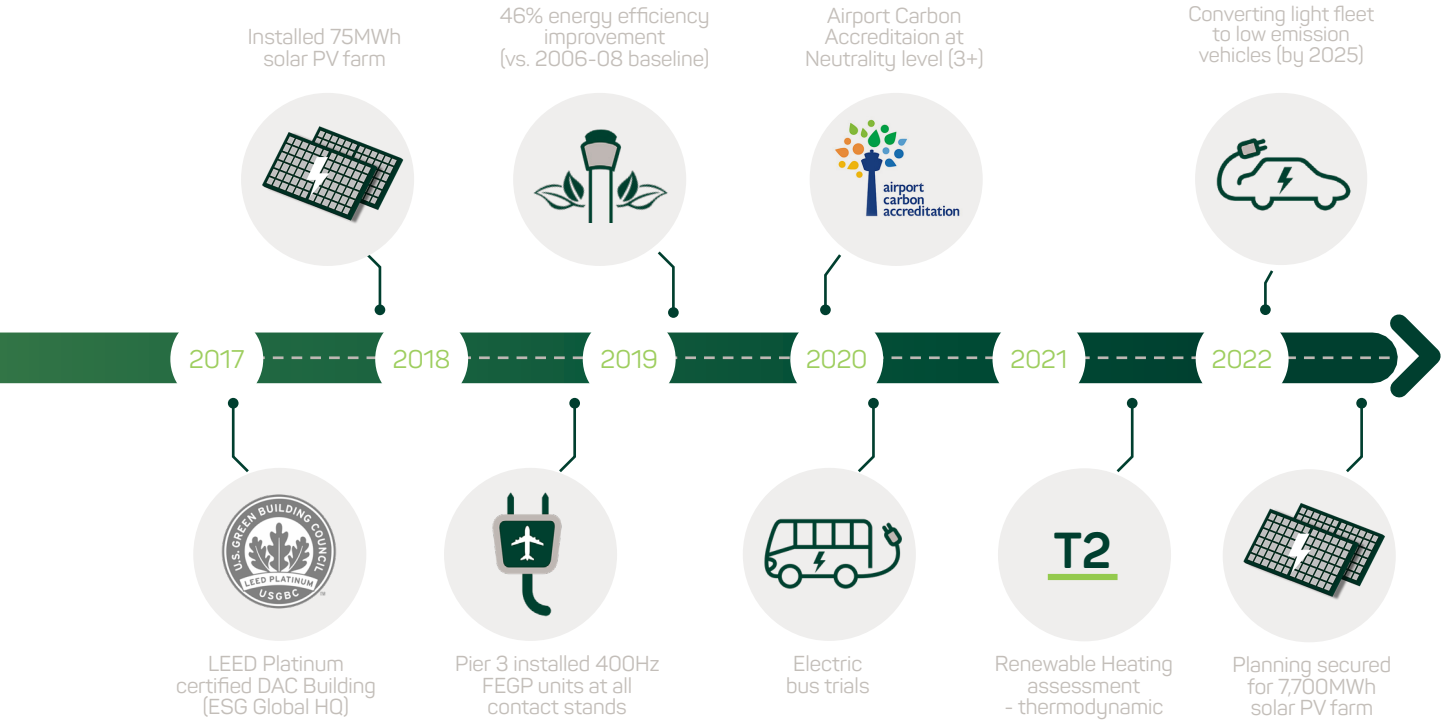


Continuing our emissions reductions

Dublin Airport has worked to improve our energy efficiency for many years, and we are dedicated to continuing that approach. Reducing our greenhouse gas emissions and building a sustainable airport for the future, capable of providing for increasing passenger numbers is at the core of our plans.

The roadmap to reducing our carbon footprint is set out in the Dublin Airport Carbon Reduction Strategy.

Dublin Airport is engaging with its partners to find ways to address greenhouse gas emissions now, through collaboration with stakeholders at the airport, and our supply chain. We work closely with these partners to help them reduce the carbon emissions for which they are responsible, and keep an open dialog on the steps being taken to reduce the overall carbon emissions associated with Dublin Airport.



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Infrastructure		Description
1	**Terminal**	The terminal is a building where passengers transfer between ground transportation and the facilities that allow them to board and disembark from an aircraft. Within the terminal passengers purchase tickets, transfer their luggage, and go through security.
2	**Set-down**	The set-down area is an area near the entrance of a terminal where vehicles can stop temporarily and let passengers alight and make their way to the terminal.
3	**Pier**	A narrow building housing departure/arrival gates. One end connects to a ticketing and baggage claim area. Aircraft park alongside the pier.
4	**Contact Stand**	Contact Stand means an aircraft parking stand that is suitable for walking passengers to and from an aircraft from an allocated boarding gate (or may board via airbridge if stand can be served by airbridge).
5	**Remote Stand**	Remote stands are areas of the apron further away from the terminal than contact stands where aircraft are parked and can be boarded/disembarked. Passengers may walk or be driven by bus to the stand and board the plane via movable steps.
6	**Taxiway**	A taxiway is a path for aircraft at an airport connecting runways with aprons, hangars, terminals and other facilities.
7	**Runway**	Runway is where aircraft take-off and land. The direction and strength of the wind can effect which end the aircraft take-off/land from.
8	**Control Tower**	Tower controllers direct the movement of aircraft and other vehicles, such as snowplows, on runways and taxiways. They check flight plans, give pilots clearance for takeoff or landing, and direct the flow of aircraft and ground traffic in their area of responsibility.
9	**Underpass**	Allows for operational vehicles to move across the airfield safely.
10	**Passenger Boarding Zone**	A satellite boarding zone facility provides walk-on access to aircraft stands, via five boarding gates.

10. Airport infrastructure - an overview


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