DublinAirport

Draft Capital Investment Programme 2027 - 2031

Submission to IAA

March 2026



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Foreword



Dublin Airport is on track to facilitate record passenger numbers in 2026. By 2030, Ireland's primary international gateway is projected to support approximately 151,000 jobs and contribute €12.5 billion in Gross Value Added (GVA) to the Irish economy. While service levels across the airport remain strong, capacity constraints and infrastructure deficits are increasingly limiting further growth. In response, Dublin Airport has developed a Capital Investment Programme that balances immediate operational requirements with long-term strategic needs, supporting sustainable growth, operational resilience, and national connectivity objectives.

The Capital Investment Programme 2027 (CIP27) sets out the proposed strategic investment programme for the next regulatory period (2027–2031), with a clear delivery pathway beyond this horizon. Given the scale, complexity, and statutory planning requirements associated with major infrastructure, several developments will extend across multiple regulatory periods, with construction continuing into the next decade. The programme is designed to accommodate forecast passenger demand, enhance operational efficiency, and align with Ireland's aviation, climate, and sustainability policy objectives.

The CIP27 portfolio is structured across key investment envelopes, including Airport Development, Sustainability, and the Core portfolios of Commercial, Asset Management, Security, and IT. Core projects are targeted for delivery within the 2027–2031 regulatory period, while larger and more complex Airport Development and Sustainability projects are phased through to 2036 to reflect planning timelines and construction capacity constraints. The programme represents Dublin Airport's preferred suite of projects following extensive engagement with airlines, regulators, and other stakeholders throughout the past year, culminating in the publication of the consultation document and formal presentations.

Stakeholder feedback has played a central role in shaping the final programme. Responses have been carefully considered alongside mandated regulatory requirements and the need to address operational pinch points across terminals, airfield interfaces, and supporting infrastructure. The selected projects prioritise operational resilience, service quality, value for money, and deliverability within the regulatory framework.

A key focus of CIP27 is the futureproofing of critical utilities to ensure long-term resilience. Significant investment is required in energy, water, wastewater, and drainage infrastructure to support both existing operations and future passenger growth.

CIP27 is fully aligned with Ireland's Climate Action Plan and Dublin Airport's ESG Strategy. Sustainability initiatives include the expansion of on-site renewable energy generation, electrification of ground operations, exploration of geothermal solutions, and energy-efficiency upgrades across existing assets. All new infrastructure, where feasible, will comply with the recast Energy Performance of Buildings Directive and achieve Zero Energy Building (ZEB) standards.

From an Airport Development perspective, Dublin Airport remains committed to the North and South Apron expansion initiatives carried forward from CIP2020 and intends to progress this once planning approval is secured. The South Apron Extension includes the continuation of the CBP Extension, refined to incorporate a post-CBP international departures lounge at first-floor level and an enlarged transfer facility at second-floor level. The CBP Extension will connect directly to the existing Pier 4 and the proposed Pier 5, providing additional contact and bus gates configured to accommodate full-service EU and US Terminal 2 operations.

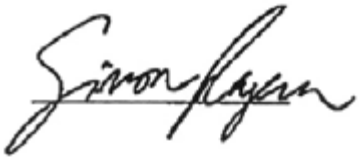
The North Apron development includes a new Pier 1 East, providing up to 14 additional contact and apron-level bus gates. The pier will be of a similar standard to the existing Pier 1, optimised to serve both low-cost and full-service Terminal 1 airlines, maximising flexibility and utilisation. Piers 2 and 3 will be internally refurbished to improve gate holding capacity and enhance the passenger experience, with Pier 2 also benefiting from an extension to better align gate holding space with associated aircraft stand provision.

Given the level of terminal investment delivered during the previous regulatory period, terminal development in CIP27 is focused and targeted. Proposed projects include end of life upgrades to the Terminal 1 Check-In Hall, internal expansion of the Terminal 2 Check-In Hall, and the optimisation of the Terminal 2 hold baggage screening facility.

From a landside perspective, Dublin Airport is progressing the development of an Integrated Transport Hub, providing a modern public transport interchange for bus and coach services, with future connectivity to MetroLink. In parallel, the programme includes the redevelopment of car hire facilities and the expansion of long-term surface and staff parking, supporting both operational efficiency and passenger experience.

Overall, CIP27 represents a balanced and necessary investment programme that addresses near-term operational and resilience requirements while enabling sustainable long-term growth, ensuring Dublin Airport continues to support Ireland's economic development and international connectivity.

Best regards,



Simon Fagan - Head of Economic Regulation and Capacity Planning

Executive Summary

Dublin Airport is Ireland's primary international gateway and a critical national asset supporting economic growth, global connectivity, regional development and trade. Passenger demand has recovered strongly following the Covid-19 pandemic, outperforming many peer European airports, and unconstrained forecasts indicate continued growth through the next decade. Unconstrained demand is projected to reach approximately 44 million passengers per annum by the end of the 2027–2031 regulatory period, with further growth beyond.

While service quality performance remains strong, a range of capacity constraints, asset condition risks and resilience challenges are emerging across terminals, piers, gates, stands, utilities and surface access, which, if not addressed, will increasingly limit operational performance and growth.

The Capital Investment Programme 2027 (CIP27) sets out Dublin Airport's proposed strategic investment programme for the 2027–2031 regulatory period, with a clearly defined delivery pathway extending beyond this horizon where required.

Given the scale, complexity and statutory planning requirements associated with major airport infrastructure, several projects necessarily span multiple regulatory periods, with construction and commissioning extending into the 2030s. CIP27 has therefore been developed to balance near-term operational, safety and resilience requirements with longer-term capacity enhancement and strategic development objectives.

Consultation

The programme has been prepared in accordance with the Irish Aviation Authority's regulatory framework and informed by a detailed assessment of forecast demand, peak-hour capacity constraints and asset condition across all airport systems. A structured and transparent consultation process has underpinned the development of CIP27, including extensive engagement with airlines, ground handlers, airport partners and relevant state bodies.

This engagement was undertaken through bilateral meetings, technical workshops, and formal consultation documentation and presentations. Stakeholder feedback has been carefully considered and has materially influenced project scope, phasing, prioritisation and regulatory treatment.

Exhibit 1.1– Formal Consultation Event



The final programme represents Dublin Airport's preferred and

deliverable suite of investments, balancing value for money, service quality, operational efficiency and deliverability within the regulatory framework.

Key Projects

CIP27 is structured across several investment envelopes, including Airport Development, Sustainability, and the Core portfolios of Asset Management, Security, IT and Commercial projects. Core projects are targeted for delivery within the 2027–2031 period, while larger and more complex Airport Development and Sustainability projects are phased through to the mid-2030s to reflect planning timelines, construction sequencing and operational integration.

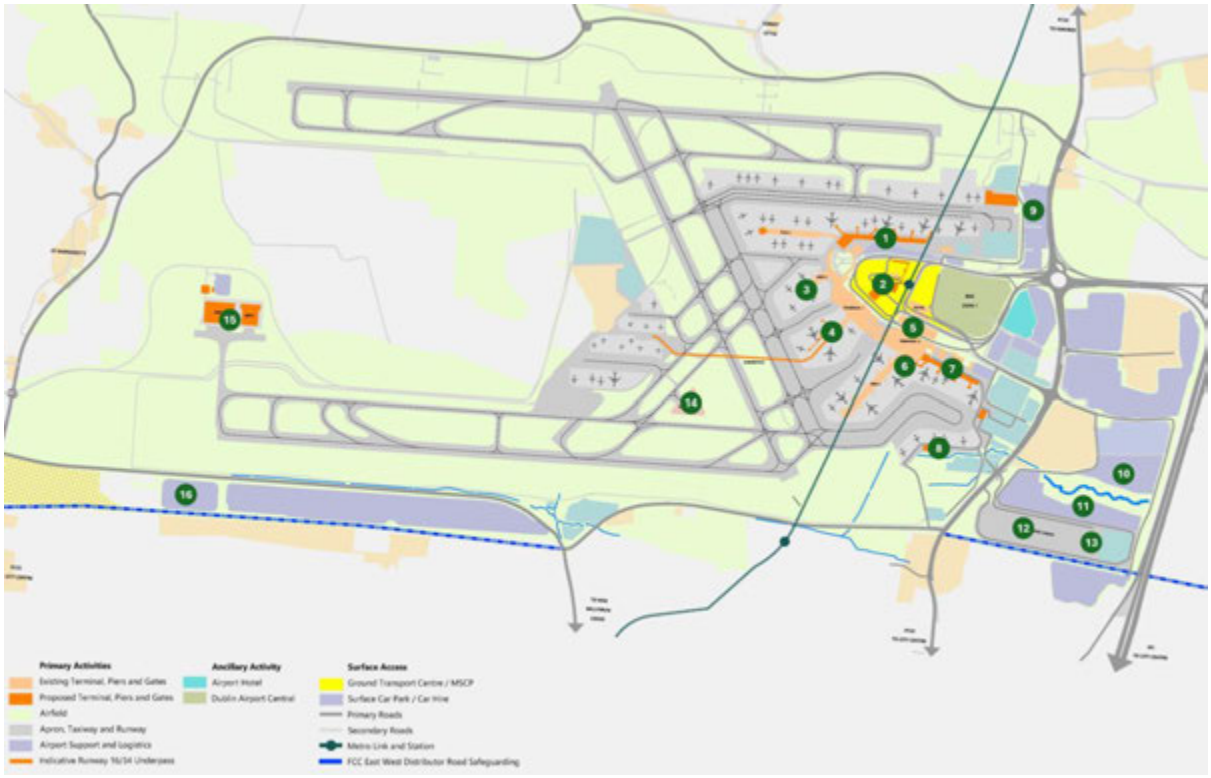
Key Airport Development projects proposed within CIP27 include:

- New and extended pier infrastructure to address growing gate and stand constraints, including Pier 1 East and Pier 1 West at Terminal 1, the refurbishment of existing Piers 2 and 3, and the proposed Pier 5 on the South Apron to support Terminal 2 operations and US-bound traffic.
- North and South Apron development initiatives, carried forward from previous programmes and intended to be progressed subject to planning approval, providing additional contact and remote stands aligned with pier development.
- Targeted terminal optimisation projects, including end of life asset refurbishment of Terminal 1 check-in and an internal expansion of the Terminal 2 check-in hall.
- Expansion of TSA and US CBP facilities, together with enhanced transfer facilities and post-preclearance amenities, to address current and forecast peak-period constraints and support Dublin Airport's role as a transatlantic transfer hub.
- East Lands cargo enabling infrastructure, including the safeguarding of new belly-hold cargo facilities with direct access to the South Apron, supporting long-term air freight growth.

Exhibit 1.2 – CIP27 Pier and Apron Development Overview (Indicative)



Exhibit 1.3 – CIP27 Development Plan (Indicative)



1 – Pier 1 East and Northern GSE Charging Hub 2 – Integrated Transport Hub 3 – Pier 2 Refurbishment 4 – Pier 3 Refurbishment 5 – Terminal 2 Check-in and Sortation Optimisation 6 – CBP and Transfer Extension 7 – Pier 5 8 – South Apron Passenger Boarding Zone 9 – Northern Staff Car Park Expansion 10 – Car Hire Expansion 11 – Long Term Car Park Expansion 12 – East Lands Cargo Development 13 – Consolidated Security Screening Centre 14 – Wide Body Engine Test Facility 15 – MRO Relocation Development 16 – Southern Staff Car Park Expansion

A central focus of CIP27 is the futureproofing of critical utilities. Significant investment is proposed in electricity, water, wastewater, drainage and IT infrastructure to address aging assets, provide resilience, and support both forecast passenger growth and airport decarbonisation. Power infrastructure is prioritised to enable electrification of ground operations, heating and cooling, and electric vehicle charging.

From a landside perspective, CIP27 proposes the development of an Integrated Transport Hub to modernise bus and coach facilities and provide future integration with MetroLink, alongside targeted road junction upgrades, redevelopment of car hire facilities, and additional long-term passenger and staff parking to support growth and regional accessibility.

Sustainability is a core pillar of CIP27. The programme is fully aligned with Ireland's Climate Action Plan, the Climate Action and Low Carbon Development Act, and Dublin Airport's ESG Strategy 2024–2030.

Proposed initiatives include on-site renewable energy generation, energy-efficiency upgrades across existing assets, electrification of airside operations, and the use of low-carbon construction materials.

All new infrastructure will, where feasible, comply with the recast Energy Performance of Buildings Directive and Zero Energy Building (ZEB) standards.

Overall, CIP27 represents a balanced, evidence-based and necessary capital investment programme. It addresses immediate operational, safety and asset resilience need while enabling sustainable long-term growth, protecting service quality, supporting Ireland's climate and policy objectives, and ensuring Dublin Airport continues to play its vital role in supporting national economic development, international connectivity and trade.

Costs

Exhibit 1.3 below summarises the CIP27 project costs by envelope grouping, classified into non-triggered and triggered projects. Non-triggered projects represent the baseline capital cost underpinning the initial passenger charge calculation. Triggered projects will only be included in passenger charges once the relevant trigger points are reached at planning approval and construction commencement, with the remaining costs recognised upon project completion.

While all triggered projects address critical capacity, resilience, or compliance requirements, Dublin Airport recognises the constraints posed by funding availability and construction market capacity. Consequently, triggered projects have been carefully sequenced across the CIP27 and subsequent regulatory periods.

Projects already included within the Infrastructure Application have been prioritised, while newly proposed projects are scheduled to commence later in the regulatory period or, in some cases, in the following period. In such cases, early enabling works, including planning and design development, will commence in advance to ensure timely delivery when funding and construction capacity allow.

Exhibit 1.4 – CIP27 Project Costs Summary

Envelope	Non Trigger Projects Value	Trigger Projects Value
Sustainability and Environment Projects	€377.4m	€291.8m
Airport Development Projects	€582.7m	€2,706.1m
Commercial Projects	€308.6m	€27.9m
Asset Management Projects	€917.1m	€0m
Security Projects	€116.1m	€43.9m
IT Projects	€146.1m	€0m
Other Projects	€97.1m	€0m
Sub Total	**€2,545.0m**	**€3,069.7m**
Grand Total	**€5,614.7m**	

StageGate and Trigger Projects

Introduced in 2019, StageGate projects are high-value, complex initiatives such as piers, terminal extensions, utility expansions, and airfield rehabilitation where costs evolve as designs mature. The IAA, supported by Independent Fund Surveyors (IFS), assigns a provisional StageGate 0 (SG0) allowance reflecting the efficient project cost at the time of determination.

Currently, all StageGate projects undergo a full StageGate 1 (SG1) reassessment and stakeholder consultation, even if costs remain within SG0. While this framework provides oversight, mandatory SG1 reviews for projects within SG0 can create unnecessary delays, as any underspend is accounted for in the regulatory roll-up process.

To improve efficiency, we recommend introducing two StageGate project classifications. Category A projects, with sufficient concept-level design such as aprons, piers, and terminal extensions would only require SG1 reassessment if costs exceed SG0. Category B projects, which are extensive and multi-phased such as surface water treatment, MV network upgrades, and PFAS mitigation would continue to follow the full StageGate process, including reassessment and stakeholder consultation, to capture the complete scope and associated costs.

We also recommend adapting IFS cost assessments to reflect Irish market conditions. Where a foreign-based IFS is engaged, they should consult or appoint an Irish Quantity Surveyor to apply local rates, regional uplift factors, and data from comparable Irish infrastructure projects. These refinements streamline project delivery, focus oversight on truly complex initiatives, and ensure cost benchmarking reflects Irish market realities.

To manage pre-funding of large-scale projects, the IAA has historically designated certain schemes as Trigger Projects. Dublin Airport can recover costs only once defined milestones, or "Triggers," are met. Currently, two Trigger points exist; Trigger A, when full planning approval is granted and all appeals are exhausted, and Trigger B, when the asset becomes operational. This approach protects users from funding projects that are not progressing or completed.

However, this structure creates a funding gap during early-stage development, as Dublin Airport must absorb design, feasibility, and planning costs often over multiple years before cost recovery. This challenge is amplified in Ireland, where planning timelines are long, requirements extensive, and outcomes uncertain. The funding gap can delay internal approvals, reduce project momentum.

Dublin Airport therefore proposes introducing a third trigger point at the start of the regulatory period to allow recovery of up to 10% of a project's value for early-stage activities. To maintain accountability, if a project is formally stood down due to planning refusal, impracticality, or strategic reprioritisation, 50% of the recovered amount would be deducted from the project envelope in the following regulatory period. This refinement would enable earlier project mobilisation, support planning submissions, and maintain user protection through a balanced clawback mechanism.

Strategic Considerations

CIP27 is aligned with Dublin Airport's Strategic Business Plan and evolving Masterplan, supporting capacity growth, safety, security, and long-term sustainability. The programme builds on previous capital investment and scales delivery in line with forecast passenger demand.

The evolving Masterplan currently considers two long-term development pathways. These comprise the retention of Runway 16/34 with continued development of the western campus, or the removal of Runway 16/34 to enable an eastern-campus-focused expansion. The latter would facilitate the replacement and extension of Piers 2 and 3, alongside optimised terminal and surface access capacity.

In parallel, Dublin Airport has assessed a range of long-term options for Terminal 1, including major refurbishment and reconfiguration of the existing terminal and a phased replacement approach to improve connectivity with adjacent piers.

All projects proposed within CIP27 are compatible with both the Runway 16/34 and Terminal 1 options and do not preclude any future development pathway. No significant construction works relating to Runway 16/34 or Terminal 1 are proposed during this regulatory period. However, Dublin Airport will continue to refine the Masterplan through further feasibility, design, and planning activities to inform the next capital investment programme and support longer-term decision-making.

As part of the CIP27 consultation process, Dublin Airport presented the alternative masterplan options for Runway 16/34 and Terminal 1 at a strategic level, outlining the associated considerations, advantages, and constraints, and sought stakeholder feedback. Feedback in relation to Runway 16/34 highlighted its reduced operational utilisation following the opening of the North Runway and the evolving role of the cross-runway during adverse weather events. Stakeholders also noted that operational performance during recent storm events has increasingly been managed through schedule and operational adjustments.

In considering this feedback, Dublin Airport notes that stakeholders identified opportunities associated with the potential removal of Runway 16/34, including the ability to facilitate additional terminal and pier development within the eastern campus. Several airlines expressed interest in further assessment of an eastern-campus-focused development approach, subject to operational, safety, environmental, and financial considerations.

Feedback on the long-term development of Terminal 1 reflected a range of views. Some stakeholders supported further assessment of a phased replacement approach to minimise operational disruption, while others expressed a preference for refurbishment and expansion of the existing terminal, particularly in the context of sustainability and embodied carbon. Stakeholders also highlighted the need for further design development and cost definition to enable a robust comparison of options.

In response to this feedback, CIP27 includes projects to support further Masterplan development and feasibility studies. These will assess the implications of the potential decommissioning of Runway 16/34, with a view to providing a clear and transparent pathway for its closure in future regulatory

periods, while enabling the replacement and expansion of Piers 2 and 3. The work will also include an update of the Airport Masterplan, providing a more detailed assessment of options for the redevelopment and expansion of Terminal 1, incorporating further optioneering and enhanced financial definition, while taking into consideration stakeholder observations and suggestions.

Exhibit 1.5 presents an indicative concept for the longer-term Masterplan following the feedback from stakeholders, reflecting the decommissioning of Runway 16/34 and replacement of Terminal 1. It will form the foundation for the next stage of masterplan development and associated feasibility studies.

Exhibit 1.5– Evolving Masterplan Concept for Further Study





Section 1

Context

1 Context

This section introduces CIP27, outlines its key objectives, and summarises the legislative, statutory, and strategic context for the capital projects proposed.

1.1 What is the CIP27

Dublin Airport operates within a regulated framework, with the Irish Aviation Authority (IAA) acting as the economic regulator responsible for setting the maximum Airport Charges applicable to airlines. This regulatory determination is undertaken on a five-year cycle and is informed by a range of key inputs, including forecast passenger demand, operating costs, projected revenues, and the level of proposed capital investment during and beyond the regulatory period.

As part of this process, Dublin Airport is required to submit a detailed Capital Investment Programme (CIP), setting out the scope and cost of proposed capital expenditure for the forthcoming regulatory cycle. The Capital Investment Programme 2027 (CIP27) covers the period from 2027 to 2031 and comprises a comprehensive portfolio of capital projects. These include medium and large-scale infrastructure developments, asset replacement and refurbishment programmes, investment in operational equipment, and strategic studies to inform longer-term capital planning, alongside programme management activities.

A core focus of the IAA's assessment is to evaluate the appropriateness, scope, and cost efficiency of the proposed development programme, taking account of stakeholder and airport partner perspectives. To support this assessment, Dublin Airport has undertaken a transparent and structured consultation process, enabling stakeholders to engage meaningfully in the development of the programme and to understand the nature, timing, and estimated costs of proposed capital investments.

This consultation approach ensures that stakeholders are afforded the opportunity to provide informed feedback directly to the IAA, supporting its independent evaluation of the proposals and influencing regulatory determinations for the forthcoming period.

The preparation of CIP27 has followed a structured, multi-stage process, including project definition, refinement of concept designs, and the development of robust cost estimates, all supported by stakeholder engagement. The preferred projects arising from this process are presented in this report, together with their high-level scope, design intent, and cost estimates. These proposals will now be subject to detailed review by the IAA, supported by its Independent Fund Surveyor, to assess cost efficiency and deliverability. The outcome of this review will determine which projects, and associated costs, are approved for inclusion in the airport charges calculation and subsequently recovered over the regulatory period.

1.2 Report Purpose

This document presents Dublin Airport's proposed Capital Investment Programme for the forthcoming regulatory period, developed in accordance with the Irish Aviation Authority's requirements for capital investment assessment. It sets out the suite of capital projects proposed for delivery, together with their indicative scope, cost estimates, and anticipated delivery timelines, to enable the IAA to assess their suitability for inclusion within the Regulatory Determination.

The report also documents the consultation undertaken with airlines and other stakeholders as part of the CIP27 preparation process. It summarises the feedback received and clearly sets out how stakeholder views have been considered and reflected in the refinement and finalisation of the proposed programme, in line with the IAA's expectations for transparency and evidence-based decision-making.

In addition to the proposed capital projects, the consultation sought stakeholder views on longer-term strategic planning initiatives, including the future development of Runway 16/34 and Terminal 1. This document records the feedback received and presents Dublin Airport's conclusions and recommended next steps, providing context to inform future regulatory and planning considerations.

1.3 Report Structure

This document is divided into four sections and three appendices, namely:

- Context
- Capacity
- Consultation
- Proposed Projects
- Appendix 1 Airport Development Options Report
- Appendix 2 Capital Opex Methodology Report
- Appendix 3 Delivery Capability and Readiness Report

Context - The opening section of this report sets out its purpose and provides an overview of the wider development plan objectives. It outlines the Government mandate to develop Dublin Airport and the legislative and statutory obligations in Ireland that inform and shape the strategic objectives of the CIP27 development programme.

Capacity - The second section will offer an initial forecast of passenger growth, illustrating the scale of growth that needs to be accommodated during the next regulatory period and beyond. This will be accompanied by a summary assessment of the airport's capacity constraints considering this anticipated traffic.

Consultation - The third section provides an overview of the stakeholder consultation process, summarises the feedback received, and explains how stakeholder views have been considered and have informed the selection of projects for inclusion in the proposed CIP27 programme.

Proposed Projects - The fourth section presents the final list of proposed capital development projects for assessment by the IAA. Each project has been summarised in a concise project sheet and categorised by investment envelope, including Airport Development, Asset Management, Commercial, Security, IT, Sustainability and Environment, and Other.

Each project has been defined following a review of projected demand and an assessment of current capacity. The selection process also considered feedback from both internal and external stakeholders, gathered through numerous workshops and collaborative sessions with key airport departments, airlines, ground handlers, and relevant state agencies. Feedback was provided both verbally and in writing following the issuance of the Consultation Report and formal consultation presentations.

The projects have been developed to a conceptual feasibility stage, appropriate for the initial phases of capital projects prior to formal financial sanction. Project costs have been further refined following the issuance of the Consultation Report, considering scope adjustments based on stakeholder feedback and revisions for inflation, reflecting the sequencing of project delivery within a coordinated development programme.

Appendix 1 Airport Development Options Report - This Optioneering Report provides a transparent summary of the option assessments for the anchor projects underpinning the CIP27 capital programme, prepared in response to stakeholder requests for greater clarity. It demonstrates that a structured process was undertaken to evaluate alternatives and identify preferred solutions, considering operational need, deliverability, affordability, and sustainability. The report includes both progressed and deferred projects, supporting the CIP27 Submission to the IAA and providing assurance that proposed investments are underpinned by robust analysis and stakeholder engagement.

Appendix 2 Capital Opex Methodology Report- The CIP27 programme includes forecasts of operational expenditure (OpEx) for new projects expected to generate material ongoing operating costs. These estimates have been developed using a first-principles approach, informed by input from relevant operational, asset management, finance, and security teams, and reflect the anticipated costs to operate, maintain, and support assets once in service. The forecast focuses on key cost drivers such as maintenance, energy, cleaning, insurance, technology, rates, and staffing, ensuring transparency and supporting a robust and proportionate assessment of the operational cost impact of the capital programme for the larger anchor projects.

Appendix 3 Delivery Capability and Readiness Report - This report responds directly to feedback from airlines regarding Dublin Airport's readiness to deliver CIP27. Its purpose is to provide a clear, evidence-based overview of the organisational structures, governance frameworks, market

engagement, delivery capacity and planning capability that collectively underpin the airport's ability to successfully deliver a multi-year capital investment programme of the scale and complexity envisaged under CIP27.

1.4 Mandate and Regulatory Requirements

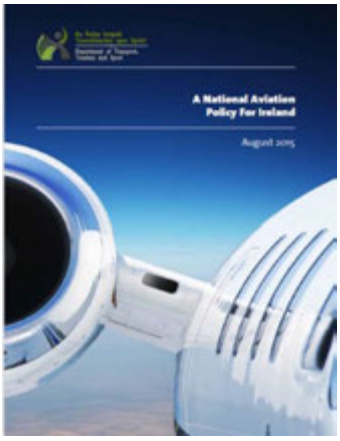
Dublin Airport, overseen by daa, is tasked by the Irish government with improving Ireland's global connectivity and establishing the airport as a secondary US hub in Europe. This responsibility entails that daa manages, operates, and develops the airport while ensuring safety and security in its operations and conducting business commercially.

The focus of this mandate is to upgrade infrastructure, increase capacity, and enhance the passenger experience, all in compliance with the National Aviation Policy and the Climate Action and Low Carbon Development Act 2021, while positively influencing Ireland's economic growth and meeting key level of service quality metrics as set by the Irish Aviation Authority.

National Aviation Policy

Dublin Airport adheres to the Ireland's National Aviation Policy (NAP), published by the Department for Transport, Tourism and Sport (DTTAS) in 2015. There have been several progress reports issued since this publication. The NAP sets out a strategic framework to support the growth of the aviation sector. Its core goals include:

Exhibit 1.6 – NAP 2015



- Enhancing connectivity, ensuring safe, secure, and competitive access for business, tourism, and consumers.
- Fostering aviation enterprise, supporting job creation and positioning Ireland as a global leader in aviation.
- Maximising economic contribution, leveraging aviation to boost national economic growth.

The policy outlines 73 specific actions across 9 areas, including safety, sustainability, competitiveness, and international engagement. It also emphasises Ireland's role in global aviation and its commitment to environmental responsibility.

The NAP outlines several key goals, including facilitating the establishment of new routes and services, especially to emerging markets; promoting robust competition among airlines in the Irish market; and enhancing the efficiency of the Irish airport network to maximise global connectivity.

Furthermore, the NAP highlights the potential for Dublin Airport to evolve into a dynamic secondary hub, effectively competing with UK and other European airports. A hub integrates local and transfer passengers, allowing airlines to offer services to a wider range of destinations and with greater frequency than local demand alone would support.

The Irish aviation policy emphasises the gradual development of the airport into a secondary hub. The significance of the United States Preclearance facility has been a crucial factor in the recent growth of transatlantic connecting traffic.

Climate Action Plan 2024 and Low Carbon Development Act 2021

In July 2021, the government enacted the Climate Action and Low Carbon Development (Amendment) Act 2021, followed by the release of the Climate Action Plan in November 2021 and further updated in 2024. This plan establishes a legally binding commitment for Ireland to achieve net-zero greenhouse gas emissions by 2050 and outlines specific emissions reduction targets for various economic sectors.

Among these targets are those for the transport sector and public sector buildings, which serve as the foundation for the proposed sustainability infrastructure in this CIP. This initiative encompasses the following measures:

- Reduction and replacement of fossil fuels sources by renewable energy solutions.
- Renewable energy solutions for heating and cooling buildings.
- Greater investment in the building envelopes, creating airtightness and reducing energy loss.
- Infrastructure to enable the introduction of Sustainable Aviation Fuels at the airport.
- Infrastructure to decarbonise ramp ground operations to service aircraft campus wide.
- The investment in lower carbon embodied construction materials.

Dublin Airport has thus formulated an ESG (Environmental, Social and Governance) strategy for 2024-2030 that aligns with both national and international obligations, such as the Climate Action and Low Carbon Development Act 2021, the Climate Action Plan 2021, the National Climate Action Plan 2024, the United Nations Sustainable Development Goals, and the UN Global Compact.

This strategy aims to position Dublin Airport as a leader in ESG, addressing present and future challenges while positively influencing the environment, society, and the economy. It will serve as a roadmap for the airport over the next decade, ensuring ongoing advancement towards its long-term

ESG objectives and compliance with forthcoming regulatory standards, including the Corporate Sustainability Reporting Directive (CSRD).

Furthermore, Dublin Airport has undertaken substantial commitments as part of the ESG Strategy 2024-2030, which have been incorporated into potential CIP27 projects wherever possible, in conjunction with the establishment of various dedicated sustainable initiatives. These initiatives focus on climate, environment, and community, including:

- Surpassing the public sector energy efficiency target by 15% (increasing it to 65%).
- Generating 20% (or more) of electricity needs from onsite renewable sources.
- Creating, restoring, and enhancing natural habitats.
- Improving Noise Mitigation and Monitoring through community engagement.
- Enhancing accessibility and connectivity of Public Transport.

Exhibit 1.7 - daa ESG Strategy 2024 – 2030 Plan on a Page



Moreover, in alignment with Dublin Airport's ESG strategy, all new CIP27 infrastructure will be constructed to ensure adherence to the recast Energy Performance in Buildings Directive, Zero Energy Building standards (ZEB), and TGD Part L 2017, whichever is the most rigorous, while considering the following essential design objectives.

- Enhance energy performance by 60% compared to the Part L 2008 Building Regulations.
- Improve the performance of fabric, façade, and envelope design.
- Boost the efficiencies of lighting, heating, ventilation, and air conditioning (HVAC) systems.
- Utilise onsite renewable energy sources to meet over 20% of annual energy requirements.

Economic Impact

As air traffic at Dublin Airport rises, so does its expected economic influence. The increase in passenger numbers will lead to a higher demand for staff to operate, clean, and maintain aircraft, assist travellers, and manage luggage, as well as oversee air cargo operations (direct impacts).

Airlines and other airport-related businesses will need more goods and services from their suppliers (indirect impacts), and the growth in employment will result in greater consumer spending across the economy (induced impacts). Additionally, the launch of new routes and more frequent flights at Dublin Airport will encourage higher levels of tourism, trade, investment, and business attraction to Ireland (catalytic impacts).

This expansion will be bolstered by the development of new and improved infrastructure proposed in this report as part of our CIP27 development plan, aimed at enhancing facilities and increasing capacity, with a strong focus on providing an exceptional passenger experience.

With the establishment of this new infrastructure, future economic projections for Dublin Airport, based on anticipated demand, suggest that by 2030, it could generate 151,000 jobs and €12.5 billion in GVA, and by 2055, 191,600 jobs and €15.8 billion in GVA.

Exhibit 1.8 – Projected Economic Impact of Dublin Airport (Unconstrained Traffic Forecast)

	Number of Jobs	Full-Time Equivalents (FTEs)	Wages (€ Millions)	
Current 2022 Impact (26.9 million passengers)				
Direct	19,900	17,800	€ 906	€ 1,832
Indirect	11,700	10,300	€ 534	€ 1,020
Induced	13,300	11,800	€ 516	€ 1,024
Catalytic	71,200	62,900	€ 2,919	€ 5,723
Total	**116,100**	**102,800**	**€ 4,876**	**€ 9,599**
2030 Impact (39.6 million passengers)				
Direct	24,700	22,100	€ 1,127	€ 2,277
Indirect	14,500	12,900	€ 664	€ 1,267
Induced	16,600	14,700	€ 841	€ 1,273
Catalytic	95,200	84,200	€ 3,904	€ 7,654
Total	**151,000**	**133,900**	**€ 6,336**	**€ 12,471**
2040 Impact (46.6 million passengers)				
Direct	27,600	24,600	€ 1,256	€ 2,539
Indirect	16,200	14,300	€ 741	€ 1,413
Induced	18,500	16,400	€ 715	€ 1,420
Catalytic	107,700	95,100	€ 4,413	€ 8,652
Total	**170,000**	**150,400**	**€ 7,125**	**€ 14,025**
2050 Impact (52.3 million passengers)				
Direct	29,800	26,600	€ 1,358	€ 2,745
Indirect	17,500	15,500	€ 801	€ 1,528
Induced	20,000	17,700	€ 773	€ 1,534
Catalytic	117,500	103,800	€ 4,816	€ 9,443
Total	**184,800**	**163,600**	**€ 7,748**	**€ 15,250**
2055 Impact (55.0 million passengers)				
Direct	30,800	27,500	€ 1,404	€ 2,838
Indirect	18,100	16,000	€ 828	€ 1,580
Induced	20,700	18,300	€ 799	€ 1,587
Catalytic	122,000	107,800	€ 5,000	€ 9,803
Total	**191,600**	**169,600**	**€ 8,031**	**€ 15,807**

Source: Dublin Airport Economic Impact Study 2023 - InterVISTAS

Service Quality Metrics

The Irish Aviation Authority (IAA) employs a range of quality metrics to assess and enhance the service standards at Dublin Airport and its associated operations. These metrics encompass both passenger experience and technical operational aspects. A crucial element in achieving high service quality is the synchronisation of processing capacity with demand, alongside the availability of necessary equipment and systems.

Exhibit 1.9 – Example of SQA Scores for Q2 2025

Bonus Achieved
Target Met
Target Breached

April Interim Data, Scores reported to IAA quarterly

CATEGORY	METRIC	Target	Bonus	Departures Q2 '25	Departures Q2 '24	Arrivals Q2 '25	Arrivals Q2 '24
Passenger Care €0.07 max (penalty / bonus)	Overall satisfaction	8.5	9.3	8.6	8.7	9.1	9.1
	Courtesy and helpfulness of airport staff	8.5	9.3	8.9	9.0		
	Courtesy and helpfulness of security staff	8.5	9.3	8.7	8.6		
	Overall cleanliness of the airport terminal	8.5	9.2	8.6	8.5	9.0	8.9
	Cleanliness of washrooms	8.5	9.2	8.4	8.4	8.7	8.5
	Departure Gates	8.0	9.0	8.3	8.3		
	Ease of Movement	8.0	9.0	8.5	8.5	8.9	8.8
	Additional Assistance	9.0	9.5				
Passenger Information €0.04 max (penalty / bonus)	Finding your way around	8.5	9.0	8.7	8.8	8.9	8.9
	Flight information screens	8.5	9.0	8.9	8.8		
	Information on Ground Transport on Arrival	8.3	8.5			8.1	7.6
Passenger Facilities & Service €0.04 max (penalty / bonus)	Availability of Baggage trolleys	8.5	9.0	8.7	8.7	9.0	9.2
	Satisfaction with free Wi-Fi	8.5	9.0	9.0	8.9	9.2	8.8
	Facilities for those requiring additional assistance	9.0	9.5				

When a processing unit is pushed beyond its limits, service quality deteriorates. Likewise, if the throughput capacity of a processor cannot be exceeded, such as with stands and gates, delays and other operational issues arise, negatively impacting the customer experience. CIP27 suggests improving processing efficiency in several critical areas to maintain high service quality for both passengers and airlines.

However, processing and queue times alone does not dictate service quality; significant capital investment is also needed for the upkeep of existing assets. It is vital to minimise downtime of essential infrastructure, such as hold baggage systems, lifts, and escalators. Additionally, other factors that significantly affect passenger satisfaction include the improvement of wayfinding, restrooms, Wi-Fi, aesthetics, seating and available space.

1.5 Strategic Objectives

Considering expected passenger needs, the interests of internal and external stakeholders, and compliance with regulatory standards and mandates, Dublin Airport has defined several strategic objectives that informed the preparation of CIP27 and its related projects, which include:

- Safety, Security, and Sustainability
- Enhancement and Future Proofing
- Efficiency
- Customer Experience
- Revenue Generation
- Facilitating Cargo

Safety, Security, and Sustainability

Our overarching development plan and associated CIP27 projects presented in this report have been conceptualised with a primary focus on safety and security, while also ensuring compliance with current and anticipated standards and regulations.

This approach aims to enhance the passenger experience and guarantee a safe environment for both travellers and staff at Dublin Airport by ensuring that mandated and effective equipment and systems are planned for and delivered at the appropriate time. As discussed, all projects have been designed to achieve mandated sustainability objectives.

Enhancement and Future Proofing

CIP27 introduces a range of enhancing initiatives aimed at alleviating existing limitations, ensuring that the necessary processing capabilities align with the projected hourly passenger demand expected during the upcoming regulatory period.

In certain cases, we have opted to develop infrastructure that not only addresses immediate needs but also prepares for future requirements including for example a significant expansion and upgrades of the airport electrical MV network.

For instance, several significant Airport Development pier projects have been recognised as the next logical phase in the airport's masterplan, facilitating the eventual expansion of the east campus. This may include additional provision that, while constrained in the interim by terminal processing (but meeting the passenger demand forecast over the regulatory period), can be utilised in the future as other terminal enhancements are implemented in future CIP periods beyond 2031, ultimately striving for a balanced processing throughput across all surface access, terminal, pier, and airfield systems and processes as the airport grows.

Efficiency

Many of the projects proposed under CIP27 have been crafted to optimise efficiency from a utilisation standpoint. This ensures that the infrastructure is tailored to meet the diverse needs of airlines and handling operators, thereby minimising allocation constraints and maximising daily utilisation.

Consequently, this approach reduces the overall investment required. Additionally, through continuous stakeholder consultation, many projects have been enhanced to lower operational costs for airlines and handlers, while also streamlining passenger, baggage, and aircraft operations, ultimately leading to an improved on-time performance. Like all infrastructure projects at Dublin Airport, cost efficiency is a primary concern. We strive to achieve a balance between cost-effectiveness and delivering the level of product, performance, and quality anticipated by the diverse range of airlines and airport users.

Customer Experience

Historical customer satisfaction surveys indicate that the introduction of new and updated facilities, products, and services is the most effective approach to enhance the overall passenger experience. This was particularly evident during the inauguration of Terminal 2 in 2010.

However, since that time, certain aspects of the passenger journey in both Terminal 1 and Terminal 2 have fallen below the standards we aim to uphold. Consequently, many proposed CIP27 projects focus on modernising and refurbishing existing passenger areas, as well as replacing outdated equipment and systems to minimise downtime that leads to delays and disruptions.

Since Covid, the demands and expectations of passengers have transformed, with a significant rise in leisure travellers seeking a premium experience and access to amenities typically reserved for business passengers. Consequently, CIP27 suggests a range of improvements to both existing and new customer experience products, including airline lounges, retail options, and food and beverage services.

Revenue Generation

Commercial projects at Dublin Airport play a critical role in supporting both operational performance and long-term economic growth. They enhance the passenger experience through expanded terminal space, additional food and beverage dwell seating, retail outlets, lounges, and improved circulation, while also increasing operational efficiency and reducing bottlenecks. By enabling more flights and smoother processing, these developments strengthen the airport's connectivity and competitiveness as a key European hub, supporting tourism, trade, and business travel.

Car hire facilities are central to enabling tourism, particularly for US visitors seeking to explore regions outside Dublin.

High-quality rental car services allow passengers to access wider Irish destinations efficiently, while sufficient car parking ensures the airport can accommodate passenger growth ahead of planned improvements in public transport. This is particularly important given that a significant proportion of travellers rely on private vehicles due to limited direct, high-quality public transport connections to and from the airport.

Beyond passenger services, commercial initiatives generate significant economic and financial benefits. They create direct and indirect employment opportunities, contribute to non-aeronautical revenue streams, and support regional economic development. An essential element of the airport's economic regulatory framework is the ability for revenue-generating services and products to positively influence passenger charges, improving the customer experience while potentially reducing fees. CIP27 has proposed a series of commercial initiatives with strong business cases that align with these objectives.

Sustainability and innovation are central to these projects. New facilities meet high environmental standards and integrate technologies that improve efficiency and reduce emissions, while infrastructure enhancements support future public transport integration. Overall, commercial developments at Dublin Airport are designed to meet growing passenger demand, strengthen connectivity, improve financial sustainability, and enhance the airport's competitiveness, all while delivering broader economic and societal benefits.

Facilitating Cargo

Air cargo is of strategic national importance to Dublin Airport and the Irish economy. As an island nation with a strong export base in high-value, time-critical sectors such as pharmaceuticals, medical devices, technology and agri-food, Ireland is heavily reliant on dependable air freight connectivity. Dublin Airport is the State's primary air cargo gateway, handling around 90% of Ireland's air freight and providing vital links to European hubs, North America and global express networks. This connectivity underpins just-in-time supply chains and overnight express services, many of which depend on night-time operations. Although air freight represents a relatively small share of total trade by weight, it accounts for an estimated 35% of Ireland's trade by value. Independent analysis indicates that cargo activity at Dublin Airport supports over €1 billion in GDP and many thousands of jobs, directly and indirectly, strengthening export competitiveness, supporting foreign direct investment and enhancing national economic resilience.

Dublin Airport currently handles approximately 150,000–175,000 tonnes of cargo annually, with steady growth evident following pandemic disruption. Long-term forecasts indicate continued moderate growth, driven by e-commerce, global trade and the strength of Ireland's life sciences and advanced manufacturing sectors. Forecast growth studies suggest throughput could increase towards 200,000 tonnes per annum over the long term, subject to infrastructure and operational capacity.

Air cargo at Dublin Airport is handled through two complementary models namely belly-hold cargo and integrated (express) cargo operations. Belly-hold cargo is carried in the lower holds of passenger aircraft and is closely linked to the passenger network, supporting high-value and time-sensitive goods such as pharmaceuticals and technology products. Integrated cargo operations are provided by global express carriers using dedicated freighter aircraft, primarily operating from the West Apron to enable efficient turnaround and night-time processing, with onward transfer to off-airport facilities.

To support future growth, Dublin Airport's cargo strategy focuses on providing the necessary enabling infrastructure. New cargo development sites are planned adjacent to the South Apron and will be connected via a secure airside and bonded link road. These sites will more than double the existing belly-hold cargo space, providing sufficient capacity to accommodate future growth.

Integrated cargo operations will continue to be concentrated on the West Apron, where dedicated freighter stands are located away from core passenger activity. While no immediate apron expansion is planned, the Airport intends to deliver targeted operational infrastructure enhancements and to work with stakeholders to improve public road connectivity to off-airport warehouses. Together, these measures will ensure Dublin Airport remains capable of meeting Ireland's air cargo needs.



Section 2

Capacity

2 Capacity

This section presents a summary of current and emerging market trends, an annual forecast for the future, and an evaluation of capacity throughout the new regulatory period, highlighting areas where intervention is necessary to alleviate bottlenecks.

2.1 Market Trends

In the years following the Covid 19 pandemic, Dublin Airport passenger numbers outpaced many European airports with full recovery to 2019 levels of activity occurring in 2023. In 2020 and 2021, passenger activity reduced by 78% and 75% respectively at Dublin Airport while the industry fought to control the impact of the pandemic. Dublin Airport traffic fully recovered from the pandemic in 2023 where activity reached +2% above 2019 and grew by a further 3% in 2024.

In 2024, North American traffic reestablished its market share with 12% of traffic, equalling 2019 and as of 2025 there are 35 daily departures to the US, serving 20 destinations and 8 daily departures to Canada serving 6 destinations, on a combination of wide body and narrow body aircraft.

The UK market has lost 4% market share since 2019 as the pandemic removed a significant portion of business travel, resulting in -10% drop in UK London traffic, while UK provincial remains -1% behind pre-pandemic levels. Middle eastern traffic has grown by 37% over the same period, gaining +1% in market share and is predicted to grow further as carriers add additional daily services.

Western Europe remains slightly behind pre-pandemic levels, with the biggest loss coming from Germany, while Eastern Europe continues to be impacted by the conflict in Russia and Ukraine. Southern Europe has experienced the largest growth in market share, +4% vs 2019 and now accounts for 27% of all traffic in Dublin.

Ryanair continue to focus on point-to-point European flying and remain the dominant based carrier at Dublin with 47% market share on a combination of their 737-800 and 737 MAX aircraft, which make up 30% of the Ryanair based fleet. Overnight stand demand continues to be a dominant constraint with Ryanair now basing 34 aircraft in the airport.

Aer Lingus, who operate 31% of the market in Dublin, have maintained their focus on the network model utilising a combination of A320, A32N, A321LR, A321XLR and A330 aircraft and have optimised schedules with their Atlantic Joint Business partners and the IAG group, who are now all based in Terminal 2. Emerald Airlines now operate the regional routes for AerLingus on ATR72 aircraft, feeding transfer traffic to the Aer Lingus network. Demand for stands, gates and CBP facilities remain the principal constraint for this business as proximity is essential for efficient minimum connection times.

2.2 Dublin Airport Strategic Aims

Dublin Airport maintains the same strategic target as guided by the National Aviation Policy (NAP), which was published by the Department for Transport, Tourism and Sport (DTTAS) in 2015. Among the goals outlined in the NAP are:

- Creating conditions to encourage the development of new routes and services, particularly to new and emerging markets.
- Ensuring a high level of competition among airlines operating in the Irish market.
- Optimising the operation of the Irish airport network to ensure maximum connectivity to the rest of the world; and
- Develop Dublin Airport as a vibrant secondary international hub combining local passengers with transfer passengers enabling airlines to operate services to more destination and more frequently than could be supported by local demand alone. The United States Preclearance (CBP) facility is a key contributory factor to the growth in the transatlantic connecting business but faces pressure in the short to medium-term.

2.3 Annual Forecast

In creating the capital planning annual traffic forecast for Dublin Airport, we have considered several macroeconomic variables, industry forecasts, historic trends, market intelligence, airline expansion strategies and changing passenger dynamics to provide a robust, unconstrained medium-term forecast specifically designed to steer capital planning.

Furthermore, the evolving forecast anticipates, that the Irish population will rise to over 6.3 million by 2045, driven by ongoing net migration and enhancements in living standards, which will lead to an increase in the average number of flights per person from 3 today to 4 by 2050.

Additionally, it is projected that the number of annual visitors to Ireland will grow from 14.8 million currently to approximately 22.3 million by 2050. The forecast also predicts that the percentage of passengers transferring through Dublin Airport will rise from the current 5% to 8% in 2031 and 12% by 2050.

In preparing for CIP27 and infrastructure planning, we have projected an unconstrained capital planning growth forecast, contingent upon the resolution of current capacity cap limitations imposed by local planning authorities. Consequently, our passenger growth estimate suggests that 38.5 million passengers per annum (mppa) could be reached by 2027. CIP27 covers the period from 2027 to 2032, with a demand forecast of approximately 44 mppa by the end of this timeframe.



Defining the airport using “million passengers per annum” (mppa) as a metric is beneficial for comparing different airports; however, its simplicity has little relevance when it comes to planning the physical infrastructure and processing systems of an airport. These systems are significantly influenced by the hourly throughput of passenger processing across various terminal subsystems, as well as the aircraft utilising the runways, taxiways, stands, and gates.

For instance, three different airports, each handling 30 million passengers per annum (mppa), can achieve the same annual passenger volume but require varying levels of infrastructure, due to the specific demands of their peak hourly throughput.

Consequently, over the coming years we predict that the current peak hour at Dublin Airport will extend throughout the day, filling available gaps at stands and gates, while also indicating that the peak periods will likely increase, particularly supporting growth in base carriers and midday operations. This rise in peak demand will necessitate further infrastructure development and investment.

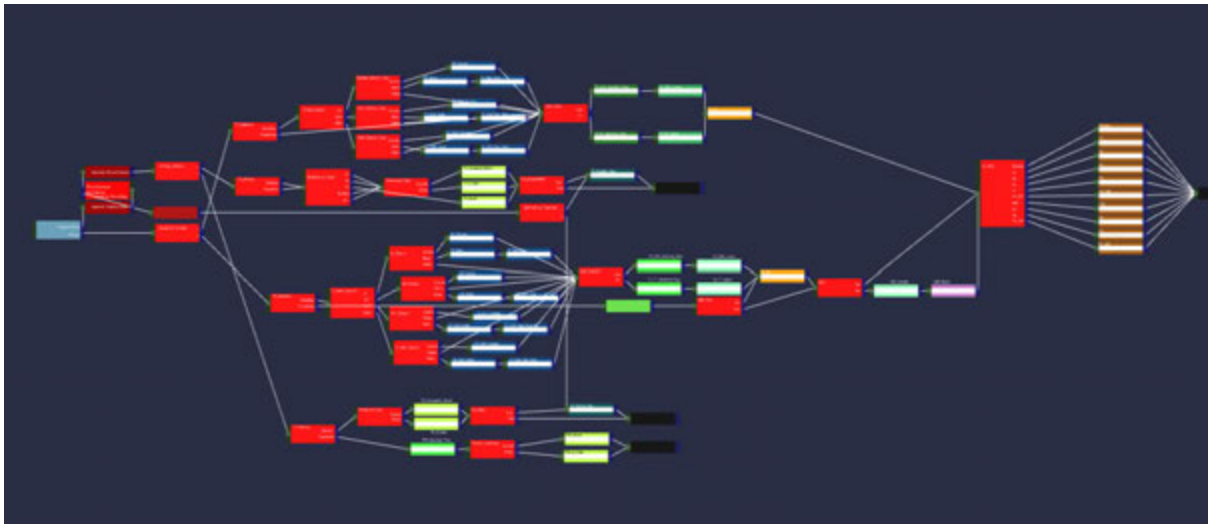
To comprehend the effects of the projected peak passenger hour during the upcoming regulatory period and beyond, we have conducted a capacity evaluation of both the existing airport systems to identify bottlenecks and then to determine the necessary facilities to meet future demands.

2.4 Capacity Assessment Methodology

A flight schedule for a Busy Design Day representative of the annual forecast demand at around 2032 has been developed to estimate the expected future peak hour demand at each key passenger processor. The demand at each processor and resultant requirement was evaluated and determined by simulating the peak day using Dublin Airport's Cast Facility Requirements Dynamic Simulation

Model, along with a series of forward-looking assumptions. Additionally, assumptions regarding optimal airline allocations were made.

Exhibit 2.2 – Extract from Cast Facility Requirements Dynamic Simulation Model



It was assumed that Terminal 2 would accommodate IAG and its partner airlines, which include Aer Lingus, Emerald, British Airways, Vueling, Iberia, and US carriers such as United, Delta, Jet Blue, and American Airlines, along with Emirates. Consequently, Terminal 1 will serve all other airlines, including various short-haul and long-haul carriers, with a primary focus on Ryanair.

The capacity of Check-in, Baggage Reclaim, Gates, and Stands is primarily determined by peak hour allocation rather than passenger demand. Bespoke models and daily allocation charts were therefore developed and evaluated, identifying potential flights that could not be accommodated by the existing facilities as an indication of the need for expansion.

Exhibit 2.3 presents a RAG summary of the peak hour passenger demands when compared against current capacity (including those projects delivered in the current regulatory period). Where forecast demand significantly exceeds current the cell has been hatched red suggesting infrastructural optimisation or expansion is required, where forecast demand marginally exceeds current capacity, the cell has been hatched orange assuming the increase can be accommodated by soft or operational measures on a day-to-day basis. Where future demand is equal to or less than current capacity, the cell has been hatched green.

The following section outlines the main conclusions of the capacity assessment, and the necessary interventions required by processor for both Terminal 1 and Terminal 2. These interventions, in turn, necessitate several of the proposed CIP27 Airport Development projects included in this report for stakeholder consideration.

Exhibit 2.3 – Airport Systems Capacity RAG Assessment

Terminal 1	Today	2032+
Check-in		
Check-in		
Security (CSA)		
Fast Track (Mezz)		
IDL (Population)		
Immigration (Pier 1 and 2)		
Immigration (Pier 3)		
Baggage Reclaim		
Gates		
Stands		

Terminal 2	Today	2032+
Check-in		
Sortation		
Security		
IDL (Population)		
TSA		
CBP		
Transfer		
Immigration		
Baggage Reclaim		
Gates		
Stands		

2.5 Terminal 1

Check-In

Terminal 1 check-in comprises a total of 103 input devices located at the departure level, supplemented by an additional 24 input devices at the basement level. This setup provides adequate check-in devices and queue space for the foreseeable future, although the hall may experience some congestion during peak times. In the upcoming regulatory period, Dublin Airport therefore plans to test and implement further IT self-service and common-use solutions to enhance the efficiency of the existing hall, thereby minimising the necessity for additional expansion.

The current check-in desk infrastructure is, however, 25 years old and approaching the end of its functionality. We have therefore proposed a targeted asset management project to replace and modernise the check-in desks and associated equipment. Furthermore Ryanair, the primary user of Terminal 1 check-in, continues to refine its check-in process and plans to eliminate the need for ticket desks while increasing the number of mobile app-controlled self-service kiosks during this period.

Exhibit 2.4 – Terminal 1 Check-in Desks Capacity and Forecast

Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
127 desks*	99 desks	110 desks	115 desks

** Includes both departure and basement level areas.*

Hold Baggage Screening

The Terminal 1 Hold Baggage Screening system underwent significant upgrades as part of CIP15 and transitioned into CIP2020+. This included a complete overhaul of the screening systems and supporting infrastructure to ensure compliance with new regulations, enhance capacity, and improving resilience, particularly with the transfer connections between Terminals 1 and 2. Throughout CIP2020+, the Hold Baggage Screening systems received further enhancements both complete and in process, such as the replacement of the main sorter systems in Terminal 1, the Area 14 makeup carousel and the baggage reclaim offload belts.

Additionally, the inter terminal connection was improved with a second conveying line to bolster resilience and facilitate simultaneous two-way movement of baggage. Consequently, the Terminal 1 Hold Baggage Screening system is considered adequate to meet anticipated demand throughout the CIP27 regulatory period, aside from general asset replacement and system optimisation, as well as soft upgrades to the screening systems to comply with new regulatory mandates expected in the next five years. These improvements will be supported by a series of CIP27 Asset Management and Security projects.

Security and Fast Track

The current CIP involved the modernisation and reconfiguration of the security and fast track facilities at Terminal 1. This included the installation of 12no C3 scanning lanes at the departure level, along with an additional 3no C3 scanning lanes at the newly created mezzanine Fast Track facility. Each new lane is outfitted with state-of-the-art technology for body screening and tray conveying systems, leading to a substantial improvement in overall throughput capacity. This enhancement allows for sufficient headroom and resilience, provided that extra staffing is deployed during peak periods to efficiently manage passenger flow.

Exhibit 2.5 – Terminal 1 Security Capacity and Forecast

Location	Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
Central Search	3,300 pax/hr*	2,375 pax/hr	2,619 pax/hr	2,942 pax/hr
Fast Track	750 pax/hr*	335 pax/hr	360 pax/hr	450 pax/hr

** New layout and C3 technology as installed as part of CIP2020+.*

International Departure Lounge

The International Departure Lounge (IDL) at Terminal 1, commonly known as the "Street", functions as a transitional space connecting the central terminal areas post-security to the boarding gates. This area has experienced substantial reconfiguration during the current regulatory period, with a notable shift towards food and beverage offerings, thereby improving the overall seating and waiting capacity. The "Street" section leading to the Terminal 1 Extension (T1X) is a physically constrained area with few options for further expansion. As a result, our plan to meet the growing demand includes the addition of more departure lounge and waiting spaces within the piers, providing remote International Departure Lounge areas with dedicated seating, retail and food and beverage options closer to the aircraft gates. By managing gate information and waiting times, we aim to encourage passengers to move towards the pier areas, thereby reducing congestion in the IDL "Street" area. This initiative is supported by the proposed refurbishment of of Pier 2, Pier 3, the extension of Pier 2 and the introduction of the Pier 1 Western Extension, along with the complete development of Pier 1 East, which will feature a mini International Lounge connected to the Sky Bridge.

Exhibit 2.6 – Terminal 1 IDL Capacity and Forecast

Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
2,940 pax/hr*	2,560 pax/hr	2,830 pax/hr	3,335 pax/hr

** New Retail and F&B layout as per CIP2020+ reconfiguration.*

Immigration

Terminal 1 features two Immigration facilities where arriving passengers can have their passports verified through either automated E-Gates or manual booths manned by Immigration Officers. One facility is situated in Pier 3, serving only Pier 3 arrivals. The second facility is located at the northern end of the baggage reclaim hall within Terminal 1, catering to passengers arriving from both Pier 1 and Pier 2. The Pier 1/2 facility was expanded as part of the PACE development initiative, resulting in significant reductions in wait times.

Both immigration facilities have sufficient capacity to accommodate projected demand, and no interventions are planned during this regulatory period. However, once Pier 1 East becomes operational and utilisation levels, airline mix, and scheduling are fully established, demand and capacity will need to be closely monitored. This may indicate a requirement for layout optimisation and increased processing capacity in subsequent regulatory periods.

Exhibit 2.7 – Terminal 1 Immigration Capacity and Forecast

Location	Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
Pier 1 and 2	3,950 pax/hr	2,925 pax/hr	3,200 pax/hr	3,350 pax/hr
Pier 3	1,550 pax/hr*	703 pax/hr	1,230 pax/hr	1,230 pax/hr

** New layout and install of booths and E-Gates as per CIP2020+ refurbishment.*

Baggage Reclaim

The Terminal 1 Baggage Reclaim area functions as the location for arriving passengers to retrieve their checked luggage, while also serving as a transitional space that links immigration to the terminal exit. Consequently, all passengers arriving at Terminal 1 must navigate through the reclaim hall. This hall, along with the customs checkpoint, has undergone or is in process to be significantly refurbished as part of CIP2020+, with the baggage reclaim devices replaced and arranged in a more optimised layout that enhances capacity for both narrow-body and wide-body aircraft. The circulation area has been decluttered, and a more direct exit route has been established to streamline the flow for passengers who are not collecting luggage and are simply passing through to the exit. With the improved layout and upgraded reclaim devices, the facility has sufficient capacity to meet forecasted demand throughout the regulatory period.

Exhibit 2.8 – Terminal 1 Baggage Reclaim Capacity and Forecast

Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
9 Devices	9 Devices	9 Devices	9 Devices

** Optimised reclaim device and circulation as per CIP2020+ reconfiguration.*

2.6 Terminal 2

Check-in

Terminal 2 currently provides a total of 56 check-in input devices, comprising 28 desks on the western side, primarily used by Aer Lingus, and 28 desks on the eastern side, used by US carriers and Emirates. In addition, four centrally located manual desks were recently installed to facilitate the relocation of British Airways, Vueling, and Iberia from Terminal 1 to Terminal 2. The check-in hall is further supported by a range of self-service and automated bag-drop facilities distributed throughout the space.

As the airport continues to expand through the addition of new airlines, new routes, and increased frequencies by existing operators the Terminal 2 check-in hall will come under increasing pressure in terms of check-in processing capacity. In response, CIP27 proposes, in the first instance, the delivery of additional centrally located check-in desks linked to the existing baggage conveying system. In parallel, further assessment will be undertaken to determine the feasibility of a larger eastern check-in hall extension, which could be progressed in a future regulatory period or brought forward should demand increase significantly in the near term.

Exhibit 2.9 – Terminal 2 Check-in Desks Capacity and Forecast

Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
60 desks*	64 desks	67 desks	74 desks

** Includes CIP2020+ central desk.*

Hold Baggage Screening

The Terminal 2 Hold Baggage Screening (HBS) system has undergone substantial upgrades under CIP15 and CIP2020+, including the enhancement of screening equipment to C3 technology. In addition, the system has been strengthened through inter-terminal connectivity, improving overall resilience and, in particular, the transfer interfaces between Terminals 1 and 2.

The baggage sortation system has also been enhanced through the provision of additional make-up positions around the existing outbound sortation carousels and will be further strengthened by the delivery of a new automated Early Bag Store by the end of the current regulatory period. This facility is designed to support the management of early and peak-period baggage flows.

While the system is appropriately sized for current demand, forecast airport growth is expected to increase peak demand for hold baggage screening and sortation capacity. This will be driven by the introduction of a new Terminal 2 connected pier and by the higher hourly baggage input rates associated with the proposed additional central check-in desks and future check-in hall extension. It is therefore essential to maintain an appropriate balance between front-of-house check-in capacity and back-of-house screening and sortation capability.

In response, CIP27 proposes an initial optimisation project focused on improving the utilisation of existing hold baggage screening and sortation capacity. This will be achieved through enhanced load-sharing with Terminal 1, further expansion of the CIP2020+ Early Bag Store, and the identification of solutions to better utilise existing sortation carousels between US and EU operations.

In parallel, the design development and cost refinement of longer-term initiatives to provide additional Terminal 2 sortation carousels will continue. These may be progressed in subsequent regulatory periods, or potentially brought forward within the current period should demand or airline requirements change materially, and funding allow.

Exhibit 2.10 – Terminal 2 Baggage Capacity and Forecast

		Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
Bags Per Hour	CBP	-	990	960	1025
	Non CBP	-	1,235	1,500	1,655
Sortation (ULD or cart positions)	CBP	126	132	144	168
	Non CBP	144	144	156	162
Active Sortation Flights	CBP	11	11	12	14
	Non CBP	41	41	45	48

Among the currently available sortation carousels, only two are accessible for US departing flights because of specific screening and segregation requirements; these two carousels are at full capacity during peak times, which hinders any additional growth in US departures. Therefore, there is a particular necessity to enhance the number of sortation carousels allocated to US operations. CIP27 therefore proposes an expansion of the Terminal 2 baggage sorting system to incorporate additional sorters, sorting carrousels, early bag storage facilities and to add more transfer input lines. This aims to decrease transfer baggage delays and enhance resilience while providing head room capacity to grow Terminal 2 to its ultimate processing potential. Additionally, a comprehensive replacement of aging baggage conveying system components is planned to ensure optimal efficiency and minimise technical downtimes.

Security and Fast Track

The current CIP involved the modernisation and reconfiguration of the security and fast-track facilities at Terminal 2. This included the relocation of the wall between the landside concourse and the screening area, thereby increasing the available space for post-document check queuing. The recently completed works included the installation of 14no C3 scanning lanes. Each new lane is equipped with cutting-edge technology for body screening and tray conveying systems, resulting in a significant enhancement in overall throughput capacity.

Although additional screening lanes are not necessary in the medium term, there are opportunities to enhance the new layout with further optimisation, possible by the additional space made by the recently completed works. This space allows for the further extension of several lanes through the addition of extra baggage conveyor modules. These minor CIP27 proposed improvements will ensure optimised processing of passengers and further increase the processing rate, thereby reducing passenger queue times. This will enhance the overall passenger experience while providing additional capacity headroom and resilience to accommodate peak times and future growth.

Exhibit 2.11 – Terminal 2 Security Capacity and Forecast

Location	Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
Central Search	3,320 pax/hr*	1,900 pax/hr	2,020 pax/hr	2,240 pax/hr
Fast Track	250 pax/hr*	260 pax/hr	260 pax/hr	320 pax/hr

** New layout and C3 technology as installed as part of CIP2020+.*

International Departure Lounge

The International Departure Lounge (IDL) in Terminal 2 provides a spacious and well-lit environment for passengers prior to boarding, with a range of retail and food and beverage options across two levels. While the lounge currently accommodates passengers adequately, anticipated growth will increase demand for seating and additional retail and catering facilities. Rather than expanding the existing IDL, CIP27 proposes the development of a post-CBP mini International Departure Lounge. This

facility will allow US-bound passengers to be called forward earlier, helping to decongest the main IDL during peak periods.

Exhibit 2.12 – Terminal 2 IDL Capacity and Forecast

Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
3,860 pax/hr*	2,340 pax/hr	2,450 pax/hr	2,780 pax/hr

US TSA and CBP

Dublin Airport has successfully leveraged its unique position to offer US pre-clearance, enabling US-bound passengers to be processed from a TSA screening and CBP immigration standpoint in Dublin. This allows them to bypass similar processes stateside, effectively treating the passenger as a domestic arrival, thus facilitating a swift exit from the destination airport.

This service has significantly contributed to the growth of Dublin Airport as a transfer hub, linking the UK and Europe to US destinations. US-bound flights typically prefer to depart Dublin between mid-morning and early afternoon to align with transfer connections. This preference has resulted in peak demand for TSA and CBP processing, which in recent years has been shown to exceed the current capacity of the TSA and CBP facilities, even with recent optimisations and improvements in the handling of non-transfer passengers who may bypass the secondary TSA screening process.

Nevertheless, during peak times, the TSA and CBP queues can overflow into the adjacent Pier 4, obstructing the circulation of the area. The resulting queues also lead to less-than-optimal wait times, creating a subpar experience for passengers, particularly for those with time-sensitive transfer needs. CIP2020+ had proposed the expansion of the TSA and CBP facility to provide adequate capacity for future growth; however, it has faced delays due to planning complexities. Recently, it has received approval and is now advancing through detailed design, procurement, and construction phases.

Nevertheless, because of these delays, this project has rolled over to be included in CIP27, while still offering the essential additional space and facilities necessary to support growth and enhance the overall passenger experience. This will include the addition of appropriate queue space, modern C3 screening lanes, additional CBP officer booths at apron level and upper levels featuring post-pre-clearance food and beverage options, retail spaces, waiting for gate seating, and airline lounge provisions, all designed to optimise passenger flow and improve connections to both the Pier 4 and Pier 5 US departure gates.

Exhibit 2.13 – Terminal 2 TSA and CBP Capacity and Forecast

Location	Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
TSA	500 pax/hr*	250 pax/hr	300 pax/hr	480 pax/hr
CBP	1,200 pax/hr*	1,225 pax/hr	1,300 pax/hr	1,430 pax/hr

** New layout and C3 technology as installed as part of CIP2020+ Non-Pax Screening project.*

Transfers

Dublin Airport has seen considerable growth in transfer passengers over the past few years, attributed to its capability to pre-clear travellers heading to the US and its strategic location on the western edge of Europe, bolstered by Aer Lingus and Emerald.

At present, transfer passengers in Terminal 2 are processed through two facilities, one situated within the Terminal 2 processing building that mainly caters to Pier 3 arrivals, and a larger facility next to Pier 4 that also accommodates passengers brought from the arriving aircraft by apron bus, alongside future expansions like Pier 5. Consequently, the existing facilities sufficiently address current needs with effective management during peak periods.

Considering the synergies associated with the need to expand the TSA and CBP facilities, it is suggested that a larger transfer facility be established in a new location above the forthcoming TSA and CBP extension building. The area currently used for transfer will be repurposed to improve post-pre-clearance access to Pier 4, while also providing additional options for food, beverages, and retail. The new transfer facility will be appropriately sized to accommodate transfer growth beyond this regulatory period.

The demands on the smaller Pier 3 transfer facility are not expected to significantly increase during peak times over the coming regulatory period; therefore, CIP27 does not propose any substantial infrastructural changes in this area.

Exhibit 2.14 – Terminal 2 Transfer Capacity and Forecast

Location	Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
T2 Transfers	675 pax/hr	430 pax/hr	455 pax/hr	455 pax/hr
Pier 4/5 Transfers	970 pax/hr	945 pax/hr	970 pax/hr	980 pax/hr

Immigration

Terminal 2 has a single central Immigration facility where arriving passengers can verify their passports using either automated E-Gates or manual booths staffed by Immigration Officers. The current space primarily accommodates arriving passengers from Pier 3 and 4.

The current immigration facility has sufficient capacity to accommodate projected demand, and no interventions are planned during this regulatory period. However, once Pier 5 becomes operational and utilisation levels, airline mix, and scheduling are fully established, demand and capacity will need to be closely monitored. This may indicate a requirement for layout optimisation and increased processing capacity in subsequent regulatory periods.

Exhibit 2.15 – Terminal 2 Immigration Capacity and Forecast

Location	Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
Terminal 2	3,400 pax/hr	2,025 pax/hr	2,175 pax/hr	2,715 pax/hr

Baggage Reclaim

The Baggage Reclaim area in Terminal 2 serves as the designated space for arriving travellers to collect their checked bags, while also acting as a transient space connecting immigration to the terminal exit. The Baggage Reclaim Hall is modern and spacious, featuring high ceilings and the provision of modern dual loading baggage reclaim carousels, complemented by two out-of-gauge collection belts. When evaluated, this setup ensures adequate reclaim and circulation to meet future demands over the regulatory period. Therefore, CIP27 does not propose any infrastructure interventions in this space.

Exhibit 2.16 – Terminal 2 Baggage Reclaim Capacity and Forecast

Capacity	Current Demand 2025	Forecast Demand 2028+	Forecast Demand 2032+
6 Devices	6 Devices	6 Devices	6 Devices

2.7 Gates and Stands

Fleet Projections

At present, Terminal 1 serves a mix of narrow-body and wide-body aircraft. The majority of operations consist mainly of narrow-body aircraft, which make up 73% of the fleet composition. We do not foresee any substantial alterations to this ratio in the future. Nevertheless, even with the limited number of wide-body movements, they generally arrive within a comparable timeframe, resulting in concurrent demand. Currently, we manage around 5 wide-body passenger aircraft at Terminal 1 on the ground at any moment, and we anticipate this figure will rise to approximately 9 by 2032 and ultimately reach 14 beyond 2032.

Terminal 2 primarily engages in two key operations. The first operation is dedicated to short-haul European flights, predominantly serviced by narrow-body aircraft. The second operation focuses on long-haul transatlantic flights, utilising a combination of wide-body and narrow-body aircraft. In recent years, the introduction of long-range Airbus A321 variants has led to an increase in the number of narrow-body aircraft operating on long-haul routes; however, both Aer Lingus and other US carriers have indicated a desire to continue expanding their wide-body operations alongside the opportunities presented by the smaller long-range narrow-body aircraft.

Currently, the overall fleet composition at Terminal 2 consists of 82% narrow-body and 18% wide-body aircraft, and we expect this to remain consistent in the future. Regarding transatlantic operations, the current distribution is 37% narrow-body and 63% wide-body, and we project a slight shift to 42% narrow-body by 2032, with a potential increase to 44% narrow-body in the longer term.

Considering that Dublin Airport hosts two major base carriers, peak demand for stands is typically due to the parking of overnight aircraft, compounded by the necessity to keep stands available for early US arrivals. Currently, Dublin Airport experiences a passenger operation peak stand demand of 98 narrow-body equivalents, which we forecast will increase to 112 narrow-body equivalent stands by 2032.

Exhibit 2.17 – Fleet Mix Percentages

	Terminal 1		Terminal 2		Transatlantic	
	NB	WB	NB	WB	NB	WB
Current Demand 2025	94%	6%	82%	18%	37%	63%
Forecast Demand 2028+	93%	7%	83%	17%	39%	61%
Forecast Demand 2032+	94%	6%	83%	17%	42%	58%

Gates

The aircraft gates function as designated areas where passengers gather prior to boarding. Typically, passengers are directed to the gate 45 to 60 minutes before their flight. Some gates are specifically assigned to a single aircraft stand, while others accommodate multiple stands, necessitating precise timing to prevent overlap between different flight groups and ensure adequate holding space. Each gate area usually features seating, restroom access, nearby food and beverage options, a ticket and document verification podium, and direct access to the aircraft via an airbridge, walking on the apron, or using an apron bus.

Currently, Terminal 1 has 35 active gates, with 16 in Pier 1, 11 in Pier 2, and 8 in Pier 3; Pier 3 is also utilised for Terminal 2 flights. Terminal 2 has 31 active gates with 25 in Pier 4 and 6 within the South Apron Passenger Board Zone. Additionally, Terminal 1 includes 3 bus gates at the apron level of Pier 2, while Terminal 2 has 4 bus gates at apron level. Only Pier 4 gates can be accessed post US Pre Clearance and as such only 21 gates are available for US departures.

Following the completion of the PACE development plan in 2015, which included a minor extension at the western end of Pier 1, reconfiguration of the Pier 2 bus gates and the addition of the South Apron Passenger Boarding Zone, there have been no new gates or significant enhancements to gate capacity. Since then, the demand for both non-US and US departing gates during peak hours has risen considerably, managed today through careful scheduling and extensive towing. As our airline partners grow their networks and aim to establish new aircraft at Dublin Airport, the need for overnight and first-wave stands is anticipated to rise, along with an increase in US departures that must leave from gates situated beyond US Pre Clearance.

A secondary concern is that, in some instances, the current gate facilities at Pier 2 and Pier 3 were designed and built in the mid-1960s, catering to aircraft with less dense seating arrangements than those commonly used today. As a result, these gates which serve a mix of wide-body and high-capacity narrow-body aircraft are inadequately sized to comfortably accommodate passengers waiting for their flights. Ideally these should be optimised and expanded.

As a result, Dublin Airport has put forward a range of gate development projects designed to increase holding capacity. These initiatives encompass the construction of new piers or the extension and refurbishment of existing ones, considering many airlines' preference for developing contact gates instead of depending on increased towing or apron bus operations. The addition of more available gates will help ease scheduling limitations, allowing airlines to improve their operations, enhance on-time performance, and boost overall efficiency. This, in turn, will enrich the passenger experience while also balancing gate hold room capacity with the requirements of the next generation of dense seat capacity aircraft. The table below illustrates the forecast gate utilisation at around 2032+ during a typical business day by pier location, with Bus and US Pre Clearance gates also highlighted.

Exhibit 2.18 – Daily RAG Gate Utilisation Forecast at around 2032+

Time Day	04:00 – 06:00	06:00 – 09:00	09:00 – 12:00	12:00 – 14:00	14:00 – 17:00	17:00 – 22:00	22:00 – 04:00
Pier 1*							
Pier 2*							
Pier 3**							
Pier 4							
PBZ							
Bus Gates							
CBP							

	Capacity or operational limit no additional aircraft can be accommodated
	Emerging capacity issues only certain types of additional aircraft can be accommodated
	Moderate capacity issues e.g. towing off and on may be required in certain circumstances
	No significant capacity issues

* *No significant changes or additions to gates since 2017 PACE.*

** *Reconfigured Pier 3 gates as per CIP2020+ Underpass project.*

CIP27 has proposed several options for the development of new gates, including the potential for Pier 5 which will provide six new narrow-body contact gates for Terminal 2 airlines, which can be combined to facilitate three wide-body aircraft, along with an additional six narrow-body remote bus gates at apron level.

For Terminal 1 we are proposing a Pier 1 West project which will allow for two additional narrow-body gates, while Pier 1 East will provide 14 narrow-body contact gates that can be combined to serve up to seven wide-body aircraft, along with a further six narrow-body remote bus gates at apron level.

Finally, CIP27 proposes the refurbishment of the Old Central Terminal to provide two narrow-body gates for remote apron bus operations.

Exhibit 2.19 presented below provides a summary of the current provisions and the proposed new gate provisions for each terminal as proposed by CIP27.

Exhibit 2.19 – Current and Proposed New Gate Provision (NBE Equivalent)

	Terminal 1	Terminal 2	Shared	CBP Enabled
Current Provision	**29**	**35**	**8**	**21**
Pier 1 West	2			
Pier 1 East	20			
OCTB Bus Gates	2			
Pier 5		12		6
Total Provision	**53**	**47**	**8**	**27**

Stands

Aircraft parking positions at Dublin Airport are categorised into three groups, with the most frequently used being contact stands, situated next to the Piers. Passengers can typically board the aircraft directly from the gate area via an air bridge or by walking across the apron. Among the contact stands, only those on Pier 4 are suitable for US Pre Cleared destination departures. The second category consists of passenger-enabled remote stands, which are generally located on the north apron and in the central area between Piers 1 and 2. These stands require passengers to access them via an apron bus from the gate area.

The third category includes remote non-passenger operational stands primarily located at West Apron, which are designated for the parking of cargo, general aviation, ad-hoc operations, and aircraft positioning to and from the Maintenance, Repair, and Overhaul (MRO) hangars. These stands are also necessary for accommodating airline standby aircraft, which are held in reserve by our based carriers in case an operational aircraft is unavailable due to technical issues.

Additionally, they provide contingency parking for emergency diversions or special events, such as sports events or visits from heads of state. The allocation of stands is regulated by a set of rules established by Dublin Airport and the airlines. Whenever feasible, airlines and handlers are grouped together to enhance efficiency; however, when this is not possible, priority is typically given to the most frequent and larger capacity aircraft.

In recent years, Dublin Airport has developed two new remote aprons adjacent to the North Apron, specifically Apron 5G and 5H. Nevertheless, no new contact stands have been created since the South

Apron Passenger Boarding Zone was introduced in 2015. Currently, there is a high demand for contact stands, particularly for US Pre Clearance, overnight, first wave operations and during the midday peak.

Consequently, in conjunction with the proposed CIP27 gate initiatives, Dublin Airport is planning to increase stand capacity on the North and South Aprons. The table below illustrates the forecast stand utilisation at around 2032+ during a typical business day by pier and apron location, with US Pre Clearance enabled stands also highlighted.

Exhibit 2.20 – Daily RAG Stand Utilisation Forecast at around 2032+

Time Day	04:00 – 06:00	06:00 – 09:00	09:00 – 12:00	12:00 – 14:00	14:00 – 17:00	17:00 – 22:00	22:00 – 04:00
Pier 1*							
Pier 2**							
Pier 3**							
Pier 4*							
PBZ*							
East Remotes							
West Remotes							
CBP							

	Capacity or operational limit no additional aircraft can be accommodated
	Emerging capacity issues only certain types of additional aircraft can be accommodated
	Moderate capacity issues e.g. towing off and on may be required in certain circumstances
	No significant capacity issues

* *Current layout pre NASAH*

** *Reconfigured as per CIP2020+ Underpass and Critical Taxiway project.*

At present, Terminal 1 is served by 32 narrow body contact stands, several of which can accommodate up to 9 widebody aircraft. Terminal 2 also has 28 narrow body contact stands, with several capable of facilitating up to 9 widebody aircraft. Pier 3 is utilised by both Terminals 1 and 2, offering an additional 8 narrow body or 5 widebody stands once reconfigured by the CIP2020+ Underpass and Critical Taxiway projects. Both terminals have direct access to 31 narrow body remote stands located around the Triangle and North aprons; however, a significant portion of these stands is currently allocated for overnight aircraft, transitioning to contact stands after the initial first wave has departed via towing.

CIP27 proposes the introduction of new contact stands aimed at enhancing passenger operations, primarily delivered in tandem with accompanying pier development. The integration of pier and stand

development enables increased capacity, and delivering one without the other would be ineffective. The proposals include 6 new narrow body, or 3 new wide body stands for the South Apron servicing the proposed Pier 5, along with 12 new narrow body or 7 new wide body stands to be developed alongside the Terminal 1 Pier 1 East, noting that some existing non-passenger operational stand pavement associated with MRO operations will be repurposed for the new Pier 1 East development.

Exhibit 2.21 presented below provides a summary of the current provisions and the potential new passenger operation stand provisions for each terminal as proposed by CIP27.

Exhibit 2.21 – Current and Proposed New Stand Provision (NBE Equivalent)

	Contact			Shared Remote
	Terminal 1	Terminal 2	Shared	
Current Provision	32	28	8	31
Pier 1 East	12			
Peir 5		6		
Total Provision	44	34	8	31

2.8 Runway and Airfield

The taxi in and out times have improved since the North Runway opened and segregated mode runway operations were introduced, with average taxi times reducing from 16 minutes to 14 minutes. Long departure queues, which were common prior to 2022, have been for the most part eliminated. With the ongoing completion of the Critical Taxiway project at Dublin Airport, a triple wide-body taxiway network will connect the North and South Runways to the apron areas, enhanced by dual wide-body access to the South Apron and dedicated entrance and exit from the North Apron. We do not see a need for additional taxiway infrastructure from a capacity standpoint over the coming regulatory period.

2.9 Surface Access

Surface access at Dublin Airport is categorised by four main themes including Roads, Kerbs, Public Transport and Carparks.

Roads

For the CIP27 initiative, our main emphasis is on the primary access points from the public road network and the internal campus roads. During the development of our current Infrastructure Planning Application, we identified several junctions along the main access routes from the M1 and the R132 that are under pressure during peak commute times. As a result, we have proposed a series of junction upgrades. Additionally, several key junctions within the campus area have been recognised as requiring minor improvements, including enhanced signage in certain locations.

Kerbs

The kerbs at Dublin Airport are divided into lanes for passenger drop-off and public transport. Both Terminal 1 and Terminal 2 passenger lanes face congestion during peak times for a limited duration,

whereas the public transport lanes are effectively managed and adequate to accommodate future demands.

The creation of additional passenger drop-off lanes is not feasible at Dublin Airport due to space limitations and a sustainable option, utilising public transport, should be encouraged. Consequently, CIP27 will propose a series of soft initiatives aimed at improving the efficiency and safety of the existing kerbs, as well as enhancing the management of vehicle dwell time.

Public Transport

Prior to the introduction of Metro North, the main form of public transportation consists of city and regional bus and coach services, with Dublin Airport managing the busiest bus operations in the country. Due to the high volume of bus and coach activities throughout the day, the existing bus pickup facilities are operating close to capacity and do not offer the modern amenities necessary for a superior passenger experience.

Consequently, CIP27 proposes the establishment of a new Integrated Transport Hub, which will increase the number of bus and coach bays and include a dedicated bus terminus designed to integrate with the future Metro North Station. Additional overflow and waiting areas for buses and coaches will also be included.

Car Parks

The car parks at Dublin Airport consist of passenger Short Term multi-storey parking, which is primarily situated within walking distance of the terminals, and passenger Long Term surface parking, typically located further away and accessible via shuttle bus. Additionally, there is staff surface parking distributed throughout the eastern campus. Generally, all current parking facilities are fully utilised during peak periods. While the airport aims to promote the use of public transport, it acknowledges the necessity for increased parking provision for passengers and staff who must travel to and from the airport during late and early hours, as well as for those residing in areas with limited public transport options.

CIP27 therefore proposes various initiatives aimed at creating new surface staff parking facilities, in addition to expanding the passenger Long Term Red surface car park for passenger utilisation.

2.10 Utilities

Dublin Airport's main utilities encompass both medium and high voltage power, potable and fire hydrant water, foul and surface water drainage, along with gas, IT, and telecom systems. In general, the primary utilities on the eastern campus are operating satisfactorily; however, much of the infrastructure is aging and approaching the end of its useful life. It is expected to reach capacity in the medium term, with power being our greatest concern as the airport shifts from fossil fuels to more sustainable options, especially regarding heating, cooling, and the charging of electric vehicles. This is further complicated by the necessity to provide resilience to always ensure the continuity of operations.

New and expanded utilities will be necessary as the airport grows towards the East Lands (east of the R132) with the establishment of a new belly hold cargo facility, and to the west of Runway 16/34 with the development of MRO facilities. CIP27 will therefore propose a comprehensive suite of large-scale initiatives aimed at evaluating the condition and capacity of the current networks. It will also establish the requirements necessary to upgrade existing utilities and to expand or develop new feeds to support airport growth and greenfield development. This will include upgrading transmission lines, substations, and providing secondary electrical supplies, supplemented by additional solar power with associated systems to optimise and efficiently manage the storage and utilisation of power. Furthermore, other projects will encompass the upgrade and extension of surface water and attenuation systems, incorporating modern pollution control. Additionally, the upgrade and extension of potable and fire hydrant mains will be included.

2.11 Summary of Key Requirements

Dublin Airport is actively preparing for anticipated passenger growth and to improve the passenger experience while increasing operational efficiency and safety for all airport users. Several projects are being sized to lay the groundwork for long-term growth, ultimately working towards a balanced capacity between both terminals, along with their associated piers, gates, stands, and the airfield and runways.

Terminal 1 has undergone significant improvements in recent years as part of our CIP15, PACE and CIP2020+ initiatives in areas such as Check-in, Baggage Screening, Security, IDL, Immigration, and Baggage Reclaim, ensuring operational efficiency and resilience with minimal need for further expansion in this new period. Terminal 2, despite recent upgrades, is nearing capacity in various aspects. CIP27 proposes strategic expansions, including internal expansion of the Check-in Hall, and optimisation of Baggage Sorting capacity, enhanced post CBP IDL space and commercial areas to support ongoing growth. The airport's unique US Preclearance feature continues to be a key element of our transatlantic success.

Nevertheless, the current TSA and CBP facilities are experiencing pressure during peak periods. CIP27 therefore proposes a significant expansion to enhance processing capacity, improve passenger flow, and facilitate connectivity to US departure gates. Additionally, Transfer facilities will be expanded and reconfigured to address rising demand, while the Baggage Reclaim area in Terminal 2 is expected to remain adequate for the foreseeable future.

Like the terminals, Dublin Airport's airfield infrastructure has seen notable improvements in recent years, particularly with the opening of the North Runway and ongoing Critical Taxiway project which will further enhance airfield efficiency by improving connectivity between runways and apron areas. On the pier side, gate and stand capacity is under increasing strain due to rising aircraft movement volumes, evolving airline operations, and growing demand for US Pre Clearance facilities. Many gate areas, particularly in Piers 2 and 3, are outdated and undersized for modern high-capacity aircraft, leading to congestion and operational inefficiencies. Similarly, the shortage of contact stands, especially during peak periods and for US-bound flights has necessitated complex scheduling and towing strategies.

From a surface access and utilities standpoint, the current adequacy is expected to face challenges as the airport expands and existing assets continue to age. The CIP27 initiative at Dublin Airport proposes a strategic and forward-thinking plan aimed at improving surface access and utilities infrastructure. Key proposals encompass targeted enhancements to road junctions to reduce congestion, the establishment of a new Integrated Transport Hub to accommodate increasing public transport demands, and expanded car parking solutions that align sustainability with operational requirements.

Regarding utilities, CIP27 will tackle the aging infrastructure and anticipated capacity limitations by advocating for extensive upgrades and expansions, especially in power supply, drainage, and water systems. These initiatives are crucial for supporting the airport's ongoing growth, sustainability objectives, and operational resilience.



Section 3

Consultation

3 Consultation

This section outlines the CIP27 stakeholder engagement process, including the formal consultation, and summarises the feedback received and Dublin Airport's response, which has directly informed the final project scope, and the costs presented in this submission.

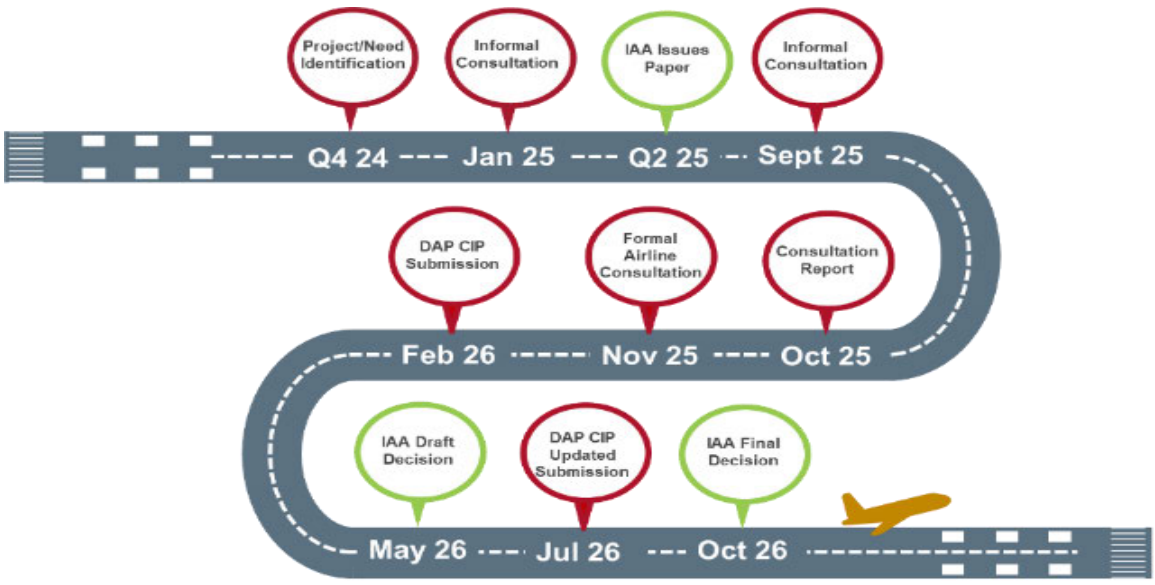
3.1 Consultation Process

CIP27 is a capital development programme focused on enhancing Dublin Airport's capacity, resilience and operational efficiency. The programme is designed to enable airline partners and other stakeholders to operate safely and efficiently, delivering the services and passenger experience expected by their customers. It also ensures that Dublin Airport is equipped with the infrastructure necessary to meet regulatory, legislative and statutory requirements.

CIP27 has been developed to address the diverse needs of multiple invested parties, including, at times, competing perspectives. Dublin Airport is therefore committed to preparing and presenting its CIP27 proposals in a clear and transparent manner, taking account into stakeholder feedback while refining projects, to meet both immediate operational requirements and long-term strategic objectives, including sustainability and future development.

Both internal and key external stakeholders have actively participated in the CIP27 development process, which commenced in Q4 2024. Informal workshops and ongoing dialogue were held throughout 2025. A dedicated presentation room was established in the Old Central Terminal Building, featuring evolving design boards and physical models to support discussion and engagement.

Exhibit 3.1 – CIP27 Consultation Timeline



This space hosted numerous workshops with based airlines, including Aer Lingus, Emerald Airlines and Ryanair, as well as wider airline groups, ground handlers and relevant State agencies. Since November 2024, more than 20 workshops have been conducted. Materials were presented and subsequently shared, allowing participants to provide follow-up queries, informal feedback and indicative preferences.

Exhibit 3.2 – CIP27 Presentation Room, OCTB



During these sessions, projects were proposed by both Dublin Airport and stakeholders. Feedback was captured and used to refine emerging concepts and shape the project options presented in the draft Pre-Consultation Report.

The informal engagement phase was followed by the issuance of a Pre-Consultation Report in November 2025, setting out the proposed project options in detail (c.500 pages). This was subsequently followed by the two-day formal consultation event held in November 2025.

Exhibit 3.3 – Informal Consultation Workshops



3.2 Formal Consultation

Dublin Airport hosted a formal stakeholder consultation on its draft Capital Investment Programme 2027–2031 (CIP27) on 25 and 26 November 2025 at the Maldron Hotel on the Airport Campus. The consultation was designed to facilitate engagement with airport users and other stakeholders on the scope, rationale, phasing and prioritisation of the proposed investment programme, and to provide stakeholders with the opportunity to give feedback and influence CIP27 ahead of its final submission to the Irish Aviation Authority (IAA).

In total, over 250 airport users and stakeholders were invited to participate in the consultation process. The sessions were attended by representatives from 14 stakeholder organisations, comprising airlines and supporting organisations, including Aer Lingus, Air France, AirNav, Delta Air

Lines, the Department of Transport, Emirates, IAC, IAG Cargo, IAG Group, Lufthansa Group, Ryanair, Sky Handling, Qatar Airways and York Aviation.

Follow-up and summary sessions were also provided to IAG Cargo, WFS and the Passenger Advisory Group (PAG). The main in-person session was overseen and attended by representatives of the IAA and their independent fund surveyors, Steer Group.

The consultation was conducted over two full days and consisted of presentations by key airport subject matter experts, supported by the quantity surveying consultants, Turner and Townsend.

Exhibit 3.4 – CIP27 Formal Consultation Event



The sessions commenced with a general update on the status of the current CIP, together with the strategic and regulatory context informing the preparation of CIP27. This included an explanation of how projects included within the current Infrastructure Application will transition into the new regulatory period.

An overview of forecast demand and current capacity constraints was then presented, followed by a presentation on the overarching proposed development plan. Each project was subsequently presented in detail on an envelope basis, with stakeholders given the opportunity throughout to ask questions.

The consultation sessions enabled constructive discussion on the proposed CIP27 projects, with Dublin Airport outlining the strategic context, investment drivers, cost assumptions and delivery phasing, and stakeholders providing real-time feedback and direction during the sessions. Stakeholders were subsequently invited to submit formal written observations.

In response to queries and requests for further information or clarification raised during the formal sessions, the Draft Pre-Consultation Report was updated to include an additional c.100 pages of supporting material and was re-issued in December 2025. This included expanded context regarding cost increases for rollover projects and further explanation of the options assessed for key projects, including Pier 5.

To allow stakeholders sufficient time to consider the additional information, the deadline for written feedback was extended by three weeks. Reminder communications were issued in advance of the revised deadline and again shortly thereafter to accommodate any late submissions.

Notwithstanding the scale of engagement during the consultation sessions and the breadth of the consultation exercise, formal written feedback was received from eight stakeholders. Submissions were provided by Aer Lingus, Ryanair, IAG, IAG Cargo, the International Air Transport Association (IATA), World Flight Services (WFS), Lufthansa Group and Emirates Airlines. The feedback summarised in this section therefore reflects the views of these eight respondents.

Across the submissions received, stakeholders broadly acknowledge the strategic need for capacity-enabling investment at Dublin Airport. There is strong alignment around prioritising core operational infrastructure that directly supports passenger growth, resilience and hub operations, including pier capacity, aircraft stands, airfield connectivity, baggage systems and terminal expansion. Several respondents expressed openness to the proposed decommissioning of Runway 16/34, subject to appropriate operational safeguards and credible delivery timelines.

At the same time, several respondents raised concerns regarding affordability, cost governance and prioritisation within the proposed CIP. These include challenges relating to the costing methodology, contingency levels and perceived cost escalation relative to previous CIPs and international benchmarks. Several stakeholders also questioned investment in sustainability initiatives and digital projects that exceed minimum regulatory requirements or are perceived to deliver limited direct operational benefit.

3.3 Summary of Individual Stakeholder Positions

The following provides a summary of the key commentary submitted by the eight stakeholders through their formal written responses, together with feedback received from the Passenger Advisory Group.

Aer Lingus

Aer Lingus broadly supports the strategic direction of CIP27 and recognises the need for sustainable, capacity-enabling investment at Dublin Airport to support future passenger growth, resilience, and connectivity. Its submission emphasises the importance of timely delivery of core operational infrastructure, particularly airfield capacity, terminal facilities, transfer infrastructure, and baggage systems, to support its hub-and-spoke operating model and Ireland's international connectivity.

Aer Lingus raises concerns regarding the deliverability of the proposed programme, noting risks associated with the scale, complexity, and phasing of projects within the regulatory period. Furthermore, Aer Lingus is critical of the proposed costing methodology and contingency levels and expresses concern that certain projects, particularly sustainability initiatives and digital investments, may exceed regulatory requirements or duplicate airline-led solutions, potentially placing unnecessary upward pressure on airport charges.

Aer Lingus advocates for a partnership-based approach to digital investment, including the use of open APIs, rather than airport-led proprietary systems. Aer Lingus expresses openness to the proposed decommissioning of Runway 16/34, subject to the completion of appropriate operational analysis and safeguarding. In relation to cargo development, Aer Lingus aligns with the position of cargo operators

and strongly supports fully Dublin Airport funded cargo solution at Eastlands, viewing the proposed serviced-land model as inappropriate for infrastructure of national strategic importance.

Emirates Airlines

Emirates Airlines broadly welcomes investment that enhances wide-body capability, terminal quality, and passenger experience at Dublin Airport, with a particular focus on Terminal 2. Its submission highlights concerns regarding the extended delivery timelines associated with certain terminal upgrades and the implications this may have for short to medium term capacity and service levels.

Emirates emphasises the need for additional wide body stands and facilities to support long-haul operations and explicitly supports the proposed decommissioning of Runway 16/34, noting its limited operational use and the potential development and capacity benefits that could arise from its removal.

IAG

IAG's submission aligns fully with the position set out by Aer Lingus and explicitly supports their assessment of the CIP27 proposals. IAG reinforces concerns regarding affordability, cost escalation, and prioritisation, and emphasises the need to focus investment on core operational and capacity-enabling infrastructure that supports connectivity and economic growth.

IAG supports the position of Aer Lingus on sustainability and digital investment, including concerns regarding projects that exceed regulatory requirements or duplicate airline-led systems. In relation to cargo, IAG supports the position advanced by IAG Cargo and endorses the call for a fully Dublin Airport funded cargo solution.

IAG Cargo

IAG Cargo strongly objects to the proposed approach to cargo development within CIP27. Its submission argues that the serviced land model proposed for the cargo operations in Eastlands is misaligned with Government aviation, trade, and economic policy, including national aviation and freight strategies and the Programme for Government.

IAG Cargo highlights the strategic importance of air cargo to Ireland's export-led economy and notes that a significant proportion of the value of Ireland's international trade moves through Dublin Airport. It criticises what it perceives as Dublin Airport's continued treatment of cargo under a landlord-tenant model, rather than as national strategic infrastructure, and calls for a dedicated, policy-aligned cargo strategy and full Dublin Airport funding of cargo development.

International Air Transport Association (IATA)

IATA supports the need for capacity enabling and safety critical investment at Dublin Airport and expresses a willingness to work constructively with Dublin Airport and the airline community to shape appropriate infrastructure. However, its submission consistently challenges the scale, timing, affordability, and deliverability of the proposed CIP27.

IATA places strong emphasis on cost discipline, governance, and adherence to regulatory minimum requirements. It questions the level of contingency and construction inflation applied across projects and raises concerns regarding the cumulative delivery risk associated with overlapping major capital works. IATA challenges sustainability initiatives, renewable energy projects, and digital investments that it considers exceeding compliance obligations or lacking a sufficiently robust business case, while supporting environmental and operational investments that are clearly regulatory driven, safety critical, or necessary to maintain resilience.

IATA also raises detailed technical and operational concerns in relation to passenger processing, level of service, dwell space, and the interaction between commercial and operational areas, reflecting its focus on standards, efficiency, and passenger experience.

Lufthansa Group

Lufthansa Group's submission focuses on operational impacts and passenger experience arising from infrastructure constraints and inconsistency across terminals and piers. It highlights the lack of passenger boarding bridges and the variability in quality and standards across Piers 1, 2, and 3 as having a direct impact on its operations and on passenger experience.

Lufthansa Group supports investment in additional passenger boarding bridges, pier enhancements, and standardised infrastructure that delivers a more consistent and predictable operating environment. Its feedback is primarily operational and service-quality focused, rather than a broad critique of the overall scale or affordability of the CIP27 programme.

Ryanair

Ryanair adopts a fundamentally oppositional position to the draft CIP27. Its submission characterises the programme as significantly over scoped, overpriced, and lacking credibility in terms of deliverability. Ryanair objects in principle to the majority of the projects included in the CIP, either entirely or at their proposed cost, and repeatedly challenges the affordability of the programme relative to previous CIPs and international benchmarks.

Ryanair is particularly critical of the proposed costing methodology, contingency allowances, and the aggregation of scope across projects, which it argues inflates costs and undermines transparency. It raises concerns regarding Dublin Airport's ability to deliver the proposed volume of capital investment within the regulatory period and highlights what it considers to be excessive asset life and repeated re-scoping of projects across successive CIPs.

While Ryanair acknowledges the need for certain capacity enhancing and safety critical investments, it consistently argues that such projects should be delivered at significantly lower cost and with tighter scope control. Ryanair objects to sustainability initiatives that exceed regulatory requirements and opposes what it views as non-essential commercial or discretionary investments within the CIP.

World Flight Services (WFS)

World Flight Services (WFS) focuses its submission on cargo infrastructure and expresses strong dissatisfaction with the approach to cargo development proposed in CIP27. WFS argues that the draft CIP falls well short of Government policy objectives and fails to recognise the economic importance of air cargo to Ireland. WFS highlights the absence of a coherent, long-term cargo strategy at Dublin Airport and calls for meaningful engagement with cargo operators in shaping future infrastructure. It criticises the serviced-land model proposed for Eastlands and argues that cargo infrastructure should be treated as strategic national infrastructure, with appropriate funding and planning certainty provided by Dublin Airport.

Airport Passenger Advisory Group

Further to the formal consultations, a presentation of the CIP27 project proposals was delivered to the Passenger Advisory Group (PAG), organised and chaired by the IAA, on 21 January 2026. The PAG is a representative body comprising passenger and consumer focused organisations.

Its role is to ensure that passenger interests are formally considered within the regulatory process, with particular emphasis on service quality, accessibility, and the provision of appropriate facilities. The group places strong focus on delivering a streamlined and accessible passenger journey, especially for passengers with reduced mobility or those requiring additional assistance.

The presentation began with an outline of the context and objectives guiding the preparation of CIP27, including the approach to project prioritisation and the rationale behind the projects included for consultation. This was followed by an overview of the key anchor projects within the programme.

The PAG expressed strong support for the initiatives presented, particularly the proposed Integrated Transport Hubs, passenger mobility enhancements, and upgrades to the piers and gate areas. There was overwhelming support for the deployment of fixed links and airbridges in connection with any future pier developments, which the group viewed as essential to improving accessibility, comfort, and overall passenger experience.

3.4 Summary of Project Feedback and Dublin Airport Response

The following tables summarise, on a project-by-project basis, the feedback received from the eight stakeholders who provided formal written submissions, along with Dublin Airport's resulting treatment of each project for example, included, rescoped, deferred, or not included in the final submission.

For each project, the number of stakeholders falling within each feedback category; Supports, Supports at Reduced Cost, Neutral / No Negative Opinion, and Opposes is identified

3.5 Sustainability and Environment Consultation Feedback

Stakeholder feedback on the Sustainability envelope was mixed. While respondents broadly supported investment to meet statutory environmental and compliance obligations, several questioned the scale, timing, and cost of initiatives that would exceed minimum regulatory requirements. Dublin Airport notes this feedback and has reviewed the scope and phasing of sustainability projects to ensure alignment with regulatory obligations, operational need, and value for money.

Exhibit 3.5 – Sustainability and Environment Consultation Feedback and Final Submission Project Treatment

CIP Code	Project	Stakeholder Feedback	Supports	Supports at Reduced Cost	Neutral / No Negative Opinion	Opposes	Final Submission Project Treatment
27.01.01	Terminal 2 and Pier 1 Renewable Heating	Stakeholders broadly acknowledged the contribution of this project to meeting sustainability and decarbonisation objectives. Several respondents raised concerns regarding cost, timing, and the extent to which the proposal exceeds minimum regulatory requirements, particularly in the context of affordability and prioritisation within the overall CIP. One respondent objected to the project on value-for-money and affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.01.02	Charging Network	Stakeholders recognised the role of charging infrastructure in supporting decarbonisation objectives and future operational needs. However, several respondents questioned the proposed scale and timing of investment, citing uncertainty regarding demand, utilisation, and value for money within the current regulatory period. One respondent objected to the project on affordability grounds.		1	7		The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflationary impacts. The overall scope has been reduced to reflect the deferral of the South Apron GSE Charging Hub and dedicated on-stand charging infrastructure. This has been replaced by augmenting new Fixed Electrical Ground Power (FEGP) installations with load-sharing capability, enabling the charging of GSE when the units are not required to power parked aircraft. For clarity of costs, the project has been split into two distinct project sheets; one for the North Apron Charging Hub and a second for the wider supporting Airport Charging Network.
27.01.03	Solar PV and Energy Storage	Stakeholders generally acknowledged the potential contribution of solar PV and energy storage to emissions reduction and energy resilience objectives. At the same time, some respondents raised concerns regarding cost, delivery timing, and the appropriateness of progressing such investment ahead of confirmed regulatory requirements or clearer business cases. One respondent objected to the project on affordability and cost-efficiency grounds.			7	1	The project is included in the final CIP27 submission. The timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme. A two-phased delivery strategy was presented as part of the consultation, with only Phase 1 included and progressing within this regulatory period.
27.01.04	Mobility and Accessibility	Stakeholders broadly acknowledged the importance of improving accessibility and inclusive mobility across the airport campus. Some respondents raised questions regarding the scope, prioritisation, and value for money of the proposed investment, emphasising the need to ensure that measures are clearly targeted and aligned with demonstrable operational and passenger needs. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.

27.01.05	Terminal 1 Renewable Heating	Stakeholders acknowledged the contribution of this project to sustainability and decarbonisation objectives. As with other renewable heating proposals, several respondents raised concerns regarding cost, timing, and the extent to which the investment exceeds minimum regulatory requirements, particularly given competing priorities within the CIP. One respondent objected to the project on affordability and value-for-money grounds.			7	1	Given the uncertainty regarding the future of Terminal 1 and the lack of consensus on refurbishment versus phased replacement, this project has been deferred to a future CIP period. CIP27 includes a study to further assess Terminal 1 options, update the Masterplan, and inform the next CIP, which will address the terminal's long-term renewal and decarbonisation.
27.01.06	Air Quality and Noise Monitoring	Stakeholders broadly recognised the importance of air quality and noise monitoring in supporting regulatory compliance, transparency, and environmental oversight. Some respondents sought assurance that the scope and scale of the proposed investment is proportionate and clearly aligned with regulatory obligations and operational need. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.01.07	Biodiversity and Natural Habitat Restoration	Stakeholders acknowledged the environmental objectives of biodiversity and natural habitat restoration initiatives. However, several respondents raised concerns regarding the prioritisation, location, and potential operational and aviation safety implications of the proposed measures, including the need to ensure compatibility with airfield safeguarding requirements. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. The scope of the project has been reduced to only mitigate for new green field development proposed in this submission most notably the Eastern Logistics, Car Park Extensions and Western MRO development, as necessitated by planning requirements.
27.01.08	Campus Buildings Sustainability Retrofits	Stakeholders acknowledged the intent to improve the environmental performance of existing campus buildings. However, several respondents questioned the prioritisation, scope, and timing of sustainability retrofit works within the current regulatory period, particularly where benefits are incremental or indirect relative to core operational investments. One respondent objected to the project on affordability and value-for-money grounds.			7	1	Project included in the final CIP27 submission. Timing has been aligned with the wider infrastructure delivery programme, and costs updated to reflect inflation. The scope has been reduced to mitigation works required solely to support the proposed greenfield developments in this submission, most notably Eastern Logistics, car park extensions, and Western MRO, as necessitated by planning requirements.
27.01.09	Airside Surface Water Compliance Phase 2	Stakeholders broadly recognised the necessity of continued investment to maintain compliance with environmental and regulatory requirements relating to surface water management. Some respondents sought assurance that the scope and cost of the proposed works are proportionate and aligned with clearly defined compliance obligations. One respondent objected to the project on affordability grounds.			7	1	Project included in the final CIP27 submission. Timing has been aligned with the wider infrastructure delivery programme, and costs updated to reflect inflation. The scope has been reduced to exclude works associated with deferred projects, such as Apron 7 and the Western De-Icing and Holding Pad projects.
27.01.10	Landside Surface Water Compliance	Stakeholders acknowledged the regulatory and environmental drivers underpinning this project and generally recognised the need to maintain compliance with applicable standards. A small number of respondents raised questions regarding cost, prioritisation, and phasing, particularly in the context of wider affordability concerns across the CIP. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.01.11	Legacy PFAS Mitigation and Remediation	Stakeholders broadly recognised the importance of addressing legacy PFAS contamination to manage environmental risk and meet regulatory and legal obligations. Some respondents sought clarity on scope, cost certainty, and the extent of remediation required within the current regulatory period. One respondent objected to the project on affordability grounds.	2		5	1	Project included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflationary impacts. The project will be further refined through the StageGate process to provide greater clarity on scope, cost certainty, and proposed solutions following additional site investigation and analysis.

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3.6 Airport Development Consultation Feedback

Stakeholder feedback on the Airport Development envelope focused strongly on the prioritisation, phasing, and deliverability of capacity-enabling infrastructure. Respondents broadly supported investment in projects that directly enhance airfield capacity, terminal functionality, passenger processing, and operational resilience, while emphasising the importance of aligning scope and timing with demonstrable demand and operational need. Concerns were raised regarding affordability, cost escalation, and the cumulative complexity of delivering multiple large-scale projects within the regulatory period. Dublin Airport has considered this feedback in reviewing the phasing, scope, and sequencing of Airport Development projects to support realistic delivery, protect service quality, and ensure investment remains focused on core aeronautical and resilience-driven outcomes.

Exhibit 3.6 – Airport Development Consultation Feedback and Final Submission Project Treatment

CIP Code	Project	Stakeholder Feedback	Supports	Supports at Reduced Cost	Neutral / No Negative Opinnion	Opposes	Final Submission Project Treatment
27.02.01	T1 Immigration Optimisation	Stakeholders broadly supported investment to improve immigration processing capacity and resilience in Terminal 1, recognising existing pressure points at peak periods. Several respondents emphasised the importance of ensuring that the proposed scope delivers tangible operational benefit and is appropriately phased relative to demand growth. One respondent objected to the project on affordability and value-for-money grounds.	2	1	5		This project has been deferred to a subsequent regulatory period, as increased peak-time demand is expected to materialise only with the introduction of Pier 1 East, which is not anticipated to become fully operational or utilised to its maximum capacity within this regulatory period.
27.02.02	Pier 1 East (Including MRO Relocation)	Stakeholder feedback acknowledged the potential operational and capacity benefits associated with Pier 1 East. However, several respondents raised concerns regarding deliverability, cost, and the complexity and risk associated with the proposed MRO relocation, including potential operational disruption during delivery. Some stakeholders sought assurance that relocation dependencies and phasing are robustly managed. One respondent objected to the project on affordability grounds.	3	1	4		Project included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflationary impacts. For cost clarity, the Pier 1 East and MRO elements have been split into two separate project sheets. The MRO element now includes all utility costs previously included in the separate MV, potable water, and foul water projects allowing the overall cost of the MRO development to be clearly indicated. The Pier 1 East costs also now include for the inclusion of Pre-Conditioned Air as a standard feature on new pier developments.
27.02.03	Terminal 2 Immigration Optimisation	Stakeholders broadly recognised the need to enhance immigration processing capacity and resilience in Terminal 2 to support passenger growth and maintain service levels. Some respondents raised questions regarding scope definition, cost, and prioritisation within the wider CIP, particularly in the context of affordability pressures. One respondent objected to the project on value-for-money grounds.	2		5	1	This project has been deferred to a subsequent regulatory period, as increased peak-time demand is expected to materialise only with the introduction of Pier 5, which is not anticipated to become fully operational or utilised to its maximum capacity within this regulatory period
27.02.04	Terminal 2 CBP and Transfer Extension	Stakeholder feedback generally acknowledged the strategic rationale for expanding CBP and transfer facilities in Terminal 2 to support connectivity and operational resilience. However, several respondents raised concerns regarding cost, scale, and deliverability, and sought assurance that the proposed investment is aligned with realistic demand forecasts and phased appropriately. One respondent objected to the project on affordability grounds.	2		5	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.

27.02.05	Pier 5 and South Apron Expansion	Stakeholders recognised the role of Pier 5 and the South Apron Expansion in supporting long-term capacity and operational flexibility. At the same time, several respondents raised concerns regarding the scale, cost, and complexity of the proposal, including the cumulative delivery risk associated with multiple large airside projects within the regulatory period. One respondent objected to the project on affordability and prioritisation grounds.	2	1	5		Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. For clarity of cost and scope the Pier 5 and South Apron Expansion elements have been split into sperate project sheets. The Pier 5 costs also now include for the inclusion of Pre-Conditioned Air as a standard feature on new pier developments.
27.02.06	Cargo Relocation (Eastlands)	Stakeholder feedback on this project was mixed. Cargo operators raised strong concerns that the proposed approach to cargo relocation is misaligned with Government trade and aviation policy and places disproportionate cost and delivery risk on operators. In particular, respondents objected to the serviced-land model, arguing instead for a fully Dublin Airport funded cargo solution. More broadly, some stakeholders questioned the timing, scope, and affordability of the proposal within the current regulatory period. A based carrier in T2 raised the concerns of the cargo operators, but ultimately indicated their support for the project along with their parent company which stated they support the airlines position on the CIP.	2		3	3	Project included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflationary impacts. The project scope has been adjusted to include only warehouse development costs for State services, such as the BIP and Revenue. Costs associated with the delivery of An Post have been excluded due to their commercial nature.
27.02.07	Gate Post 4 Relocation	Stakeholders acknowledged the operational rationale for relocating Gate Post 4 to support airfield reconfiguration and future development. Some respondents raised concerns regarding cost, sequencing, and the need to ensure that the project is appropriately coordinated with dependent airside works to minimise operational disruption. One respondent objected to the project on affordability grounds.	2		5	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.08	Wide Body Engine Test Facility	Stakeholder feedback recognised the potential operational and environmental benefits of a dedicated wide-body engine test facility. However, several respondents raised questions regarding demand, cost justification, and prioritisation within the broader Airport Development programme. Some stakeholders sought assurance that the facility is appropriately sized and phased to reflect realistic utilisation. One respondent objected to the project on affordability grounds.	2		5	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.09	North Apron De-Icing Storage	Stakeholders broadly acknowledged the operational and resilience benefits of enhanced de-icing infrastructure to support safe and reliable winter operations. Some respondents sought reassurance on scope definition, cost efficiency, and coordination with wider apron and airfield works. One respondent objected to the project on affordability grounds.	2	1	5		Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.10	South Apron De-Icing Storage	Stakeholders broadly recognised the operational and resilience benefits of enhanced de-icing storage capacity to support safe and reliable winter operations. Some respondents raised questions regarding scope, cost efficiency, and coordination with wider apron and airfield works, emphasising the need to ensure that investment is appropriately phased and proportionate. One respondent objected to the project on affordability grounds.	2	1	5		Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.11	Fuel Hydrant Network	Stakeholders acknowledged the strategic and operational importance of a robust fuel hydrant network in supporting airfield efficiency, resilience, and future growth. Several respondents sought assurance regarding scope, cost, and delivery phasing, particularly in light of the scale and complexity of concurrent airside projects. One respondent objected to the project on affordability grounds.	2	1	5		Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.

27.02.12	MV/ HV Network Expansion	Stakeholders broadly recognised the need to expand electrical network capacity to support current operations and enable future development across the airport campus. Some respondents raised concerns regarding cost, prioritisation, and delivery risk, emphasising the importance of clear phasing and alignment with confirmed demand and dependent projects. One respondent objected to the project on affordability grounds.			7	1	Project included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflationary impacts. The project scope has been revised to remove all works associated with the MRO development, which is now included in its own discrete project sheet. Costs associated with the deferred Apron 7 project have also been removed. The remaining scope has been rationalised to focus on ensuring a resilient MV network and delivering achievable works within this regulatory period, with certain elements deferred to subsequent regulatory periods.
27.02.13	Junctions Upgrades	Stakeholder feedback acknowledged the role of junction upgrades in supporting landside access, safety, and operational efficiency. However, several respondents questioned the scope and timing of the proposed works, seeking assurance that investment is proportionate, clearly justified, and aligned with wider transport and access strategies. One respondent objected to the project on affordability grounds.	2		5	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.14	Integrated Transport Hub	Stakeholders recognised the potential long-term benefits of an integrated transport hub in improving connectivity, passenger experience, and modal integration. At the same time, several respondents raised concerns regarding scale, cost, deliverability, and the appropriateness of progressing such a complex project within the current regulatory period. Some stakeholders emphasised the need for clarity on phasing, dependencies, and alignment with the NTA. One respondent objected to the project on affordability and prioritisation grounds.	2		5	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.15	Consolidated Security and Screening Centre	Stakeholders acknowledged the potential operational and resilience benefits of a consolidated security and screening facility, particularly in supporting efficiency, flexibility, and future regulatory requirements. Some respondents raised concerns regarding scale, cost, and deliverability, emphasising the need for clear justification, robust phasing, and alignment with confirmed operational need. One respondent objected to the project on affordability grounds.	2		5	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.16	Cloghran Stud Restoration	Stakeholder feedback on this project emphasised the importance of ensuring a clear commercial rationale for the proposed restoration works. Some respondents questioned whether investment in Cloghran Stud should be progressed through the CIP unless the asset can be demonstrated to be commercially viable and self-sustaining, or alternatively considered for disposal. Concerns were also raised regarding prioritisation and value for money in the context of competing capacity-enabling investments. One respondent objected to the project on affordability grounds.	1		6	1	This project has not been included in the final submission. A review of the mandated requirements will be undertaken to identify alternative options for the maintenance and protection of the listed structure, with a view to finding an alternative funding solution. Should the project become a blocker to the deployment of the IA infrastructure, a more cost-efficient proposal may be progressed through the StageGate process in connection with either Pier 1 East or Pier 5. This approach will provide clarity on project objectives, scope, and costs while balancing the overall impact on wider airport development approvals.
27.02.17	T1 Check-in Optimisation and Refurbishment	Stakeholders broadly supported investment to improve check-in capacity, resilience, and passenger flow in Terminal 1, recognising existing operational constraints at peak periods. Some respondents emphasised the importance of ensuring that refurbishment works are appropriately scoped, phased, and coordinated with other Terminal 1 projects to minimise disruption and deliver clear operational benefit with an emphasis placed on a preference for kiosks over traditional check in desks. One respondent objected to the project on affordability and value-for-money grounds.	1	1	6		Given the uncertainty surrounding the future of Terminal 1 and differing opinions among stakeholders on the options presented, it would be premature to invest significant funds in the total optimisation and refurbishment of the check-in area. Consequently, this project has not been included in the final submission. However, due to the age of the existing systems, which are approaching end of life, the requisite asset management M&E project has been augmented with additional funding to allow for reactive maintenance and equipment replacement, ensuring continuity of service and resilience throughout the regulatory period

27.02.18	Existing Pier 1 West Extension	Stakeholders recognised the potential capacity and operational benefits associated with extending Existing Pier 1 West. However, several respondents raised concerns regarding cost, prioritisation, and deliverability, particularly in light of the cumulative impact of multiple pier-related projects within the regulatory period. One respondent objected to the project on affordability grounds.	1	1	6		Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.19	Airside Covered Walkways	Stakeholder feedback acknowledged the operational and passenger-experience benefits of covered walkways, particularly in improving resilience during adverse weather conditions. At the same time, some respondents questioned the scope, timing, and prioritisation of the proposed investment, seeking assurance that benefits are proportionate relative to cost. One respondent objected to the project on affordability grounds.	1		6	1	This project has been deferred to subsequent CIP regulatory periods following a prioritisation exercise that took into account stakeholder feedback, construction resourcing, and funding availability.
27.02.20	Existing Pier 2 Optimisation and Refurbishment	Stakeholders broadly supported investment to optimise and refurbish Pier 2, recognising the need to maintain capacity, resilience, and passenger experience within existing infrastructure. Some respondents raised questions regarding scope, cost, and prioritisation, emphasising the importance of ensuring that refurbishment works deliver clear operational benefit and are appropriately phased alongside other pier-related projects. One respondent objected to the project on affordability grounds.	1		6	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.21	Existing Pier 3 Optimisation and Refurbishment	Stakeholders acknowledged the operational rationale for optimising and refurbishing Pier 3 to support capacity and service quality. Several respondents sought assurance on scope definition, cost efficiency, and coordination with other terminal and pier investments to minimise disruption and avoid duplication. One respondent objected to the project on affordability and value-for-money grounds.	1		6	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.22	Dual Passenger Boarding Bridge to Stand 315C	Stakeholder feedback recognised the operational and efficiency benefits of providing a dual passenger boarding bridge at Stand 315C, particularly for wide-body operations. Some respondents questioned the prioritisation and cost of the proposal within the wider Airport Development programme and sought assurance that demand and utilisation assumptions are robust. One respondent objected to the project on affordability grounds.	1		6	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.23	T2 Check-in Extension	Stakeholders broadly recognised the need to enhance check-in capacity and resilience in Terminal 2 to support passenger growth and operational flexibility. Some respondents raised concerns regarding scope, cost, and phasing, emphasising the importance of aligning delivery with demand growth and wider Terminal 2 developments. One respondent objected to the project on affordability grounds.	1		6	1	Terminal 2 check-in, while currently operating effectively, can experience congestion during peak periods. Current demand analysis indicates an under-provision of between 7 and 10 check-in desks, which is expected to increase with the growth in peak-time departures this, in turn, is only possible with the enablement and efficient utilisation of new Terminal 2 stand and gate infrastructure, particularly the delivery of Pier 5. As such, it is proposed to defer the Terminal 2 check-in extension to subsequent regulatory periods, once the new pier infrastructure becomes operational. While this project has not been included in the final submission, a new interim project has been created to allow for some immediate check-in expansion within the centre of the existing check-in hall. This project rolls over from CIP2020+ and provides six additional checkin desks linked to the HBS system to augment the five new manual desks added in recent years.

							In parallel with the interim solution, the project includes costs to support further feasibility and design of the check-in building extension. This ensures a cost-efficient solution is in place to inform the next CIP preparation, or, should circumstances change or opportunities arise for earlier delivery in this period, the project can transition from a flexible allowance to a StageGate project. In that case, the refined proposal would be consulted on with stakeholders to gauge options and seek IAA approval.
27.02.24	Terminal 2 Sortation Building	Stakeholders acknowledged the operational and resilience benefits of a dedicated sortation facility to support baggage handling efficiency in Terminal 2. However, several respondents raised questions regarding cost, deliverability, and prioritisation, particularly in the context of the cumulative scale of Airport Development projects proposed within the regulatory period. One respondent objected to the project on affordability grounds.	1		6	1	Similar to the Terminal 2 Check-in Extension project, the Terminal 2 Sortation Building has been deferred to subsequent CIP periods, primarily due to the scale and cost of the current proposal when balanced against available funding and construction resources. Over time, a more cost-efficient solution may be achievable. While this project has not been included in the final submission, an interim project has been created to optimise the existing HBS screening and sortation capacity, complementing the initial interim check-in desks. This project will provide additional baggage screening and sortation facilities to allow load-sharing between Terminals 1 and 2, deliver additional Early Bag Store capacity to augment the CIP2020+ Early Bag Store project currently at the delivery stage, and secure solutions to better utilise and flexibly allocate the existing Terminal 2 sortation carousels between US and EU destinations. In parallel, the project includes costs for further feasibility of the Remote Sortation Building, ensuring a more cost-effective solution is design ready to inform the next CIP preparation cycle. Should demand change or opportunities arise for earlier delivery of a more cost-efficient sortation expansion, the project may transition from a flexible allowance to a StageGate project, allowing updated proposals and costs to be consulted on with stakeholders.
27.02.25	Terminal 2 Pier 3 Arrivals Washrooms	Stakeholders acknowledged the passenger experience and service-quality rationale for upgrading arrivals washroom facilities in Terminal 2. Some respondents questioned the prioritisation of this project within the broader Airport Development programme, emphasising the need to ensure that investment is proportionate and aligned with more capacity-critical initiatives. One respondent objected to the project on affordability grounds.	1		6	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.26	Terminal 2 Logistics Back of House Expansion	Stakeholders broadly recognised the operational benefits of expanding back-of-house logistics facilities to support terminal operations, efficiency, and resilience. However, several respondents raised concerns regarding cost, scale, and deliverability, seeking assurance that the proposal is appropriately phased and coordinated with other Terminal 2 developments. One respondent objected to the project on affordability grounds.	1		6	1	This project has been deferred to subsequent CIP regulatory periods following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability. Overall, back-of-house provision and logistics will be reviewed to align with the CIP27-proposed East Lands Consolidated Screening Centre, which will include logistics staging and storage facilities, allowing goods to be called forward to the terminal areas as required, serving as an interim alternative solution.
27.02.27	Pier 6	Stakeholders recognised the potential long-term capacity benefits associated with the delivery of Pier 6. At the same time, several respondents raised significant concerns regarding the scale, cost, complexity, and deliverability of the proposal within the current regulatory period, as well as its interaction with alternative capacity options. Some stakeholders emphasised the need to consider lower-cost or interim solutions and to ensure that any progression of Pier 6 is clearly aligned with demonstrated demand and	1		6	1	This project has not been included in the final submission. Following completion of feasibility, scheme design, and cost assessment, the proposed Pier 6 has been determined not to deliver sufficient operational or capacity benefits relative to its capital cost and the associated impacts on the overall design and phasing of the South Apron. As a result, Dublin Airport has revisited the originally proposed Passenger Boarding Zone (PBZ)

		robust phasing. One respondent noted a full pier 6 may not be needed if an enhanced pier 3 can be delivered once the future of runway 16/34 is decided. One respondent objected to the project on affordability and prioritisation grounds.					solution, utilising passenger shuttle bussing operations. The PBZ represents a more cost-efficient and flexible option to meet near- to medium-term capacity requirements. This approach is further supported by evolving stakeholder feedback regarding the potential future decommissioning of Runway 16/34 and the opportunity to pursue a more cost-effective long-term solution through the future expansion of Piers 2 and 3, which would provide additional contact stand capacity within a consolidated campus layout.
27.02.28	Preconditioned Air	Stakeholders acknowledged the operational, environmental, and efficiency benefits of providing preconditioned air to reduce aircraft emissions at stand and support ground operations. Some respondents raised questions regarding scope, cost, and prioritisation, particularly in the context of affordability pressures across the CIP. Many of the respondents did not express a strong desire to see this retrofitted to existing infrastructure.			6	2	This project has not been included in the final submission as presented. However, due to the mandated nature of pre-conditioned air, the costs of Pier 5 and Pier 1 East have been adjusted to include its provision as a standard feature on new pier developments.
27.02.29	Apron 7	Stakeholders recognised the role of Apron 7 in supporting airfield capacity, operational flexibility, and future development. However, several respondents raised concerns regarding cost, phasing, and the cumulative delivery risk associated with multiple large airside projects proposed within the regulatory period. One respondent objected to the project on affordability grounds.			7	1	This project has been deferred to subsequent CIP regulatory periods following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability. The priority for CIP27 is the development of contact piers on the North and South Apron and the commissioning of additional stand capacity that they provide.
27.02.30	Airfield Safety Projects	Stakeholders broadly supported investment in airfield safety-related projects, recognising safety as a core and non-discretionary priority for airport operations. Several respondents noted that safety-driven projects should be deliverable within the regulatory period and appropriately prioritised within the CIP. Some stakeholders reiterated broader concerns regarding overall programme affordability and deliverability, no project-specific objections were raised; however, one respondent objected to the project as part of a broader objection to the CIP.	1		6	1	Project included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflationary impacts. The project comprises several distinct elements, each reviewed following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability. The Link 6 Turns and Fueller Welfare Unit elements have been deferred to subsequent regulatory periods.
27.02.31	Airfield Operational Projects	Stakeholder feedback generally acknowledged the importance of airfield operational enhancements in supporting resilience and day-to-day performance. Respondents emphasised the need for clear scope definition, realistic phasing, and assurance that proposed investments directly address identifiable operational constraints. As with other airfield projects, concerns were primarily linked to overall programme scale and delivery capability rather than the underlying need for the projects themselves. One respondent objected to the project on affordability grounds.	1		6	1	Project included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflationary impacts. The project comprises several distinct elements, each reviewed following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability. The West Apron Airline Operations Building and West Apron North Stand Optimisation elements have been deferred to subsequent regulatory periods.
27.02.32	Apron 5G Hold Location	Several stakeholders sought clarity on the operational justification, scope, and timing of the proposed Apron 5G hold location. Respondents highlighted the importance of ensuring alignment with airfield operational requirements and avoiding unintended impacts on aircraft movements or capacity. Broader concerns regarding prioritisation and value for money were noted. One respondent objected to the project on affordability grounds.	1	1	6		This project has been deferred to subsequent CIP regulatory periods following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability.
27.02.33	North Apron GSE Storage	Stakeholders generally recognised the operational benefits of improved GSE storage arrangements, particularly in reducing apron congestion and improving safety and efficiency. Feedback focused on the need for coordination with ground handling operations and clarity on delivery timelines. Some respondents reiterated wider concerns	1	1	6		This project has been deferred to subsequent CIP regulatory periods following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability.

		regarding cumulative cost and programme phasing. One respondent objected to the project on affordability grounds.					
27.02.34	Advanced Visual Docking Guidance System	Stakeholder responses acknowledged the potential operational and safety benefits of enhanced docking guidance systems. However, some respondents questioned prioritisation and affordability, noting that investments should be clearly targeted at demonstrable operational improvements. Stakeholders also emphasised the importance of ensuring interoperability with airline and handler procedures. One respondent objected to the project on affordability grounds.	1	1	6		Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.35	Fixed Electrical Ground Power	Stakeholders broadly acknowledged the operational and environmental benefits of fixed electrical ground power in reducing aircraft emissions at stand and improving ground operation efficiency. Several respondents raised questions regarding scope, cost, and prioritisation, emphasising the need to ensure that investment is appropriately phased and targeted at stands where utilisation and benefits are greatest. One respondent objected to the project on affordability grounds.	1		6	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.36	On Stand CCTV	Stakeholders recognised the potential safety, security, and operational benefits of enhanced on-stand CCTV coverage. Some respondents sought reassurance on scope definition, cost efficiency, and integration with existing systems, noting the importance of avoiding unnecessary duplication and ensuring clear operational benefit. One respondent objected to the project on affordability grounds.	1		6	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.02.37	Foul Water Expansion	Stakeholders acknowledged the necessity of expanding foul water infrastructure to support regulatory compliance, resilience, and future development across the airport campus. Feedback focused on ensuring that the scope and timing of works are aligned with confirmed demand and coordinated with other enabling infrastructure projects. Broader concerns regarding overall programme cost and deliverability were also noted. One respondent objected to the project on affordability grounds.	1		7	1	Project included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflationary impacts. The project scope has been reviewed, with elements associated with the Western MRO and Apron 7 removed. Consequently, the remaining scope primarily focuses on capacity expansion associated with Eastern Campus developments.
27.02.38	Hydrant Water Expansion	Stakeholders broadly recognised the importance of hydrant water infrastructure in supporting airfield operations and enabling future capacity. Some respondents raised questions regarding cost, phasing, and prioritisation, emphasising the need to align investment with dependent projects and realistic delivery timelines. One respondent objected to the project on affordability grounds.	1		6	1	Project included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflationary impacts. The project scope has been reviewed, with elements associated with the Western MRO and Apron 7 removed. Consequently, the remaining scope primarily focuses on capacity expansion associated with Eastern Campus developments.
27.02.39	Potable Water Expansion	Stakeholders acknowledged the operational and compliance drivers underpinning investment in potable water infrastructure. Several respondents sought assurance that the scope and cost of the proposed expansion are proportionate and appropriately prioritised within the wider CIP, particularly given cumulative affordability concerns. One respondent objected to the project on affordability grounds.	1		6	1	Project included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflationary impacts. The project scope has been reviewed, with elements associated with the Western MRO and Apron 7 removed. Consequently, the remaining scope primarily focuses on capacity expansion associated with Eastern Campus developments.
27.02.40	Pier 2 Bolt On Extension	Stakeholder feedback on the proposed Pier 2 bolt-on extension focused on its scale, cost, and integration with longer-term capacity solutions. Several respondents sought clarity on how the proposal would interface with future decisions regarding Runway 16/34 and the	1	1	6		The construction elements of this project have been deferred to subsequent CIP regulatory periods following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability. The project has therefore

		broader pier strategy, including potential impacts on taxiway layouts and stand provision. Concerns were also raised regarding asset life, construction complexity in a live environment, and value for money relative to the capacity delivered. One respondent objected to the project on affordability and prioritisation grounds.					been descoped to include only costs for further feasibility and planning design, ensuring it can progress quickly once Pier 1 East and Pier 5 become operational. Should circumstances change during this period, the project may become and be progressed through the StageGate process, allowing for review and stakeholder feedback on its potential earlier delivery.
27.02.41	Pier 3 Bolt On Extension	Stakeholders raised similar concerns in relation to the Pier 3 bolt-on extension, questioning the net capacity benefits, operational impacts, and interaction with adjacent taxiways and pushback procedures. Several respondents emphasised the need for clarity on how the bolt-on would integrate with longer-term pier development under different runway scenarios, as well as assurance that costs are proportionate to the benefits delivered. One respondent objected to the project on affordability grounds	1	1	6		The construction elements of this project have been deferred to subsequent CIP regulatory periods following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability. The project has therefore been descoped to include only costs for further feasibility and planning design, ensuring it can progress quickly once Pier 1 East and Pier 5 become operational. Should circumstances change during this period, the project may become and be progressed through the StageGate process, allowing for review and stakeholder feedback on its potential earlier delivery.
27.02.42	T2 IDL Level 35 Mezz Enablement	Stakeholder feedback noted that this project is primarily commercial in nature and should therefore be supported by a clear business case demonstrating a positive rate of return. Respondents questioned whether investment of this type should be prioritised within the regulated CIP absent a demonstrated commercial justification, and sought clarity on scope, asset life, and cost efficiency. One respondent objected to the project on affordability grounds.	1		6	1	This project has been deferred to subsequent CIP regulatory periods following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability.
27.02.43	PBZ Relocation (Alternative to Pier 6)	Stakeholders acknowledged that relocation of the PBZ could support operational flexibility and act as an interim or enabling measure in advance of longer-term capacity solutions. However, several respondents raised concerns regarding cost, asset life, and the potential loss of stands or GSE space, as well as the need to ensure alignment with future pier and runway decisions. Respondents also sought clarity on how the proposal would integrate with longer-term development plans and whether it represents the most efficient use of capital. One respondent objected to the project on affordability grounds.	1	1	6		The Passenger Boarding Zone (PBZ), originally proposed as an alternative to Pier 6 utilising passenger shuttle bussing, has been identified as a more cost-efficient solution to meet forecast stand and boarding capacity requirements. The project is included in the final CIP27 submission. Its timing has been reviewed and integrated into the wider infrastructure delivery programme, with updated cost estimates reflecting inflationary impacts and current market conditions.
27.02.44	Automated Boarding Gates	Stakeholders acknowledged the potential operational and passenger flow benefits of automated boarding gates, particularly in supporting efficiency and on-time performance. However, several respondents questioned prioritisation and affordability, noting that benefits may be incremental and dependent on airline operating models. Stakeholders also emphasised the importance of interoperability with airline systems and avoiding duplication of existing processes. One respondent objected to the project on affordability grounds.			7	1	This project has not been included in the final submission following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability. The costs associated with retrofitting Automated Boarding Gates were determined to be excessive, particularly given the evolving technology environment and indications from airlines that they may migrate to handheld priority devices in the near future. Automated Boarding Gates will continue to be included as a feature of new pier developments, such as Pier 1 East and Pier 5, and will be subject to further consultation through the StageGate process, allowing airlines to provide feedback on their need.
27.02.45	Western De-icing and Holding Pads (Alternative to Apron 5G Hold Location)	Stakeholders broadly recognised the operational resilience and safety benefits associated with enhancements to de-icing operations. Feedback focused on ensuring that the scope of the proposed measures is clearly defined, proportionate, and aligned with demonstrated operational need during peak winter conditions. As with other airfield projects, some respondents reiterated wider concerns regarding overall programme affordability. One respondent objected to the project on affordability grounds.			7	1	This project has been deferred to subsequent CIP regulatory periods following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability.

27.02.46	Fuel Farm Expansion	Stakeholders acknowledged the strategic importance of fuel infrastructure in supporting airport operations, resilience, and future growth. Several respondents sought clarity on scope, phasing, and cost, emphasising the need to ensure alignment with demand forecasts and dependent airfield projects. Concerns were also raised regarding deliverability within the regulatory period given the scale and complexity of the proposal. One respondent objected to the project on affordability grounds while another expressed a preference for an expanded fuel farm on an alternative site.			6	2	This project has not been included in the final submission. However, costs have been included in the Capital Planning Studies project to support further options and site selection for the expansion or replacement of the fuel farm, and to allow for the progression of alternative funding solutions outside of the regulatory model.
27.02.47	Remote Bussing Lounges	Stakeholders recognised that remote bussing lounges could provide interim operational flexibility and capacity support. However, several respondents raised concerns regarding passenger experience, operational efficiency, and long-term suitability, emphasising that such facilities should be carefully scoped and clearly positioned as transitional solutions rather than permanent infrastructure. Questions were also raised regarding cost and prioritisation within the wider CIP. One respondent objected to the project on affordability grounds.		1	7		Only the elements associated with the reactivation of the Old Central Terminal Building bussing gates and associated bus injection points have been included in the final submission. Options relating to an Apron 5H Passenger Boarding Zone have been deferred to subsequent regulatory periods.

3.7 Commercial Consultation Feedback

Feedback on the Commercial envelope highlighted the importance of maintaining a clear balance between commercial development and the delivery of core aeronautical and operational infrastructure. While respondents generally recognised the role of commercial activity in supporting the airport's financial sustainability, some raised concerns regarding the scale, timing, and prioritisation of certain commercial projects within the proposed CIP. In particular, stakeholders emphasised that commercial investment should not adversely impact passenger level of service or divert focus from capacity-enabling and resilience-driven projects. Dublin Airport has taken this feedback into account in reviewing the scope and phasing of Commercial projects, ensuring that proposed investments remain proportionate, operationally compatible, and aligned with the wider objectives of the CIP.

Exhibit 3.7 – Commercial Consultation Feedback and Final Submission Project Treatment

CIP Code	Project	Stakeholder Feedback	Supports	Supports at Reduced Cost	Neutral / No Negative Opinnion	Opposes	Final Submission Project Treatment
27.03.01	Car Parks	Stakeholders acknowledged the operational and passenger-access role of car parking infrastructure at Dublin Airport. However, several respondents questioned the appropriateness of progressing car park investment within the regulated CIP, emphasising that car parking is a commercial activity and should be supported by a clear commercial business case and self-financing model. Concerns were also raised regarding prioritisation relative to core aeronautical capacity and resilience projects. One respondent objected to the project on affordability grounds.		1	7		Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.03.02	Car Rental	Stakeholders acknowledged the operational role of car rental facilities in supporting passenger access and ground transport at Dublin Airport. However, several respondents questioned the appropriateness of progressing car rental investment within the regulated CIP, emphasising that car rental is a commercial activity and should be supported by a clear commercial and self-financing business case. Concerns were also raised regarding prioritisation relative to core aeronautical and capacity-enabling infrastructure. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts.
27.03.03	OCTB Refurbishment	Stakeholders acknowledged that refurbishment of the Old Central Terminal Building could support improved utilisation of existing assets and enhance the passenger environment. However, several respondents questioned the prioritisation of OCTB refurbishment within the current CIP, emphasising the need for a clear articulation of operational benefits and a robust commercial rationale. Concerns were also raised regarding cost, asset life, and the extent to which investment in legacy facilities represents the most efficient use of capital relative to alternative capacity-enabling projects. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.03.04	Airline Lounges	Stakeholders acknowledged that airline lounges can enhance passenger experience for specific customer segments and support airline product differentiation. However, several respondents questioned the prioritisation and funding approach for lounge investment within the regulated CIP, noting that such facilities primarily benefit			7	1	Project included in the final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. The project is made up of several elements, with works associated with the refurbishment of the Terminal 1 Lounge, a new Terminal 1 Lounge

		individual airlines and premium passengers. Respondents emphasised the need for a clear commercial rationale and appropriate cost allocation, rather than recovery through airport charges. One respondent objected to the project on affordability grounds.					external balcony, and the provision of new lounges as part of the proposed Pier 3 Bolt-On project deferred to subsequent regulatory periods.
27.03.05	Commercial Property Refurbishment	Stakeholders noted that refurbishment of commercial property assets may support asset condition and revenue generation. However, several respondents questioned the inclusion of commercial property refurbishment within the regulated CIP, emphasising that such investment is commercial in nature and should be supported by a clear, self-financing business case. Concerns were also raised regarding prioritisation and the need to focus limited capital capacity on core aeronautical, operational, and resilience-driven projects. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.03.06	Platinum Services Collinstown House Upgrade	Stakeholders acknowledged that Platinum Services provide a premium passenger offering for a specific customer segment. However, several respondents questioned the appropriateness of progressing Platinum Services investment within the regulated CIP, noting that such services are discretionary and commercial in nature. Respondents emphasised that investment should be supported by a clear commercial and self-financing business case and should not place upward pressure on airport charges or divert capital from core operational and capacity-enabling projects. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.03.07	Media Sales Expansion	Stakeholders noted that media sales infrastructure is commercial in nature and primarily intended to generate non-aeronautical revenue. Several respondents questioned whether investment of this type should be included within the regulated CIP, emphasising the need for a clear commercial and self-financing business case. Concerns were also raised regarding prioritisation and the potential for such investment to divert capital from core aeronautical, operational, and resilience-driven projects. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.03.08	Western Commercial Development	Stakeholders acknowledged the potential long-term commercial value of developing lands within the western airport campus. However, several respondents questioned the appropriateness of progressing Western Commercial Development within the regulated CIP, emphasising that such investment is commercial in nature and should be supported by a clear, self-financing business case. Concerns were also raised regarding prioritisation, opportunity cost, and the need to maintain focus on core aeronautical capacity, operational resilience, and safety-critical investment. One respondent objected to the project on affordability grounds.			7	1	This project has been deferred to subsequent CIP regulatory periods following a prioritisation exercise that considered stakeholder feedback, construction resourcing, and funding availability.
27.03.09	Commercial Innovation	Stakeholders noted that commercial innovation initiatives may support longer-term revenue diversification and new business models. However, several respondents questioned the inclusion of commercial innovation projects within the regulated CIP, emphasising that such initiatives are inherently uncertain in outcome and commercial in nature. Respondents highlighted the need for a clear commercial rationale, defined success criteria, and appropriate funding treatment to ensure that investment does not place upward pressure on airport charges or displace core operational and			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts

		capacity-enabling projects. One respondent objected to the project on affordability grounds.					
27.03.10	ARI Retail Projects	Stakeholders noted that ARI retail projects are commercial in nature and primarily intended to generate non-aeronautical revenue. Several respondents questioned whether investment of this type should be progressed within the regulated CIP, emphasising the need for a clear commercial and self-financing business case. Concerns were also raised regarding prioritisation and the potential for such projects to divert capital from core aeronautical, operational, and resilience-driven investment. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. The project is made up of several elements, with works associated proposed Piers 2 and 3 Bolt-On project deferred to subsequent regulatory periods.

3.8 Asset Management Civil Consultation Feedback

Stakeholder feedback on the Asset Management Civils envelope was generally supportive of continued investment to maintain the safety, integrity, and long-term performance of critical airport infrastructure. Respondents broadly recognised the necessity of proactive renewal of pavements, structures, and civil assets in a live airport environment to mitigate safety risk, avoid unplanned outages, and protect asset life. While some stakeholders sought assurance regarding prioritisation and value for money, feedback largely emphasised the importance of timely intervention to prevent deterioration and more disruptive or costly remedial works in future. Dublin Airport has considered this feedback in reviewing the scope and phasing of Civils projects to ensure investment remains targeted, risk-based, and aligned with operational necessity.

Exhibit 3.8 – Asset Management Civil Consultation Feedback and Final Submission Project Treatment

CIP Code	Project	Stakeholder Feedback	Supports	Supports at Reduced Cost	Neutral / No Negative Opinnion	Opposes	Final Submission Project Treatment
27.04.01	Airfield Pavement Rehabilitation	Stakeholders broadly recognised the importance of ongoing airfield pavement rehabilitation to maintain safety, regulatory compliance, and operational resilience. Several respondents emphasised that pavement condition is a core asset management priority and supported lifecycle-driven investment, provided works are appropriately prioritised and phased to minimise operational disruption. Some stakeholders reiterated wider concerns regarding overall programme affordability and delivery capacity. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding including better aligning with previous CIP expenditure profiles. Due to the complexity of the apron rehabilitation elements, these have been split into a distinct StageGate project, while the remaining Apron Roads Rehabilitation elements will continue to be treated as a flexible allowance.
27.04.02	Roads and Carparks	Stakeholders acknowledged the role of roads and car park infrastructure in supporting safe and efficient landside operations. Feedback focused on the need to ensure that investment is clearly targeted at asset condition, safety, and resilience, and that scope is proportionate and prioritised appropriately within the wider CIP. As with other asset management projects, some respondents raised broader concerns regarding affordability and phasing. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.03	Airfield Lighting, Control and Signage Upgrades	Stakeholders broadly supported investment in airfield lighting, control, and signage upgrades, recognising their importance for safety, operational efficiency, and regulatory compliance. Several respondents highlighted the need for clear scope definition and coordination with other airfield works to minimise disruption and ensure value for money. Wider concerns regarding overall programme scale and deliverability were also noted. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.04	Building Fabric Upgrade	Stakeholders acknowledged that investment in building fabric upgrades can support asset condition, safety, and long-term resilience. However, several respondents sought assurance that proposed works are clearly prioritised, proportionate, and focused on addressing critical condition and compliance risks rather than discretionary enhancement. Broader affordability concerns were reiterated in the			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.

		context of the overall CIP. One respondent objected to the project on affordability grounds.					
27.04.05	Airfield Maintenance Base Improvement Programme	Stakeholders broadly acknowledged the operational importance of maintaining and improving the airfield maintenance base to support safe, efficient, and resilient day-to-day operations. Several respondents recognised the role of such facilities in enabling effective asset upkeep, while emphasising the need for clear scope definition, cost control, and proportionate investment aligned with operational need. Wider concerns regarding overall programme affordability and deliverability were reiterated. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.06	Airfield AGL Substation Improvement Programme	Stakeholders recognised the critical role of AGL substations in supporting airfield lighting, navigational aids, and overall operational safety. Feedback generally supported lifecycle investment in this area, provided works are clearly justified, prioritised based on asset condition and risk, and phased to minimise operational disruption. Some respondents reiterated broader concerns regarding cumulative cost across the CIP. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.07	Campus Buildings Critical Maintenance	Stakeholders acknowledged the importance of addressing critical maintenance requirements across campus buildings to manage safety, compliance, and asset condition risks. Several respondents emphasised that such investment should be tightly focused on essential maintenance and statutory compliance rather than enhancement. As with other asset management projects, concerns were raised regarding prioritisation and affordability within the context of the overall programme. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.08	Piers and Terminals Critical Maintenance	Stakeholders broadly supported lifecycle-driven investment in critical maintenance across piers and terminal buildings, recognising its importance for safety, reliability, and continuity of service. Respondents highlighted the need for clear prioritisation based on condition and operational risk, as well as careful phasing to minimise passenger and airline disruption. Broader affordability and delivery concerns across the CIP were also noted. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.09	Asset Management Stores Consolidation	Stakeholders acknowledged the operational rationale for consolidating asset management stores to support more efficient maintenance and asset upkeep activities. Some respondents sought assurance that the scope of the project is proportionate and clearly focused on operational efficiency and resilience rather than expansion. As with other asset management initiatives, broader concerns regarding overall programme affordability and prioritisation were reiterated. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.10	Landside Gardening and Maintenance Consolidation	Stakeholders recognised the role of landside gardening and maintenance in supporting safety, asset condition, and the overall airport environment. However, several respondents questioned prioritisation and emphasised that investment should be limited to essential maintenance and efficiency improvements, with a clear focus on value for money. Wider affordability concerns across the CIP were also noted. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.

27.04.11	Fire Risk Mitigation	Stakeholders broadly supported investment in fire risk mitigation, recognising it as a critical safety and compliance-driven requirement. Respondents emphasised that fire safety projects should be prioritised based on risk and regulatory need and delivered in a manner that minimises operational disruption. While general concerns regarding programme affordability were raised, no stakeholder questioned the underlying necessity of fire risk mitigation measures. One respondent objected to the project on affordability grounds.		1	7		The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.12	Surface Water and Foul	Stakeholders acknowledged the importance of surface water and foul infrastructure in supporting safe, compliant, and resilient airport operations. Feedback focused on ensuring that investment is appropriately targeted at known condition and capacity risks and coordinated with other enabling works to maximise efficiency. As with other projects, respondents reiterated broader concerns regarding prioritisation and overall affordability within the CIP. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.13	Airport Light Fleet Replacements	Stakeholders acknowledged the operational and safety rationale for replacing light fleet vehicles to support maintenance, airfield operations, and service continuity. Several respondents emphasised that fleet replacement programmes should be driven by asset condition, reliability, and lifecycle efficiency, with scope and timing proportionate to operational need. Broader concerns regarding prioritisation and overall programme affordability were reiterated. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.14	Airport Heavy Fleet and Equipment Replacement	Stakeholders broadly recognised the importance of replacing heavy fleet and specialist equipment to maintain safe, resilient, and compliant airport operations. Respondents generally supported lifecycle-based replacement where clearly justified by condition and operational risk, while emphasising the need for robust cost control and prioritisation within the wider CIP. As with other asset management projects, affordability concerns were noted. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.

3.9 Asset Management M&E Consultation Feedback

Stakeholder feedback on the Asset Management M&E envelope emphasised the importance of maintaining resilient, reliable, and compliant building services and operational systems across the airport estate. Respondents broadly recognised that investment in mechanical, electrical, life-safety, ICT, and baggage handling systems is critical to maintaining safe operations, meeting regulatory obligations, and avoiding service disruption in a highly constrained operating environment. While some stakeholders sought reassurance on prioritisation, scope definition, and cost efficiency, feedback generally supported a risk-based approach to renewing ageing M&E assets where failure would have disproportionate operational or safety impacts. Dublin Airport has reflected this feedback in reviewing the scope, sequencing, and phasing of M&E projects to ensure investment is targeted at critical systems, supports operational resilience, and delivers value for money.

Exhibit 3.9 – Asset Management M&E Consultation Feedback and Final Submission Project Treatment

CIP Code	Project	Stakeholder Feedback	Supports	Supports at Reduced Cost	Neutral / No Negative Opinnion	Opposes	Final Submission Project Treatment
27.04.15	Airport Existing MV Network Upgrades	Stakeholders broadly recognised the importance of upgrading the existing medium-voltage electrical network to support safe, resilient, and reliable airport operations. Respondents generally supported lifecycle-driven investment in this area, provided works are clearly prioritised based on asset condition and operational risk and phased to minimise disruption. Wider concerns regarding overall programme affordability and delivery capacity were reiterated. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.16	Terminals and Piers Low Voltage (LV) Electrical Upgrade	Stakeholders acknowledged the operational and safety rationale for upgrading low-voltage electrical systems across terminals and piers, particularly in managing asset condition, resilience, and compliance risks. Several respondents emphasised the need for clear scope definition and coordination with other terminal works to minimise passenger and airline disruption. Broader affordability and prioritisation concerns across the CIP were also noted. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.17	Primary Standby Power Generation Upgrade	Stakeholders broadly supported investment in primary standby power generation, recognising its critical role in maintaining operational continuity, safety, and regulatory compliance during power outages. Respondents emphasised that such investment should be risk-based, proportionate, and clearly linked to resilience requirements. While general affordability concerns were raised in relation to the overall programme, no stakeholder questioned the underlying necessity of standby power capability. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.18	Small Energy Projects	Stakeholders acknowledged that smaller-scale energy projects can contribute to efficiency, resilience, and incremental decarbonisation objectives. However, several respondents sought assurance that such projects are clearly prioritised, deliver measurable benefits, and are appropriately scoped to avoid fragmentation of capital spend. As with other M&E initiatives, wider concerns regarding affordability and			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.

		cumulative programme impact were reiterated. One respondent objected to the project on affordability grounds.					
27.04.19	Campus Buildings M&E and Life Safety Systems	Stakeholders broadly recognised the importance of maintaining and upgrading M&E and life safety systems across campus buildings to manage safety, compliance, and operational resilience risks. Respondents generally supported lifecycle-based investment in this area, provided works are clearly prioritised based on asset condition and regulatory requirements. Wider concerns regarding programme affordability and delivery phasing were reiterated. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.20	Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades	Stakeholders acknowledged the operational, safety, and environmental benefits associated with upgrading passenger boarding bridges and fixed electrical ground power infrastructure. Several respondents emphasised the need for clear prioritisation, robust cost control, and alignment with operational demand to ensure value for money. Broader concerns regarding cumulative programme affordability were also noted. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.21	Lifts and Escalators Modernisation Programme	Stakeholders broadly supported investment in modernising lifts and escalators, recognising their importance for passenger accessibility, safety, and service continuity. Respondents emphasised that such programmes should be driven by asset condition, reliability, and risk, with careful phasing to minimise disruption to passengers and airlines. As with other asset management initiatives, affordability concerns were reiterated. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.22	Potable and Foul Water Upgrades	Stakeholders acknowledged the importance of potable and foul water infrastructure in supporting safe, compliant, and resilient airport operations. Feedback focused on ensuring that proposed upgrades are clearly targeted at known condition or capacity risks and coordinated with other infrastructure works to maximise efficiency. Wider concerns regarding prioritisation and overall programme affordability were also noted. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.23	Terminals and Piers M&E and Life Safety Systems	Stakeholders broadly recognised the importance of maintaining and upgrading M&E and life safety systems within terminals and piers to support safety, regulatory compliance, and operational resilience. Respondents generally supported lifecycle-driven investment in this area, provided works are clearly prioritised based on asset condition and risk. Wider concerns regarding programme affordability and delivery phasing were reiterated. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.24	Terminals and Piers HVAC Upgrade	Stakeholders acknowledged the role of HVAC systems in supporting passenger comfort, operational resilience, and asset condition within terminals and piers. Several respondents emphasised the need for clear scope definition, cost control, and prioritisation to ensure that investment is proportionate and focused on critical systems.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.

		As with other projects, broader affordability concerns across the CIP were noted. One respondent objected to the project on affordability grounds.					
27.04.25	Asset Management Monitoring and Control Systems	Stakeholders recognised the potential operational and efficiency benefits of enhanced monitoring and control systems to support proactive asset management. However, some respondents sought assurance that such investment delivers clear, measurable benefits and is appropriately scoped to avoid unnecessary complexity or duplication. Concerns regarding prioritisation and affordability within the wider programme were also raised. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.26	BHS Terminal 2 Critical Asset Re-Life Programme	Stakeholders broadly supported investment in the re-life of critical baggage handling system assets in Terminal 2, recognising their importance for operational reliability, service levels, and resilience. Respondents emphasised the need for careful phasing and coordination to minimise disruption to passengers and airlines, alongside robust cost control. Wider concerns regarding overall programme affordability were reiterated. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.
27.04.27	Baggage Handling System Efficiency and Resilience Upgrades	Stakeholders broadly recognised the importance of improving the efficiency and resilience of baggage handling systems to support operational performance, service quality, and recovery from disruption. Respondents generally supported targeted investment where clearly linked to demonstrable operational benefits and resilience outcomes, while emphasising the need for careful scoping, phasing, and cost control. Wider concerns regarding overall programme affordability were reiterated. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles. Given the decision to defer the Terminal 1 total Check-in Refurbishment and Optimisation project, and considering the age of the existing systems, this project now includes additional costs to allow for reactive maintenance of the existing systems, ensuring continuity of service and reliability throughout the regulatory period.
27.04.28	Baggage Handling System Asset Replacements and Upgrades	Stakeholders acknowledged the necessity of replacing and upgrading ageing baggage handling system assets to manage reliability, safety, and asset condition risks. Respondents supported lifecycle-driven investment in this area, provided works are prioritised based on condition and operational criticality and delivered in a manner that minimises passenger and airline disruption. Broader affordability concerns across the CIP were also noted. One respondent objected to the project on affordability grounds.			7	1	The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles.

3.10 Asset Management Operational Consultation Feedback

Stakeholder feedback on the Asset Management Operational envelope focused on the need to balance operational efficiency, passenger experience, and value for money. Respondents generally recognised the role of targeted operational works in supporting day-to-day functionality, compliance with service standards, and incremental improvements within existing facilities. However, some stakeholders emphasised the importance of clear prioritisation and proportionality, particularly where operational projects deliver more qualitative or incremental benefits compared to core capacity-enabling investments. Dublin Airport has taken this feedback into account in reviewing the scope and prioritisation of Operational projects, ensuring that proposed interventions are focused on demonstrable operational need, support service quality, and remain aligned with the wider objectives of the CIP.

Exhibit 3.10 – Asset Management Operational Consultation Feedback and Final Submission Project Treatment

CIP Code	Project	Stakeholder Feedback	Supports	Supports at Reduced Cost	Neutral / No Negative Opinnion	Opposes	Final Submission Project Treatment
27.04.29	Terminal 1 Operational Improvements	Stakeholders acknowledged the role of targeted operational improvements in Terminal 1 in supporting day-to-day performance, passenger experience, and resilience. Respondents emphasised that such initiatives should be clearly defined, proportionate, and focused on addressing identifiable operational constraints rather than discretionary enhancement. As with other asset management projects, wider concerns regarding prioritisation, phasing, and overall programme affordability were reiterated. One respondent objected to the project on affordability grounds.	1	1	6		The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles. The project has been combined with the Terminal 2 Operational Improvements project and renamed simply as "Terminal Operational Improvements."
27.04.30	Terminal 2 Operational Improvements	Stakeholders broadly recognised the value of operational improvements in Terminal 2 to support efficiency, service quality, and resilience. Several respondents emphasised the importance of ensuring that proposed measures deliver clear operational benefit, are appropriately prioritised, and are coordinated with other Terminal 2 works to minimise disruption. Broader affordability concerns across the CIP were also noted. One respondent objected to the project on affordability grounds.	1	1	6		The project is included in the final CIP27 submission. Timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts. Overall project scope and costs have been reviewed, prioritised, and optimised to reflect resource availability, work sequencing, and programme funding, better aligning with previous CIP expenditure profiles. The project has been combined with the Terminal 1 Operational Improvements project and renamed simply as "Terminal Operational Improvements."

3.11 Security Consultation Feedback

Stakeholder feedback on the Security envelope was limited and largely technical in nature, reflecting a general recognition that investment in security infrastructure is driven primarily by regulatory, safety, and compliance requirements. Respondents broadly acknowledged the necessity of maintaining and upgrading security systems to meet evolving regulatory standards, address emerging risks, and support the safe and efficient operation of the airport. Where comments were provided, they focused on ensuring that security projects are appropriately scoped, efficiently delivered, and aligned with confirmed regulatory requirements. Dublin Airport has taken this feedback into account in reviewing the scope and phasing of Security projects to ensure continued compliance, operational effectiveness, and value for money.

Exhibit 3.11 – Security Consultation Feedback and Final Submission Project Treatment

CIP Code	Project	Stakeholder Feedback	Supports	Supports at Reduced Cost	Neutral / No Negative Opinnion	Opposes	Final Submission Project Treatment
27.05.01	Intrusion Detection System	Stakeholders broadly recognised the importance of robust intrusion detection systems in maintaining airfield security, regulatory compliance, and operational resilience. Respondents generally supported investment in this area, emphasising that security systems should be risk-based, proportionate, and aligned with regulatory requirements. Some stakeholders reiterated wider concerns regarding overall programme affordability and delivery phasing. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.05.02	Aviation Security Training Organisation Relocation	Stakeholders acknowledged the operational rationale for relocating the aviation security training organisation to support effective training delivery and compliance with security requirements. Several respondents sought assurance that the scope and cost of the relocation are proportionate and that the project delivers clear operational benefit. Broader concerns regarding prioritisation and affordability within the overall CIP were also noted. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.05.03	Damage by Vehicle Risk Mitigation	Stakeholders broadly supported measures to mitigate damage by vehicle risk, recognising the importance of protecting critical infrastructure and maintaining safe airport operations. Respondents emphasised that such investment should be targeted, risk-based, and clearly linked to identified vulnerabilities. As with other security projects, wider concerns regarding programme affordability and phasing were reiterated. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.05.04	Access Control System Replacement	Stakeholders recognised the importance of modern, reliable access control systems in maintaining aviation security and regulatory compliance. Respondents generally supported lifecycle replacement driven by obsolescence or risk, while emphasising the need for clear scope definition, cost control, and coordination with other security system upgrades. Broader affordability concerns across the CIP were also noted. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts

27.05.05	Security Operations Systems and Equipment	Stakeholders broadly recognised the importance of modern security operations systems and equipment in supporting effective, compliant, and resilient aviation security operations. Respondents generally supported lifecycle replacement and upgrades were driven by obsolescence, performance, or regulatory requirements, while emphasising the need for clear scope definition and cost control. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.05.06	Hold Baggage System Version Upgrade	Stakeholders acknowledged the necessity of upgrading hold baggage screening system software and versions to maintain regulatory compliance and operational reliability. Respondents supported investment where required to meet evolving security standards, while emphasising careful phasing and coordination to minimise operational disruption. As with other security projects, broader affordability concerns across the CIP were noted. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.05.07	Vehicle Control Post 11 and 32 Replacement	Stakeholders recognised the role of vehicle control posts in maintaining perimeter security and safe airside access. Respondents generally supported replacement where driven by asset condition, security risk, or compliance requirements, while seeking assurance that scope and cost are proportionate and clearly justified. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.05.08	Terminal 2 Staff Screening Expansion	Stakeholders acknowledged the operational and security rationale for expanding staff screening capacity in Terminal 2 to support compliance and resilience at peak times. Several respondents emphasised the need to ensure that proposed expansion is appropriately scoped, phased, and aligned with realistic staffing and demand assumptions. Broader affordability concerns across the CIP were also noted. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.05.09	Remote Screening Centre	Stakeholders acknowledged the potential role of a remote screening centre in supporting future security operating models, resilience, and regulatory flexibility. However, several respondents questioned the timing and prioritisation of this investment within the current CIP, emphasising uncertainty regarding regulatory approval pathways, operational readiness, and demonstrated need. Stakeholders sought assurance that progression of this project is appropriately phased and contingent on clear regulatory and operational justification. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.05.10	Security Operations Refurbishments	Stakeholders recognised the importance of maintaining and refurbishing security operations facilities to support effective delivery of aviation security functions. Respondents generally supported refurbishment where driven by asset condition, safety, or compliance requirements, while emphasising the need for proportionate scope and robust cost control. As with other security projects, broader concerns regarding overall programme affordability and delivery capacity were reiterated. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts

27.05.11	Security Innovations and Technology	Stakeholders acknowledged that innovation and technology can play a role in enhancing the effectiveness and efficiency of security operations over time. However, several respondents expressed caution regarding the inclusion of security innovation initiatives within the CIP, noting uncertainty around outcomes, maturity, and value for money. Respondents emphasised that such investment should be clearly defined, evidence-based, and appropriately prioritised relative to core compliance and resilience-driven security requirements. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts

3.12 IT Consultation Feedback

Stakeholder feedback on the IT envelope focused on the need for clarity of purpose, interoperability, and avoidance of duplication with airline-led systems. While respondents recognised the role of airport-provided digital infrastructure in supporting safe, efficient, and coordinated operations, several emphasised that investment should prioritise enabling platforms, data integration, and shared systems rather than stand-alone solutions that replicate existing airline capabilities. Feedback also highlighted the importance of aligning digital investment with operational need, cybersecurity requirements, and value for money. Dublin Airport has reflected this feedback in reviewing the scope and prioritisation of IT projects to ensure investment supports collaboration, enhances operational resilience, and remains proportionate to its intended benefits.

Exhibit 3.12 – IT Feedback and and Final Submission Project Treatment

CIP Code	Project	Stakeholder Feedback	Supports	Supports at Reduced Cost	Neutral / No Negative Opinnion	Opposes	Final Submission Project Treatment
27.06.01	Airport Passenger Journey	Stakeholders acknowledged the importance of a coherent airport passenger journey in supporting efficiency, wayfinding, and overall service quality. However, several respondents emphasised that investment in passenger journey initiatives should be clearly defined, targeted at demonstrable operational or capacity benefits, and avoid duplication with airline-led processes and systems. Concerns were raised regarding prioritisation and value for money within the wider CIP. One respondent objected to the project on affordability grounds.	1		6	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.02	Digital Passenger Experience	Stakeholders recognised that digital tools can enhance passenger information and experience. At the same time, several respondents expressed caution regarding the scope and maturity of proposed digital passenger experience initiatives, noting potential overlap with airline platforms and uncertainty regarding measurable benefits. Respondents emphasised that such investment should be proportionate, clearly justified, and prioritised appropriately relative to core operational and resilience-driven projects. One respondent objected to the project on affordability grounds.	1		6	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.03	Airfield Technology	Stakeholders broadly supported investment in airfield technology where it delivers clear operational, safety, or resilience benefits. Respondents emphasised that technology upgrades should be aligned with operational need, interoperable with existing systems, and phased to minimise disruption. Wider concerns regarding overall programme affordability and delivery capacity were reiterated. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.04	IT Innovation and AI	Stakeholders acknowledged the potential longer-term benefits of innovation and artificial intelligence in improving efficiency and decision-making. However, several respondents expressed caution regarding inclusion of IT innovation and AI initiatives within the current CIP, citing uncertainty around maturity, outcomes, and value for money.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts

		Respondents emphasised that such investment should be clearly scoped, evidence-based, and appropriately prioritised relative to core enabling IT and compliance-driven requirements. One respondent objected to the project on affordability grounds.					
27.06.05	Sustainability-Digitalisation and Reporting	Stakeholders acknowledged that digital tools and reporting systems can support sustainability monitoring, regulatory reporting, and transparency. However, several respondents emphasised the need for clear scope definition and prioritisation, noting that investment should be targeted at mandatory reporting requirements and demonstrable operational benefit rather than broader discretionary initiatives. Wider affordability concerns across the CIP were also noted. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.06	Commercial Technology Upgrades	Stakeholders recognised that commercial technology upgrades may support revenue generation and operational efficiency. However, several respondents questioned the inclusion of such projects within the regulated CIP, emphasising that commercial technology investment should be supported by a clear commercial and self-financing business case. Concerns were also raised regarding prioritisation relative to core operational, resilience, and compliance-driven IT investment. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.07	Operational Devices	Stakeholders acknowledged the operational benefits of modernising devices used to support day-to-day airport operations. Respondents emphasised that investment in operational devices should be clearly linked to productivity, safety, or resilience outcomes and appropriately scoped to avoid unnecessary refresh cycles. Broader affordability and prioritisation concerns across the programme were reiterated. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.08	Cyber Security and Cyber Resilience	Stakeholders broadly supported investment in cyber security and cyber resilience, recognising it as a critical risk area for airport operations, safety, and business continuity. Respondents emphasised the importance of maintaining robust, up-to-date cyber defences in line with evolving threat and regulatory landscapes. While wider affordability concerns were raised in relation to the overall CIP, no stakeholder questioned the underlying necessity of cyber security investment. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.09	Operational Reliability, Safety, Security and Compliance	Stakeholders broadly recognised the importance of IT systems that directly support operational reliability, safety, security, and regulatory compliance. Respondents generally supported investment in this area, emphasising that such systems are foundational to safe and resilient airport operations. Some stakeholders highlighted the need for clear prioritisation and robust delivery planning, while wider affordability concerns across the CIP were reiterated. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.10	Networks and Infrastructure	Stakeholders acknowledged the critical role of resilient and modern network and infrastructure platforms in supporting airport operations and digital systems. Respondents generally supported lifecycle-driven investment where upgrades are required to address capacity, resilience, or obsolescence risks. Emphasis was placed			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts

		on clear scoping, cost control, and coordination with dependent systems. Broader affordability concerns were also noted. One respondent objected to the project on affordability grounds.					
27.06.11	Servers and Storage	Stakeholders recognised the necessity of maintaining and upgrading server and storage infrastructure to support reliability, data integrity, and business continuity. Respondents emphasised that such investment should be driven by asset condition, performance, and resilience requirements, with careful consideration of delivery models and cost efficiency. As with other IT infrastructure projects, wider affordability concerns were reiterated. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.12	Business Efficiency and Enterprise Applications	Stakeholders acknowledged that enterprise applications can support business efficiency and improved internal processes. However, several respondents expressed caution regarding prioritisation and scope, emphasising the need for clear articulation of benefits and avoidance of discretionary or non-essential functionality. Respondents highlighted that such investment should not displace core operational, safety, or compliance-driven IT priorities. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.13	Cloud, Data Centre, Disaster Recovery and Infrastructure	Stakeholders broadly recognised the critical importance of resilient cloud, data centre, and disaster recovery infrastructure in supporting business continuity, cyber resilience, and reliable airport operations. Respondents generally supported investment where driven by risk mitigation, obsolescence, or resilience requirements, while emphasising the need for clear scope definition, cost control, and appropriate delivery models. Wider affordability concerns across the CIP were reiterated. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.06.14	Data and Integrations	Stakeholders acknowledged the role of data and system integrations in improving information flow, operational decision-making, and coordination across airport systems. However, several respondents sought assurance that proposed investment is clearly scoped, interoperable, and focused on enabling core operational and compliance outcomes rather than discretionary analytics or duplication of airline systems. Support was noted for investment to compliment existing Airline infrastructure. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts

3.13 Other Projects Consultation Feedback

Stakeholder feedback on the Other envelope was limited and generally focused on ensuring that projects included within this category are clearly justified, proportionate, and supportive of the overall delivery of the CIP. Where comments were provided, respondents emphasised the importance of transparency in scope definition and the need to demonstrate how individual projects contribute to regulatory compliance, operational efficiency, or enabling delivery of the wider programme. Dublin Airport has considered this feedback in reviewing the projects included within the Other envelope, ensuring that each proposal is clearly defined, appropriately scoped, and aligned with the strategic and operational objectives of the CIP.

Exhibit 3.13 – Other Projects Feedback and Final Submission Project Treatment

CIP Code	Project	Stakeholder Feedback	Supports	Supports at Reduced Cost	Neutral / No Negative Opinnion	Opposes	Final Submission Project Treatment
27.07.01	Minor Works	Stakeholders acknowledged the role of minor works programmes in addressing small-scale operational, safety, and asset condition issues across the airport. Respondents emphasised that such programmes should remain tightly scoped, prioritised based on operational need, and subject to robust cost control to ensure value for money. Broader concerns regarding overall programme affordability and governance were reiterated. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.07.02	Construction Accommodation	Stakeholders recognised the practical need for construction accommodation to support delivery of the wider CIP. However, several respondents emphasised the importance of minimising cost, scale, and duration, and ensuring that accommodation is proportionate to delivery requirements. Concerns were also raised regarding cumulative programme cost and governance. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.07.03	Capital Planning Studies	Stakeholders acknowledged the value of capital planning studies in informing future investment decisions and improving programme definition. At the same time, several respondents emphasised that expenditure on studies should be clearly justified, proportionate, and linked to defined decision points or outcomes. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts
27.07.04	Programme Management	Stakeholders recognised the importance of effective programme management in supporting delivery, governance, and cost control across the CIP. However, several respondents emphasised the need for clarity on scope, resourcing levels, and value for money, particularly given concerns about delivery capability and cumulative programme scale. One respondent objected to the project on affordability grounds.			7	1	Project included in final CIP27 submission; timing has been reviewed and optimally incorporated into the wider infrastructure delivery programme, with final costs adjusted to account for inflation impacts

3.14 Strategic Projects for Consideration Consultation Feedback

As part of the consultation process, Dublin Airport invited stakeholders to provide feedback on two longer-term strategic matters. These included the future of Runway 16/34, specifically the potential decommissioning of the runway, and the future of Terminal 1, including stakeholder preferences regarding refurbishment versus replacement. These topics were presented to inform longer-term strategic planning rather than near-term capital investment decisions. Feedback received on these strategic projects is summarised below.

3.15 Future of Runway 16/34

Dublin Airport's long term masterplan has evolved over several decades and is structured to accommodate either the retention or decommissioning of Runway 16/34. The Medium-Term phase of the Masterplan, comprising CIP2020+ and proposed CIP27 projects, designed to expand processing capacity at both Terminal 1 and Terminal 2 and will deliver a net increase of 20 Narrow Body Equivalent (NBE) contact stands on the eastern campus. These developments were carefully designed so that they would not prejudice either long-term option for the cross runway, maintaining flexibility in the airport's strategic planning.

To seek the views from airport users ,the two long-term alternatives were evaluated to inform updates to the masterplan. Retaining Runway 16/34 would require the replacement of Piers 2 and 3 within the constraints of existing development, alongside the construction of a new western satellite pier connected by an automated people mover system, at an estimated cost of €5.1 billion. In contrast, decommissioning the runway would remove these constraints, allowing full expansion and replacement of Piers 2 and 3 on the eastern campus in a more operationally efficient, phased approach, at an estimated cost of €2.8 billion a saving of approximately €2.3 billion. This alternative also provides greater flexibility in masterplanning and reduces capital expenditure while maintaining equivalent passenger capacity.

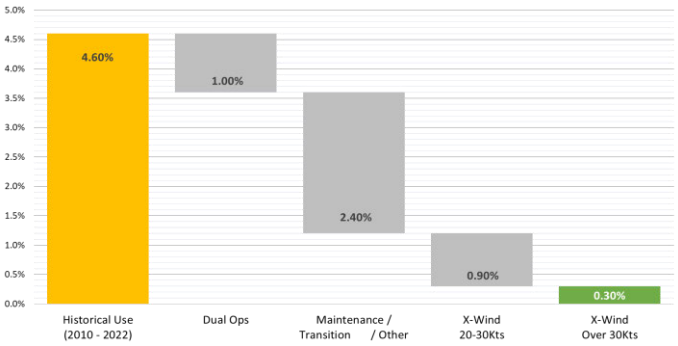
Exhibit 3.14 – Long Term Masterplan Alternative (Indicative)



Operational analysis demonstrates that since the North Runway opened in 2022, Runway 16/34 has been used for only 0.3% of annual aircraft movements. When active, it reduces hourly capacity compared with dual parallel runway operations. At projected passenger demand levels of 40–55 million per annum, operating the cross runway could disrupt 28–40% of peak-hour movements. A

qualitative assessment considering operational efficiency, safety, environmental impact, expansion potential, and cost scored decommissioning significantly higher than retention. Benefits include lower capital cost, improved taxiway efficiency, reduced environmental impact, and increased flexibility for long-term airport development.

Exhibit 3.15 – Runway 16/34 Utilisation 2010 - 2020



Further to the assessment presented in the CIP27 Pre-Consultation Report, Dublin Airport actively sought feedback from AirNav, pilots with operational experience at the airport, peer airports, and weather projection data regarding the potential long-term decommissioning of Runway 16/34. This engagement focused on operational efficiency, safety, and the practical implications of removing or repurposing the runway. The review also incorporated lessons from international airports on tactical runway management during adverse weather events, ensuring that updates to the Masterplan reflect global best practice and support informed, evidence-based decision-making.

From a pilot and operational perspective, decommissioning Runway 16/34 simplifies operations and strengthens safety. Its rare and non-routine use introduces complexity, requiring pilots to manage non-standard taxi routings, altered performance calculations, and differing sequencing. These factors increase cockpit workload during critical flight phases. Furthermore, the runway's length of 2,072 metres imposes performance constraints for some narrow and wide-body aircraft. Departures and landings may be subject to weight restrictions or operational limitations to remain within certified safety margins, particularly during adverse weather. Decommissioning removes these constraints, simplifying flight planning, optimising aircraft performance, and improving runway sequencing efficiency.

Aircraft operate strictly within certified crosswind limits, and pilots will never attempt takeoff or landing if these limits are exceeded, instead performing go-arounds or diverting to alternate runways. The presence or absence of a cross runway does not change these operational limits. Operational data from airlines operating at Dublin Airport confirms that modern aircraft can safely operate in substantial crosswinds on the parallel runways. Historical weather analysis indicates that crosswinds requiring Runway 16/34 operations are extremely rare, and there has been no discernible increase in severe storm or high-wind events over recent decades. Significant storm events tend to occur in the late afternoon or evening, outside the peak morning departure window, allowing 24–48 hours of proactive schedule planning to mitigate any operational impact. Forward looking climate analysis also predicts stable crosswind patterns, further supporting the limited operational requirement for the runway.

Runway 16/34 bisects the airfield, creating multiple runway crossings and complex taxi instructions. Active runway crossings are high-risk movements requiring heightened vigilance and precise

readbacks from both pilots and air traffic control. Converting the runway to taxiway only use would eliminate these crossings, simplify airfield movements, reduce exposure to hotspots, and lower human factor risk. In addition, the parallel runways allow all aircraft to operate at optimal weight and performance, support more efficient sequencing, and enhance overall operational stability. When Runway 16/34 is operational, airport capacity is reduced compared with dual parallel runway operations, increasing flow management pressure during peak periods.

Several international airports provide relevant benchmarks for assessing the value of crosswind or secondary runways. London Heathrow retired multiple shorter and crosswind runways to optimise parallel operations, reduce complex taxiing, and increase throughput on main runways. Zurich Airport removed its crosswind runway to create additional space for apron and taxiway expansion, improving operational efficiency and safety. Vancouver International reduced crosswind runway operations and reconfigured taxiways to reduce risk and simplify airfield movements. Benchmarking indicates that decommissioning low-utilisation crosswind runways is a proven strategy internationally to improve operational safety, minimise delays, and optimise airfield infrastructure.

Overall, Runway 16/34 provides minimal operational benefit relative to the complexity it introduces. Decommissioning would simplify the airfield layout, reduce pilot and air traffic control workload, eliminate high-risk runway crossings, and remove performance constraints, enhancing operational stability and sequencing efficiency.

Combined with very low utilisation, stable historical and projected weather patterns, and the fact that pilots will never operate beyond certified crosswind limits, permanent decommissioning represents a safety-led simplification that strengthens operational resilience. It also reduces capital cost, supports phased expansion, and aligns Dublin Airport with best practice observed at other major international airports.

Future of Runway 16/34 Consultation Feedback

Stakeholders that responded provided a mix of support and conditional openness to the potential decommissioning of Runway 16/34, generally linked to the opportunity it could create for longer-term development. Overall, multiple stakeholders were supportive of, or open to, decommissioning provided that Dublin Airport can demonstrate that operational requirements can continue to be met and that the supporting analysis, delivery approach, and timelines are credible.

Several respondents were positive about the strategic rationale. For example, Emirates explicitly welcomed the “scrapping of the crosswind runway 16/34” (noting it is used for less than 1% of movements) and stated that its removal could enable further expansion of piers 2 and 3 “to the benefit of all”.

Aer Lingus also indicated openness to decommissioning, subject to appropriate information and studies being completed.

While Ryanair did not explicitly object to the potential decommissioning of Runway 16/34, it highlighted that operational impacts should be fully understood and addressed prior to any closure. Ryanair also reiterated broader concerns regarding the West Apron Underpass.

Dublin Airport has consistently clarified, across multiple forums, that the Underpass is primarily required to provide safe and reliable access to existing assets west of Runway 16/34 and the primary north–south taxiway network. The commissioning of the North Runway has created a configuration in which surface access between the east and west campus via the perimeter road requires a 7–8 km transit. Crossing a runway or high-speed taxiway is unsafe and is not supported by regulatory authorities; accordingly, a surface crossing is not a practical option. The Underpass provides a safe, logical, and future-proof solution, ensuring continued access to existing assets while supporting future development.

The Underpass has been carefully aligned to minimise conflicts with Runway 16/34 and the north–south taxiways. Should Runway 16/34 be decommissioned in the future, the pavement would revert to taxiway use, and the Underpass would continue to separate apron vehicles from aircraft movements. By avoiding interactions with four high-speed taxiways, the Underpass is essential for maintaining both safety and operational efficiency, particularly given current aircraft movement volumes and anticipated growth.

Future of Runway 16/34 Next Steps

The consensus among airport users indicates increasing acceptance of the potential decommissioning of Runway 16/34, compared with views expressed in previous Masterplan and CIP consultations. This reflects operational experience since the opening of the North Runway and observations of how airlines have managed storm events in recent years, proactively adjusting schedules to minimise disruption while maintaining parallel operations wherever possible.

This is further reinforced by practical experience. During the summer closure of the cross-runway for three months (June–August) to facilitate the North Runway construction, and more recently with the full closure of Runway 16/34 since November 2025 to enable the construction of Taxiway B1/Z, Dublin Airport has successfully maintained operations despite storms and adverse weather. These periods have demonstrated that Dublin Airport, AirNav, and the airlines are capable of planning and implementing a resilient operational strategy with minimal disruption, limited operational impact, and negligible economic consequences.

Given that no airline has formally objected to the potential decommissioning and recognise the strategic benefits of enabling phased and efficient capacity expansion over the long term, Dublin Airport will advance planning activities to integrate the potential decommissioning of Runway 16/34 into its long-term Masterplan. This work will develop a transparent evidence base, considering operational, safety, and cost implications, and identify the infrastructure that could replace the runway, along with indicative costs and timelines.

The CIP27 programme includes a Planning Studies project, with an allowance to progress these activities within this regulatory period. The outputs will inform the next CIP preparation cycle, during which final plans will be presented.

3.16 Future of Terminal 1

Terminal 1 has been central to Dublin Airport's operations for over 55 years, evolving through expansions, renovations, and reconfigurations to accommodate increasing passenger numbers, larger aircraft, and modern baggage processes. Originally constructed in the 1970s, it now serves as the primary hub for Ryanair while also hosting other full-service short-haul and long-haul airlines. Strategically located in the eastern campus, it connects directly to Terminal 2, the current Ground Transport Centre, and the proposed CIP27 Integrated Transport Hub, supporting efficient and sustainable transport links.

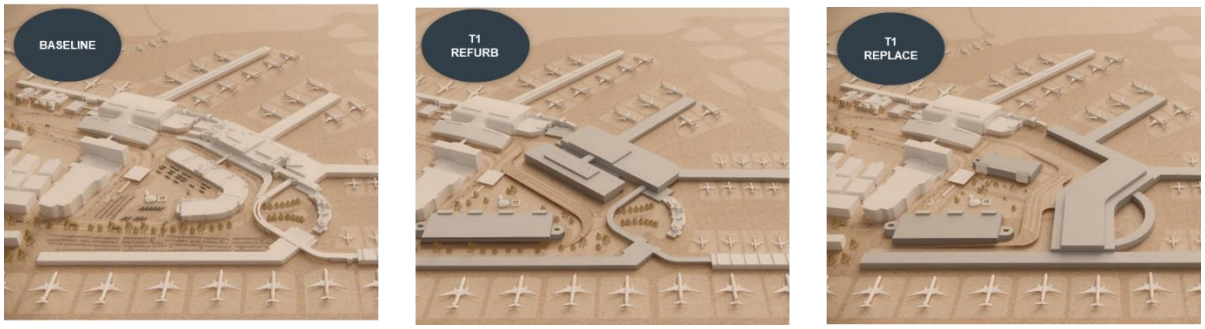
Despite past improvements, Terminal 1 faces limitations in structural design, energy efficiency, and sustainability compliance. The terminal is constrained by surrounding infrastructure, including Terminal 2, the airfield, the proposed Integrated Transport Hub, and the protected Old Central Terminal Building. Floor-to-ceiling heights are low, internal finishes vary, and much of the infrastructure and systems require replacement to meet modern passenger flows, operational efficiency, and sustainability regulations. To accommodate projected growth to 35 million passengers annually (60mppa overall), significant upgrades to the envelope, mechanical systems, and internal layouts will be necessary.

Two options were evaluated for the future of Terminal 1. The first, refurbishment, retains the existing 8-Bay, 6-Bay, and T1X structures but reconfigures floors, removes upper levels, upgrades façades and systems, and adds a new independent check-in and security building. This approach increases capacity and functionality while reusing some structural elements but involves complex phased construction, operational disruption, and sustainability challenges. The estimated cost is €2.7 billion, with embodied carbon of approximately 165 tCO2e.

The second option, replacement, proposes a new terminal to the north of the current site, designed to modern standards with net zero targets, optimised passenger flows, and improved pier and surface access connectivity. Phased construction minimises operational disruptions, accommodates future growth, and allows for extended asset life. The estimated cost is €3.5 billion, with embodied carbon of approximately 203 tCO2e. This option provides superior sustainability performance, enhanced passenger experience, and operational efficiency compared to refurbishment.

A multi-criteria assessment evaluated operational efficiency, deliverability, cost, sustainability, connectivity, passenger experience, and sense of arrival. The replacement option scored higher across almost all criteria, offering minimal operational disruption, optimised pier access, improved public realm, longer-term asset resilience, and greater certainty in achieving net zero targets. Refurbishment, while less costly upfront and lower in embodied carbon, carries higher construction risks, complexity, and operational impact.

Exhibit 3.16 – Terminal 1 Redevelopment Alternative Options (Indicative)



The replacement alternative is planned for phased delivery beginning around 2032, initially supporting Pier 1 airlines and expanding through 2040–2044 to accommodate all piers and fully replace the existing terminal. Stakeholder feedback was requested to guide an Airport Masterplan update, and to inform which interim CIP27 projects should progress, and allow the progression of the next phase of feasibility and planning. This engagement will help ensure that future CIP submissions are well-prepared, that Terminal 1 continues to meet operational and passenger needs, and that sustainability and regulatory goals are effectively achieved.

Future of Terminal 1 Consultation Feedback

Stakeholders broadly recognised that Terminal 1 will play a critical role in Dublin Airport's long-term capacity and operational strategy and agreed that a strategic decision is required regarding its future. Responses did not converge on a single preferred option; instead, stakeholders emphasised the importance of clarity, sequencing, and evidence in determining whether Terminal 1 should be comprehensively refurbished or ultimately replaced.

Across submissions, there was a strong emphasis on ensuring that any long-term strategy for Terminal 1 is aligned with realistic demand forecasts, deliverability constraints, affordability considerations, and the wider airport masterplan, including decisions on Runway 16/34. Several stakeholders expressed openness to refurbishment as a pragmatic, lower-risk approach in the near to medium term, particularly where it can extend asset life, improve passenger experience, and avoid the cost and disruption associated with full replacement.

Ryanair reiterated broader concerns regarding affordability and value for money, reflecting its objections to capital investment across the CIP as a whole. With respect to the future of Terminal 1, they expressed a preference to further optimise the existing facilities and, only once these were demonstrated to operate at full capacity, to consider cost-efficient solutions to increase capacity. This perspective did not address considerations relating to asset lifecycle, passenger experience, or sustainability constraints.

Aer Lingus highlighted that, over the longer term, full replacement may offer greater operational efficiency, flexibility, and alignment with future passenger expectations, but cautioned that such an approach would require robust justification, clear phasing, and confidence in delivery capability.

Other airlines echoed Aer Lingus view and stressed that whichever option is pursued, it should minimise operational disruption, avoid unnecessary duplication of investment, and be clearly separated from short-term capacity interventions.

Future of Terminal 1 Next Steps

Taking into consideration feedback from airport users, there is broad agreement that terminal activity should continue to be focused on the eastern campus through the existing Terminals 1 and 2, reflecting synergies with surface access, utilities, and supporting infrastructure. Any expansion should be planned to provide sufficient capacity once Terminal 1 approaches peak utilisation, and only after all optimisation measures have been implemented. Stakeholders emphasised that plans should be cost-efficient and minimise operational disruption.

Views differed on the preferred approach, with some stakeholders prioritising cost and construction impacts, while others emphasised sustainability considerations, including alignment with Net Zero objectives. On balance, a hybrid approach is preferred.

Dublin Airport therefore proposes to further refine the plans, and explore a third alternative focusing on the refurbishment of the existing Terminal 1 to meet modern operational, passenger, and sustainability objectives, with capacity expansion provided through phased growth towards the north, drawing on principles from the full replacement option.

Similar to the proposed future path for Runway 16/34, the CIP27 programme includes a Planning Studies project with an allowance to progress further feasibility, design, and planning activities for Terminal 1. This work will also support a coordinated update of the Airport Masterplan, integrating preferences regarding the treatment of Runway 16/34 and the redevelopment of the connecting Piers 2 and 3.

3.17 Consultation Concluding Summary

The Final Submission of CIP27 reflects a materially refined and prioritised capital programme following extensive stakeholder consultation across the Sustainability, Airport Development, Commercial and Asset Management envelopes. The revised programme demonstrates a clear shift toward affordability, deliverability, and regulatory alignment, while maintaining a strong focus on safety, resilience, and capacity-enabling infrastructure.

Across all envelopes, stakeholder feedback consistently emphasised the importance of prioritisation, realistic phasing, cost control, and alignment with demonstrable operational need. While there was broad support for safety-critical, compliance-driven, and capacity-enabling projects, respondents expressed concern regarding the cumulative scale of the programme, potential delivery risk, and the impact on airport charges. In response, Dublin Airport has undertaken a comprehensive review of scope, sequencing, and dependencies. The Final Submission therefore represents a balanced and deliverable programme that protects core infrastructure, defers lower-priority expansions, and preserves strategic optionality for future regulatory periods with a prioritisation of those projects already progressing thought the IA application.

Within the Sustainability and Environment envelope, stakeholders broadly supported projects required to meet statutory compliance, environmental obligations, and decarbonisation targets. However, concerns were raised where proposals were perceived to exceed minimum regulatory requirements or where timing and scale appeared premature. In response, the Dublin Airport has retained key compliance-driven initiatives, including renewable heating in Terminal 2, Phase 1 Solar PV, air quality and noise monitoring, surface water compliance, and legacy PFAS mitigation. Scope has been reduced in several cases to focus strictly on regulatory or planning-driven requirements, with biodiversity project limited to mitigation associated with new developments. Terminal 1 renewable heating has been deferred pending clarity on the long-term strategy for Terminal 1. Overall, the sustainability programme now aligns more clearly with compliance obligations and phased decarbonisation delivery.

The Airport Development envelope underwent the most significant reprioritisation. Stakeholders strongly supported investment in projects that directly enable capacity, operational resilience, and passenger processing efficiency, while raising substantial concerns regarding affordability, cumulative construction risk, and programme complexity. The Final Submission therefore prioritises delivery of Pier 1 East and Pier 5, alongside the relocated South Apron Passenger Barding Zone and South Apron Expansion, as the principal enabling investments within this regulatory period. These projects are supported by essential enabling works, including utility expansions, fuel hydrant upgrades, and selected pier refurbishments. Preconditioned air and other mandated environmental features have been incorporated into new pier developments as standard rather than as standalone retrofit programmes.

Conversely, several major projects have been deferred following feasibility, prioritisation analysis, and stakeholder feedback. Pier 6 has not been included, as the cost and operational impacts were not justified relative to alternative capacity solutions, particularly in the context of potential future decisions regarding Runway 16/34. Similarly Apron 7, large-scale Terminal 2 check-in and sortation expansions, bolt-on pier extensions, covered walkways, and fuel farm expansion have been deferred to subsequent regulatory periods. In many cases, interim solutions have been adopted to manage short-term operational needs at lower cost, including limited check-in expansion in Terminal 2, optimisation of baggage systems, and feasibility allowances to preserve future options. This approach reduces immediate capital intensity while maintaining strategic flexibility.

In the Commercial envelope, stakeholders emphasised that commercial investments should not displace core aeronautical infrastructure or place upward pressure on airport charges. While many commercial projects remain in the Final Submission, their scope and phasing have been reviewed to ensure proportionality and alignment with operational objectives. Car parks, car rental facilities, selected lounge works, OCTB refurbishment, and commercial property upgrades are retained, but certain elements have been deferred or scaled back. Western Commercial Development has been deferred entirely. The overall approach ensures that commercial activity continues to support financial sustainability while maintaining focus on core operational priorities.

Asset Management (Civils and M&E) projects received generally strong stakeholder support, recognising their importance in maintaining safety, compliance, and long-term resilience across a

complex and ageing airport estate. The Final Submission retains lifecycle-driven investment in pavements, lighting, utilities, building fabric, electrical networks, standby power, baggage systems, life safety systems, and critical maintenance programmes. In response to feedback, scope has been reviewed and optimised to ensure works are risk-based, prioritised according to asset condition, and aligned with resource availability. Certain non-critical elements have been deferred, and complex works have been separated into StageGate projects where appropriate to improve cost clarity and delivery oversight.

A consistent theme across the Final Submission is the application of disciplined phasing and StageGate governance. Where uncertainty remains such as in relation to Terminal 1 strategy, fuel farm expansion, runway configuration, or long-term pier strategy, the airport has preserved optionality through feasibility allowances rather than committing to full construction expenditure. This ensures that future regulatory submissions can respond to updated demand forecasts, operational performance, and stakeholder direction without constraining current affordability.

From a long term strategic planning perspective, airport users have shown growing acceptance of the potential decommissioning of Runway 16/34, reflecting operational experience since the North Runway opened. Recent extended closures have demonstrated that Dublin Airport, AirNav, and airlines can maintain safe and resilient operations during adverse weather with limited disruption or economic impact. With no formal airline objections and recognition of the long-term strategic benefits of unlocking additional capacity, Dublin Airport will advance planning studies to assess the operational, safety, and financial implications of decommissioning the runway, including replacement infrastructure requirements, costs, and timelines.

With regards to the Future Path of Terminal 1, airport users broadly support concentrating terminal activity on the eastern campus through Terminals 1 and 2, leveraging existing access, utilities, and infrastructure. Expansion should only occur once Terminal 1 nears peak capacity and after all optimisation measures are applied, with cost efficiency and minimal operational disruption prioritised. Stakeholder views varied between cost, construction impacts, and sustainability objectives, including Net Zero alignment. On balance, a hybrid approach is preferred where Terminal 1 is refurbished to meet modern operational, passenger, and sustainability goals, and augmented with a phased northern expansion informed by the full replacement principles.

In summary, the Final Submission of CIP27 represents a materially balanced and deliverable capital programme. It prioritises safety, regulatory compliance, and core capacity infrastructure, while deferring high-cost or lower-priority expansions.

It responds directly to stakeholder concerns regarding affordability and construction risk, rationalises scope to remove dependencies on deferred schemes, and strengthens governance through clearer cost separation and StageGate controls. The result is a focused programme designed to protect operational resilience, enable sustainable growth, and maintain service quality within realistic financial and delivery constraints.

3.1 Deferred Projects

Exhibit 3.15 summarises the Final Submission Project Treatment as listed above and identifies those projects and project elements presented during the consultation stage that are not being progressed within this regulatory period and are therefore excluded from the final CIP27 submission. Following a structured prioritisation exercise, taking account of stakeholder feedback, deliverability, construction resourcing, and funding constraints.

The deferral of these projects and project elements within this regulatory period does not preclude their future progression. Should material changes arise in traffic demand, operational requirements, strategic priorities, or funding capacity, Dublin Airport may reassess their inclusion during this period. Where appropriate, they may substitute for projects included in the final submission that are delayed, no longer required, or reprioritised. Any such adjustments would be subject to appropriate stakeholder engagement and regulatory approval seeking agreement from the IAA.

Exhibit 3.15 – Deferred Projects and Project Elements

CIP Code	Project
Sustainability and Environment	
CIP.27.01.02	South Apron GSE Charging Hub
CIP.27.01.02	On Stand GSE Charging Network
CIP27.01.03	Solar PV and Energy Storage Projects Phase 2
CIP.27.01.05	Terminal 1 Renewable Heating
CIP.27.01.09	South Runway SW Compliance
Airport Development	
CIP27.02.01	T1 Immigration Optimisation
CIP27.02.03	T2 Immigration Optimisation
CIP27.02.16	Cloghran Stud Refurbishment
CIP27.02.17	T1 Check-in Desks and Systems Optimisation
CIP27.02.17	T1 Check-In CBP Enablement
CIP27.02.17	T1 Self Connect
CIP27.02.19	Airside Covered Walkways
CIP27.02.23	T2 Check-in Extension
CIP27.02.24	T2 Sortation Building
CIP27.02.26	T2 Logistics and BOH Expansion
CIP27.02.27	Pier 6
CIP27.02.28	Preconditioned Air Projects Pier 2 Bolt on
CIP27.02.28	Preconditioned Air Projects Pier 3 Bolt on
CIP27.02.28	Preconditioned Air Projects Pier 6 or SA PBZ
CIP27.02.29	Apron 7
CIP27.02.30	Link 6 Turns
CIP27.02.30	Fueller Welfare Unit

CIP27.02.31	West Apron Airline Operations Building.
CIP27.02.31	West Apron North Stand Optimisation.
CIP27.02.32	Apron 5G Holding Location
CIP27.02.33	North Apron GSE Storage
CIP27.02.43	T2 IDL LV 35 Enablement
CIP27.02.45	Automated Boarding Gates
CIP27.02.46	De-Icing and Holding Pads Projects (Western Option)
CIP27.02.47	Fuel Farm Expansion
CIP27.02.48	Modular Bus Gate Building
CIP27.02.48	Apron 5H PBZ
Commercial	
CIP27.03.04	T1 Lounge Refresh
CIP27.03.04	T1 Lounge Balcony
CIP27.03.04	New lounge - T2 IDL Mezzanines Area
CIP27.03.08	Western Commercial Development
CIP27.03.10	ARI Retail Units Pier 2 and 3 (Bolt on Projects)



Section 4

Proposed Projects

4 Proposed Projects

This section summarises our proposed capital projects for the upcoming regulatory period, outlining their need, scope, estimated costs and delivery programme. It also explains the costing methodology and our proposed updates to the Trigger and StageGate processes.

4.1 Level of Detail

The proposed CIP27 projects have been developed over the past 14 months through a structured, evidence-based planning process. This commenced with the identification of operational challenges and future opportunities, informed by an assessment of existing capacity against forecast demand, which enabled priority investment needs to be identified. In parallel, the programme has been shaped by ongoing engagement with internal stakeholders, airlines, and airport service providers, with inputs incorporated through a series of informal consultations and collaborative discussions, culminating in the issuance of the Consultation Report and formal presentations outlining the project options.

High-level solutions to the identified problems and opportunities were initially developed through the creation of Ideation Packs, which were shared for stakeholder review and feedback. Projects that demonstrated clear value, aligned with stakeholder priorities, or represented logical progressions in the airport's strategic development were further developed into Outline Briefs. These briefs succinctly articulated the problem statement, proposed solution, and the high-level functional requirements.

Subsequently, the Outline Briefs were issued to internal design teams within the Infrastructure Department, supported by external consultants AtkinsRealis and Turner and Townsend. These teams progressed the designs to a level appropriate for CIP cost estimation. This phase also included the preparation of high-level feasibility outline drawings, which have been submitted to the IAA and their Independent Fund Surveyors to facilitate technical evaluation and ensure that the proposed solutions meet the intended functional outcomes.

CIP level cost estimates were then developed in accordance with New Rules of Measurements (NRM) standards and are classified in line with the Association for the Advancement of Cost Engineering (AACE) accuracy ranges. Typically, projects have been costed to a *Class 4 accuracy level*, while those that remain at an earlier stage of definition have been costed to a *Class 5 level*. Exhibit 4.1 outlines the relevant AACE Cost Estimate Classification Criteria.

Exhibit 4.1 – AACE Classification Criteria

Class	Overview	Metrics
4	Cost production relies on a level of design detail which facilitates elemental quantification of the proposed works and services. Typically, design information comprises indicative layouts, elevations, system, equipment capacity data, schematics, and preliminary equipment schedules.	**Level of Design Detail**: 1% to 15% of full project definition. **End Usage:** Estimates are prepared for detailed strategic planning, business development, project screening at more developed stages, alternative scheme analysis, confirmation of economic and/or technical feasibility and preliminary budget approval or approval to proceed to the next development stage. **Estimate Accuracy Range:** Between -15% to -30% on the low side, and +20% to +50% on the high side, depending on the complexity of the project, maturity of reference information.
5	Generally, costs based on indicative or preliminary information which do not necessarily support elemental measurement and consequently have wide accuracy ranges. Estimates are often based on indicative dimensional detail, outline functional requirements and provisional locations.	**Level of Design Detail:** 0% to 2% of full project definition. **End Usage:** Estimates are effectively benchmark assessments for strategic business planning purposes to assess viability or to evaluate options / alternative schemes for long range capital planning. **Expected Accuracy Range:** Range between -20% to -50% on the low side and +30% to +100% on the high side, depending on the reference inform.

The CIP27 project costs presented in this report are provided at Level 1 detail, summarising the key cost components for each project and its sub-elements. These include Design, Management, Construction, Construction Inflation and Contingency.

To enable a detailed assessment of costs, and in line with our commitment to achieving commercially advantageous procurement outcomes, Level 3 cost plans have also been prepared and shared with the IAA, recognising the commercial sensitivity of detailed cost information. The IAA, supported by its Independent Fund Surveyor, will review these estimates and assess the overall cost efficiency of the proposed investments.

4.2 Costing Principles and Basis of Estimates

The estimates have been developed in accordance with the *Royal Institute of Chartered Surveyors (RICS) New Rules of Measurement (NRM)* framework. The classification and level of detail of each estimate are determined by the availability and maturity of project-specific information and classified in line Association for the Advancement of Cost Engineering (AACE) standards to Class 4 or Class 5. Where appropriate, iTwoCostX take-off software has been used to measure quantities and inform cost development. Each individual estimate contains a comprehensive Basis of Estimate, but the following key cost components have typically been included to ensure a comprehensive and consistent approach to project costing:

Design and Management Costs

- External design fees - Typically includes consultant fees across all RIAI Work Stages typically covering services from project inception through to post-completion support. This includes developing the project brief, preparing concept, and developed designs, coordinating detailed technical design and (where required) tender documentation, overseeing site inspections and quality control, managing handover and close-out, and providing post-occupancy advice. Fees generally also encompass statutory approvals, and integration of specialist inputs such as structural, mechanical and electrical engineering, fire safety, health and safety coordination, and sustainability services as required.

- Internal capitalised labour – This typically covers internal Dublin Airport costs for delivering projects and includes Project Management and site delivery teams along with all project specific functional support costs. These include programme controls (quantity surveying, scheduling, risk management and reporting), contracts and commercial, planning, technical, engineering, quality, HSSE and document control.

Construction Costs

- Benchmark market rates for comparable works previously delivered at Dublin Airport and similar environments in the UK were used.
- Elemental construction costs were prepared in alignment with NRM1 principles.
- Allowances for ESG uplifts (e.g., sustainability enhancements) were applied to relevant elements.
- Main contractor preliminaries and mobilisation are dependent on location and type of project.
- Contractor overheads and profit were included.
- Assumptions on construction phasing were used.

Other Project Costs

- Local authority fees and charges (planning applications, building control, infrastructure connections).
- Allowances for modifications to the airport's IT systems and infrastructure.
- Planning contribution / Development levies.

Risk and Contingency

When preparing capital cost estimates, a degree of uncertainty is unavoidable. At early design stages, the precise scope definition, construction approach, operational constraints, market conditions, and sequencing requirements cannot yet be fully determined. These uncertainties represent known unknown risk items we can identify, but whose final cost impact can only be estimated. Industry best practice recognises that the appropriate provision for these risks is cost contingency.

Contingency is not a catch-all for inadequate estimating or incomplete scope definition. Rather, it is a statistically informed allowance for items that are not fully defined at the time of estimating, but which experience shows will occur across a programme. According to AACE International, contingency is an amount added to cover events or conditions that are uncertain in state, occurrence, or effect, but which are nevertheless expected to materialise in aggregate. Importantly, contingency is expected to be expended it is a legitimate component of the estimate to manage inherent uncertainties, not an optional reserve or "fat".

In line with recognised industry guidance, contingency explicitly excludes major scope changes, management reserve, extraordinary events (e.g., major strikes or natural disasters), and general escalation or currency effects. It is intended to cover typical variations such as estimating inaccuracies, minor price fluctuations, design development within an agreed scope, and normal market or environmental variability.

Contingency and Design Variability

Industry norms for contingency across design classes show:

- Class 4: typically 15–30%
- Class 3: typically 10–15%
- Class 2/1 (tender): as low as 3–6%

Airport projects sit at the higher end of these norms due to their complexity. Airports worldwide consistently demonstrate greater uncertainty than other infrastructure types because of:

- live operational constraints
- airside access and logistics restrictions
- highly integrated M&E, ICT, life-safety and control systems
- multiple regulatory and security interfaces
- operationally-driven phasing and construction dependencies
- requirements to maintain passenger service and operational continuity

These factors materially increase uncertainty and therefore rightly increase the contingency needed at early stages. The contingency levels applied across CIP27 fall comfortably within the internationally accepted 15–30% range for Class 4/5 major infrastructure programmes. They are also fully in line with Dublin Airport's historical delivery experience and with norms observed across comparable regulated airport programmes globally.

Applying materially lower contingency allowances at this early stage would constitute an artificially optimistic budget, increasing the likelihood of future cost overruns and reducing transparency. The approach we have adopted ensures consistency with best practice, regulatory expectations, and responsible financial planning. Contingency within CIP27 is held in a controlled manner and is released only as risks materialise, with all transfers documented. As design matures and uncertainty reduces, contingency levels will be revised downwards accordingly, in line with AACE principles.

Construction Inflation

Construction inflation reflects the expected increase in building and infrastructure costs over the life of a project. To develop a robust and defensible allowance for escalation, the CIP uses the Society of Chartered Surveyors Ireland (SCSI) Tender Price Index (TPI). The SCSI TPI is the national benchmark for construction cost movement in Ireland, with over 25 years of continuous data covering multiple economic cycles. It is widely recognised across the construction and infrastructure sectors as the most reliable measure of tender price inflation.

Because tender prices are influenced by global supply chains, energy markets, labour availability, material costs, interest rates and broader macro-economic conditions, forecasting future construction inflation is inherently uncertain. No model can precisely predict future market behaviour. To manage this uncertainty in a responsible and transparent way, the CIP adopts a long-term average TPI-based inflation rate, calculated from the full historical record. This approach smooths out short-term volatility and produces a balanced, evidence-based view of likely future inflation. It is the standard methodology applied during early-stage planning and budgeting, when a consistent, defendable approach is required.

Escalation is calculated by comparing the TPI at the estimate base date with the projected TPI at the mid-point of construction, representing the point at which the majority of capital expenditure occurs. The ratio between these values provides an escalation factor that is applied to the project's base cost. This ensures the budget reflects expected market conditions at the time works are delivered, rather than at today's prices. This methodology provides a practical, transparent and industry-norm solution for major capital programmes.

As set out in the CIP, escalation forms part of a broader suite of early-stage allowances that also include:

- Design development allowance, to reflect expected scope refinement consistent with the current level of definition.
- General contingency, aligned with the applicable AACE estimate classification and the inherent uncertainty at this stage.
- Forecast inflation, applied to reflect expected cost escalation through to the mid-point of construction.

To support the calculation of escalation, a high-level integrated programme has been developed across CIP27. The escalation methodology adopted is therefore fully consistent with standard industry

practice, grounded in long-term empirical data, and appropriately aligned to the level of definition of the CIP at this stage. It ensures that the escalation allowances included in the capital investment plan are evidence-based, transparent, and reflective of the real market conditions the programme will face during delivery.

Environmental Risk Mitigation Costs

Environmental Risk Mitigation costs include site investigation and testing activities (such as sampling, laboratory analysis, and risk assessments), the implementation of treatment or removal measures (including excavation, granular activated carbon systems, and other PFAS-specific treatment solutions), and the ongoing operation, maintenance, and compliance monitoring associated with these measures.

Additional construction-related costs may also arise from the testing, excavation, transport, and disposal of contaminated soil, concrete, and/or groundwater.

PFAS mitigation costs have been estimated by identifying high-risk PFAS areas across the airport campus and assessing which proposed projects fall within or outside these zones. Risk-based factors have then been applied to estimated excavation quantities to derive an additional cost allowance for PFAS treatment and disposal. These factors are informed by experience on existing high-risk sites, such as Apron 5H. Unit rates reflect current market pricing based on available treatment and disposal options in Ireland and internationally, using appropriately licensed waste handlers and rates from live projects.

Exhibit 4.2 – Environmental Risk Mitigation Treatment



Project costs presented in the Consultation Report included Environmental Risk Mitigation as a sub-element within individual project cost totals. Following the consultation process and subsequent review with the Independent Fund Surveyor (IFS), it is now proposed that these costs be removed from individual project scopes and consolidated into a single StageGate Construction Environmental Risk Mitigation project, primarily addressing PFAS-related risks.

This approach allows Environmental Risk Mitigation costs to be managed more effectively and drawn down only where required, for example where PFAS is identified during initial site investigations. Including such

allowances within parent project budgets could otherwise result in cost over-allocation, particularly for non-StageGate projects where no PFAS or comparable environmental risks are ultimately encountered.

Conversely, where PFAS or other environmental risks exceed initial allowances, the proposed approach provides a transparent and controlled mechanism to accommodate changes in scope and potential cost increases through the StageGate process.

Where Environmental Risk Mitigation costs exceed the initial allowance for a given project, this will be addressed explicitly through StageGate approval. Otherwise, drawdowns will be recorded during each StageGate cycle. Only the final, actual drawdown at the conclusion of the regulatory period will be included in the Regulatory Asset Base (RAB). As a result, where PFAS is not identified or remediation costs are lower than anticipated, unused allowances will not be added to the RAB.

Allowances

- Specific allowances as noted within the detailed estimate build-ups.

Assumptions

- All costs are presented in Euros, excluding foreign currency fluctuations.
- Project delivery assumes approvals and funding are secured, enabling optimum programme progression.
- Competitive tendering will be undertaken with qualified contractors.
- A traditional procurement strategy will be adopted, incorporating NEC contract forms.

Exclusions such as VAT, abnormal working hours, removal of contaminated materials, stakeholder compensation, or political risk contingencies are explicitly identified and excluded from the estimates on a case-by-case basis, each estimate will contain a comprehensive list of items excluded from the costs.

Opex Impact

Operational Expenditure (Opex) is a vital factor in the planning of airport infrastructure, covering the continuous costs necessary for the operation and upkeep of assets such as roads, utilities, terminals, piers, aprons, taxiways, and related services.

Although capital expenditure (Capex) frequently takes precedence in initial project discussions, the choices made during the planning stage can greatly influence the long-term Opex and, consequently, the overall life cost of projects.

As part of the design development process, Dublin Airport has carried out an analysis to understand high-level Opex costs ranges related to the proposed CIP27 projects in term of life cycle repair and maintenance, energy and water, cleaning, technology operations, rates, insurance and staffing. The results of this analysis have been summarised in the proposed project sheets.

4.3 Project Envelopes

Similar to previous CIP submissions, we have divided the proposed projects into several project envelopes, namely Sustainability and Environment, Airport Development, Commercial, Asset Management, Security, IT, and Other.

Sustainability and Environment

Sustainability and Environment is integrated into all our development projects ensuring they align to our mandated objective to being net zero by 2050, ensuring the appropriate specification of building fabric, heating and cooling systems, and energy-consuming equipment. Additionally, we have a need for larger, standalone sustainability initiatives, such as alternative on-site energy generation and projects focused on mobility, environmental improvements, and habitat enhancement. The CIP27 Sustainability and Environment envelope primarily focuses on these larger and standalone initiatives.

Airport Development

The projects included within the Airport Development envelope are primarily focused on upgrading the infrastructure for passenger, baggage, and aircraft handling. The goal is to enhance efficiency and minimise queue times while delivering the highest standard of service and passenger experience that aligns with our peer airports, passenger, and stakeholders' expectations. These initiatives are typically of significant value and have a substantial positive effect on the airport community.

Commercial

Commercial envelope projects primarily focus on generating non-aeronautical revenue and assisting in the reduction of passenger charges through the single till mechanism. Additionally, they aim to provide modern and high-quality services to our passengers, airport users, and the wider campus community.

In specific instances, commercial projects such as car parks and car rental initiatives play a role in the overall growth of the airport by offering alternative surface access solutions for passengers and staff who are unable to use public transport.

These commercial projects encompass a diverse array of initiatives, including retail, airline lounges, and landlord activities for on-campus commercial properties utilised by airport-related partners, such as handlers, airlines, and supporting industries. Furthermore, there are larger product-enhancing initiatives aimed at improving existing facilities and developing new car parks for both staff and passengers.

Asset Management

Given the scale and complexity of managing a large and diverse campus like Dublin Airport, which encompasses numerous structures and assets of varying ages, there is a necessity for ongoing asset replacement, refurbishment, and upgrades. Consequently, the Asset Management envelope addresses projects related to surface access, routine car park maintenance, terminals, piers, and airfields, along with their subsystems, as well as the utilities and services that support all these operations.

The Asset Management projects outlined in CIP27 are akin to those featured in previous CIPs, reflecting a cyclical nature. Significant projects include upgrading essential buildings to comply with the latest mandated sustainability and minimum energy performance standards, the continuous replacement and enhancement of systems and building structures and fabrics that are reaching the end of their life cycle, and the refurbishment and regularisation of apron pavement, airfield lighting and associated systems, some sections of which date back to before the 1960s.

The ultimate objective of the Asset Management envelope is to ensure the continuity of services and infrastructure for a 24-hour, 365-day-a-year operations, minimising downtime, and impacts on the movement of passengers, staff, and aircraft.

Security

Our Security envelope is primarily focused on supplying the necessary equipment and supporting infrastructure to ensure a safe and secure airport operation for both passengers and airport personnel. This is achieved while adhering to mandated regulatory requirements for screening individuals and baggage, as well as securing and overseeing the campus with an emphasis on safeguarding the airfield's critical areas. Additionally, other important initiatives included in the Security envelope involve the training of security personnel and the screening of goods entering the airside environments.

IT

The IT envelope offers a range of initiatives focused on cybersecurity, which has emerged as a significant issue in recent years. It also supplies the necessary hardware and software to support airport operations, alongside the implementation of new initiatives aimed at optimised self-service and biometric technologies designed to enhance the passenger experience while improving overall efficiency and minimising processing and queue times.

Other

The “Other” envelope addresses projects and initiatives that do not easily fit into the other categories. It generally seeks funding for ongoing studies related to long-term development initiatives; while not allowing for construction to begin in this new regulatory period, it is intended to ensure the advancement of design and feasibility to inform the preparation of future CIPs.

Similarly, "Other" projects encompass provisions for Minor Works and Terminal Enhancements, which, similarly to previous CIPs, are designed to flexibly fund unexpected smaller initiatives and the deployment of new assets or infrastructure that were not known at the time of the CIP27 submission. These projects typically address requirements requested by airlines and partners to accommodate unforeseen needs.

The “Other” envelope will additionally encompass initiatives for the continuous oversight of the Development Portfolio Programme, along with revisions to the airport's masterplan and the formulation of any large-scale future Infrastructure Planning Applications. These applications are crucial for securing authorisation for the airport to surpass any prospective cap restrictions that might

be established after the results and endorsement of the current application in process by Fingal County Council, which pertains to the larger projects currently underway and included in CIP2020+.

4.4 Project Regulatory Treatment

Within each envelope, the projects have been assigned a suggested regulatory treatment, which can be either Flexible, Deliverable, or StageGate.

Flexible Projects

For projects classified as Flexible, Dublin Airport has the ability to manage the allowance approved by the IAA within that envelope. For instance, if projects are delivered under allowance, the savings can be redistributed to support other projects or to advance new initiatives that were not known at the time of the CIP submission. Alternatively, if projects no longer align with stakeholder needs due to the dynamic and evolving nature of aviation and airport development, these flexible projects may be paused, and the allowance can be reallocated to other projects with similar characteristics.

Deliverable Projects

For projects identified as Deliverable, we are required to complete the project within the approved allowance, and if not advanced, the allowance cannot be redistributed.

StageGate Projects

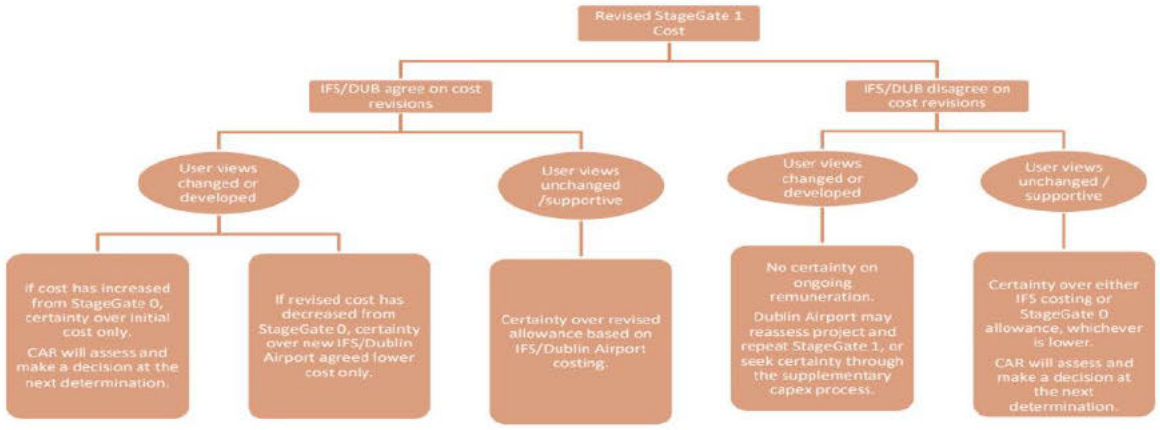
Introduced in the 2019 determination, StageGate projects are typically high-value, complex initiatives where costs are expected to evolve as the design matures through planning, procurement, and construction. These include major infrastructure such as piers, sustainability developments, large-scale utility expansions, and airfield rehabilitation works.

As part of the CIP determination process, the IAA, with support from their appointed Independent Fund Surveyors (IFS), assigns a provisional StageGate 0 (SG0) funding allowance to each StageGate project. This represents the IAA's view of the project's efficient cost at the time of the determination.

Once a StageGate project reaches a sufficient level of design maturity and cost certainty, Dublin Airport submits a StageGate 1 (SG1) application. This triggers a second IFS assessment and formal stakeholder consultation, which currently applies to all StageGate projects, even where no material changes in scope or cost have occurred and must be submitted within one of four defined cycles each year.

If, after SG1, there are further changes to the project, such as additional costs discovered, a StageGate 2 (SG2) submission may be made. SG2 is optional and used only when needed to reflect material changes and unavoidable expenses incurred in delivering StageGate projects. It involves a third round of IFS review and stakeholder consultation. Currently, no StageGate project can proceed to contract award or construction without successfully completing the StageGate 1 process. Exhibit 4.3 demonstrates the existing StageGate decision logic as formulated by the IAA, noting that the starting point refers to "Revised StageGate 1 Costs".

Exhibit 4.3 – Current StageGate Decision Logic



The StageGate framework has garnered positive feedback from both the IAA and the broader airport stakeholder community. It offers a clear mechanism for evaluating changes in project scope and cost, with oversight provided by the IAA's Independent Fund Surveyors (IFS). Although the StageGate process has been well received by Dublin Airport, our experience thus far has revealed several areas where the process could be further refined.

We have noted that all StageGate projects, even those that remain within their SG0 allowance, currently undergo a complete second IFS assessment and stakeholder consultation during the SG1 application. While these requirements are well-intentioned, they can lead to unnecessary delays in the efficient execution of critical projects, especially considering that projects delivered within the SG0 allowance do not affect the passenger charge, and any underspend will be accounted for during the roll-up exercise at the end of the regulatory period by the IAA when calculating the opening RAB for the subsequent regulatory period.

ASK – Consequentially, we recommend a series of practical refinements to the StageGate process that will enhance the effectiveness of IFS assessments and streamline project delivery ensuring the StageGate framework remains focused on supporting large and complex projects as originally intended.

1. **Two classifications of StageGate Project.**

A – StageGate projects designed to sufficient concept level of design to allow preparation of CIP level of detail cost plans. For example, Apron, Piers and Terminal Extension. A StageGate 1 submission and re-assessment of costs is only required should the costs exceed the SG0 allowance.

B – Extensive, multi-phased StageGate projects requiring additional study and feasibility analysis beyond what can be captured in the CIP submission will continue to follow the current StageGate process by default. Examples include surface water treatment, MV network upgrades, and PFAS mitigation, where full reassessment and stakeholder consultation remain necessary to capture the complete scope and associated costs.

2. Geographical Cost Benchmarking

We ask that IFS cost efficiency assessments be adapted to reflect Irish market conditions. While we support the appointment of an Irish-based IFS to ensure greater familiarity with Irish market conditions, where a foreign-based IFS is engaged, we ask that they be required to consult or appoint an Irish based Quantity Surveyor (QS) to advise on local market rates, apply regional uplift factors, and use Irish construction data from other large infrastructure projects delivered in the Irish market, including Irish airports and other national infrastructure. This directly supports the IAA's renewed focus on accurate benchmarking in their July 2025 issues paper and ensures that IFS assessments reflect the realities of the Irish construction environment.

Trigger Projects

To manage pre-funding large-scale projects, which may only advance through design and planning during this upcoming regulatory period, with construction extending beyond 2031, the IAA has historically identified certain schemes as Trigger Projects. According to this framework, Dublin Airport can only start to recover costs once specific project milestones, referred to as "Triggers," are met. This strategy aims to ensure that airport users finance only those projects that are clearly progressing or have been completed, thus safeguarding users from the risk of stranded investments. Upon the achievement of Triggers, there is a corresponding increase in the price cap for airport charges. At present, there are two Trigger points established:

Trigger A is achieved once a project receives full planning approval, and all appeals have been exhausted.

Trigger B is achieved upon project completion when the asset becomes operational.

While this structure provides a degree of assurance to stakeholders, it also creates a significant funding gap during the early stages of project development. Dublin Airport must absorb the full cost of design, feasibility, and planning activities, often over multi-year periods, before any cost recovery is permitted. This challenge is particularly acute in the Irish planning context, where timelines are long, requirements are extensive, and outcomes can be uncertain. The IAA's own July 2025 Issues Paper acknowledges the complexity of the Irish regulatory and planning environment, and the difficulty of drawing direct comparisons with other jurisdictions.

This funding gap can delay internal governance approvals, reduce project momentum, and limit the ability to develop robust planning submissions. This has been particularly evident in the preparation and submission of our current Infrastructure Planning Application, which is currently under assessment by Fingal County Council.

It also places Dublin Airport at a disadvantage relative to other regulated airports. For instance, both Heathrow and Zurich airports are allowed to recover efficiently incurred early-stage costs, even where

a project is ultimately not delivered, with regulators and airport users recognising the value of preparatory work such as environmental studies, design development, and site investigations.

ASK - Dublin Airport is therefore requesting the introduction of a third trigger point, activated at the start of the regulatory period. This would allow for the recovery of up to 10% of a project's value, specifically to fund early-stage activities such as design, feasibility, and planning. These activities are essential to improving project definition and scope clarity, both of which are highlighted in the IAA's Issues Paper as critical to efficient capital delivery.

To ensure accountability, we propose that if a project is formally stood down, due to planning refusal, impracticality, or strategic reprioritisation, that 50% of the recovered amount would be subtracted from the relevant envelope grouping for the project, in the following regulatory period.

This refinement would:
1. Enable earlier and more confident project mobilisation.
2. Support the development of higher-quality planning submissions.
3. Maintain user protection through a balanced and proportionate clawback mechanism.

4.5 Over Arching Development Plan

Evolving Masterplan

CIP27 represents Dublin Airport's ongoing infrastructure development strategy, aligned with the Strategic Business Plan and the evolving Masterplan. It is designed to deliver the essential facilities required to support the airport's core objectives, enhancing operational capacity, ensuring safety and security, and advancing sustainable growth.

The Dublin Airport Masterplan provides a long-term vision for the airport's development, supporting Ireland's economic growth by increasing capacity and reinforcing the airport's role as a major international gateway. The masterplan is structured around key objectives, including the identification of future capacity requirements, the establishment of a flexible and balanced development framework, and the preservation of land for long-term sustainable use.

CIP27 follows a phased growth strategy, building on the expansions outlined in CIP2020+ and the Infrastructure Application currently under review by local planning authorities. Subsequent development during the CIP27 period and beyond will be implemented in alignment with projected passenger growth, ensuring that investments remain responsive and appropriately scaled.

The evolving masterplan currently considers two strategic options; one retaining Runway 16/34, and another planning for its removal. Both options share a common initial phase, comprising the projects in CIP2020+ and those proposed in CIP27.

Importantly, the projects currently in progress, or proposed under CIP27, do not preclude either long-term development pathway, whether that involves retaining the runway with further development of the western campus, or removing it and extending the eastern campus piers.

As part of the CIP27 consultation, both masterplan options were presented to stakeholders to gather strategic feedback. Feedback from airlines indicates that the utilisation of Runway 16/34 has declined significantly since the opening of the North Runway, and that airport operations are now less dependent on the cross runway during adverse weather events.

Based on this input, several main-base and long-haul carriers have expressed a preference for decommissioning Runway 16/34, subject to operational, safety, and financial feasibility, and supporting the progression of an eastern campus-focused masterplan. This approach would optimise long-term growth, incorporating the replacement and extension of Piers 2 and 3, while maintaining terminal and surface access capacity in the east.

Looking ahead, and in line with airline preferences, Dublin Airport will continue to refine the long-term masterplan with the objective of presenting a single, coherent development pathway. This pathway will integrate the proposed CIP27 infrastructure projects alongside our plans for the long-term treatment and expansion of Terminals 1 and 2, delivering a solution that is efficient, sustainable, and fully aligned with stakeholder priorities.

Exhibit 4.4 – Evolving Masterplan with Runway 16/34 Retained (Indicative)



Exhibit 4.5 – Evolving Masterplan with Runway 16/34 Removed (Indicative)



CIP2020+ Roll Over Projects

As discussed in previous sections of this report, progress has been robust for smaller and medium-sized CIP2020+ projects that do not necessitate intricate planning. Conversely, larger projects have encountered delays due to the requirement to raise the airport's passenger capacity cap from 32 million passengers per year, a restriction established during the planning approval of Terminal 2. This situation has prompted the submission of a comprehensive Infrastructure Planning Application, which is currently postponed because of issues arising from previous North Runway related planning amendments that must be resolved before the Infrastructure Application can be thoroughly assessed by Fingal County Council.

Consequently, we propose to roll over several significant CIP2020+ projects into our CIP27 submission, where they will be revised in terms of scope and cost to account for changes since 2019 and 2022

These projects include the North Apron Development, which originally comprised an eastern extension to Pier 1, with the first phase proposed as Module 1 together with its associated apron expansion. They also include the South Apron Hub, encompassing the delivery of a new Pier 5, and the provision of enabling infrastructure to support cargo development to the east of the R132.

Other roll over projects include the Widebody Engine Test Facility and commercial initiatives for the refurbishment of car rental facilities, the expansion of passenger car parks, and new staff parking. Other commercial projects include renovation of the Old Central Terminal Building, which holds historical and listed status that Dublin Airport is required to protect and preserve.

From a security standpoint, roll over projects for enhanced security measures for the protection of the terminal kerb façade, along with remote goods and construction screening have been included.

Exhibit 4.6 – CIP2020+ South Apron (Indicative)



Exhibit 4.7 – CIP2020+ Pier 1 Module 1 (Indicative)



CIP27 Development Plan

CIP27 consists of a series of infrastructure projects required to enhance and support the airport's growth during the upcoming regulatory period, while also laying the groundwork for future expansion towards the airport's ultimate vision. The CIP also includes supporting IT and Security projects, as well as non-aeronautical revenue-generating projects and asset replacement and maintenance initiatives.

Most of these projects are interconnected and have been designed to complement one another in terms of physical location, functional use, and delivery. For instance, where significant new development is proposed, there may also be opportunities to advance asset maintenance on existing infrastructure in the vicinity, thereby minimising operational impact and disruption while optimising the overall delivery program.

Among the projects outlined in this CIP27 consultation report, the Airport Development, Sustainability, and Commercial projects represent the most significant investments and constitute the most noticeable changes to the built environment within and around the airport campus. The placement of these initiatives has been carefully considered, considering the evolving masterplan, airport user requirements, and facilitating the most logical and efficient flow of passenger, baggage, and aircraft operations, while maximising opportunities for commercial services with safety and security at the forefront.

In several cases, multiple options have been developed for consideration and based on feedback from the airline and airport community, we will decide which option to include in our final CIP27 submission plan to progress.

Although the list of projects is extensive and made available for consultation, indicating that we have gathered numerous initial requests and requirements; derived from evaluating capacity against future

demand and after discussions with both internal and external stakeholders; we recognise that advancing all projects, including those rolling over from CIP2020+, might be unfeasible from a financial and construction delivery standpoint with a reasonable timeline. Therefore, certain projects, depending on the feedback and degree of support, may not be incorporated into the final CIP27 submission, and consequently deferred to subsequent CIP periods.

Development Zones

The CIP27 development plan is best articulated through five distinct development zones, each representing a specific geographic area of operation or unique process. These zones are categorised as East Lands, Terminal 1, Terminal 2, West Lands, and Campus.

East Lands primarily focuses on development to the east of the R132 and the main road network accessing the airport campus from the M1. Terminal 1 comprises projects specifically designed to enhance Terminal 1 and its associated Pier infrastructure. Terminal 2 is similar but also encompasses the South Apron Hub. West Lands outlines projects located to the west of Runway 16/34 and primarily airfield related, while Campus addresses overarching requirements primarily related to major sustainability and utilities initiatives.

For each zone, a specific set of objectives and requirements has been established to cater to the needs of airport users operating in that area.

The following will summarise the projects that constitute each zone, along with their interactions and strategic importance. Where applicable, projects with several options for airport community consideration have been highlighted.

East Lands

The East Lands consists of the area located to the east of the R132 and currently features primarily long-term car parking and car rental facilities, intersected by the Cuckoo Stream, which flows into the Mayne River.

This area is ideally situated with convenient access to the terminal campus and offers opportunities for both surface access and commercial as well as non-airfield operational expansion, alongside habitat regeneration and the installation of underground surface water attenuation storage.

The primary goal of the East Land Development Zone is to:

- Sustainably enhance the land for non-airfield and commercial purposes.
- Facilitate development of Cargo Warehouse infrastructure.

- Upgrade of campus access road intersections to alleviate bottlenecks and prioritise buses.
- Provide sufficient parking for passengers, staff, and car rental.
- Improve the biodiversity of existing natural habitats and safeguard recorded structures.
- Tackle flooding and surface water management challenges.

CIP27 has proposed several projects within the East Lands Zone, including initiatives carried over from CIP2020+, which involve the expansion and upgrading of the Car Rental Facilities to provide modern offices, vehicle maintenance, washing, and storage space.

Additionally, there will be expansions and product improvements to the Long Term Blue and Red Car Parks, upgrades to bus shelters, and enhancements to car park management and access systems, as well as initiatives to mitigate surface water flooding issues. The staff parking facilities will be enhanced with the additional spaces located to the north of the current Aer Lingus car park, which is adjacent to Hangar 6. Furthermore, a new staff car park will be established to the south of the airport along the Old Airport Road.

From a road surface access perspective, the East Lands Zone encompasses upgrades to key road junctions at the main terminal access points, including the widening of roads to introduce new bus lanes and additional filter lanes for airport-bound traffic at the Airport Roundabout; refinement of existing junctions to increase efficiency and segregate bus lanes at Corballis Road and Old Airport Road, along with general improvements to the internal campus roads to enhance recirculation.

From a sustainability perspective, the East Lands Zone will encompass additional expansion of our Solar Farm, further enhancement of our Surface Water attenuation systems, as well as the restoration and establishment of new natural habitats along the Cuckoo Stream as it traverses through the long term carparks, the stream will be realigned and have its banks fortified to improve floodplain management and to protect the adjacent developments.

The most significant investment in the East Lands will involve the establishment of a new airport logistics development that includes both land side and airside access. The latter will be facilitated by a new connecting bridge over the R132, along with a secure spine road extending from the airside terminal area, located south of the Fuel Farm, to the airside compounds of new Cargo Warehouses and associated complimentary facilities.

Additionally, a new remote Terminal Goods and Construction Screening Centre, as well as an Airside Construction Storage and Staging facility, will be created.

The development of the East Lands airport logistics area will facilitate new cargo infrastructure, as well as screening and construction logistics. Dublin Airport will fund the access and enabling

infrastructure for the logistics development, while commercial third-party tenants will be responsible for financing their own buildings and compound construction.

Exhibit 4.8 – East Lands Logistics Development (Indicative)



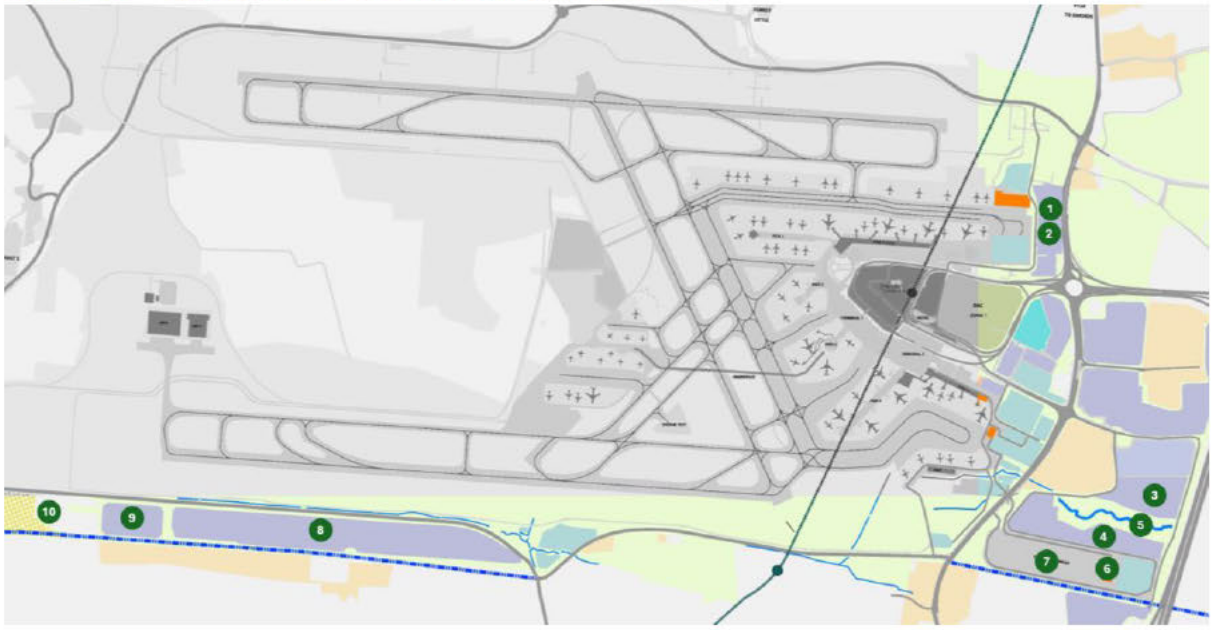
1 – BIP Relocation 2 – Revenue Relocation 3 – New Cargo Terminal 4 – New Cargo Terminal 5 – New Cargo Terminal 6 – Remote Terminal Goods and Construction Screening Centre 7 – Airside Construction Storage and Staging 8 – Connecting Airside Spine Road 9 – R132 Public Road

The suggested East Lands Screening and Construction Storage Facilities, originally proposed as part of CIP2020+ will rolling over into CIP27 and is designed to enhance the delivery and screening processes for goods and construction materials entering the airside environment. This improvement seeks to minimise delays and congestion at the main airside vehicle screening posts.

Finally, a project has been proposed for the establishment of a new Aviation Security Training Organisation facility, intended to replace the current facilities associated with the existing White House office, which necessitates demolition to facilitate the South Apron Pier 5 development.

The new facility is planned to be situated within a refurbished and expanded Castlemoate House, a registered structure within the airport campus that Dublin Airport is obligated to preserve and maintain.

Exhibit 4.9 – CIP27 Eastlands Development Zone (Indicative)



1 - New Staff Car Park North 2 - Aviation Security Training Organisation Facility 3 – Car Rental Redevelopment and Car Park Extension 4 – Long Term Red Carpark Extension 5 – Habitat Regeneration, Flood Mitigation and Attenuation Systems 6 – New Screening and Construction Storage Facilities 7 – Cargo Warehouse Development 8 – Long Term Blue Carpark Upgrades 9 – New Staff Car Park South 10 – Solar Farm Expansion

Terminal 1

The Terminal 1 Zone includes developments related to the main Terminal 1 building, along with its associated Piers 1, 2, and 3, and their respective aprons, which encompass the North and Central Aprons, as well as adjacent facilities such as the Old Central Terminal Building, the Terminal 1 Multi-Storey Carpark, and the proposed Integrated Transport Hub.

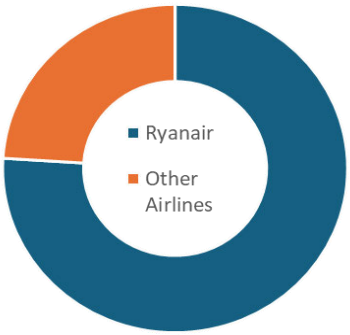
The primary goal of the Terminal 1 Development Zone is to:

- Provide infrastructure to ensure safe and secure operations.
- Deliver flexible, sustainable, and balanced enhancements to terminal facilities meeting projected demand through the new regulatory period.
- Deliver sustainable new and upgraded piers / stands supporting current and long-term growth.
- Enhance public transport facilities to encourage bus usage in advance of Metro North.
- Ensure dependable continuity of operations through targeted asset replacement and upgrades.
- Provide the necessary infrastructure to facilitate commercial opportunities.

Terminal 1 accommodates a diverse range of airlines and their supporting partners, with Ryanair being the largest operator, accounting for 76% of Terminal 1's passenger traffic and utilising Piers 1 and 2 for its aircraft operations. Ryanair aims to provide a highly efficient, no-frills passenger experience, requiring only basic terminal and pier infrastructure.

In contrast, the other 36 airlines that constitute the remaining Terminal 1 passengers are primarily traditional short-haul carriers like Air France, SAS, and Lufthansa, as well as five-star long-haul airlines such as Etihad, Qatar, and Turkish Airlines. These airlines are generally recognised as full-service providers and seek to enhance the passenger experience by valuing high-quality retail, food and beverage options, and airline lounge experiences for their passengers, along with adequate check-in provisions and an expedited security and immigration process. Many of these airlines also request appropriately sized and modern gate infrastructure equipped with airbridge facilities.

Exhibit 4.10 – T1 Airline



In an ideal scenario, Dublin Airport would offer two levels of infrastructure to accommodate these two opposing airline groups. However, due to the nature of the daily schedule, this would lead to an over-provision of terminal processing capacity and a need for additional gates and stands, which would be underutilised at certain times of the day since the peak periods for the two groups differ.

Therefore, Dublin Airport aims to provide flexible infrastructure that caters to the needs of both low-cost and full-service airlines, ensuring that all our facilities, gates, and stands can be efficiently utilised and optimised to minimise the overall infrastructure and investment required.

Currently, Terminal 1 is underserved in terms of contact gates and stands, while Piers 2 and 3 are also constrained due to their 1960s design. The gates were originally designed for an older generation of aircraft, which had less capacity than today's high-density equivalents. Therefore, CIP27 has proposed refurbishing Piers 2 and 3 in their current form to enhance the passenger experience and optimise available space, thereby improving gate hold room capacity. The project will also encompass the replacement of the external envelope cladding and window façade systems to improve sustainability performance, minimise ongoing maintenance, and to enhance the appearance of the piers.

Exhibit 4.11 – Pier 3 Refurbishment (Indicative)



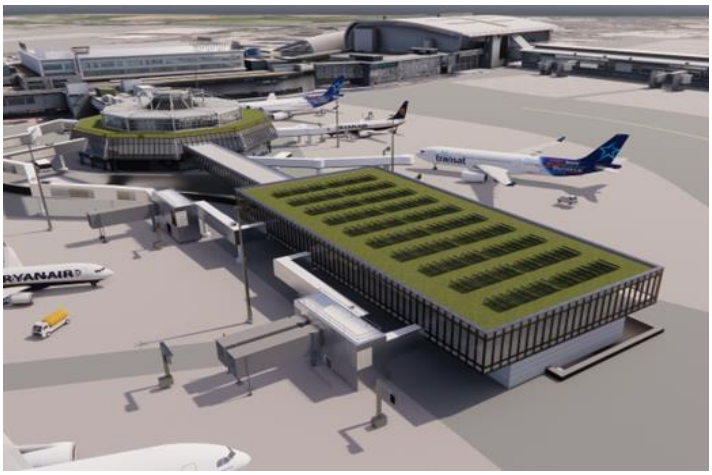
Additionally, there are projects to augment Piers 2 and 3 with "Bolt-On" extensions, which would provide additional gate space and better distribute hold room requirements to align with adjacent aircraft stands, allowing for unrestricted passenger access via airbridge.

Exhibit 4.12 – Pier 2 "Bolt On" Extension (Indicative)



Initially, we are only proposing to advance the feasibility and planning design during this regulatory period, with the option to progress to delivery should opportunities arise and only following further consultation through the StageGate process.

Exhibit 4.13 – Pier 3 "Bolt On" Extension (Indicative)



Pier 1 is set to undergo significant development and investment, with CIP27 proposing a complete extension of Pier 1 to the east. This will provide 14 additional contact gates and stands, along with bus gates at apron level, retail food and beverage options on the first floor, and a new airline lounge featuring a rooftop terrace on the second floor, albeit only covering a quarter of the pier's total length. The development of Pier 1 East will necessitate the relocation of Hangars 3, 4, and 5 to a new facility west of Runway 16/34.

Dublin Airport has included the associated enablement and apron costs in CIP27, while the actual hangars will be provided by third-party MRO tenants. Additionally, Pier 1 East will require the rehabilitation and extension of the North Apron, as well as the reconfiguration of centreline taxiways to extend the dual taxiway towards the east.

Furthermore, the Pier 1 East extension is proposed to be complemented by a smaller extension at the western end of the existing Pier 1.

Exhibit 4.14 – Pier 1 East (Indicative)



Exhibit 4.15 – Pier 1 East (Indicative)



Further enhancements to the airfield infrastructure in the Terminal 1 Zone encompass the establishment of a Consolidated De-icing Fluid and Equipment Storage area next to Apron 5H, and the introduction of a new GSE Charging Hub located south of the new Pier 1 East.

From a commercial standpoint, the projects feature a range of retail, food, and beverage and airline lounge fit-out initiatives designed to complement the shell and core spaces created by the Airport Development parent project, including Pier 1 East and the Bolt-ons of Pier 2 and 3. A previous project transitioning from CIP2020+ aims to refurbish the Old Central Terminal Building along with a project to expand the existing Platinum facility in Collinstown House.

Exhibit 4.16 – OCTB Refurbishment (Indicative)



Regarding improvements to public transport provisions, CIP27 has proposed a project to significantly enhance the bus infrastructure through the development of a new Integrated Transport Hub situated within the current Ground Transport Centre, with access via a direct pedestrian bridge from Terminal 1 through the existing Terminal 1 Multi-Storey Carpark Atrium.

The new Integrated Transport Hub will ensure adequate bus capacity until the arrival of Metro North, with the Metro Station being accessible through the same terminal link and via the new hub building.

From a security project standpoint, CIP27 suggests a continuation from CIP2020+ for the enhancement of the Terminal 1 glazed façade along the terminal kerbs to safeguard against vehicle-borne explosives. Additionally, it includes the provision of remote screening facilities to improve the screening process for passengers passing through Central Search.

From an asset management perspective, CIP27 has proposed a comprehensive suite of balanced initiatives designed to extend the asset life of Terminal 1 and its associated piers. Asset management initiatives include the enhancement and replacement of critical life safety systems, along with the replacement of outdated check-in and baggage handling systems, elevators, escalators, and mechanical and electrical systems.

Exhibit 4.17 – Integrated Transport Hub (Indicative)



In conclusion, Terminal 1 has undergone substantial improvements during the ongoing CIP2020+ phase, which includes upgrades to Central Search, Fast Track, the Retail Street, Pier 3 Immigration, and the Baggage

Reclaim Hall. As a result, the main objective in this new CIP period is to enhance the availability of contact gates and stands by developing new pier infrastructure.

Furthermore, there is an aim to create a variety of commercial and public transport opportunities while implementing several security projects to ensure that high levels of security and safety are maintained for both passengers and staff.

Exhibit 4.18 – CIP27 Terminal 1 Development Zone (Indicative)



1 – North Apron De-Icing Fluid 2 – Pier 1 East and North Apron GSE Hub 3 – Pier 1 West Extension 4 – Platinum Facility 6 – Pier 2 Refurbishment 7 – Pier 3 Refurbishment 8 – Integrated Transport Hub

Terminal 2

The Terminal 2 Zone includes potential developments related to the main Terminal 2 building, along with its associated Piers 4 and the South Apron as well as adjacent facilities such as the Terminal 2 Multi-Storey Carpark.

Terminal 2, which opened in 2010, offers a modern and efficient passenger experience. It serves as the base for Aer Lingus and Emerald, along with partner airlines such as British Airways, Iberia, and Vueling. Additionally, Terminal 2 accommodates long-haul carrier Emirates and various US carriers, including American, Delta, United, and JetBlue. This diverse array of airlines facilitates a combination of short-haul, transatlantic, and long-haul connections, all classified as full-service. Emirates, in particular, is recognised as a five-star airline, emphasising a premium passenger experience.

Terminal 2 aircraft operations encompass Pier 3 and Pier 4, along with the South Gates Passenger Boarding Zone, where JetBlue and Emerald primarily, utilise remote stands located mainly on the North Apron.

Additionally, Terminal 2 possesses a distinctive feature as it facilitates a considerable volume of transfer passengers connecting between the UK, Europe, and North America. It also offers the capability to pre-clear US-bound passengers from customs and immigration perspective in Dublin. This effectively allows US-bound flights to be treated as domestic flights, resulting in a more expedited arrival process for passengers on the US side, as they can bypass further immigration and customs checks.

The primary goal of the Terminal 2 Development Zone is to:

- Provide infrastructure to ensure safe and secure operations.
- Deliver sustainable and balanced enhancements to terminal facilities meeting projected demand through the new regulatory period with a particular focus on optimised transfer and US preclearance processes and an enhanced passenger experience.
- Deliver sustainable new and upgraded piers / stands supporting current and long-term growth.
- Ensure dependable continuity of operations through targeted asset replacement and upgrades.
- Provide the necessary infrastructure to facilitate commercial opportunities.

This unique selling point has significantly contributed to the growth of Terminal 2 since its opening. While the terminal and its supporting systems currently operate at an optimal service level, the addition of new routes or increased frequency by current and future airlines may place some facilities under pressure, necessitating intervention to maintain the same standards of service.

Consequently, CIP27 suggests a series of enhancements to the Terminal, along with the introduction of processor and pier extensions aimed at optimising existing processes, improving efficiency, and enhancing the passenger experience. These initiatives seek to streamline the transfer process for both passengers and baggage, while facilitating seamless connections between the US Pre-Clearance facility and the gates. All of this is to ensure that the processing infrastructure is equipped to handle peak demand during the upcoming regulatory period, as well as to establish a foundation for the airport's long-term ambitions.

Projects include the optimisation of the Terminal 2 check-in area, intially focused on the central section of the existing hall, to create space for additional check-in desks and self-service kiosks. To support this increased check-in capacity, CIP27 also proposes the optimisation of the existing baggage handling, screening, and sortation systems. This will enable load-sharing of sortation capacity between Terminals 1 and 2, as well as interventions to expand the CIP2020+ Early Bag Store and identify solutions to better utilise existing sortation carousels through greater flexibility between CBP and non-CBP operations.

In parallel with these interim check-in and sortation enhancements, we will further assess and develop the larger and more complex alternative longer-term option for the eastern expansion of the Check-in Hall and the associated Remote Sortation Building as presented during the consultation process.

Through further feasibility and value-engineering work, a more cost-effective solution may be identified. If feasible, and subject to funding within the regulatory period, this solution could either replace the interim measures or be presented as the next phased development in a future CIP period.

Exhibit 4.19 – Central Check-in Desk Expansion (Indicative)



Regardless of the outcome, both the interim and alternative long-term options will be presented for further consultation through the StageGate process, ensuring alignment with stakeholder priorities and regulatory requirements.

CIP27 also encompasses the rollover of the South Apron Hub development from CIP2020+. This project is significantly advanced and forms part of the Infrastructure Application currently under assessment by Fingal County Council.

The South Apron Hub has been reviewed and updated to align with evolving requirements, particularly in relation to sustainability, operational efficiency, and passenger experience.

The updated South Apron Hub comprises a new Pier 5, extending eastwards from Terminal 2. It will provide four Multiple Aircraft Ramp System (MARS) stands, capable of accommodating either four wide-body or eight narrow-body aircraft, all with dedicated gates and airbridge connectivity. Pier 5 will be developed over three levels, with the apron level designed to support apron bussing. The first floor will comprise contact gates capable of switching between EU and US operations, while the second floor will facilitate arrivals and provide space for plant and potential commercial opportunities, including additional airline lounge capacity.

To facilitate the construction of Pier 5, the existing South Gates Passenger Boarding Zone will require demolition, with a replacement facility provided along the southern edge of the expanded South Apron.

To augment the additional stand and gate capacity, an extension of the US Pre-Clearance facility is proposed and rolling over from our CIP2020+ submission. The proposed extension has been extensively reviewed and updated to reflect changes in both the Transportation Security Administration (TSA) screening process and operational requirements in general, as well as to further improve the passenger experience and provide efficient connections to the gate areas.

Exhibit 4.20 – South Apron Pier 5 (Indicative)



Exhibit 4.21 – Replacement South Apron Passenger Boarding Zone (Indicative)

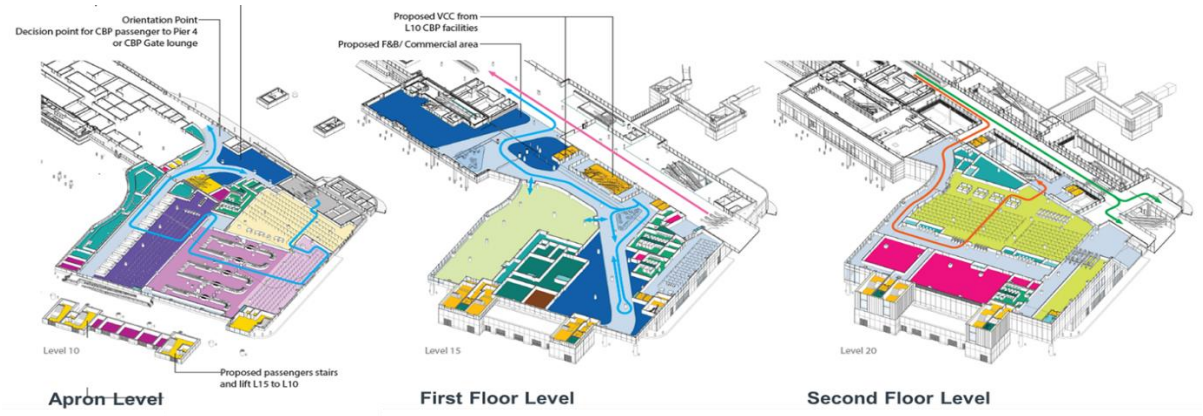


The updated US Pre-Clearance facility will consist of three levels; the apron level will facilitate the US Pre-Clearance process, after which all contact gate passengers will be directed to the first floor and into a new post US Pre-Clearance Mini International Departure Lounge environment, providing retail, food, and beverage options, as well as airline lounge opportunities, representing a significant improvement over the current Pier 4 offering. The first floor space will also include waiting areas for call to gate seating, a children's play area, dog welfare facilities, and restrooms, along with direct routes to both Pier 4 and Pier 5.

The second floor will accommodate a new transfer facility designed to serve both Pier 4, Pier 5, and the South Apron Passenger Boarding Zone, the latter via apron bus. This new facility will replace the existing Pier 4 transfer node, which will be repurposed and incorporated into the first floor post US Pre-Clearance Mini International Departure Lounge offering.

The new transfer facility will include sufficient processing capacity to meet demand over the upcoming regulatory period, as well as to ensure growth into the future through the provision of new e-gates and immigration booths, along with adequate queue and circulation space. The facility has been designed to optimise the transfer experience and process, aiming to reduce queue times and enhance the overall connection time for passengers.

Exhibit 4.22 –US Pre Clearance and Transfer Extension (Indicative)



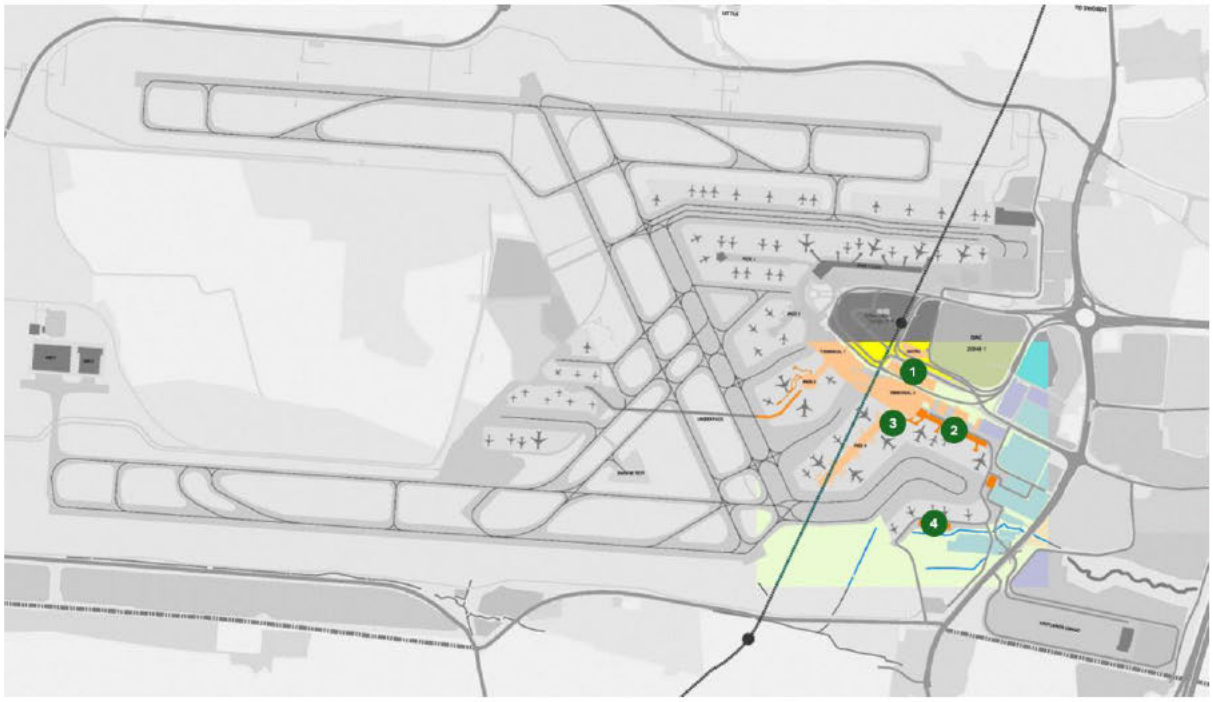
From a commercial standpoint, CIP27 proposes the development of a new airline lounges within the CBP extension and Pier 5, as well as the expansion and upgrade of existing Terminal 2 airline lounges towards the end of the upcoming regulatory period.

From an asset management standpoint, Terminal 2 has now attained the age of fifteen years, and certain systems, especially those related to the Baggage Handling and Conveying systems, are nearing the end of their operational lifespan. As a result, a series of projects will be progressed to replace and upgrade these systems where necessary. Additionally, structural repairs and repainting of the external canopies and the arrivals building at the kerb will be addressed, along with maintenance for lifts, escalators, life safety systems, toilets, and public-facing surfaces in general.

Additional related projects in the Terminal 2 area encompass the establishment of a South Apron De-Icing Fluid and Equipment Storage facility, as well as improvements to the Terminal 2 Energy Centre, heating, and cooling systems, particularly with the possibility of retrofitting a ground source heat pump system aimed at decarbonising Terminal 2 and decreasing the dependence on natural gas.

In conclusion, Terminal 2 continues to drive the airport's growth from both a transfer and US connection perspective. The majority of the Terminal 2 development zone projects included in CIP27 are rolling over from CIP2020+, demonstrating Dublin Airport's commitment to developing as a secondary hub airport.

Exhibit 4.23 – CIP27 Terminal 2 Development Zone (Indicative)



1 – Terminal 2 Internal Check-in Expansion 2 – Pier 5 3 – US Pre Clearance and Transfer Extension 4 – South Apron Extension and Passenger Boarding Zone

West Lands

The West Lands Development Zone primarily concerns airfield projects located about the centre of the airfield and to the west of our cross Runway 16/34.

The primary goal of the West Development Zone is to:

- Provide infrastructure and enhancements to ensure safe, secure and efficient airfield operations.
- Deliver sustainable and balanced enhancements to the existing West Apron.
- Ensure dependable continuity of operations through targeted asset replacement and upgrades.
- Provide the necessary infrastructure to facilitate commercial opportunities.

The West Lands Development Zone encompasses various initiatives aimed at optimising and enhancing safety while ensuring compliance with regulatory requirements. Airfield optimisation projects include the provision of additional fire response lane designed to enhance response times to the North Runway, a new hot fire training facility, as well as the installation of Universal Loading Devices (ULD) stillage at multiple locations and a dedicated demarcated parking area.

Furthermore, there will be general improvements to apron cargo operations, including the installation of ULD scales, equipment maintenance, and secure storage solutions. Plans also include the deployment of enhancements to the Airfield Ground Lighting (AGL) systems for both the North Runway and Taxiway Centre lines, along with the CIP2020+ rollover project to finalise the phased redesignation of the taxiway names.

Another project transitioning from CIP2020+ involves the enhancement and expansion of the central Code C Engine Test Facility to accommodate Code E wide-body aircraft. This will necessitate the extension of the paved area and the installation of additional jet blast fencing.`

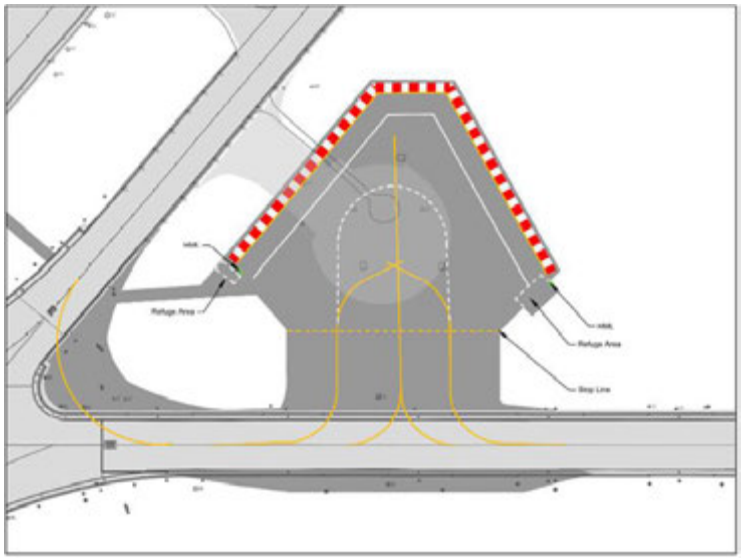
The existing West Apron will undergo general upgrades to all stands to ensure compliance with airport operational standards. This includes the phased delivery of Automated Docking Guidance Systems (ADVGS) and Fixed Electrical Ground Power (FEGP).

Many of these initiatives are proposed to enhance efficiency and safety, primarily aimed at reducing carbon emissions and minimising overall operational noise.

From a commercial project standpoint, a proposal is made to enable a site north of the Runway 10L threshold for MRO Hangar relocation. The CIP27 project will provide the necessary funding to ensure airside and landside access, as well as establish a serviced site in terms of utilities. The MRO relocation is essential to facilitate the demolition of Hangars 3, 4, and 5 located at the North Apron, making way for the proposed CIP27 Airport Development project Pier 1 East and associated stands.

From a security perspective, upgrades to the airfield perimeter fence and Intrusion Detection System are planned with the deployment of radar detection equipment.

Exhibit 4.24 – Widebody Engine Test Facility (Indicative)



A series of asset management initiatives, similar to those found in CIP2020+, will advance our phased ambition to rehabilitate apron, taxiway pavement areas, and airfield systems that are approaching the end of their functional life. This will involve upgrading these areas to comply with modern regulated standards, ensuring safe operations.

Key rehabilitation projects will encompass work on Taxiway S, which runs parallel to the South Runway, as well as enhancements to the airfield lighting and approach lighting systems.

Exhibit 4.25 – CIP27 Westlands Development Zone (Indicative)



1 – Wide Body Engine Test Facility 2 – North Apron MRO Relocations 3 – Dedicated Demarcated Parking Area

Campus

The Campus Development Zone encompasses the entire airport campus and the surrounding Dublin Airport owned lands, consisting of a suite of projects aimed at supporting the development initiatives included in this CIP27 submission. Additionally, it lays the groundwork for our long-term development vision.

The Campus zone also features a series of significant sustainability and social projects designed to make a substantial impact on our goal of reducing carbon emissions as we strive for net zero while achieving best in class from a mobility perspective. This effort is coupled with a commitment to protect our surrounding natural environment and habitats while being a good neighbour to the local communities.

The primary goal of the Campus Development Zone is to:

- Provide a backbone of upgraded and expanded sustainable and efficient utility and services infrastructure to support existing and future development.
- Provide a framework for the treatment of legacy environmental impacts.
- Provide initiatives aiming to regenerate and mitigate lost biodiversity and natural habits impacted by new and future development.
- Implement focused initiatives to enhance passenger and staff mobility.

CIP27 has proposed significant enhancements and expansions to the airport's terminal, pier, and airfield infrastructure, while also laying the groundwork for long-term terminal refurbishment, expansion, or replacement. Concurrently, Dublin Airport is striving to reduce its carbon footprint through a series of airfield optimisation projects aimed at decreasing taxi times, on ground aircraft engine, and auxiliary power unit utilisation, along with the implementation of more efficient methods for distributing aviation fuels, thereby minimising the need for large apron bowsers.

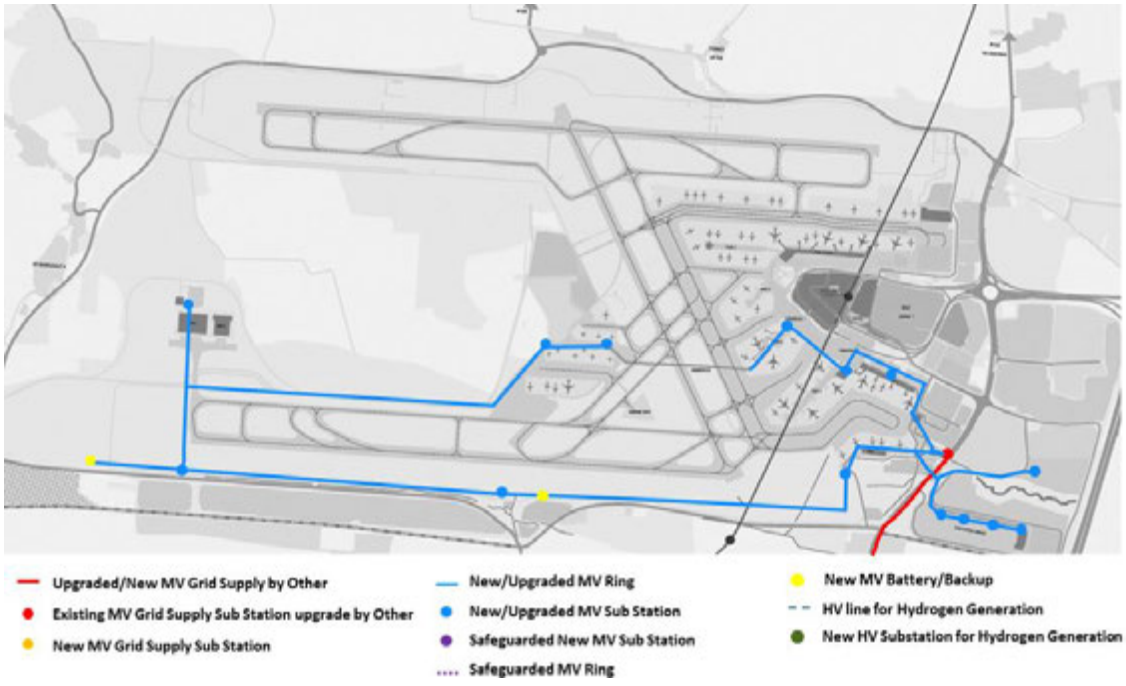
Additionally, Dublin Airport plans to replace heating and cooling systems throughout the campus buildings, which currently rely on fossil fuels, with electric equivalents sourced from both the grid and on-site generation. In tandem, we are establishing the necessary infrastructure to enable our airline partners, staff, and passengers to transition to electric vehicles.

To support the evolving building and energy utilisation environment, Dublin Airport has proposed a series of large overarching network projects. Initially scoped at a high level and presented in this CIP27 submission, these projects will progress through detailed assessments and feasibility studies before advancing for delivery in the upcoming regulatory period once approved.

Key network projects include the provision of an updated and expanded Medium Voltage and High Voltage electrical network, which encompasses the upgrade and installation of new substations, transmission systems, and potentially a second supply, all enhanced by more efficient integration and control of the on-site renewable systems.

Both the landside and airfield surface water, foul water, potable water, and fire hydrant networks will be upgraded and expanded, particularly towards the west, facilitating the new MRO Hangars.

Exhibit 4.26 – CIP27 Proposed MV/HV Network (Indicative)



From the perspective of apron standardisation, the continued rollout of our fuel hydrant network, transitioning from CIP2020+, is planned with the goal of enabling all stands in the east campus in a phased manner. Additionally, the deployment of Advanced Visual Docking Guidance, Fixed Electrical Ground Power, and on-stand charging for operational apron ground support vehicles is proposed, along with the installation of extra airside and apron CCTV to ensure safe oversight of operations.

These network projects primarily address existing aprons and encompass those initiatives not directly linked to a larger parent CIP27 proposed project, which themselves will include provisions for similar features. For instance Pier 1 East and Pier 5 which will incorporate these elements as standard.

Exhibit 4.27 – AVDGS Installation



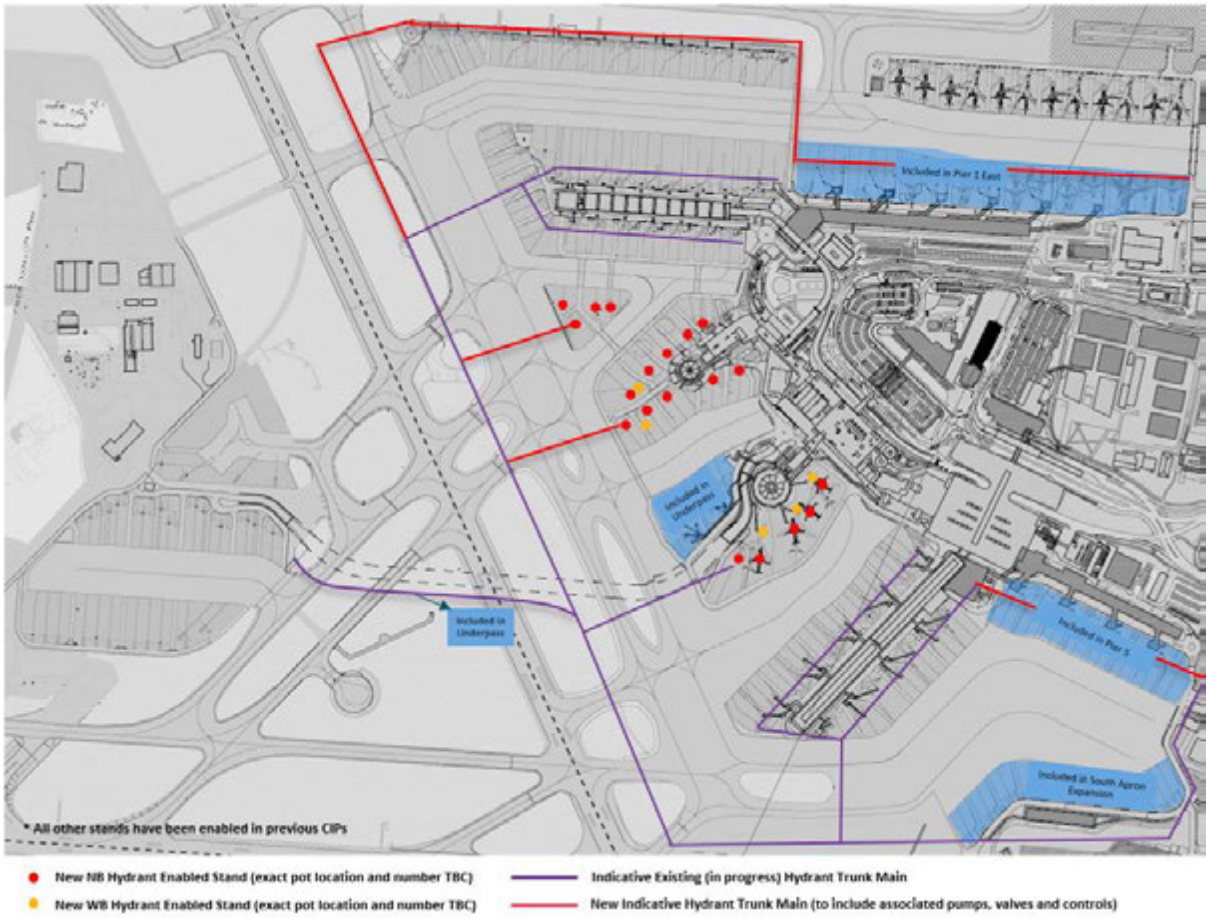
From a sustainability standpoint, projects encompass measures to mitigate impacts and additional monitoring to further manage aviation noise, as well as to shield local communities through the construction of acoustic barriers and earth berms, along with extra funding to support the ongoing implementation of home insulation upgrades.

Plans also include enhancements to biodiversity and the restoration of natural habitats, addressing both the loss of green fields and hedgerows, while also tackling legacy issues. Consequently, works planned for existing watercourses will involve river basin management and restoration efforts for the Santry River, Forrest Little, Sluice, and Mayne River, which will include tree planting to establish riparian buffer zones. The establishment natural habitats will be developed on land northwest of the airport, facilitating the planting of trees, hedgerows, and pollinator-friendly plants to encourage and establish species and enhanced biodiversity in these areas.

Exhibit 4.28 – Sluice River



Exhibit 4.29 – CIP27 Proposed Fuel Hydrant Network (Indicative)



Dublin Airport is committed to enhancing barrier-free mobility and access for all passengers and staff navigating through the campus, particularly those with reduced mobility or who require additional assistance during their journey. Consequently, CIP27 encompasses a range of projects aimed at improving various touchpoints, including initiatives to replace and upgrade pavement and transit space flooring, as well as enhancing wayfinding for individuals with impaired vision. The introduction of additional "Changing Places" toilet facilities, improved amenities for passengers with reduced mobility, including waiting areas and seating, is also part of this initiative.

Furthermore, the provision of airside dog welfare facilities, along with upgrades to automated doors, is planned. Specifically, from a mobility perspective, enhancements to the campus cycle path infrastructure and the provision of cycle parking are also on the agenda.

Finally, the advancement of projects during the current CIP period has revealed legacy issues related to soil contamination that Dublin Airport is required to address. Thus far, this unforeseen expense has been managed through the StageGate process, particularly concerning the work associated with the construction of Apron 5H and primarily regarding the removal of PFAS contaminated soil.

Legacy PFAS contamination is affecting the soil as well as ground and surface water on the Dublin Airport campus. The PFAS contamination at Dublin Airport mainly stems from the historical application of Aqueous Film-Forming Foam (AFFF) in the Rescue and Fire Fighting Services (RFFS) training grounds, at the former Fire Station, in the North Apron, and low levels of PFAS contamination have also been detected at other locations, including a former landfill site at Castlemoate House. Additionally, evidence is beginning to surface regarding PFAS contamination from non-firefighting sources, such as the use of PFECHS (perfluoro-4-ethylcyclohexane-sulfonate), an additive used in some aircraft hydraulic fluids to inhibit erosion in hydraulic systems.

Dublin Airport is committed to enhancing its current PFAS Management Programme, with initial results published in April 2024. The airport is adhering to the guidance set out in the EPA's Guidance on the Management of Contaminated Land and Groundwater at EPA Licensed Sites. The costs directly associated with construction activities have been captured within a single StageGate project to allow for clear and transparent monitoring of expenditure. The cost estimates are based on a desktop assessment and will be subject to detailed site surveys during the next design phase, with some elements potentially requiring further review through the StageGate process, similar to the approach adopted for Apron 5H, given the nature of the issue.

In all other areas of the campus, a project is proposed to address the remaining legacy risks, which will involve investigating migration patterns and PFAS remediation options, advancing site characterisation and assessment to a Detailed Quantitative Risk Assessment (DQRA), refining the Conceptual Site Model (CSM) to identify PFAS pollutant linkages (sources, pathways, and receptors), identifying a range of Corrective Actions (both short and long-term mitigation and remediation measures), and assessing feasibility. Additionally, trials of suitable remediation technologies will be completed, followed by the implementation and verification of corrective actions, and the development of an environmental data management solution with GIS/mapping capabilities; ultimately working towards PFAS removal or treatment on site.

4.6 Project Sheets

For each CIP27 project, we have created a corresponding summary project sheet. This document is intended to offer sufficient detail to describe the issue or opportunity and the proposed solution, while highlighting the essential functional deliverables, our anticipated high-level delivery program, estimated Level 1 costs categorised into construction, design, management, construction inflation and contingency.

Furthermore, the project sheets delineate the expected lifespan of assets from the perspective of the remuneration period, along with our recommended regulatory treatment for the project (i.e. Flexible or StageGate) and which projects should be consider Triggered or Non Triggered. They also present the cost certainty assumptions and relevant business plan metrics for the Commercial projects. A qualitative business case has been formulated for each of the sustainability initiatives, referencing the necessary mandates and any anticipated reductions in carbon or its equivalents, all of which contribute to our overarching objective of achieving net zero. In addition, the documents include sample drawings, photographs, and architectural presentations that aid in demonstrating the project's

objectives. The project sheets act as the public narrative for the project and are supplemented by Outline Functional Briefs, Drawings, and more comprehensive Level 3 Cost Plans. These supplementary documents are commercially sensitive have been provided to the IAA for a detailed assessment of scope and cost efficiency by their Independent Fund Surveyors (IFS).

Project Clustering

Several projects are interconnected, and if one progresses, it may necessitate the advancement of others (sometimes in part) due to their reliance on one another to ensure adequate complementary processing capacity, a consistent level of service, the fitting out of associated commercial spaces, the provision of essential utilities and services or the replacement of impacted habitats. The project clusters have been organised around the two primary anchor projects, namely, North Apron Development and South Apron Hub.

North Apron Development

Parent Project	**CIP27.02.02A**	**Pier 1 East**
	CIP27.02.02B	**MRO Relocation**
Compulsory Sub Project	CIP27.01.07	Biodiversity and Natural habitat (part of)
	CIP27.02.11	Fuel Hydrant Network (part of)
	CIP27.02.09	North Apron De-icing Storage
	CIP27.02.12	MV/HV Network Expansion (part of)
	CIP27.02.37	Foul Water Expansion (part of)
	CIP27.02.38	Hydrant Water Expansion (part of)
	CIP27.02.39	Potable Water Expansion (part of)
	CIP27.03.04	Airline Lounges (part of)
	CIP27.03.10	ARI Retail Projects (part of)

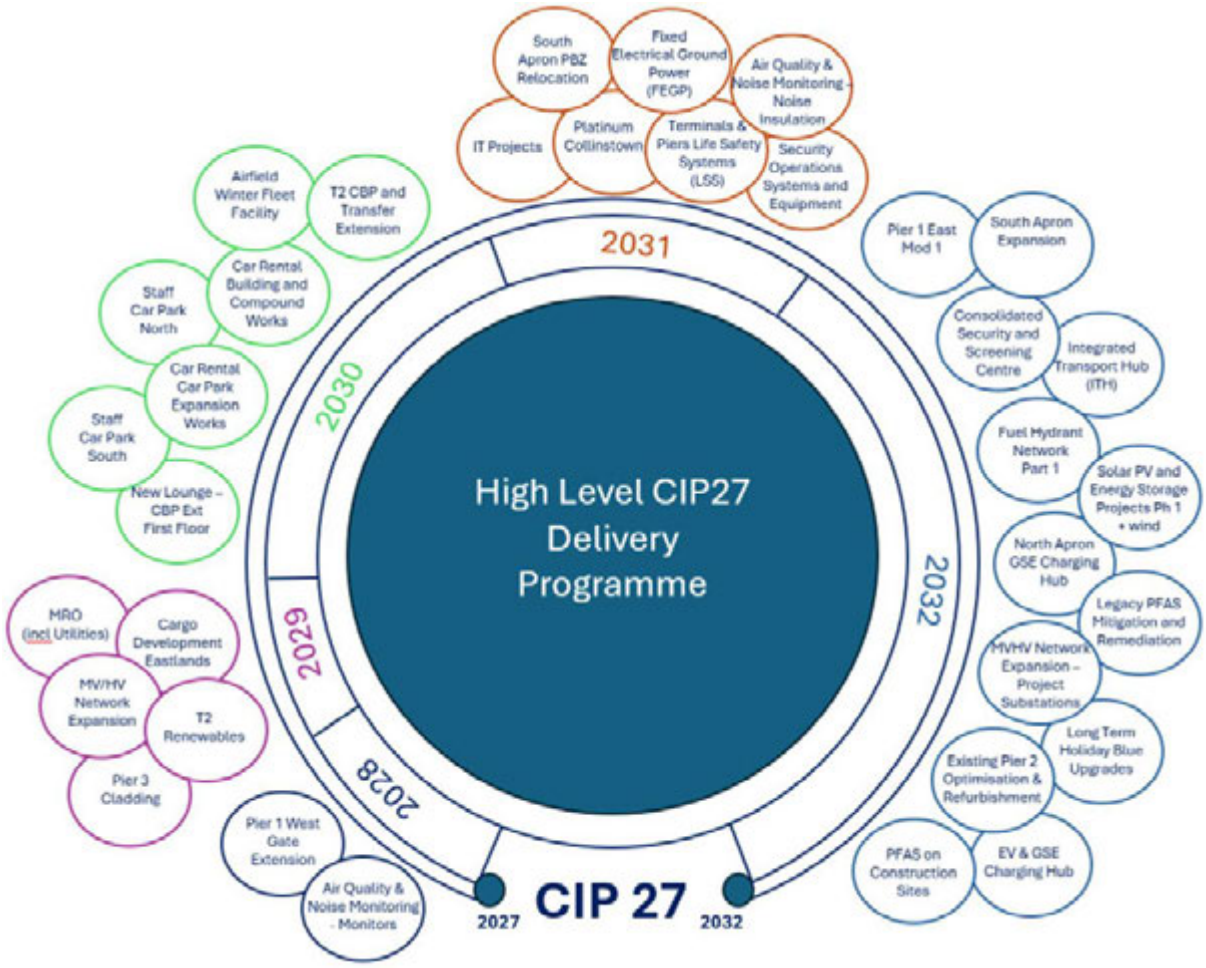
South Apron Hub

Parent Projects	**CIP27.02.05A**	**Pier 5**
	CIP27.02.05B	**South Apron Expansion**
	CIP27.02.04	**CBP and Transfer Extension**
	CIP27.02.43	**PBZ Relocation**
Compulsory Sub Project	CIP27.02.06	Eastlands Cargo
	CIP27.02.07	Gate Post 4 Relocation
	CIP27.02.12	MV/HV Network Expansion (part of)
	CIP27.02.31	Airfield Operational Projects (part of)
	CIP27.02.37	Foul Water Expansion (part of)
	CIP27.02.38	Hydrant Water Expansion (part of)
	CIP27.02.39	Potable Water Expansion (part of)
	CIP27.03.04	Airline Lounges (part of)
	CIP27.03.10	ARI Retail Projects (part of)

Delivery Programme

Each project sheet included in this report outlines a projected high-level delivery schedule, reflecting anticipated timelines for design, planning, and construction. These schedules are indicative at this stage and will be further refined and fully coordinated as the CIP27 programme progresses into delivery. The diagram below provides a summary overview of the key anchor projects and their target delivery dates, with more detailed Gantt-style delivery programmes presented in the introduction section of each project sheet.

Exhibit 4.30 – Anchor Project Delivery Programme



4.7 Sustainability and Environment Projects for Consideration

Within the 2026 consultation determination paper on airport charges at Dublin Airport, the IAA sets out the legislative and regulatory obligations requirements under sustainability. After an assessment of the mandated requirements from EU, Irish, and local government, the airport is putting forward a suite of sustainability and environmental projects that will allow us to deliver on these obligations and ensure that any related regulatory requirements are met.

One obligation highlighted by the IAA is the Climate Action and Low Carbon Development (Amendment) Act, 2021, which establishes a national climate objective for Ireland 'to reduce the extent of further global warming, pursue and achieve, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy'. This Act also includes a mandate for a 51% reduction in carbon emissions by 2030. Additionally, as this upcoming regulatory period will most likely include the requirements of Energy Performance of Building Directive (EPBD) Recast, it is to be expected, that the sustainability regulatory requirements are even further increased.

We are therefore suggesting the implementation of three significant decarbonisation initiatives, which together will result in a carbon reduction of around 3,900 tons per annum and will assist in meeting the related targets. These initiatives include:

- Solar PV and Battery Energy Storage (1,500t CO2 per annum)
- Campus Buildings retrofit programme (250t CO2per annum).
- Terminal 2 and Pier 1 Renewable Heating project (2,150t CO2 per annum)

In addition to carbon reduction, our sustainability and environmental suite of projects will mitigate the statutory requirements across a range of projects where loss of biodiversity and general water quality issues associated with proposed new infrastructure and current operations present a risk to the airport. These projects will provide compensatory habitat to offset construction works, maintain and improve the waterbody status of streams originating at the airport. Coordination of these works with wider community interests in the environs of the airport will provide added benefit to the airport operations.

Furthermore, we seek to continue addressing and mitigating airport noise impacts on the local community as required by the Dublin Airport Noise Act through the wider implementation of the mitigation measures set out by the Aircraft Noise Competent Authority. We also propose Improving mobility access for staff and passengers throughout the airport campus and terminal buildings.

Exhibit 4.31 presents nine projects, out of which two were split into two parts A and B, due to the different regulatory treatments. Five are proposed as StageGate and three as Trigger projects, where remuneration will only enter the RAB at defined trigger points. One of the projects is Deliverable-Noise Insulation Scheme. For each project, a proposed asset lifespan has been specified for the purposes of determining the remuneration period. Exhibit 4.32 presents a high-level delivery programme, outlining the indicative timeline for planning, design, construction, and target operational commencement.

Exhibit 4.31 –Sustainability and Environment Projects

Number	Project Title	Regulatory Treatment	Trigger Project	Asset Life Yr	Est Cost (millions)
CIP27.01.01	Terminal 2 and Pier 1 Renewable Heating	StageGate	Yes	30	€107.58
CIP27.01.02A	Charging Network	Flexible	No	20	€60.87
CIP27.01.02B	North Apron GSE Charging Hub	StageGate	Yes	20	€37.04
CIP27.01.03	Solar PV and Energy Storage	StageGate	Yes	20	€147.17
CIP27.01.04	Mobility and Accessibility	Flexible	No	10	€6.92
CIP27.01.06A	Air Quality and Noise Monitoring	Flexible	No	15	€18.18
CIP27.01.06B	Noise Insulation Scheme	Deliverable	No	5	€53.56
CIP27.01.07	Biodiversity and Natural Habitat Restoration	Flexible	No	20	€19.78
CIP27.01.08	Campus Buildings Sustainability Retrofits	Flexible	No	5-20	€19.26
CIP27.01.10	Landside Surface Water Compliance	StageGate	No	20	€25.94
CIP27.01.11	Legacy PFAS Mitigation and Remediation	StageGate	No	20	€172.87
				Total Trigger Projects	€291.79
				Total Non Trigger Projects	€377.37
				Envelope Total	**€669.16**

Exhibit 4.32 –Sustainability and Environment High Level Delivery Programme

CIP No.	Project	Design / Planning / Precurement	Construction	Operational	2027	2028	2029	2030	2031	2032	2033	2034
Sustainability & Environment Projects												
CIP27.01.01	Pier 1 Renewable Energy Upgrades	25-Jul-26	30-Jun-29	30-Jun-31								
CIP27.01.01	T2 Renewable Energy Upgrades	25-Jul-24	01-Jul-27	30-Jun-29								
CIP.27.01.02A	EV & GSE Charging Network	01-Jan-28	01-Jan-28	21-Dec-32								
CIP.27.01.02B	North Apron GSE Charging Hub	15-Jul-27	20-Jun-30	19-Jun-32								
CIP27.01.03	Solar PV & Energy Storage Projects	26-Nov-27	01-Jan-30	01-Jul-32								
CIP27.01.03	Solar PV - Rooftop solar	01-Jan-29	01-Jan-29	31-Dec-31								
CIP27.01.04	Mobility & Accessibility	01-Jan-28	01-Jan-28	31-Dec-31								
CIP.27.01.06A	Air Quality & Noise Monitoring - Monitors	01-Jan-27	31-Jan-28	30-Sep-28								
CIP.27.01.06B	Air Quality & Noise Monitoring - Insulation	01-Jul-27	01-Jul-27	31-Dec-31								
CIP.27.01.06B	Air Quality & Noise Monitoring - Berms	29-May-26	27-Sep-29	19-Jun-32								
CIP27.01.07	River Base Management & Restoration	01-Jan-28	01-Jan-28	31-Dec-31								
CIP27.01.07	Replacement of Lost Habitat	01-Jan-28	01-Jan-28	31-Dec-31								
CIP.27.01.08	Campus Buildings - Cloghran House	01-May-27	30-May-28	28-Jan-29								
CIP.27.01.08	Campus Buildings - L&side Maintenance	29-Jan-28	27-Feb-29	28-Oct-29								
CIP.27.01.08	Campus Buildings - Cargo 6	28-Oct-28	27-Nov-29	28-Jul-30								
CIP.27.01.08	Campus Buildings - Cargo 4 Unit 1	28-Jul-29	27-Aug-30	27-Apr-31								
CIP.27.01.08	Campus Buildings - Skybridge/ TASC Building	27-Apr-30	27-May-31	25-Jan-32								
CIP.27.01.08	Campus Buildings - Airfield Maintenance Base	26-Jul-30	25-Aug-31	24-Apr-32								
CIP.27.01.08	Campus Buildings Retrofit Fire Station	24-Oct-30	23-Nov-31	23-Jul-32								
CIP.27.01.10	L&side Surface Water Compliance	01-Jan-30	01-Jan-30	31-Dec-33								
CIP27.01.11	Legacy PFAS Mitigation & Remediation	01-Jan-29	01-Jan-29	31-Dec-32								

CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating

Project	**Terminal 2 and Pier 1 Renewable Heating**
CIP Number	CIP.27.01.01
CIP Roll Over	This project was previously presented and received approval as part of CIP2020, identified by the project number CIP.20.09.008, with a budget allocation of €121.1 million. The original project was established at a high conceptual level due to the necessity for research and feasibility to determine the most appropriate delivery methodology, along with exacting requirements and costs. The approved budget was thus derived following a balanced assessment by the IAA and their Independent Fund Surveys, serving as a placeholder and subject to further stakeholder consultation through the StageGate process as the requirements and designs became more certain. Since the original project was initiated, several feasibility studies have been conducted to ascertain the goals and achievable deliverables for replacing Terminal 2 and Piers 1 heating systems with a renewable form, thereby reducing the airport's reliance on fossil fuels. For the purpose of CIP27, a clean sheet approach has been adopted to rebase the scope and costings.

Element	Increase	Increase Percentage
CIP2020 Allowance	€121.1 m	
Increase/Decrease	-€13.6 m	
Clean Sheet Design	-€13.6 m	-
Updated Total Cost	**€107.6 m**	

Project Summary

To achieve the mandatory targets set out in the Climate Action and Low Carbon Development (Amendment) Act, Dublin Airport must reduce its scope 1 carbon emissions by 51% by 2030. Significant work has been achieved to date, with 34% emissions reduction baselined on average 2016- 2018, as of end 2024. However, to achieve the mandated reductions, Dublin Airport must transition Terminal 2 and Pier 1 off the fossil fuel heating and to a renewable heating source.

At present, as part of the current Terminal 2 Renewable Heating Feasibility project (CIP 2020+ regulatory period), Dublin Airport is undertaking works to determine the most suitable alternative renewable heating source for Terminal 2 and Pier 1. This feasibility study is completing investigations into both Ground Source (Geothermal energy) and Air Source Heat Pumps, to determine which technology provides the most suitable business case. The study also seeks to leverage existing assets that are not end of life and which can be retrofitted or refurbished to accommodate cleaner alternative fuels with reduced carbon impact. The use of this existing equipment will serve to provide additional resilience and peak capacity.

This project focuses on replacing fossil fuel-based systems in Terminal 2 and Pier 1 with low-carbon, renewable alternatives. Key components include the upgrade of the Terminal 2 Energy Centre, deployment of geothermal wells, well fields and their connections, and the installation and integration of heat pump technologies. Additionally, the project supports the transition to biomethane and/ or hydrogen for existing boilers and Combined Heat and Power (CHP) units, thereby utilising the remaining asset life of current infrastructure while reducing emissions.

Exhibit 1 *–Scope of this project- Terminal 2 and Pier 1*

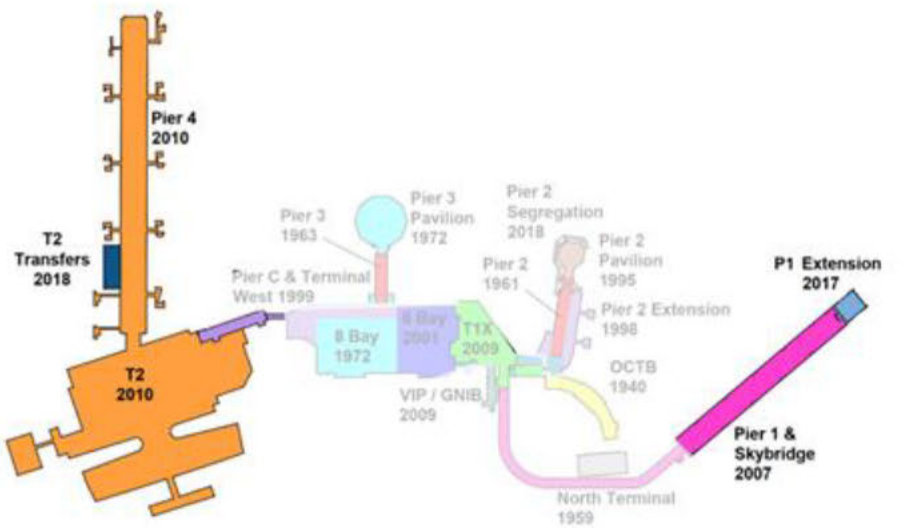


Exhibit 2 *– Geothermal drilling and sampling undertaken in the Eastlands*



Key Deliverables

1. Terminal 2 Heating System Upgrade

Terminal 2 Energy Centre will be upgraded to use Heat Pump technology, together with the necessary pipework and hydraulic distribution modifications, required to facilitate the new technology. Furthermore, any residual, control valves and heat exchangers remaining throughout Terminal 2 will also be upgraded to ensure optimum efficiency with the new technology. Dedicated Air Source Heat Pumps for domestic hot water production and associated secondary shunt pumps and related pipework and valves will be required. Existing natural gas boilers will also be replaced.

2. Pier 1 Plant Room Upgrades

A central part of this work is the decentralisation of Pier 1 from the existing Terminal 1 network. Inherent inefficiencies with the primary thermal generation and distribution equipment, coupled with the emissions reductions targets to 2030 mean, that Pier 1 plant

	room's pipework, heat exchanger, pumps, and ancillary equipment must either operate independently via a dedicated heat pump system or connect to the planned Pier 1 East heat pump system. **3. Deployment of Geothermal Wells within Dublin Airport Campus Lands** Pending selection of suitable heat pump technology, provision is being made for the well fields, their connections (geothermal piping) and installation of a number of modular arrays of shallow closed loop wells operating as part of a Ground Source Heat Pump system, to support the heating and cooling loads from Terminal 2, Pier 4, Pier 1 and Eastlands. This builds on the existing CIP project T2 Renewable Heat output. **4. New Energy Centre** New utilities plant(s) are required to collate and distribute the modular geothermal well arrays to their relevant heating zones. **5. Use of Biomethane/ Hydrogen** To maintain operational resilience, the existing 3 no. natural gas boilers and 1 no. Combined Heat Power unit in Terminal 2 will be partially upgraded and retrofitted to operate on biomethane and/or hydrogen. This will allow ongoing operation with reduced emissions while ensuring maximum benefit is leveraged from assets with remaining life.
Primary Drivers	Mandated Actions set out in the Climate Action and Low Carbon Development (Amendment) Act, enhanced passenger experience and operational efficiency in Terminal 2.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	30 Years
Business Case	**Mandatory requirements** Dublin Airport is mandated to reduce energy related GHG emissions by 51% in 2030, as per Climate Action and Low Carbon Development (Amendment) Act 2021, which is 8,769 tonnes CO2. This reduction is based on 2016-2018 Baseline. Furthermore, Dublin Airport is mandated to reach Net zero gas (GHG) emissions by 2050. The decarbonisation of electricity on the national grid is driven by the Irish government. The government aim is to have 80% of the electricity from the national grid powered by renewables by 2030, through large scale wind farms and solar farms. For this reason, Dublin Airport is not allowed to count the reduction in grid supplied electricity emissions towards our carbon target and must tackle the emissions Dublin Airport controls (scope 1), through heating and transport. While significant work has been achieved on decarbonising of transport, the total emissions from transport make up less than 10% of the total scope 1 emissions. Therefore, emissions from heating must be addresses if the 51% target is to be met. Using this knowledge, Dublin Airport developed our Carbon Reduction Strategy (CRS). The strategy presents our approach to decarbonise Dublin Airport and charts emissions reduction pathway to 2030, as part of an interim step in our transition to Net Zero Carbon (NZC) emissions by 2050. Phase 2 of the CRS sets out the need for the Terminal 2 sustainable upgrade. The natural gas used to heat Terminal 2 represents 40% of all-natural gas used by the airport and 15% of total carbon emissions.

It is estimated, that by delivering Terminal 2 Renewable Heating project, Dublin Airport could reduce carbon emissions by 1,656 tonnes of carbon per year. Additionally, this project includes Pier 1, with estimated annual carbon reduction of 494 tonnes.
Combined, these 2 elements provide for carbon savings of 2,150 tonnes per annum. GSHP implementation would represent 37% of Dublin Airport's 51% Scope 1 2030 reduction mandate.

Financial implications if not progressed

Failure to achieve the mandated targets may result in punitive penalties from the Irish Government and the EU. In addition to fines, failing to reduce emissions will also lead to higher costs for purchasing carbon credits.

Possibility to defer

As a high-profile organisation, Dublin airport must lead by example in decarbonisation. Transitioning away from fossil fuels in our heating is a visible and measurable contribution towards the 51% target and the EU's Fit for 55 package, therefore there is no opportunity to defer this project. The removal of fossil fuel heating is a critical, strategic, and finically sound project that will enable Dublin Airport to make significant progress towards a 51% carbon emission reduction by 2030. It is a practical step with long-term environmental, financial, and reputational benefits, and must be prioritised within the Airport's Sustainability Roadmap.

Other benefits

Work is currently underway to assess the operational savings that can be realised through a renewable heating system. Savings from avoidance of fossil fuel carbon taxes, energy efficiency from heat pumps due to the higher Coefficient of Performance (COP), and reduction in fluctuation of costs, are some of the operational savings we expect to see. Investment in renewables may be supported by national or international funding, which can lower capital expenditure. Dublin Airport recently secured funding under the Connecting Europe Facility (CEF) Alternative Fuels Infrastructure Facility (AFIF) programme to advance sustainable transport.

Delivery Programme	Planning	Construction	Operational
	Q3 2024	Q3 2027-Q2 2029	Q3 2029
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €150k - €200k per annum which comprises routine inspections, maintenance and a back-up fuel reserve.		
Planning Approval	Standard application		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Terminal 2 Renewable Heating			
	1	Design	€ 3.93	6%
	2	Management	€ 2.62	4%
	3	Construction	€ 43.68	63%
	4	Construction Inflation	€ 6.13	9%
	5	Contingency	€ 12.56	18%
		Element Total	**€ 68.93**	**100%**

	Pier 1 Renewable Heating				
	1	Design	€	2.20	6%
	2	Management	€	1.47	4%
	3	Construction	€	24.49	63%
	4	Construction Inflation	€	3.44	9%
	5	Contingency	€	7.04	18%
		Element Total	**€**	**38.65**	**100%**
		Project Total (Rounded)	**€**	**107.58**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.03m

CIP27.01.02A – Charging Network

Project	Charging Network
CIP Number	CIP.27.01.02A
CIP Roll Over	This project was previously presented and received approval as part of CIP2020, identified by the project number CIP.20.09.001, with a budget allocation of €87 million in total, with €78 millions allocated to the Charging Network. The original project was established at a high conceptual level due to the necessity for research and feasibility to determine the most appropriate delivery methodology, along with exacting requirements and costs. The approved budget was thus derived following a balanced assessment by the IAA and their Independent Fund Surveys, serving as a placeholder and subject to further stakeholder consultation through the StageGate process as the requirements and designs became more certain. Since the original project was initiated, several feasibility studies have been conducted to ascertain the goals and achievable deliverables for rolling out EV and GSE Charging across the campus. Some of the smaller initiatives have been advanced and will be completed by the end of the regulatory period. The studies have also allowed for preparation of much clearer definitions of scope and requirements for inclusion in CIP27 and to be deployed over the new regulatory period. Consequently, in relation to CIP27, a fresh perspective has been implemented to redefine the scope and cost estimates for the ongoing EV and GSE charging infrastructure, considering the most recent cost data and delivered in conjunction with the broader MV/HV Network Expansion initiative. A separate Trigger project for North Apron GSE Charging Hub is proposed under the project number CIP.27.01.02B.
Project Summary	Dublin Airport is actively collaborating with its aviation and transport partners to explore strategies for mitigating carbon emissions as well as satisfying the demand for electric vehicles (EV), inclusive of light fleet, buses and Ground Support Equipment (GSE) charging, both landside and airside. This shift towards a fully electric fleet is consistent with trends observed at other European and global airports. This project follows on the Airport Charging from the previous regulatory period, and supports Dublin Airport's Charging Strategy, delivering approximately 80 GSE, 20 airside EV and 135 landside EV charging points of various power output, with a mix of 12kW for GSE, 22kW and 150kW for electric vehicles and buses. It also supports Scope 3 carbon emission reductions and is aligned to Clean Vehicle Directive. Charging facilities will be provided in the area of Pier 1 East, South Apron, Airfield Maintenance Base, Eastlands Cargo, Terminal 1 and Terminal 2 Multistorey Car Hire Return, Car Hire Compound, Taxi Rank and both the public and staff car parks. Furthermore, a smaller hub is proposed in the west, to accommodate non passenger and cargo operations in the West Apron.

Element	Increase	Increase Percentage
CIP2020 Allowance	€78.2 m	
Increase	-€17.3 m	
Clean Sheet Design	-€17.3 m	-
Updated Total Cost	**€60.9 m**	

While Dublin Airport's strategy is to concentrate GSE charging in the hubs, it is envisaged, that the future Fixed Electrical Ground Power (FEGP) installation will allow for power sharing to charge the GSE.

All the charging units will be provided complete with cabling and associated infrastructure, inclusive of civil works. Upgrade and extension of the MV network is included in the separate CIP27 project.

Phased implementation of GSE and EV charging facilities throughout the airport campus is envisaged, executed with larger parent projects and, in certain instances, as standalone initiatives.

Exhibit 1 *– Dublin Airport proposed Charging Network (Indicative)*

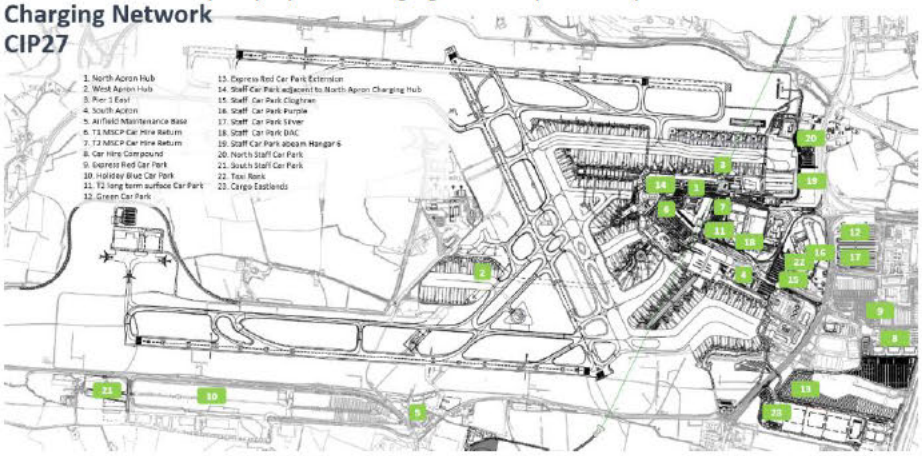


Exhibit 2*– Existing taxi rank 22kW charger, landside*



Key Deliverables

1. Pier 1 East

There shall be approximately 30 GSE charging spaces for small and medium GSE vehicles installed north of Pier 1 East with 12kW output as well as 5 dual 150kW EV bus charging, allowing for parking of 10 buses, east of Pier 1 East.

2. South Apron

There will be 20 dual 12kW chargers for GSE, allowing for 40 parking spaces located the area of the South Apron, with final location to be confirmed following detailed design of the South Apron Extension.

3. Airfield Maintenance Base

10 dual chargers with 22kW output, providing for 20 charging spaces, shall be installed at the Airfield Maintenance Base.

	4. Eastlands Cargo 12 EV chargers with 22kW output shall be installed at the Eastlands Cargo parking location, abeam proposed Block A buildings- Revenue, Mortuary and Border Inspection Post (BIP). **5. Car hire** Both, the Terminal 1 and Terminal 2 Multistorey Car Hire Return will be installed with 6 dual 22kW chargers at each of these two locations and 2 dual 150kW rapid chargers at the entry/ exit points for each location. There will be 10 dual 150kW rapid chargers for each of the 6 operators installed at the Car Hire Compound, with additional 2 dual 150kW EV bussing rapid chargers at the Consolidated Car Rental to service car rental centre. **6. Car parks** Each of the public car parks- Express Red, Express Red Extension, Holiday Blue, T2 long term surface and Green will be installed with 2 dual 150kW rapid chargers at the entry/ exit. Existing staff car park adjacent to the future North Apron Charging Hub will provide for 20 dual 22kW charging units. Existing staff car parks at Cloghran, Purple Car Park, Silver Car Park, DAC, and at Hangar 6 will be provided with 2 dual 150kW rapid chargers each. New North and South Staff Car Parks will also provide 2 dual 150kW rapid chargers each. **7. Taxi Rank** 4 dual 150kW rapid chargers will be installed in this location. **8. West Apron Charging Hub** This smaller hub is planned to feature approximately 30 charging spaces, providing for small and medium GSE with 12kW output. Moreover, there is a provision of 6 chargers for the EVs with 22kW output.
Primary Drivers	Reduction of carbon emissions, decreased airside noise pollution and improved air quality.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	20 Years
Business Case	**Mandatory requirements** As per Clean Vehicle Directive (CVD), 38.5% of light-duty vehicles, at least 15% of heavy-duty vehicles and 65% of buses procured must be clean, with half of these needing to be zero-emission from 2026. Clean vehicles are low-emission or zero-emission, utilising alternative fuels like battery-electric, hydrogen, natural gas, and sustainable biofuels. The EU (Energy Performance of Buildings) Regulations 2021 introduced mandatory EV charging infrastructure for new and majorly renovated buildings with more than ten parking spaces, supporting the EU's clean energy transition and decarbonisation goals. EU's Alternative Fuels Infrastructure Regulation (AFIR), which came into force in April 2024, mandates the installation of electric vehicle (EV) and hydrogen refuelling chargers. Non-residential buildings with more than 20 parking spaces are required to have at least one EV charging point.

Provision of electric charging network throughout Dublin Airport ensures compliance with the above mandatory requirements. This project will further ensure carbon emissions reductions in scope 3 towards Net Zero, which as an airport we are obliged to assist the third-party providers with.

Financial implications if not progressed

None

Possibility to defer

Due to the shift of the airlines and handling providers towards the electric vehicles on the airfield, it is not possible to defer the roll-out of the electric chargers on the airside. Similarly, to ensure fulfilment of the mandatory requirements and passenger/ staff demand for charging infrastructure, there is no opportunity to defer this project.

Other benefits

Additionally, this project will decrease airside noise pollution and improve air quality as per Dublin Airport's Air Quality Policy, which mandates that all airside fleet vehicles transition to electric models.

Delivery Programme	Planning	Construction	Operational
	Q1 2028	Q1 2028- Q4 2032	Q1 2033
Opex Impact	Subject to final design and installation of proposed scope, EV chargers could reduce operational expenditure by approximately €200 – €300k per annum which comprises routine inspections, maintenance and revenue from energy charges to customers.		
Planning Approval	Standard application		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Charging Network			
	1	Design	€ 4.66	7%
	2	Management	€ 2.86	5%
	3	Construction	€ 35.81	59%
	4	Construction Inflation	€ 6.71	11%
	5	Contingency	€ 10.83	18%
		Element Total	**€ 60.87**	**100%**
		Project Total (Rounded)	**€ 60.87**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 2.81m

CIP27.01.02B – North Apron GSE Charging Hub

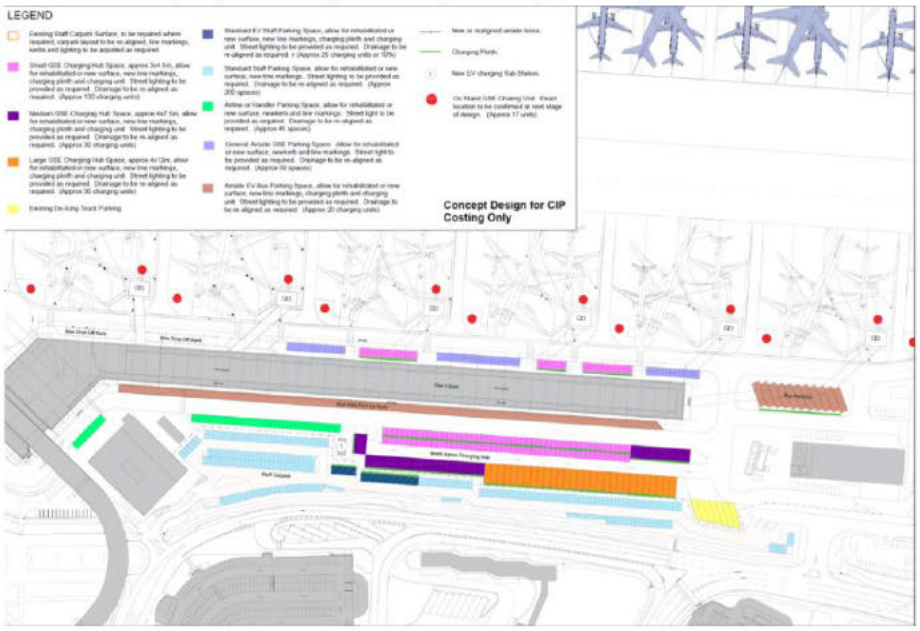
Project	**North Apron GSE Charging Hub**
CIP Number	CIP.27.01.02B
CIP Roll Over	This project was previously presented and received approval as part of CIP2020, identified by the project number CIP.20.09.001, with a budget allocation of €87 million, of which €8.8 million was allocated to the North Apron Charging Hub. The original project was established at a high conceptual level due to the necessity for research and feasibility to determine the most appropriate delivery methodology, along with exacting requirements and costs. The approved budget was thus derived following a balanced assessment by the IAA and their Independent Fund Surveys, serving as a placeholder and subject to further stakeholder consultation through the StageGate process as the requirements and designs became more certain. Since the original project was initiated, several feasibility studies have been conducted to ascertain the goals and achievable deliverables for rolling out GSE (Ground Support Equipment) Charging across the campus. After stakeholder engagement and further internal analyses, it is proposed, that the Dublin Airport GSE charging concentrates on a creation of a hub- like charging infrastructure, with the primary hub becoming North Apron GSE Charging Hub, proposed under this project. This project is proposed as a Trigger project, following upon a wider Charging Network CIP.27.01.02A and will be delivered with alignment and close coordination with Pier 1 East.

Element	Increase	Increase Percentage
CIP2020 Allowance	€8.8 m	
Increase	€28.2 m	
Clean Sheet Design	€28.2 m	100%
Updated Total Cost	**€37.0 m**	

Project Summary	Dublin Airport has analysed and reviewed the GSE charging requirements in collaboration with its Ground Support Operators to explore strategies for mitigating carbon emissions as well as satisfying the demand for Ground Support Equipment (GSE) charging. This shift towards a fully electric fleet is consistent with trends observed at other European and global airports. This project follows on the Airport Charging from the previous regulatory period, and supports Dublin Airport's Charging Strategy, which also proposes wider Charging Network via CIP27.01.02A. North Apron GSE Charging Hub proposes delivery of approximately 160 GSE chargers with various sizes of parking spaces, with 12kW output each. This project further supports Scope 3 carbon emission reductions and is aligned to Clean Vehicle Directive. The North Apron Charging Hub is designated to enhance operations at Terminal 1 and the eastern remote stands. While Dublin Airport's strategy is to concentrate GSE charging in the hubs, it is envisaged, that the future Fixed Electrical Ground Power (FEGP) installation will allow for power sharing to charge the GSE. All the charging units will be provided complete with cabling and associated infrastructure, inclusive of civil works. Upgrade and extension of the MV network is included in the separate

CIP27 project. It is envisaged that this project will be delivered with alignment and close coordination with Pier 1 East.

Exhibit 1 *– Concept layout sketch for North Apron Hub (Indicative)*



Key Deliverables

1. North Apron Charging Hub

The North Apron Charging Hub, partially designed on the existing landside staff car parking, abeam Gate Post 32, will feature approximately 160 charging spaces in total with a mix sized for various vehicle dimensions—small, medium, and large- for charging of GSE with 12kW output.

Primary Drivers

Reduction of carbon emissions, decreased airside noise pollution and improved air quality.

Regulatory Treatment

StageGate

Trigger Project

Yes

Asset Life

20 Years

Business Case

Mandatory requirements

As per Clean Vehicle Directive (CVD), 38.5% of light-duty vehicles, at least 15% of heavy-duty vehicles and 65% of buses procured must be clean, with half of these needing to be zero-emission from 2026. Clean vehicles are low-emission or zero-emission, utilising alternative fuels like battery-electric, hydrogen, natural gas, and sustainable biofuels.

Provision of electric charging network throughout Dublin Airport ensures compliance with the above mandatory requirements. This project will further ensure carbon emissions reductions in scope 3 towards Net Zero, which as an airport we are obliged to assist the third-party providers with.

Financial implications if not progressed

None

Possibility to defer

Due to the shift of the airlines and handling providers towards the electric GSE, it is not possible to defer the roll-out.

Other benefits

Additionally, this project will decrease airside noise pollution and improve air quality as per Dublin Airport's Air Quality Policy, which mandates that all airside fleet vehicles transition to electric models.

Delivery Programme	Planning	Construction	Operational
	Q3 2027	Q2 2030-Q2 2032	Q3 2032
Opex Impact	Subject to final design and installation of proposed scope, GSE chargers could reduce operational expenditure by approximately €10 – €15k per annum which comprises routine inspections, maintenance and revenue from energy charges to customers.		
Planning Approval	Standard application		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	North Apron GSE Charging Hub			
	1	Design	€ 2.77	7%
	2	Management	€ 1.70	6%
	3	Construction	€ 21.28	57%
	4	Construction Inflation	€ 6.44	17%
	5	Contingency	€ 4.85	13%
		Element Total	**€ 37.04**	**100%**
		Project Total (Rounded)	**€ 37.04**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 10.35m

CIP27.01.03 – Solar PV and Energy Storage

Project	Solar PV and Energy Storage
CIP Number	CIP.27.01.03
CIP 2020 Context	A similar project regarding extension of the initial phase of Solar PV was previously submitted and approved as part of CIP2020, designated by the project number CIP.20.09.006, with a budget allocation of €44 million. The CIP20 project consisted of three components: • 2MWp extension to the Phase 1 solar farm located south of the South Runway, to enable a combined generation of 9MWp. This element has been delivered. • An array of individual solar farm projects totalling 9.5MWp capacity. A further feasibility assessment for this proposal has been undertaken and a larger 14.4MWp solar farm is now proposed to be delivered in the northeast of the airport campus. This project is expected to progress through StageGate prior to CIP27. • A 2.5MWh battery energy storage system (BESS) to facilitate efficient energy release during peak load times when solar production is at its lowest. A feasibility study has been undertaken for this and a larger 5MWh to 10MWh BESS is now proposed to be delivered. This project is expected to progress through StageGate prior to CIP27. Further to the completion of the feasibility study, CIP27 has seized the opportunity to expand upon its energy-generating potential, given the new concerns regarding national grid energy supply constraints that are now being understood. The development of an on-site sustainable energy production is now deemed essential to bridge the gap between future demand and what can be expected from external third-party grid suppliers. Consequently, the CIP27 project proposes the following additional solar and battery energy storage developments: • New solar farm with a capacity of 11MWp proposed • Installation of rooftop solar panels over a number of existing campus buildings with a combined capacity of 1.6MWp • A new BESS with a capacity of 15MWh
Project Summary	Dublin Airport understands the global environmental and climate challenge; and has set clear and effective environmental sustainability and energy efficiency targets across the airport's campus. Dublin Airport's corporate strategy is to provide 20% of all electrical needs from onsite renewable energy, serving the dual purpose of ensuring targets are met and providing enhanced resilience and redundancy. Furthermore, constraints on electrical capacity from the National Grid can also be mitigated through the deployment of onsite renewable energy. This is particularly important, as the future forecasted load demands for Dublin Airport are confirmed by the distribution system operator (ESBN) as exceeding supply capability during peak times. The installation of additional solar PV, coupled with Energy storage and associated load demand controls, will increase the resilience of Dublin Airport's Medium Voltage network and assist in securing adequate power supply.

Continuing from the previous regulatory period, Dublin Airport will deliver Solar PV installation as a combination of car portals on section of existing Blue Car Park, and selected roof mounted panels, in phased delivery manner. Due to the variability and intermittency of solar power, this installation will necessitate the use of Energy Storage Systems of 15MWh to maximise the benefit and ensure optimum performance. Sizing energy storage on peak summer solar PV availability allows load demand shift during winter periods with associated resilience and cost benefits. Dublin Airport will expand on the on-site renewable energy generation by further Solar PV and Energy Storage installation, which will feature in the following CIP32 regulatory period, as a combination of car portals and green sites.

Additionally, Dublin Airport proposes renewable energy generation by wind trial and proof of concept, as part of this renewable energy initiative.

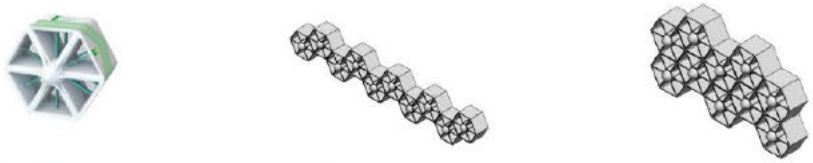
Exhibit 1 –Photovoltaic Farm Phase 1



Exhibit 2 – Battery Energy Rome Airport



Exhibit 3 – *Wind Energy Microgeneration Turbine Device and Possible Stacking Options*



Single 1kW hexagonal unit | Single stacked array | Double stacked array

Key Deliverables

1. Solar PV

It is proposed that the Solar PV installation is developed in phased delivery manner as required and possible and will consist of Car portals installation over existing Blue Car Park section, which will provide for 11MWp, as well as the rooftops of designated buildings. Buildings identified for possible roof installation, other than those included in the Campus Buildings Retrofits project are the 3 existing car hire buildings, Gate Post 9, Gate Post 1B, T2 multistorey car park roof and T1 8-bay roof. Combined, this roof top installation provides 1.6 MWp. Project costs will also include for metering and monitoring, together with all the associated civil and electrical works.

2. Energy storage

2MVa in total on a 4-hour storage option is proposed, totalling to 15MWh of energy storage will be delivered primarily by lithium-ion battery with potential for alternative battery technology, depending on proposed location and inherent aerodrome safety considerations. Additional capacity may be accommodated through the implementation of other solutions, such as hydrogen storage via electrolysis. Connection of the energy storage system to the MV network will also be included in the scope of this project.

	3. Wind Renewable Energy Generation Trial Dublin Airport is proposing a wind renewable energy solution trial, by installation of micro generation devices, which are designed to capture turbulent ground-level winds. This solution has no interference with airport communications, radar or navigational devices and the proposed installation is outside of runway restricted zone, in the airside grass area. Dublin Airport has undertaken wind mapping in September 2025, where several areas of potential installation were identified. Associated services and integration with Dublin Airport's electrical network, Solar PV and Battery Storage Installation will also be part of the trial.
Primary Drivers	Resilience and redundancy, maximising peak capacity and facilitation of carbon reduction targets and renewable energy commitments.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	20 Years
Business Case	**Mandatory requirements** Building Control Regulations require for new builds and refurbishments to provide renewable energy technology (to 10 or 20% depending on how efficient the design is) which translates to solar PV on existing buildings with excess of 2,000 sqm by the end of 2027, 750 sqm by end 2028, and 250 sqm by end 2030. The pathway for Dublin Airport meeting its statutory requirements as per Net Zero Carbon and SBTi ambitions for 2050 is directly connected to the Solar PV and Energy Storage and the 51% carbon reduction by 2030 with additional 6% by the end of CIP27 regulatory period, mandated by Climate Action and Low Carbon Development (Amendment) Act 2021. This project has potential to provide for 1,500 tonnes of carbon emissions savings per annum. Solar PV project proposes: - half of the Blue car park using car portals installation (site A9, 11MWp) with potential to provide 9,700,000 kWh/ annum and 1,283 tonnes of CO2 savings/ annum, - roof top installation on existing buildings (1,6MWp) with combined potential to provide 1,586,800 kWh/ annum and 210 tonnes of CO2 savings/ annum, - 15MWh battery storage. It is estimated that this project can deliver electricity of up to 11,286,800 kWh/ annum, which is equivalent to €11.8mil in 5 years regulatory period if this electricity was purchased from the grid and offers carbon reduction of just under 1,500t. Further carbon reductions can be achieved by implementation of Renewable Wind Energy, following a successful trial, in the next regulatory period together for another Solar PV and Energy Storage installation, which is envisaged to feature in the next CIP32 regulatory period. **Financial implications if not progressed** Failure to achieve the mandated targets may result in punitive penalties from the Irish Government and the EU. In addition to fines, failing to reduce emissions will also lead to higher costs for purchasing carbon credits. Non-compliance with Part L of the Building Regulations in Ireland, which mandates renewable energy integration, can result in fines of up to €5,000 per offense, prosecuted by

the Building Control Authority, with potential additional daily fines for continued non-compliance and legal action.

Possibility to defer

Due to the future energy demands of Dublin Airport predicted to exceed current supply during peak times and urgent need for additional supplementary power source(s), there is no opportunity to defer this project.

Dublin Airport currently receives a maximum of 13MW from its connection to the national grid. Discussions with the Distribution and Transmission System Operators (ESBN and Eirgrid) highlight constrained availability of load in the medium to short term of ~5MW.

This total load availability of 18MW is short of the predicted forecasted demand in the medium term. The balance of load can be partially mitigated through the continued deployment of on-site generation of power.

Other benefits

This project is a key enabler to allow for electrification of scope 1 emissions at Dublin Airport. Furthermore, it allows for 20% of electricity generation annually from renewable energy source as a commitment set up by Dublin Airport's ESG strategy and is part of Dublin Airport's decarbonisation strategy.

Solar PV and Energy Storage directly improves and ensures security of energy supply for Dublin Airport through generation of clean renewable energy on site and therefore enables sustainable growth at the airport. It also offsets the electrical capacity constraints from the National Grid.

This project also provides an effective hedge for energy costs by improving Dublin Airport's position on electricity cost and security of supply.

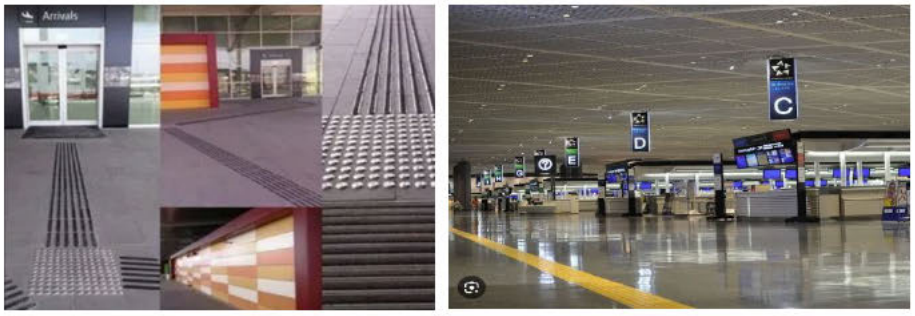
Delivery Programme	Planning	Construction	Operational
	Q4 2027	Q1 2030-Q3 2032	Q4 2032
Opex Impact	Subject to final design and operational planning, the proposed project has potential to generate a reduction in operational expenditures of approximately €1.0 – €1.5m per annum comprised of a reduction in energy use through a reduction in imported electricity. Energy generated by the PV farm will be used directly by the airport, any excess will be exported to the grid for commercial gain.		
Planning Approval	Standard application		
Cost Certainty	Class 4		

Level 1 Costs	Item	Description	Total (millions)	%
	Solar PV and Energy Storage			
	1	Design	€ 14.17	9%
	2	Management	€ 7.18	5%
	3	Construction	€ 89.76	61%
	4	Construction Inflation	€ 8.29	6%

	5	Contingency	€	27.78	19%
		Element Total	**€**	**147.17**	**100%**
		Project Total (Rounded)	**€**	**147.17**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 3.64m

CIP27.01.04 – Mobility and Accessibility

Project	**Mobility and Accessibility**
CIP Number	CIP.27.01.04
Project Summary	Dublin Airport has a duty to facilitate our part of the air travel journey for all passengers and meet the requirements set out in the EU Accessibility Act. The World Health Organisation (WHO) estimates that 16% of the world's population live with some form of disability. Dublin Airport wants to cultivate an environment where every traveller, regardless of their physical abilities feels welcomed. Dublin Airport will improve overall passenger experience by implementing various accessibility enhancements, such as upgrade digital and IT equipment in line with EU Accessibility Act requirements, embed Universal Design into future project through areas such as step-free access, additional resting areas and specialised wheelchair friendly facilities for passengers with reduced mobility. Our aim is to create an airport where passengers can independently make it through the airport onto their flight, without the need to rely on additional support. ***Exhibit 1*** *–Examples of tactile pavement at Perth Airport and colour differentiation at Nakita*  ***Exhibit 2*** *–Wheelchair accessible service desks – example of design used by Turkish airlines* 
Key Deliverables	**1. Replacement of Surfaces** Replacement of tile strip from Terminal entrance to Security in both terminals, to mark the direction of travel with distinct colour and texture to guide passengers with additional needs

	will be undertaken. Tactile flooring will be installed in Piers 2 and 4 injection points. Terminal ramps will be replaced with non-slip strips. The footpath strip from bus drop-off, through the Atrium, to Terminal 1 will also be replaced. Hard surfaces in transport links on campus, in terminals and piers will also be replaced with softer surfaces. Greenery, where possible and feasible, will be used, to decrease the stress of travelling for passengers with autism and non-visible disabilities. **2. Accessibility Enhancements** Works to provide for barrier- free movement throughout both terminals, from front doors to the aircraft by implementation of improvements like wide automatic doors supplemented by additional signage to facilitate independent access. Bathrooms across the campus will be retrofitted with changing facilities and stoma shelves. A new Dedicated Accessible Zone for passengers with reduced mobility will also be provided. Additional specialised resting areas for passengers with reduced mobility across both terminals will be installed, together with specialised wheelchair friendly desks. Piers 2 and 4 injection points will be upgraded with provision of additional signage, replacement of seating, installation of hydration stations and accessible bins, similar facilities will be provided for Pier 3 injection points. Landside waiting area in Terminal for Passengers with Reduced Mobility will also be refurbished, with installation of hydration station, accessible bins, wheelchair storage area, wheelchair seat demarcation for those waiting in own wheelchair as well as installation of information screens with security wait times. **3. Infrastructure Application Transport/ Cycling Infrastructure** As per our commitment in the Infrastructure Application, additional changing facilities and bike lockers will be provided to allow ease of access via cycling and walking for both staff and passengers, together with the cycle lanes enhancements. **4. Other Facilities** Existing sensory rooms and dog relief facility will be refreshed. Terminal 1 Atrium will be installed with new washrooms, which will include Changing Places and baby changing facility. **5. IT Technology** Audio and tactile user interfaces for Flight Information Displays (FIDs), bus timetables, gates, piers, and bathrooms, will be implemented. Dublin Airport will also provide for hearing loops, braille signage and applications for navigation and real-time assistance.
Primary Drivers	Aligned with EU Accessibility Act and Infrastructure Application, enhancements of overall travel experience, supporting passengers to independently travel through the airport and reduce reliance on assistance.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	10 Years

Business Case	**Mandatory requirements** As Ireland's primary airport, Dublin Airport must meet the evolving needs of all passengers, including those with disabilities and reduced mobility (PRMs). In line with the EU Accessibility (Directive 2019/882), which came into effect in 2025, the airport must upgrade its accessibility infrastructure, services, and digital interfaces. Full compliance with the EU Accessibility Act is mandatory for all public transport hubs by 2025. Investing in accessibility is not only a legal obligation but also a strategic opportunity to enhance passenger experience, foster inclusivity, and maintain competitiveness in the European aviation sector. **Financial implications if not progressed.** In Ireland, non-compliance with the European Accessibility Act (Directive 2019/882) can result in fines of up to €60,000 and/or up to 18 months imprisonment for summary convictions. Directors and officers of a non-compliant company can also face personal liability if the offence was committed with their consent or approval. Additionally, the National Disability Authority (NDA) is responsible for ensuring compliance, and consumers can take legal action against non-compliant organisations in the Irish courts. Leading on accessibility reinforces the airport's Environmental, Social, and Governance (ESG) credentials and supports national commitments to equality and inclusion. **Possibility to defer** Immediate action is recommended to initiate an accessibility improvement programme in collaboration with key stakeholders, including airlines, disability advocacy groups and regulatory authorities. Therefore, deferring this project is not recommended. **Other benefits** Over 15% of EU citizens live with a disability. A seamless, accessible journey enhances satisfaction, builds loyalty, and positions Dublin Airport as a welcoming, world-class facility. Enhancing accessibility is a key commitment of Dublin Airport's ESG strategy. Furthermore, improving accessibility broadens the airports and airlines customer base and can drive increased revenues from older travellers, PRMs, and families who benefit from enhanced mobility services. Initial investments are projected to yield long-term returns through increased passenger numbers, higher satisfaction ratings, and avoidance of non-compliance costs. EU funding or grants for accessibility enhancements may be available to offset implementation expenses.

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2028	Q1 2028- Q4 2031	Q1 2032
Opex Impact	Based on the details available, this project is not expected to generate any operational expenditure beyond that already incurred in relation to access and mobility assets.		
Planning Approval	Standard application if applicable.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Mobility and Accessibility			
	1	Design	€ 0	0%
	2	Management	€ 0.34	5%
	3	Construction	€ 5.74	83%
	4	Construction Inflation	€ 0.84	12%
	5	Contingency	€ 0	0%
		Element Total	**€ 6.92**	**100%**
		Project Total (Rounded)	**€ 6.92**	

CIP27.01.06A – Air Quality and Noise Monitoring

Project	**Air Quality and Noise Monitoring**
CIP Number	CIP.27.01.06A
Project Summary	Dublin Airport is committed to go beyond of what is required in planning conditions, in the efforts to mitigate the impact of noise on the local Dublin Airport communities and ensuring the high standard of air quality, in compliance with EU's Environmental Noise Directive, the revised Ambient Air Quality Directive, Clean Air Strategy for Ireland and Medium Combustion Plant Directive. Dublin Airport undertakes close monitoring of the noise by specialised noise monitoring terminals. This project will deliver an additional 5 no. mobile noise monitors taking the total to 10 and also includes for the relocation of 3 existing and installation of 2 new Fixed Noise Monitors. Furthermore, acoustic earth berms will be installed for North Runway (Runway 10L/28R), which will achieve a nominal reduction of ground/ start of roll noise between 1 and 3 dB. Deployment of wheels down camera monitoring and on-stand Auxiliary Power Unit monitoring will provide Dublin Airport the opportunity to measure ground-based noise. This project will also provide installation of 5 new continuous air quality monitors at strategic locations around the airport campus, aligned with runway operations and provision of 8 new emission monitors for equipment on-site, including Combined Heat and Power units, boilers and standby diesel generators as required by EU Medium Combustion Plant Directive. ***Exhibit 1*** *–Existing air quality monitors* 
Key Deliverables	**1. Noise Monitoring** Installation of 5 no. new mobile noise monitors and the relocation of 3 existing noise monitors in locations determined by the Noise Regulator (ANCA) to allow for increased monitoring of departures from Runway 28R (Ratoath/ Ashbourne environs), arrivals onto 10L (Ongar, Summerhill, Dunslaughlin), designated engine test sites, reverse thrust monitoring and other locations, based on the community engagement requirements. Installation of 2no new Fixed Noise Monitors will also be delivered by this project. **2. Acoustic Earth Berms** Acoustic earth berms will be installed at Runway 10L/28R (North Runway), which will achieve a nominal reduction of ground/ start of roll noise of order 1-3 dB.

	3. Ground Noise Monitoring Deployment of wheels down camera monitoring and on-stand Auxiliary Power Unit will provide Dublin Airport the opportunity to measure ground-based noise, integrating into existing Noise Monitoring and Automatic Visual Docking Guidance System (AVDGS). **4. Air Quality Monitoring** Installation of 5 new continuous air quality monitors at proposed locations- arrivals on Runways 10L and 28R, departures off Runways 28R and 28L, departures off Runway 34. **5. Equipment Emissions Monitoring** Installation of 8 new emission monitors from equipment on-site, including boilers in Terminal 1 Energy Centre, Combined Heat and Power units in Terminal 1 and Terminal 2 Energy Centres, Standby Diesel Generators in Terminal 2 and Standby Diesel Generators serving Terminal 1 as required by EU Medium Combustion Plant Directive.
Primary Drivers	Compliance with noise and air quality directives, supporting community engagement.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years
Business Case	**Mandatory requirements** ***Noise*** Environmental noise from major infrastructure including roads, railways and airports is governed by the EU's Environmental Noise Directive and requires Member States to prepare and publish, every 5 years, strategic noise maps and noise management action plans for transport noise sources. As part of Dublin Airport's ongoing Noise Mitigation Measures requirements, required by the Fingal Co. Council Noise Action Plan and the wider requirement to meet the Noise Abatement Objective set by the Aircraft Noise Competent Authority (ANCA), it is proposed to implement further noise monitoring and mitigations. The locations will be determined by the Noise Regulator ANCA and directed under the Dublin Airport Noise Act. ***Air quality*** The recast Ambient Air Quality Directive, approved in December 2024, will require additional/ enhanced air quality monitoring. Airports are referenced in the definition of 'air pollution hotspots' and are also referenced in the selection of sampling points, i.e., where the objective is to assess the contributions of industrial sources, ports or airports, at least one sampling point shall be installed downwind of the main source within the relevant predominant wind direction in the nearest residential area; where the background concentration is not known, an additional sampling point shall be situated upwind of the main source, relative to the relevant predominant wind direction; the sampling points may be sited such that the application of Best Available Technique (BAT) can be monitored. The Directive further outlines new monitoring requirements for pollutants of emerging concern including Ultra Fine Particles (UFP) with the objective of ensuring "that adequate information is available at locations where high concentrations of UFP occur that are mainly influenced by sources from air, water or road transport (such as airports, ports or roads), industrial sites or domestic heating."

2024 Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (EU/2024/2881) stipulates upcoming National Ambient Air Quality standards as per below: NO2 annual average: 20 µg/m3 / PM10 annual average: 20 µg/m3 / PM2.5 annual average: 10 µg/m3

Equipment Emissions

The Medium Combustion Plant (MCP) Directive aims to limit emissions from medium combustion plant, which are defined as those with a rated thermal input between 1 and 50 MWth. The MCP Directive requires monitoring of emissions (SO_2, NOx, dust, and CO) from medium combustion plants to ensure compliance with emission limit values (ELVs).

Financial implications if not progressed

Penalties for Irish semi-states that do not comply with the EU's Environmental Noise Directive are determined by the Irish courts or the European Court of Justice, and can include large fines, prison sentences for individuals responsible for the non-compliance, withdrawal of licences, or an obligation to restore the environment and compensate for damage. The Environmental Protection Agency (EPA) enforces environmental law in Ireland, while local authorities can prosecute for specific noise offences.

The requirement to monitor and report on air pollutant concentrations within the Dublin Airport environs is set out in Terminal 2 and North Runway Planning conditions. Planning conditions for further development on site is likely to contain requirements to ensure adequate monitoring of air quality.

The revised Ambient Air Quality Directive includes a provision for member states to establish penalties for infringements of the Directive which are effective and dissuasive and give regard to the impact on human health and the environment.

Penalties for failing to comply with the Medium Combustion Plant (MCP) Directive in Ireland include regulatory action by the Environmental Protection Agency (EPA), prohibition of operation, and the requirement to meet stricter new plant standards when failing to secure a permit or register a plant.

Possibility to defer

Due to the serious nature of both the noise and air quality from the mandatory perspective and extremely strong commitment given by Dublin Airport to the surrounding communities, there is no opportunity to defer this project.

Other benefits

This project is required to ensure compliance with Planning conditions on air quality and noise mitigations and feeds into the Dublin Airport's Noise Management Plan and ESG Strategy 2024- 2030.

Furthermore, there is an opportunity to re-use the on-site soil removed from various construction projects to use for construction of the acoustic earth berms.

Delivery Programme	Planning	Construction	Operational
	Q1 2027	Q1 2028-Q2 2032	Q3 2032
Opex Impact	Subject to the final number of monitors, the proposed project has resulted in a potential increase in operational expenditure of approximately €80k – €150k per annum which comprises routine inspections, periodic maintenance and calibration of sensitive equipment and protective enclosures.		

Planning Approval	Standard application if applicable.			
Cost Certainty	Class 5			
Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Noise Monitoring			
	1	Design	€ 0.09	5%
	2	Management	€ 0.03	2%
	3	Construction	€ 1.50	74%
	4	Construction Inflation	€ 0.22	11%
	5	Contingency	€ 0.17	8%
		Element Total	**€ 2.02**	**100%**
	Acoustic Earth Berms			
	1	Design	€ 0.44	5%
	2	Management	€ 0.15	2%
	3	Construction	€ 7.31	74%
	4	Construction Inflation	€ 1.09	11%
	5	Contingency	€ 0.83	8%
		Element Total	**€ 9.82**	**100%**
	Ground Noise Monitoring			
	1	Design	€ 0.10	5%
	2	Management	€ 0.03	2%
	3	Construction	€ 1.66	74%
	4	Construction Inflation	€ 0.25	11%
	5	Contingency	€ 0.19	8%
		Element Total	**€ 2.23**	**100%**
	Air Quality			
	1	Design	€ 0.10	5%
	2	Management	€ 0.03	2%
	3	Construction	€ 1.73	74%
	4	Construction Inflation	€ 0.26	11%
	5	Contingency	€ 0.20	8%
		Element Total	**€ 2.32**	**100%**
	Equipment Emissions			
	1	Design	€ 0.08	5%
	2	Management	€ 0.03	2%
	3	Construction	€ 1.33	74%
	4	Construction Inflation	€ 0.20	11%
	5	Contingency	€ 0.15	8%
		Element Total	**€ 1.79**	**100%**
		Project Total (Rounded)	**€ 18.18**	

CIP27.01.06B – Noise Insulation Scheme

Project	Noise Insulation Scheme
CIP Number	CIP.27.01.06B
Project Summary	Following on from the Air Quality and Noise Monitoring project CIP.27.01.06B, Dublin Airport is committed to minimising the noise impact of its operations on local communities and therefore is proposing to continue several Noise Insulation Schemes, aligned to and in compliance with Aircraft Noise Competent Authority (ANCA) and Fingal County Council (FCC). As part of the North Runway Planning Conditions, there were two Dublin Airport's residential noise mitigation programme, comprising of the Residential Noise Insulation Scheme (RNIS) which provides for the full property noise insulation and the School Insulation Scheme (SIS). These schemes were introduced to improve the sound insulation performance of eligible dwellings in the direct vicinity of the airport via a reduction in indoor noise levels in the range of 5 to 10 decibels through the provision of insulation upgrades. Separately, Dublin Airport has enhanced these schemes with the Home Sound Insulation Programme (HSIP) which covers areas impacted by general operations. Additionally, as part of the latest An Coimisiún Pleanála North Runway Relevant Action (NRRA) Direction, Residential Sound Insulation Grant Scheme (RSIGS) was introduced to mitigate the night-time noise impacts of the airport's operations on local communities. This scheme offers a grant of up to €30,000 per household for noise insulation measures and it is designed to improve the sound insulation performance of bedrooms in eligible houses through provision of specific insulation measures. A reduction in indoor noise levels of at least 5 decibels is targeted through these upgrades. Expert acousticians and installers carefully assess each eligible house's building envelope to determine the specific needs of each property to enhance sound performance in its bedrooms. Noise insulation measures may include: • Replacement of external windows (and doors, if applicable) of bedrooms to improve sound insulation • Installation of acoustic vents in bedrooms that allow ventilation while reducing internal noise levels • Installation of chimney dampers (if applicable) in bedrooms to minimise noise entering through chimneys • Installation of attic insulation This project is proposed with Deliverable regulatory treatment, meaning that Dublin Airport will complete this project within the approved allowance, and if not advanced, the allowance will not be redistributed. A new application will be made in the following Regulatory period for those elements that are not delivered in CIP27.

Exhibit 1 *– RSIGS Contour (in purple) with properties eligible for grant versus RNIS Contour (in blue) displaying properties eligible for full insulation (Indicative)*



Key Deliverables	**1. Noise Insulation Scheme** 21 properties are estimated to avail of Residential Noise Insulation Scheme/ Home Sound Insulation Programme. As per the Coimisiún Pleanála (ACP) NRRA Direction issued in July 2025, up to 1,100 properties will be eligible under the Residential Sound Insulation Grant Scheme. This project also includes Biennial Review Performance Upgrades following statutory reviews scheduled for 2026, 2028 and 2030 and Schools Insulation Scheme (SIS).
Primary Drivers	Compliance with noise regulations and mandates, aligned to community commitments.
Regulatory Treatment	Deliverable
Trigger Project	No
Asset Life	5 Years
Business Case	**Mandatory requirements** Environmental noise from major infrastructure including roads, railways and airports is governed by the EU's Environmental Noise Directive and requires Member States to prepare and publish, every 5 years, strategic noise maps and noise management action plans for transport noise sources. As part of Dublin Airport's ongoing Noise Mitigation Measures requirements, required by the Fingal Co. Council Noise Action Plan and the wider requirement to meet the Noise Abatement Objective set by the Aircraft Noise Competent Authority (ANCA) and An Coimisiún Pleanála North Runway Relevant Action (NRRA) Direction, the continuation of the Noise Insulation Schemes is mandated and therefore required. **Financial implications if not progressed** Failure to meet Dublin Airport North Runway planning conditions, particularly regarding noise, would likely result in a significant reduction in night-time flight capacity (11 pm–7 am), severely impacting operations. This would directly result in reduced routes, increased fares, loss of passengers, jobs and would reduce the value from the airport's operations to the Irish economy. **Possibility to defer** Due to the serious nature of the noise from the mandatory perspective and extremely strong commitment given by Dublin Airport to the surrounding communities, there is no opportunity to defer this project.

Other benefits
This project is required to ensure compliance with Planning conditions and feeds into the Dublin Airport's Noise Management Plan and ESG Strategy 2024- 2030.

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	Inspections associated with the noise insulation are expected to increase operational expenditure by €90 - €120k per annum.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	Description	Total (millions)	%
	Noise Insulation Scheme			
	1	Design	€ 1.58	3%
	2	Management	€ 1.58	3%
	3	Construction	€ 39.42	74%
	4	Construction Inflation	€ 5.88	11%
	5	Contingency	€ 5.11	9%
		Element Total	**€ 53.56**	**100%**
		Project Total (Rounded)	**€ 53.56**	

CIP27.01.07 – Biodiversity and Natural Habitat Restoration

Project	Biodiversity and Natural Habitat Restoration
CIP Number	CIP.27.01.07
Project Summary	In order to support the airport's growth, several green and brownfield sites will be developed into aprons, taxiways, aircraft stands and commercial properties, such as car parks. Compensatory habitat involves creating new habitats to ensure that biological communities can relocate to a suitable nearby location either in-situ or ex-situ. Critical to ensuring successful planning applications is the need to complete a dedicated natural habitat replacement programme. The habitat replacement program is proposed as part of this regulatory period and identifies the development of a Biodiversity Enhancement Plan, from which multiple sites will be identified for delivery on a staged basis, to ensure demonstration of biodiversity net gain, as projects are brought forward for completion. These areas will be planted with trees, hedgerows and pollinator friendly vegetation to enhance the biodiversity value of these locations. This project aims to deliver biodiversity net-gain and enhanced carbon sequestration, by introducing biodiversity promoting interventions and integrating soil health analysis, pollinator monitoring, remote sensing, eDNA sampling, and native wild bee hives as living sensors to monitor impacts. Planned developments within this regulatory period have been estimated to constitute of approximately 55 hectares (135 acres) of lost habitat. Dublin Airport is proposing phased approach to replace this lost habitat with the first phase included in the CIIP27 regulatory phase, which will be further followed in the next regulatory periods. 20 hectares (50 acres) of land, which is just under 40% of the total estimated habitat lost due to the CIP27 development (135 acres) are proposed for the biodiversity development. These lands are predominantly agricultural fields in Dublin Airport's ownership, extending in the area to the northwest, at the Runway 10L threshold, offer the progressive opportunity to develop a range of landscape interventions that would significantly contribute the overall biodiversity net gain requirement. In addition to meeting our ambitions to create biodiversity enhancements, this area affords the ability to provide community amenities that enhance health, wellbeing and strengthens ecological and community connections in an area significantly affected by airport operations. ***Exhibit 1*** *– Proposed area for Biodiversity Enhancements (Indicative)* 

Furthermore, dedicated river base management works for watercourses downstream of the airport boundary are proposed for the Santry River, Forrest Little/ Sluice, Kealy's, Mayne River and Cuckoo Stream. These works will support the mitigation of airport operations (mainly de-icing) on the relevant catchment areas and thereby assist in improving the status of each stream as required by the EU's Water Framework Directive. Currently, airport operations have an effect on the river basins that represents a risk in terms of obtaining positive planning permission decisions.

Exhibit 2 *– Examples of possible biodiversity intervention*



Exhibit 3*– Rivers surrounding Dublin Airport and in scope of this project*

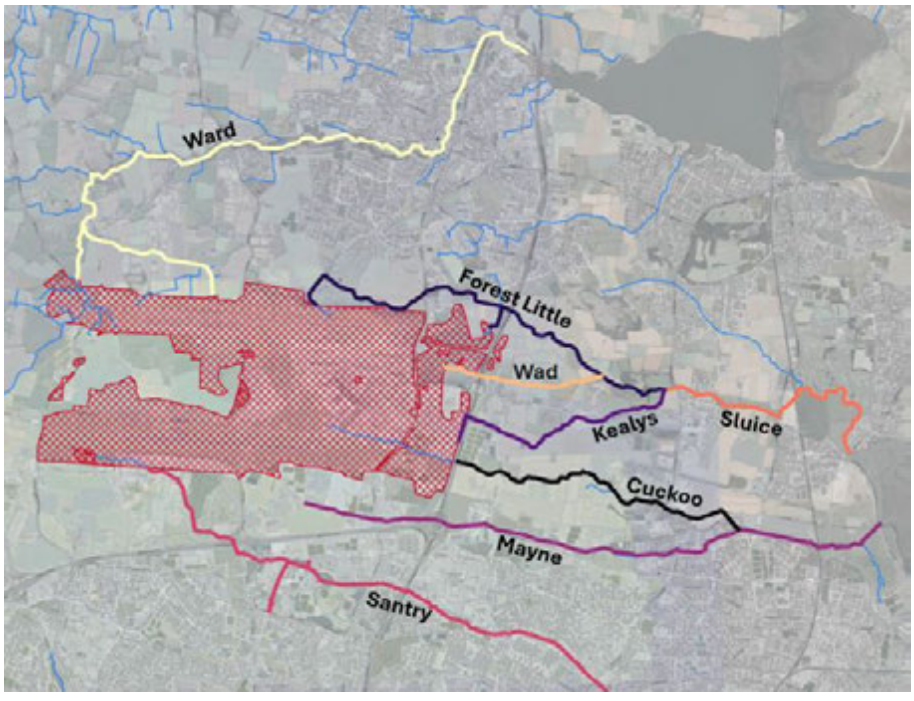


Exhibit 4– *Example of full river restoration where woody dams were used to push river water into its original course on the floodplain*



Key Deliverables

1. Replacement of Lost Habitat

Creation of dedicated natural habitat replacement programme, based on a Biodiversity Enhancement Plan will be delivered. Local biodiversity assessment will include a thorough survey of the existing biodiversity, identifying key species, habitats, and ecological processes and an assessment of current threats and vulnerabilities. Biodiversity Action Plan and its ongoing monitoring and evaluation will be implemented.

Potential works on proposed 20 hectares (50 acres) site could include ground scrapings to create wetlands, sapling woodland creation, biodiverse wildflower grasslands, existing woodland management regime, localised habitat creation, creating or strengthening native hedgerows, creation of mature woodland areas, informal mown paths, grasslands/ loose fill path network across a proportion of the site area, informal seating areas and similar.

Close coordination with stakeholders will be required for this project and hazardous bird activity will be closely monitored and mitigated.

Land purchase outside of Dublin Airport's boundary might be required, if proposed areas cannot be established into the new biodiversity corridors or are found unsuitable.

2. River Base Management and Restoration

Dublin Airport will engage with The Local Authority Waters Programme (LAWPRO) to create a dedicated river basin management works including Instream enhancements and/or riparian management, where possible, for the Santry River, Forrest Little/ Sluice, Kealy's, Mayne River and Cuckoo Stream. There are significant restoration opportunities across 33.86km of the total catchment(s) length of 52.07km, as per below table.

While this opportunity to undertake actions from Riparian Management to Full River restoration works do not directly aid growth and capacity, they facilitate Water Framework Directive compliance. These opportunities will be further explored in this CIP27 regulatory period and some of them implemented.

Total length (km)

		Ward	Mayne	Forest Little	Wad	Kealys	Sluice	Cuckoo	Santry	Total
1	Full river restoration	8.22	5.77	6.22	1.66	3.13	4.11	3.48	1.27	33.86
2	Instream enchancements and riparian management	2.03	1.20	0.00	0.00	0.00	0.00	0.00	0.00	3.23
3	Instream enchancements	0.59	0.42	0.00	0.00	0.00	0.00	0.00	0.00	1.02
4	Riparian management	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	No improvement possible	0.46	0.98	0.34	0.55	0.43	0.00	1.01	0.50	4.26
6	Existing Santry river restoration and greenway masterplan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.71	9.71
	Total length (km)	11.31	8.36	6.56	2.21	3.56	4.11	4.49	11.48	52.07

Primary Drivers

Compliance with planning requirements, positive impact on local communities, supporting carbon reduction.

Regulatory Treatment

Flexible

Trigger Project

No

Asset Life

20 Years

Business Case

Mandatory requirements

Under the EU Biodiversity Strategy for 2030, Ireland's National Biodiversity Action Plan 2023-2030 and Fingal Biodiversity Action plan 2023-2030, Dublin Airport has the responsibility to create and enhance habitat for nature to thrive and eradicate the use of herbicides in management activities where a viable alternative exists.

Compensatory habitat refers to measures taken to offset the impacts of developments or activities at the airport campus on natural habitats, particularly those effecting the Natura 2000 network.

The Habitats Directive mandates that such compensatory measures be implemented when significant adverse effects on Natura 2000 sites are unavoidable. The proposed compensatory measures are designed to mitigate any impacts. Based on an avoid, minimise, mitigate and offset principle, it is proposed that new habitats, restoring degraded habitats, or improving the quality of existing habitats is completed with specific measures determined on a case-by-case basis relevant to individual projects.

EU Water Framework Directive requires member states to protect and improve the quality of all waters, including rivers, lakes, groundwater, and coastal waters, to achieve and maintain "good ecological status" and that there is no deterioration in existing status, via River Basin Management Plans.

Financial implications if not progressed

Penalties for a semi-state's non-compliance with the EU Biodiversity Strategy for 2030 are not explicitly defined but are a consequence of the state's overall failure to meet EU targets. Ireland would face financial penalties, including the potential to purchase emissions credits from other member states, which will then be passed down to non-compliant entities.

Semi-state bodies in Ireland face financial penalties and other sanctions for non-compliance with the Habitats Directive. These penalties can include significant fines, court-ordered costs for investigation and prosecution, and in cases of systemic failure to uphold the Directive,

potential infringement proceedings by the European Commission, which can lead to financial penalties being imposed on the State itself.

Non-compliance with the EU Water Framework Directive (WFD) can lead to severe penalties, including fines of up to €15 million and/or imprisonment for up to 10 years, as per the European Communities (Water Policy) Regulations 2003, which gives the Directive legal effect in Ireland. The Environmental Protection Agency (EPA) enforces these regulations through investigations, compliance notices, and potential prosecutions.

In addition, the European Commission can also take action against Ireland for non-compliance with its WFD obligations, as seen with the infringement procedures for urban wastewater treatment.

Possibility to defer

Since early 2024 there have been increased regulatory requests for Dublin Airport to complete Biodiversity Impact Assessments and demonstrate Biodiversity Net Gain during planning applications. While there is currently no national or EU guidance on Biodiversity Net Gain, many county, city or local development plans now include commitments to implementing Biodiversity Net Gain for new developments.

In general terms, Biodiversity Net Gain is an approach to planning and development that aims to ensure developments leave the natural environment in a measurably better state than it was before.

Going forward, to obtain planning permission for airport development, habitat creation and enhancement will be a requirement, which is also aligned to the mandatory requirements listed above. Therefore, there is no opportunity to defer this project.

Other benefits

This project is fully aligned with and supports the Sustainable Development Goal (SDG) 15- Protect, restore and promote sustainable use of terrestrial ecosystems, sustainable manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.

This project will also have positive impact on local communities and provide carbon offset opportunities.

There are four surface waterbodies draining Dublin Airport campus. These are the Mayne, Santry, Ward and Sluice rivers. The receiving waters in the vicinity of Dublin Airport have downstream connectivity with designated European sites, including the Special Protection Areas (SPA) and Special Areas of Conservation (SAC) in Baldoyle Bay, North Dublin Bay and North Bull Island, and Malahide Estuary.

Delivery Programme	Planning	Construction	Operational
	Q1 2028	Q1 2028-Q4 2031	Q1 2032
Opex Impact	The creation of new biodiversity areas by Dublin Airport will be managed and maintained by the airport. While the precise scope of maintenance has yet to be finalised, it is expected to include grass cutting, routine inspections, water quality testing of rivers, and boundary maintenance. The annual cost of these activities is estimated to be between €20,000 and €45,000.		
Planning Approval	Standard application if applicable.		

Cost Certainty	Class 5			
Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	River Base Management and Restoration			
	1	Design	€ 0.42	3%
	2	Management	€ 0.50	4%
	3	Construction	€ 8.40	65%
	4	Construction Inflation	€ 1.29	10%
	5	Contingency	€ 2.33	18%
		Element Total	**€ 12.94**	**100%**
	Replacement of Lost Habitat			
	1	Design	€ 0.22	3%
	2	Management	€ 0.27	4%
	3	Construction	€ 4.44	65%
	4	Construction Inflation	€ 0.68	10%
	5	Contingency	€ 1.23	18%
		Element Total	**€ 6.84**	**100%**
		Project Total (Rounded)	**€ 19.78**	

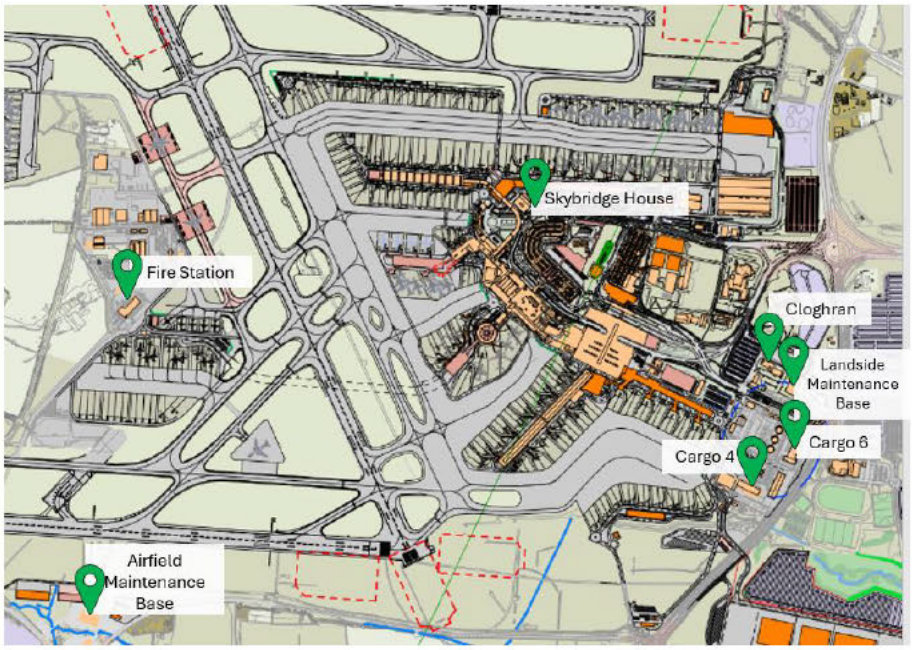
CIP27.01.08 – Campus Buildings Sustainability Retrofits

Project	Campus Buildings Sustainability Retrofits
CIP Number	CIP.27.01.08
Project Summary	To achieve the mandatory actions set out in the Climate Action and Low Carbon Development (Amendment) Act, Dublin Airport must reduce its scope 1 carbon emissions by 51% by 2030. While the Terminal 2 Renewable Heating projects will deliver the biggest reduction in emissions towards this target, there is still a gap remaining to achieve the 51% carbon reductions. To close this gap to target, Dublin Airport must retrofit nine campus buildings on site, with seven of these being in scope of this project. The buildings selected have been chosen for two reasons: 1. To reduce scope 1 emissions, the buildings must be under Dublin Airports controls. Buildings that are fully leased to third party tenants fall under scope 3 emissions and therefore could not be selected. 2. The energy efficiency of the building was also considered. The worst energy performing buildings with the largest energy consumption assets were selected as they provide the largest carbon reduction. These buildings are the worst energy performing, and the largest energy consumption assets within the wider Built Environment and include Cloghran House, Landside Maintenance Base, Cargo 6, Cargo 4 Unit 1, Skybridge/ TASC Building, Airfield Maintenance Base and Fire Station. Additionally, essential energy and core compliance upgrade works to the Castlemoate House and Collinstown House are included in the two separate CIP27 projects- Aviation Security Training Organisation Relocation and Platinum Services Collinstown House Upgrade. These retrofits will improve the buildings' energy rating and performance, and support Dublin Airport's targets of achieving Net Zero carbon emissions by 2050. In addition, they represent a key part of achieving the Public Sector climate targets for carbon reduction (reduction of Scope 1 by 51%), energy efficiency improvement and minimum sqm uplift of Built Environment to Near Zero Building Energy Standard across the airport's campus by 2030. These requirements are mandated by the Climate Action Plan and NewEra Climate Action Framework. The upgrade works will include alternative renewable technology installation, such as heat pumps and solar PV. Systems controls, boilers upgrades and heat recovery will be installed, together with insulation and windows upgrades where practicable. As the campus buildings are in operation, the upgrade interventions will be carefully planned to minimise disruption to business activity as much as possible.

***Exhibit 1** –Dublin Airport Fire Station Building*



***Exhibit 2** –Site layout of the 7 campus buildings (Indicative)*



Key Deliverables

1. Cloghran House

Existing gas boiler will be replaced with VRF units with heat recovery, the windows will be reconditioned, and insulation to the ceiling and external walls installed. Building Management system (BMS) will be upgraded. Solar PV system will be installed on the roof of the building. Additionally, hot and cold aisle configuration and cold air containment in the data centre will be implemented.

2. Landside Maintenance Base

Existing gas boilers will be replaced with VRF units and a heat pump for hot water will be installed. Old windows will be replaced, with other windows and doors serviced and insulation to the ceiling and walls will be installed. Building Management system (BMS) will be upgraded. Solar PV system will be installed on the roof of the building.

3. Cargo 6

Existing gas boiler will be replaced with VRF units, the windows will be replaced, and insulation to the ceiling and internal walls installed. Building Management system (BMS) with radiator zones, Energy Monitoring and AC Controllers will be installed. Solar PV system will be installed on the roof of the building.

	These works on the Cargo 6 building are dependent on a separate CIP27 project Fuel Farm Expansion, and therefore this building might be demolished if progressed through to the next CIP period. **4. Cargo 4 Unit 1** Existing gas boiler will be replaced with VRF units, external windows will be upgraded and insulation above ceiling tiles and external walls installed. Lagging on hot water cylinders will be increased. Building Management system (BMS) with radiator zones, PIR control for lighting and link to air-conditioning will be installed. and Solar PV system will be installed on the roof of the building. **5. Skybridge/ TASC Building** Existing gas boiler will be replaced with heat pump and the VRF controls will be centralised and optimised. Windows will be reconditioned and insulation above suspended ceiling tiles installed. Solar PV system will be installed on the roof of the building. **6. Airfield Maintenance Base** Existing gas boiler will be replaced with VRF and electric radiators, electric calorifier will be replaced with under-sink heaters. Doors and windows will be reconditioned and ceiling and cavity wall insulation installed. Temperature zone controls will be installed and BMS controls optimised. Solar PV system will be installed on the roof of the building. **7. Fire Station** Heat pump will be installed for space heating and a hybrid heat pump for domestic hot water. Windows will be replaced or reconditioned and the insulation above suspended ceiling and cavity walls installed. Solar PV system will be installed on the roof of the building.
Primary Drivers	Directly supports achievement of mandated 51% carbon reduction target, aligned with the requirements of the NewERA Climate Action Framework and supports transition to Net Zero Carbon by 2050, replacement of end-of-life assets, improvement of thermal efficiency of the selected campus buildings.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	Between 5 and 20 years.
Business Case	**Mandatory requirements** To meet Ireland's mandatory targets of reducing greenhouse gas emissions (GHGs) by 51% by 2030, Dublin must take decisive action and reduce scope 1 emissions. As a high-profile organisation, the airport must lead by example in decarbonisation. Transitioning away from fossil fuels in our heating is a visible and measurable contribution towards the 51% target and the EU's Fit for 55 package. The renewable heating project for Terminal 2 will deliver the majority of the carbon reductions to achieve the 51% target. However, even this large infrastructure project is not enough to reach the 51%, a reminder to us of the large and challenging scale of this carbon target. To bridge this gap, Dublin Airport must retrofit nine campus buildings on site, transitioning them off natural gas to a clean renewable energy source. Considering the retrofit works could provide up to 40% carbon emissions reduction after the implementation, it is estimated, that the combined carbon emissions reduction from these 9

buildings is 250 tonnes of CO2/ annum. This project will also meet the requirements of the Energy Performance of Buildings Directive (EU/2024/1275, EPBD), which is due to come into effect May 2026, specifically, the renovation of the 16% worst-performing buildings by 2030 and of the 26% worst-performing buildings by 2033 and support the new EU Directive 20023/1791, the energy efficiency Directive, which sets out an obligation for the whole public sector to achieve an absolute energy consumption each year of 1.9% (vs 2021 baseline). The Directive also required member states to renovate each year at least 3% of the total floor areas of buildings owned by public bodies to at least nearly zero buildings (NZEB).

Financial implications if not progressed

Failure to achieve the mandated targets may result in punitive penalties from the Irish Government and the EU.

Possibility to defer

The removal of fossil fuel heating is a critical, strategic and finically sound project that will enable Dublin Airport to make significant progress towards a 51% carbon emission reduction by 2030. It is a practical step with long-term environmental, financial, and reputational benefits, and should be prioritised within the Airport's sustainability Roadmap. Therefore, there is no opportunity to defer this project.

Other benefits

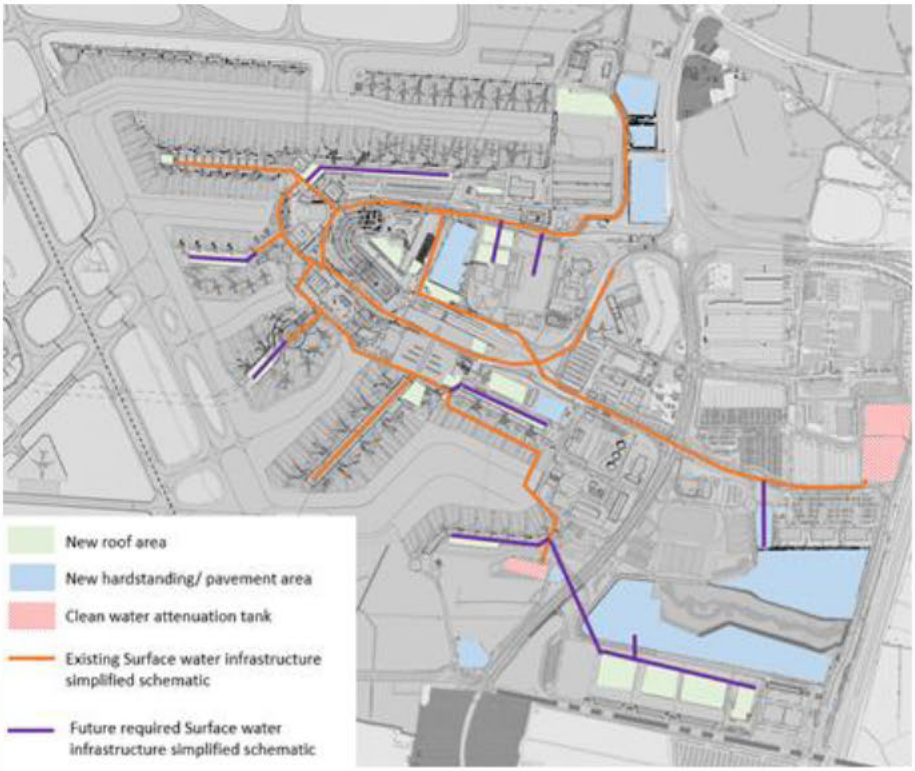
Energy Audits are currently underway to assess the operational savings that can be realised through the campus retrofits. Savings from avoidance of fossil fuel carbon taxes, energy efficiency from heat pumps due to the higher Coefficient of Performance (COP), and reduction in fluctuation of costs, are some of the operational savings we expect to see. Investment in renewables may be supported by national or international funding, which can lower capital expenditure. Dublin Airport recently secured funding under the Connecting Europe Facility (CEF) Alternative Fuels Infrastructure Facility (AFIF) programme to advance sustainable transport.

Delivery Programme	Planning	Construction	Operational
	Q2 2027	Q2 2028-Q2 2032	Q3 2032
Opex Impact	Subject to final retrofit design, the proposed project has resulted in a reduction in operational expenditures of approximately €100k – €200k per annum comprised of a reduction in energy use through increased thermal performance and energy efficiency in mechanical and electrical systems.		
Planning Approval	Standard application if applicable.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Cloghran House			
	1	Design	€ 0.35	10%
	2	Management	€ 0.12	3%
	3	Construction	€ 2.07	57%
	4	Construction Inflation	€ 0.44	12%
	5	Contingency	€ 0.64	18%
		Element Total	€ **3.62**	**100%**
	Landside Maintenance			
	1	Design	€ 0.32	10%

2	Management	€	0.11	3%
3	Construction	€	1.84	57%
4	Construction Inflation	€	0.39	12%
5	Contingency	€	0.57	18%
	Element Total	**€**	**3.23**	**100%**
Cargo 6				
1	Design	€	0.22	10%
2	Management	€	0.08	3%
3	Construction	€	1.31	57%
4	Construction Inflation	€	0.28	12%
5	Contingency	€	0.40	18%
	Element Total	**€**	**2.29**	**100%**
Cargo 4 Unit 1				
1	Design	€	0.19	10%
2	Management	€	0.06	3%
3	Construction	€	1.08	57%
4	Construction Inflation	€	0.23	12%
5	Contingency	€	0.33	18%
	Element Total	**€**	**1.90**	**100%**
Skybridge/ TASC Building				
1	Design	€	0.21	10%
2	Management	€	0.07	3%
3	Construction	€	1.21	57%
4	Construction Inflation	€	0.26	12%
5	Contingency	€	0.37	18%
	Element Total	**€**	**2.12**	**100%**
Airfield Maintenance Base				
1	Design	€	0.17	10%
2	Management	€	0.06	3%
3	Construction	€	0.98	57%
4	Construction Inflation	€	0.21	12%
5	Contingency	€	0.30	18%
	Element Total	**€**	**1.71**	**100%**
Fire Station				
1	Design	€	0.43	10%
2	Management	€	0.15	3%
3	Construction	€	2.51	57%
4	Construction Inflation	€	0.53	12%
5	Contingency	€	0.77	18%
	Element Total	**€**	**4.38**	**100%**
	Project Total (Rounded)	**€**	**19.26**	

CIP27.01.10 – Landside Surface Water Compliance

Project	**Landside Surface Water Compliance**
CIP Number	CIP.27.01.10
Project Summary	Drainage activities at Dublin Airport are subject to the requirements of a legislative framework, which places a particular emphasis on environmental compliance. There are 50 No. attenuation systems throughout the airport campus, dispersed between the landside and airside catchments of the airport. This project is one of the next steps for implementation, as part of Dublin Airport's Drainage Masterplan, which covers both surface and foul water for future expansion. Expansion and upgrade to the existing services managing the landside surface water and roof run-off will be required due to the development projects in this regulatory period to the east of the campus, such as Pier 1 East, Pier 5, Integrated Transport Hub, Screening and Logistics Centre, T2 Sortation Building and new hardstanding, such as car parks. The surface water management system will include new network collection and conveyance, as well upgrade works to the existing infrastructure, in order to manage the increased demand on the surface water systems. The proposal focuses on the assessment of existing network and attenuation storage for future developments in the eastern campus area. It is envisaged that the implementation will be undertaken in phases and delivered in parallel with other development projects, where possible. ***Exhibit 1*** *– High-level schematic Landside Surface Water Compliance project (Indicative)* 

Key Deliverables	**1. Model Update** Validated Hydraulic model was delivered as part of Drainage Masterplan scope, which includes the entire campus from capacity point of view. All recently delivered and future proposed projects will be integrated into this model and capacity constraints, and trunk main issues will be identified. **2. Existing Infrastructure Upgrades** Upgrade works, including replacement and expansion of the surface water network will be undertaken. The total length of the existing stormwater network in the eastern campus is approximately 42.6 km. This project includes for upgrading of 8.5 kms of pipe work, which is 20% of the network length, considering factors such as increased runoff, existing issues, and poor network conditions etc. **3. New Infrastructure to Enable Airport Expansion** As future developments shall provide attenuation of surface water within their own local project boundaries, expansion of the surface water network, secondary connections to buildings and associated infrastructure such as pumping stations will be reviewed and any gaps between existing network, inclusive of proposed upgrades and future development projects will be identified and delivered. For the Eastern campus network, it is estimated that a 20% upgrade in the existing surface water network will be required to meet the increased runoff and resolve any existing issues. Provision shall be made for the new attenuation of estimated 2,705 m^3 of runoff. **4. Monitoring** Existing surface water monitoring system for both landside and airside will be reviewed and expanded to all the projects in this regulatory period, and online level sensors solution implemented throughout the surface water drainage network, in order to monitor for operational issues, including flooding and overflow events or blockages.
Primary Drivers	Pollution control requirements, surface water network capacity expansion
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	20 Years
Business Case	**Mandatory requirements** Under the Water Pollution Act, Dublin Airport has a duty to prevent degradation of surface water quality due to activities under Dublin Airport's control. The EU Water Framework Directive requires all EU member states to protect and enhance all waterbodies within their jurisdiction. The specific objectives of the Water Framework Directive state that all waterbodies must meet 'Good Ecological Status' by 2027 and that there is no deterioration in existing status. The Water Framework Directive requires Ireland to produce River Basin Management Plans (RBMPs) in order to plan and manage the enhancement of Irish waterbodies. The protection of water quality in the receiving waters is a key driver underpinning this project, with a particular focus on the requirements of the Water Framework Directive and the EU Habitats Directive. The developments are consistent with the Drainage Management Plan (DMaP) developed by Dublin Airport, following interaction with Fingal County Council, Inland Fisheries Ireland, Local

Authority Waters Programme (LAWPRO) and the Environmental Protection Agency (EPA), with the aim of maximising Good Ecological Status of waterbodies draining the airport campus.

Evidence from the EPA and other sources indicate that the River Mayne (Cuckoo Stream), Sluice (Forest Little) and other catchments on or near the airport campus are below 'good status' and subject to multiple pressures. This is consistent with small water courses in catchments dominated by intensive agriculture and urban development. To achieve good status will require a significant and integrated effort across these catchments.

Financial implications if not progressed

Semi-state bodies in Ireland face fines of up to €15 million and/or 5 years imprisonment for non-compliance with the Water Pollution Act, with lesser fines of up to €5,000 for summary convictions. They can also be subject to administrative notices from local authorities requiring pollution prevention measures, with the local authority able to take action and recover costs if the notice is not complied with. Additionally, there is potential for civil liability, including claims for damages and remediation costs.

Possibility to defer

Dublin Airport is a key element of national infrastructure which is required to grow the international connectivity of the State in line with government and planning policy. This project delivers water infrastructure for the airport campus, to support this planned growth in a coordinated manner which is consistent with the relevant statutory requirements and with local, regional and national development plans.

Construction of new carparks; Long Term Car Park (Red), Staff Car Park North and South and others are proposed in the Cuckoo Stream, Wad Stream, and Kealy's Stream sub-catchments respectively. Additionally, there are other landside projects proposed; such as Integrated Transport Hub and Junction Improvements, which involve relatively small-scale local upgrade / redevelopment works. These proposed projects are located in areas which are not affected by contamination from airport operations activities in the airfield which can contaminate runoff. Additionally, oil interceptors will be provided for each of these projects to ensure no downstream impact of contaminants on the receiving waters. While some of them include additional hardstand areas, all such projects involve the provision of industry-standard mitigation measures such as attenuation tanks to restrict the outflow rate to mimic natural greenfield runoff rates. These car parks do not present any significant contamination risk and will not significantly alter the downstream hydrology in their sub-catchments.

This project directly reflects Dublin Airport's commitment to sustainable development and has been developed to deliver major civil engineering infrastructure which can protect receiving waters and improve the quality of the watercourses in accordance with the goals set out in the Water Framework Directive- the volume of clean water discharged to the stream will be significantly increased as a result and there will be a marked reduction in the volume of contaminated runoff requiring treatment.

As such, there is no opportunity to defer this project.

Other benefits

This project is aligned to and supports Sustainable Development Goal (SDG) 13- Take urgent action to combat climate change and its impacts. It also provides for environmental compliance and enhanced protection and resilience. Furthermore, the delivery of an integrated site-wide surface water management system is designed to enable flexible operational control which can be adjusted to optimise system performance and efficiency.

Delivery Programme	Planning	Construction	Operational
	Q1 2030	Q1 2030-Q4 2033	Q1 2034
Opex Impact	At the current design stage, the proposed project has resulted in a potential increase in operational expenditure of approximately €200k – €300k per annum which comprises water sampling, forecast inspections and on-going maintenance.		
Planning Approval	Standard application if applicable.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Landside Surface Water Compliance			
	1	Design	€ 1.89	7%
	2	Management	€ 1.16	4%
	3	Construction	€ 14.56	56%
	4	Construction Inflation	€ 3.92	15%
	5	Contingency	€ 4.40	18%
		Element Total	**€ 25.94**	**100%**
		Project Total (Rounded)	**€ 25.94**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.49

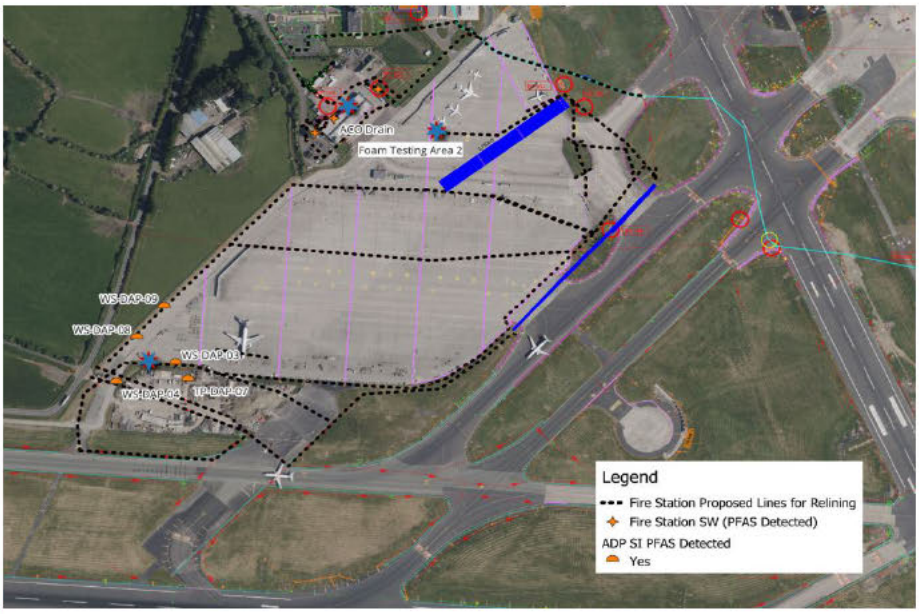
CIP27.01.11 – Legacy PFAS Mitigation and Remediation

Project	**Legacy PFAS Mitigation and Remediation**
CIP Number	CIP.27.01.11
Project Summary	PFAS (per- and polyfluoroalkyl substances) are a group of thousands of long-lasting synthetic compounds used in many industries. Their primary source at Dublin Airport is aqueous film-forming foam (AFFF), which was used historically to fight petroleum-based fires, however there are other possible sources. These compounds can pass into the soil, water and air during their use. Dublin Airport is committed to expand on its existing PFAS Management program and following the approach set out in the EPA's Guidance on the Management of Contaminated Land and Groundwater at EPA Licenced Sites. The initial stages of site characterisation and assessment have been completed together with a conceptual site model which identifies Sources, Pathways and Receptors of PFAS contamination across the campus. This analysis allows Dublin Airport to understand where PFAS may be present and the levels at various locations across the campus. The next phase will involve completion of a Detailed Quantitative Risk Assessment, including intrusive site works to further refine the model and delineate the extent of source contamination on site. Due to the complex properties of PFAS, a remediation strategy will likely involve a variety of short- and long-term measures and on-site trials to determine effectiveness. Suitable remediation measures are site specific and depend on site characterisation, for example, the low permeability Dublin Boulder Clay at Dublin Airport may be more challenging for in-situ remediation design than other more permeable soil types. Some remediation measures may be more effective on different PFAS compounds e.g. long or short chain PFAS. ***Exhibit 1*** *–PFAS locations at Dublin Airport campus (Indicative)* 

Exhibit 2 *–Extend of concrete to be re-sealed (in blue) at Fire Station as one of the remediation works aspects (Indicative)*



Exhibit 3 *– West Apron and Fire Station indicative relining (black dashed line) as one of the remediation works aspects (Indicative)*



Key Deliverables

1. Waterbodies Survey

A full analysis, survey and report of all streams and receiving waterbodies will be undertaken including the Cuckoo, Ward, Forest Little, Kealy's and Santry streams, with the installation of monitors at appropriate locations for each.

2. Environmental Data Management Software

Development of an environmental data management software tool to allow analysis and visualisation of monitoring data e.g. a heatmap to show areas around the airport that are positive for PFAS.

	3. Detailed Quantitative Risk Assessment Completion of Detailed Quantitative Risk Assessment, which will be used to identify the areas on site where remediation and mitigation measures will be effective. **4. Technology Review** Review of emerging technology, detailed feasibility study, environmental impact assessment and action plan for the mitigation measures. Each of the locations will be further analysed with potential mitigation measures, from the preliminary review, the following are some of the proposed works for consideration based on the output of the Detailed Quantitative Risk Assessment: • Slip Lining and seepage collars of carrier drains to prevent infiltration of PFAS entering the drainage system which is currently conveying PFAS to the Sluice River • End of Pipe Solution (technologies or methods used to treat or manage pollutants after they have been generated) • Capping to prevent infiltration of rainwater into the groundwater plume containing PFAS and stop further mobilisation of the plume. • Sealant applied to the surface of the concrete, preventing concrete acting as a residual source of PFAS. **5. Remediation and Mitigation Delivery** Delivery of trials and appropriate remediation and mitigation technology roll-out at relevant locations/ receiving waterbody, together with the ongoing assessment and monitoring. **6. Lining and or relining of Existing Drainage Pipework** Lining and or relining of existing drainage pipework to prevent pathway for PFAS contaminated water to receiving waterbodies will be reviewed and implemented, if feasible.
Primary Drivers	Prevent impacts on known pollution receptors in groundwater and surface water.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	20 Years
Business Case	**Mandatory requirements** Perfluorooctane sulfonic acid (PFOS) is one of a group of related chemicals known as perfluorinated alkylated substances (PFAS). PFOS (Perfluorooctane Sulfonic Acid) is a priority substance under the EU Water Framework Directive and Surface Water Regulations. The Water Framework Directive aims to ensure all water bodies achieve good chemical status by monitoring and regulating harmful chemicals, including PFAS. Dublin Airport must therefore prevent or control pollution of water by breaking pollutant linkages and/or implementing mitigation measures. The REACH Regulation is the EU's framework for managing chemical risks, and it currently includes several restrictions on specific PFAS substances. The proposal which aims to address the "forever chemical" nature of PFAS and the widespread environmental contamination they cause is currently under the review by European Commission. Additionally, any soil excavated during works must be managed in accordance with the Waste Management Act.

Dublin Airport is committed to expand on its existing PFAS Management program of which results were first published in April 2024. Dublin Airport is following the approach set out in the EPA "Guidance on the Management of Contaminated Land and Groundwater at EPA Licenced Sites".

Financial implications if not progressed

Local authority can prosecute Dublin Airport under the Water Pollution Act. If it is not satisfied, suitable measures are carried out to prevent pollution of waters.

Possibility to defer

In addition to the management of PFAS contaminated waste, Dublin Airport must manage PFAS impacted water which has arisen from the ingress of ground and rainwater into the construction site.

If groundwater or rainwater comes in contact with PFAS impact soil, it can then become impacted with PFAS. Current PFAS water treatment options that have been undertaken by Infrastructure are Granular Activated Carbon (GAC) filters and pump and treat.

There is no opportunity to defer this project, as it is crucial from compliance and water quality perspective for it to be progressed.

Other benefits

The regulation of PFAS is a priority under the EU's Chemicals Strategy for Sustainability- to prevent impacts on known pollution receptors (groundwater and surface water).

This project also avoids negative publicity and is aligned to Dublin Airport's ESG Strategy 2024 – 2030.

Delivery Programme	Planning	Construction	Operational
	Q1 2029	Q1 2029-Q4 2032	Q1 2033
Opex Impact	Based on past experience, the extent of environmental issues identified, and the scope of works planned under CIP27, it is estimated that PFAS will result in an additional operational expenditure of €200,000–€300,000 per annum. This will cover the costs associated with borehole management, as well as regular sampling and testing..		
Planning Approval	Standard application if applicable.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Apec 5			
	1	Design	€ 4.13	3%
	2	Management	€ 1.65	1%
	3	Construction	€ 82.61	69%
	4	Construction Inflation	€ 16.63	14%
	5	Contingency	€ 15.03	13%
		Element Total	**€ 120.05**	**100%**

Historic Fire Station					
1	Design	€	1.18	3%
2	Management	€	0.47	1%
3	Construction	€	23.67	69%
4	Construction Inflation	€	4.77	14%
5	Contingency	€	4.30	13%
	Element Total	**€**	**34.39**	**100%**
Fire Station FFTG				
1	Design	€	0.04	3%
2	Management	€	0.02	1%
3	Construction	€	0.84	69%
4	Construction Inflation	€	0.17	14%
5	Contingency	€	0.15	13%
	Element Total	**€**	**1.22**	**100%**
Foam Testing Area 2 and Compound at West Apron				
1	Design	€	0.35	3%
2	Management	€	0.14	1%
3	Construction	€	6.92	69%
4	Construction Inflation	€	1.39	14%
5	Contingency	€	1.26	13%
	Element Total	**€**	**10.05**	**100%**
Castlemoate House				
1	Design	€	0.25	3%
2	Management	€	0.10	1%
3	Construction	€	4.92	69%
4	Construction Inflation	€	0.99	14%
5	Contingency	€	0.90	13%
	Element Total	**€**	**7.15**	**100%**
	Project Total (Rounded)	**€**	**172.87**	

4.8 Airport Development Projects for Consideration

The projects included within the Airport Development envelope are primarily focused on upgrading infrastructure for passengers, baggage, and aircraft handling. The objective is to enhance efficiency, minimise queue times, and deliver a high-quality passenger experience that aligns with peer airports and stakeholder expectations. These initiatives are typically of significant value and have a substantial positive impact on the airport community.

Exhibit 4.33 presents 33 projects, out of which two have been split into A and B elements, due to the difference in regulatory treatment. 18 are proposed as StageGate projects and 16 as Trigger projects, where remuneration enters the RAB only at defined trigger points. Each project has a proposed asset lifespan for the purposes of determining the remuneration period. Exhibit 4.34 presents a high-level delivery programme, outlining the indicative timeline for planning, design, construction, and target operational commencement.

Two projects CIP27.02.40 Pier 2 Bolt-On Extension and CIP27.02.41 Pier 3 Bolt-On Extension are being treated as Flexible projects, with only feasibility and planning design progressed during this regulatory period. Should the overall programme change, stakeholders' views evolve, or new opportunities arise, these projects may transition to StageGate treatment, allowing their delivery options to be consulted on through the StageGate process.

The project CIP27.02.50 PFAS on Construction Sites has been included, following discussions with the IAA and IFS to account for uncertain PFAS-related costs if contamination is discovered during construction. Initially included under Environmental Risk for each project in the draft Consultation Report, PFAS costs have been separated into a single StageGate project to allow clearer and more manageable treatment.

Funding for PFAS-related works will be provided only as required after detailed site investigations. If a project's projected PFAS budget is exceeded, this will be addressed during the StageGate process; otherwise, draw-downs will be documented in each regulatory cycle. Only the final draw-down will be included in the RAB at the conclusion of the period. In summary, if no PFAS is found or removal costs are lower than anticipated, unused funds will not be included in the RAB.

Further two projects- CIP27.02.48 Terminal 2 Checkin and Sortation Optimisation and CIP27.02.49 South Apron Handler Accommodation Relocation have been added beyond those presented in the CIP27 Consultation. Following a review of check-in and sortation capacity and considering funding constraints, the plans to expand the Terminal 2 Check-in Hall and develop the associated remote Baggage Sortation Building will be replaced with a scaled-back interim solution.

This interim solution will provide additional check-in desks and self-service kiosks in the central hall, integrated with the hold baggage systems, and include targeted enhancements to screening and sortation systems. These upgrades will enable greater load-sharing between Terminals 1 and 2, more efficient use of existing Terminal 2 sortation carousels between US and EU operations, and further expansion of the CIP2020+ Early Bag Store.

In parallel, the longer-term projects to expand the eastern Check-in Hall and provide additional sortation capacity will progress through feasibility and value engineering exercises. Should more cost-effective solutions be identified, these may replace the interim solution or augment them in future CIP periods. The outcomes of these feasibility and value engineering exercises will be presented and consulted on with the airline community before any final decisions are made, ensuring alignment with operational requirements, stakeholder priorities, and regulatory considerations.

Exhibit 4.33– Airport Development Projects

Number	Project Title	Regulatory Treatment	Trigger Project	Asset Life Yr	Est Cost (millions)
CIP27.02.02A	Pier 1 East	StageGate	Yes	25	€686.86
CIP27.02.02B	MRO Relocation	StageGate	Yes	25	€158.75
CIP27.02.04	Terminal 2 CBP and Transfer Extension	StageGate	Yes	25	€158.93
CIP27.02.05A	Pier 5	StageGate	Yes	25	€451.62
CIP27.02.05B	South Apron Expansion	StageGate	Yes	25	€239.58
CIP27.02.06	Eastlands Cargo	StageGate	Yes	25	€107.15
CIP27.02.07	Gate Post 4 Relocation	Flexible	Yes	20	€20.64
CIP27.02.08	Wide Body Engine Test Facility	StageGate	Yes	25	€21.07
CIP27.02.09	North Apron De-Icing Storage	Flexible	No	20	€6.84
CIP27.02.10	South Apron De-Icing Storage	Flexible	No	20	€9.76
CIP27.02.11	Fuel Hydrant Network	StageGate	No	20	€89.50
CIP27.02.12	MV/ HV Network Expansion	StageGate	Yes	25	€389.69
CIP27.02.13	Junctions Upgrades	Flexible	No	15	€26.46
CIP27.02.14	Integrated Transport Hub	StageGate	Yes	20	€145.86
CIP27.02.15	Consolidated Security and Screening Centre	Flexible	Yes	20	€66.46
CIP27.02.18	Existing Pier 1 West Extension	Flexible	No	25	€34.29
CIP27.02.20	Existing Pier 2 Optimisation and Refurbishment	StageGate	Yes	15	€89.41
CIP27.02.21	Existing Pier 3 Optimisation and Refurbishment	StageGate	Yes	15	€55.14

CIP27.02.22	Dual Passenger Boarding Bridge to Stand 315C	Flexible	No	15	€14.79
CIP27.02.25	Terminal 2 Pier 3 Arrivals Washrooms	Flexible	No	7	€2.88
CIP27.02.30	Airfield Safety Projects	Flexible	No	15	€97.53
CIP27.02.31	Airfield Operational Projects	Flexible	No	15	€35.97
CIP27.02.34	Advanced Visual Docking Guidance System	Flexible	No	10	€24.68
CIP27.02.35	Fixed Electrical Ground Power	Flexible	No	15	€54.23
CIP27.02.36	On Stand CCTV	Flexible	No	7	€17.08
CIP27.02.37	Foul Water Expansion	StageGate	No	25	€19.82
CIP27.02.38	Hydrant Water Expansion	StageGate	No	25	€6.38
CIP27.02.39	Potable Water Expansion	StageGate	No	25	€7.63
CIP27.02.40	Pier 2 Bolt On Extension	Flexible	No	25	€14.43
CIP27.02.41	Pier 3 Bolt On Extension	Flexible	No	25	€5.56
CIP27.02.43	PBZ Relocation	StageGate	Yes	25	€41.13
CIP27.02.47	Remote Bussing Lounges (OCTB)	Flexible	No	25	€8.06
CIP27.02.48	Terminal 2 Checkin and Sortation Optimisation	StageGate	Yes	10-25	€64.65
CIP27.02.49	South Apron Handler Accommodation Relocation	Flexible	Yes	10	€9.08
CIP27.02.50	PFAS on Construction Sites	StageGate	No	As per parent project	€106.80
				Total Trigger Projects	€2,706.02
				Total Non Trigger Projects	€582.72
				Envelope Total	**€3,288.74**

Exhibit 4.34 – Airport Development High Level Delivery Programme

CIP No.	Project	Design / Planning / Precurement	Construction	Operational	2027	2028	2029	2030	2031	2032	2033	2034
Airport Development												
CIP27.02.02A	Pier 1 East Mod 1	29-May-26	27-Sep-29	19-Jun-32								
CIP27.02.02A	Pier 1 East Mod 2 Extension	30-Aug-31	29-Jun-34	27-Dec-36								
CIP27.02.02B	MRO Relocation	13-May-23	28-Jan-27	29-Jul-29								
CIP27.02.04	Terminal 2 CBP & Transfer Extension	23-Mar-26	30-Jul-27	17-Jan-30								
CIP27.02.05A	Pier 5	01-Nov-27	31-Dec-29	21-Sep-33								
CIP27.02.05B	South Apron Expansion	02-May-28	31-Dec-29	30-Jun-32								
CIP27.02.06	Eastlands Cargo	10-Dec-24	10-Oct-27	31-Dec-29								
CIP27.02.07	Gate Post 4 Relocation	01-Nov-27	31-Dec-29	21-Sep-33								
CIP27.02.08	Wide Body Engine Test Facility	02-Nov-26	01-Jan-29	01-Jan-31								
CIP27.02.09	North Apron Consolidated De-icing Storage	09-Sep-29	01-Jan-31	01-Sep-31								
CIP27.02.10	South Apron Consolidated De-icing Storage	17-Feb-28	31-Dec-29	01-Apr-31								
CIP27.02.11	Fuel Hydrant Network Part 1	01-Apr-27	07-Mar-30	06-Mar-32								
CIP27.02.11	Fuel Hydrant Network Part 2	06-Mar-32	10-Feb-35	09-Feb-37								
CIP27.02.12	MV/HV Network Expansion - New HV Sub & Loop	01-Jan-26	01-Jan-28	01-Jul-29								
CIP27.02.12	MV/HV Network Expansion - Project Substations	01-Jul-28	01-Jul-28	31-Dec-32								
CIP27.02.12	MV/HV Network Expansion - Other	01-Jul-27	30-Oct-30	29-Oct-33								
CIP27.02.13	Junctions Upgrades	01-Jan-29	03-May-30	28-Nov-31								
CIP27.02.14	Integrated Transport Hub	03-May-28	01-Jan-30	01-Jul-32								
CIP27.02.15	Consolidated Security & Screening Centre	01-Oct-27	06-Sep-30	05-Sep-32								
CIP27.02.18	Pier 1 West Gate Extension	01-Nov-24	01-Jan-27	31-Dec-28								
CIP27.02.20	Existing Pier 2 Optimisation & Refurbishment	08-Mar-27	11-Feb-30	11-Feb-32								
CIP27.02.20	Pier 2 Cladding	19-Apr-29	11-Nov-30	11-Feb-32								
CIP27.02.21	Existing Pier 3 Optimisation & Refurbishment	01-Jan-26	15-Nov-27	13-Nov-29								
CIP27.02.21	Pier 3 Cladding	01-Jan-26	15-Nov-27	13-Nov-29								
CIP27.02.22	Dual Airbridge to 315c	09-Sep-29	01-Jan-31	01-Sep-31								
CIP27.02.25	Pier 3 Corridor Arrivals Toilets Washroom	02-Dec-29	01-Jan-31	01-Sep-31								
CIP27.02.30	Twy Redesignation	01-Jan-30	01-Jan-30	31-Dec-31								
CIP27.02.30	NR Safety Improvements	01-Jan-28	01-Jan-28	31-Dec-31								
CIP27.02.30	Twy W4 & W4 Link Widening	01-Jan-28	24-Apr-29	23-Dec-29								
CIP27.02.30	Yellow Green TWY Centreline	01-Jan-30	01-Jan-30	31-Dec-31								
CIP27.02.30	Hot Fire Training	01-Jul-29	23-Oct-30	23-Jun-31								
CIP27.02.30	Demarcated Area	01-Apr-30	01-May-31	30-Dec-31								
CIP27.02.30	Northern Fire Lane	01-Jul-29	15-May-31	13-Aug-32								
CIP27.02.31	ULD stillage	01-Apr-30	24-Jul-31	23-Mar-32								
CIP27.02.31	West Apron Cargo Operations	01-Apr-30	01-Aug-31	30-Oct-32								
CIP27.02.31	Airfield Winter Fleet Facility	18-Feb-27	01-Jan-29	02-Apr-30								
CIP27.02.34	Advanced Visual Docking Guidance System	01-Jan-30	01-Jan-30	31-Dec-31								
CIP27.02.35	Fixed Electrical Ground Power	01-Jan-31	01-Jan-31	31-Dec-31								
CIP27.02.36	On Stand CCTV	01-Jan-30	01-Jan-30	31-Dec-31								
CIP27.02.37	Foul Water Expansion	01-Jan-30	01-Jan-30	31-Dec-33								
CIP27.02.38	Hydrant Water Expansion	01-Jan-30	01-Jan-30	31-Dec-33								
CIP27.02.39	Potable Water Expansion	01-Jan-30	01-Jan-30	31-Dec-33								
CIP27.02.40	Pier 2 Bolt on Extension	01-Jan-28	31-Dec-30									
CIP27.02.41	Pier 3 Bolt on Extension	01-Jan-28	31-Dec-30									
CIP27.02.43	PBZ Relocation	31-Aug-28	31-Dec-29	31-Dec-31								
CIP27.02.47	Remote Bussing Lounge (OCTB)	08-Jan-29	02-May-30	01-Jan-31								
CIP27.02.48	T2 Checkin & Sortation Optimisation	16-Oct-28	22-Sep-31	21-Sep-33								
CIP27.02.49	South Apron Handler Accommodation	17-Feb-28	31-Dec-29	01-Apr-31								
CIP27.02.50	PFAS on Construction Sites	01-Jan-28	01-Jan-28	21-Dec-32								

CIP27.02.02A – Pier 1 East

Project	Pier 1 East
CIP Number	CIP.27.02.02A
CIP Roll Over	This project was previously presented and received approval as part of CIP2020, identified by the project number CIP.20.03.036, with a budget allocation of €264 million. The original intent was solely for the first phase or Module 1 of the ultimate Pier 1 East extension, which provided contact gates for three MARS stands connected via fixed links and dual airbridges. In light of the agreement on a new location and strategy for the relocation of Hangars 3, 4, and 5 with current tenants, CIP27 now proposes the complete development of Pier 1 East, including Modules 2 and 3, along with the associated stands and apron infrastructure. The cost to facilitate and enable the relocation of the MRO Hangars will be covered by a separate CIP project. Furthermore, as the design for Pier 1 East Module 1 has been refined, there is now an option to incorporate a second floor to accommodate the relocation of the previously proposed Airline Lounge from the Module 1 first floor, thereby freeing up space to facilitate an additional MARS gate to service the existing stand 107L/C/R, which currently lacks a dedicated gate and must share gate space with adjacent stands within the existing Pier 1. The new second-floor lounge also provides additional space to accommodate the growth in demand associated with the addition of 14 new contact stands provided by the Pier 1 East development. The costs associated with the project have been raised to account for inflation related to the original Module 1, as well as modifications and more rigorous thermal, heating, and cooling sustainability requirements. Additionally, this increase includes the work related to the enablement of the MRO hangar relocation site and the treatment of contaminated land about the North Apron.

Element	Increase	Increase Percentage
CIP2020 Allowance	€263.8 m	
Increase	€423.1 m	
Inflationary Realignment for Mod 1	€93.5 m	22%
Design Refinement – addition of 2nd floor and additional fixed link to Mod 1 and Mod 2 & 3 extension	€329.6 m	78%
Updated Total Cost	**€686.9 m**	

Description of Design Refinement:

The following table summarises the key elements of the CIP20 and CIP27 projects, highlighting the main scope differences for comparison purposes. Note, it is not an exhaustive project scope list.

Key Project Element	CIP2020+	CIP27
Pier	Module 1 only (2 storey). New pier construction floor area of approx. 13,000sqm	Modules 1, 2 and 3. New pier construction floor area of approx. 30,000sqm

	4 contact gates served by 2 no. new fixed links 2 bussing gates	Module 1 includes 3rd storey Lounge 14 contact gates served by 7 no. new fixed links with preconditioned air provided as standard. 6 bussing gates
No of stands	3 no. new WBE stands / 6 no. NBE stands	6 no. new WBE stands / 12 no. NBE stands
Demolition	Hangars 1 to 3 and ancillary buildings	Hangars 1 to 5 and ancillary buildings
Other	North Apron Airside Support project (aka Field of Dreams)	North Apron Airside Support project underway and not included in CIP27

Project Summary

As the airport continues to grow, there will be an insufficient number of contact gates to accommodate the increasing demands of airlines operating from Terminal 1, as well as the requirements of legacy short-haul and full-service long-haul carriers that need modern gates equipped with optional airbridges. Furthermore, there is a shortage of adequate bus hold rooms to serve the remote stands on Apron 5G and 5H.

Additionally, more optimal gate holding areas with appealing food and beverage options, retail spaces, and airline lounges are necessary to motivate passengers to move towards the gate areas, thereby alleviating congestion in the International Departure Lounge and reducing the need for further expansion in the near to medium term.

This project therefore aims to develop Pier 1 East, which will be designed to achieve an Optimum Level of Service (LOS). It will feature a three-story section at the Sky Bridge interface, offering retail, food and beverage options, and general seating on the first floor, along with a new Airline Lounge and a roof garden terrace on the second floor. The remainder of the pier will consist of a two-story structure that includes additional contact gates on the first floor and bus gates at the apron level. The design of the new pier will be a simple linear design, ensuring a balance between aesthetics, practicality, and cost efficiency, while also adhering to net zero sustainability criteria.

In order to accommodate the new pier, Maintenance Repair and Overhaul (MRO) hangars 1 to 5 will need to be demolished. Ryanair is currently constructing a replacement hangar for their operations, while the remaining hangar activities will be moved to a new site at Dublin Airport, located west of Runway 16/34, the cost to facilitate and enable the relocation of the MRO Hangars will be covered by a separate CIP project, with the actual hangar structures supplied by the MRO tenants. Additionally, certain aspects of the North Apron pavement and taxiway lighting will necessitate reconfiguration, extension, and rehabilitation in specific areas.

Each new Pier 1 East stand will feature the provision of Automated Docking Guidance, Fixed Electrical Ground Power, Fuel Hydrants, and on-stand GSE charging infrastructure. Each Pier 1 East boarding gate includes provisions for automated self-service E-Gates, facilitating a more efficient boarding process and contactless customer experience.

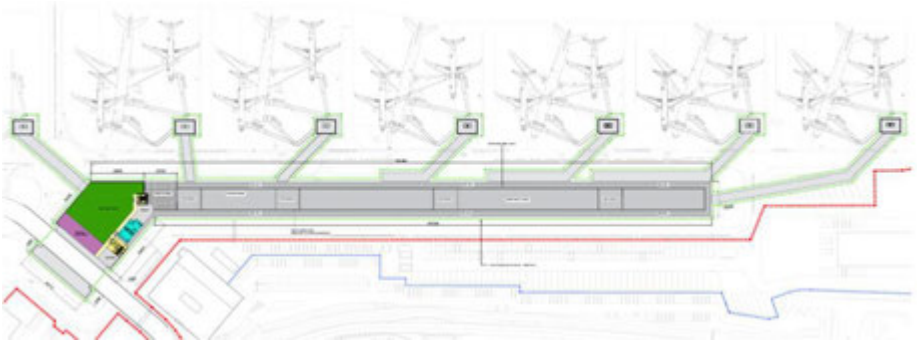
Exhibit 1 *– Pier 1 East - Apron Floor Plan (Indicative)*



Exhibit 2 *– Pier 1 East - 1st Floor Plan (Indicative)*



Exhibit 3 *– Pier 1 East 2nd Floor Plan (Indicative)*



Rationale for Fixed Links and Airbridges

Dublin Airport acknowledges that the provision of fixed links and airbridges may not be preferred by all airlines, particularly low-cost operators. However, a significant percentage of Terminal 1 airlines have indicated a desire to provide this service for their passengers, especially considering that Terminal 1 currently has an under provision with only 5 wide body stands on Pier 3 enabled, which more often than not accommodate overflow from Terminal 2 operations. Therefore, the following presents a summary rationale for the inclusion of fixed links and airbridges on Pier 1 East.

The provision of fixed pier links and airbridges delivers significant safety, operational and passenger experience benefits and is strongly supported by European regulatory requirements and best-practice guidance. By eliminating the need for passengers to walk across live aprons or head of stand roads, fixed links reduce exposure to aircraft and ground vehicle movements, directly supporting the intent of EASA CS-ADR-DSN and ICAO Annex 14 to segregate pedestrians from airside operations and minimise apron risk.

Airbridges also enable safe, step-free and weather-protected boarding, ensuring compliance with Regulation (EC) 1107/2006 on the rights of Persons with Reduced Mobility, which requires airports to provide dignified and non-discriminatory access to air transport.

Exhibit 4 *– Pier 1 East – Architectural Renders (Indicative)*



Exhibit 5 *– Pier 1 East – Architectural Renders (Indicative)*



Operationally, fixed links enhance punctuality by facilitating quicker and more reliable turnarounds, decreasing dependence on ground staffing, and improving resilience during inclement weather. Additionally, the fixed link coordinator allows for supplementary post-document check space allowing for pre board queueing, similar to the current practices at Stansted, thereby eliminating the need for passengers to queue on stairs, which is not an optimal situation.

From a passenger and airline perspective, they deliver a higher-quality, reliable and competitive airport product while simultaneously strengthening regulatory compliance and long-term operational safety.

That being said, although all airlines will be mandated to utilise the fixed link element, only those airlines that recognise the benefit will employ the airbridge element. Other airlines will have the option to direct passengers to the apron area using the fixed link integrated vertical stairs and lifts.

Key Deliverables

1. Demolitions and Site Preparation
Remove North Terminal, Hangars 1–5, annexes, and unnecessary paved areas. Risk allowance included for asbestos, contamination, and PFAS disposal.

2. Apron and Taxiway Works
Realign North Apron and taxiways to support 7 contact MARS, 1 remote MARS and 1 remote Code C stand. Existing triple taxiway to be extended east to serve the new pier stands. Installation of drainage, attenuation, airfield ground and high mast lighting, signage and paint markings.

3. Stand Infrastructure
All stands to support both walkout and airbridges, FEGP, AVDGS, and fuel hydrants.

4. Pier 1 East Design
Pier 1 East comprising three story module 1 and two storey modules 2 and 3 comprising 28,000 sqm in total floor area. 14 narrow body contact first floor gate hold rooms (7 WB), 6 narrow body apron-level bus gates. To include shell and core for retail, airline lounges, F&B space with fitout covered by specific CIP27 Commercial projects. Provision of all airport systems, seating and washroom facilities including 16 automated boarding gates. Provision of 7 glazed fixed links with vertical circulation cores and 14 Corrugated Clad type airbridges configured to allow dual boarding of wide body aircraft. Overall pier and systems designed to Net Zero/NZEB standards with solar panels and rainwater harvesting. Each stand will also be equipped with preconditioned air as standard, in line with newly EU mandated requirements.

Where Fixed Electrical Ground Power (FEGP) is provided at aircraft stands, it is proposed that these units will also have the capability to load share and supply charging power to Ground Support Equipment (GSE) when not in use for aircraft. This will improve energy efficiency, support the transition to electrified ground operations, and maximise utilisation of installed electrical infrastructure.

5. Handler Accommodation
Dismantle the NALMC building (1,900 sqm) to facilitate the eastern contact stand through an extended fixed link, necessitating the relocation of tenants to new apron-level facilities within Pier 1 East.

6. Skybridge and Circulation
Reconfigure Skybridge and vertical circulation for better access to Pier 1 East.

7. Vehicle Parking
GSE parking area to be located at the front and side of the new pier, featuring facilities for apron bus pick-up and drop-off, along with electric vehicle charging stations provided as part of the dedicated CIP27 Sustainability GSE and EV charging project.

8. Food and Beverage Shell and Core
The project costs include for the provision of new food and beverage shell and core units, costs will encompass the management of general construction activities, utility connections, and the essential openings required for specialised catering, mechanical, and electrical systems. The actual fit-out shall be provided by either third-party tenants or requisite commercial retail and airline lounge CIP27 projects.

Capacity Benefit	Pier 1 East ultimately provides for 14 new narrow-body contact gates, which can be combined to serve 7 wide-body aircraft, as well as an additional 6 narrow-body bus hold rooms at apron level. The new gates will accommodate a mix of new and existing stands, although the current stands are limited in the types of aircraft they can accommodate, with some not suitable for passenger operations. This project will make all stands available for efficient passenger operations without any aircraft size limitations. These new gates and stand combinations will effectively create additional capacity for both our based low-cost carriers and full-service short and long-haul carriers operating from Terminal 1, ensuring maximum utility of the infrastructure throughout the day and thus minimising overall airport wide pier development. Currently, Terminal 1 accommodates a combination of narrow-body and wide-body aircraft. The majority of movements are primarily narrow body, constituting 73% of the fleet composition. We do not anticipate a significant change in this ratio in the future. However, despite the low number of wide-body movements, they typically arrive within a similar time frame, leading to simultaneous demand. At present, we handle approximately 5 Terminal 1 wide-body passenger aircraft on the ground at any given time, and we project this number to increase to around 9 by 2032 and ultimately to 14 beyond 2032. Therefore, to maximise utility, we propose configuring the Pier 1 East stands in a MARS configuration, ensuring they can accommodate both narrow and wide-body aircraft Assuming optimal utilisation and approximately 6-8 movements per day per narrow-body stand, Pier 1 East presents the opportunity to ultimately accommodate between 6 and 7 million additional passengers per year over time as demand grows. However, with the addition of new stands and gates, some current operations from existing Pier 1 and Pier 2 may be allocated to the new pier in the nearer term, thereby decongesting the existing piers during peak times.
Primary Drivers	Enhanced passenger experience, adequate Terminal 1 contact stands with independent gates.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2026	Q3 2029-Q4 2036	Q1 2037
Opex Impact	Pier 1 East represents a significant enhancement to the overall campus at Dublin Airport. It is estimated that annual operational expenditure will increase by approximately €4.5–€5.0 million. This projection includes the operational costs associated with the full Pier 1 East facility and the related apron areas. The anticipated increase reflects the ongoing costs of cleaning, repair, and maintenance, as well as higher utility and water consumption. It also accounts for the requirement for additional passenger assistance and security personnel. Furthermore, the estimate includes provision for increased commercial rates associated with the expanded infrastructure.		
Planning Approval	Pier 1 East Module 1 - Included in current IA 40mppa application. Pier 1 East Module 2 and 3 - Will require new planning application, type to be confirmed.		

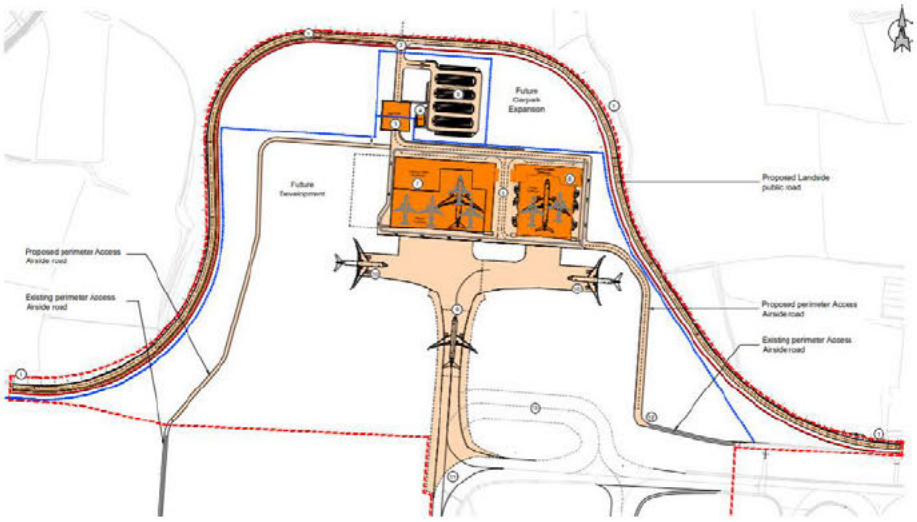
Cost Certainty	Class 4

Level 1 Costs	Item	Description	Total (millions)	%
	Pier 1 East Module 1- Pier			
	1	Design	€ 18.68	8%
	2	Management	€ 10.83	5%
	3	Construction	€ 135.39	57%
	4	Construction Inflation	€ 31.03	13%
	5	Contingency	€ 41.22	17%
		Element Total	**€ 237.16**	**100%**
	Pier 1 East Module 1- Fixed Links			
	1	Design	€ 1.33	8%
	2	Management	€ 0.77	5%
	3	Construction	€ 9.62	57%
	4	Construction Inflation	€ 2.21	13%
	5	Contingency	€ 2.93	17%
		Element Total	**€ 16.86**	**100%**
	Pier 1 East Module 1- Passenger Boarding Bridges			
	1	Design	€ 1.12	8%
	2	Management	€ 0.65	5%
	3	Construction	€ 8.09	57%
	4	Construction Inflation	€ 1.85	13%
	5	Contingency	€ 2.46	17%
		Element Total	**€ 14.17**	**100%**
	Pier 1 East Module 1- External Works			
	1	Design	€ 4.35	8%
	2	Management	€ 2.53	5%
	3	Construction	€ 31.57	57%
	4	Construction Inflation	€ 7.24	13%
	5	Contingency	€ 9.61	17%
		Element Total	**€ 55.30**	**100%**
	Pier 1 East Module 2 and 3- Pier			
	1	Design	€ 15.55	8%
	2	Management	€ 9.02	5%
	3	Construction	€ 112.77	57%
	4	Construction Inflation	€ 40.54	13%
	5	Contingency	€ 34.34	17%
		Element Total	**€ 212.22**	**100%**
	Pier 1 East Module 2 and 3- Fixed Links			
	1	Design	€ 3.06	8%
	2	Management	€ 1.77	5%
	3	Construction	€ 22.18	57%

	4	Construction Inflation	€	7.97	13%
	5	Contingency	€	6.75	17%
		Element Total	**€**	**41.74**	**100%**
	Pier 1 East Module 2 and 3- Passenger Boarding Bridges				
	1	Design	€	1.49	8%
	2	Management	€	0.86	5%
	3	Construction	€	10.78	57%
	4	Construction Inflation	€	3.88	13%
	5	Contingency	€	3.28	17%
		Element Total	**€**	**20.29**	**100%**
	Pier 1 East Module 2 and 3- External Works				
	1	Design	€	6.53	8%
	2	Management	€	3.79	5%
	3	Construction	€	47.36	57%
	4	Construction Inflation	€	17.02	13%
	5	Contingency	€	14.42	17%
		Element Total	**€**	**89.12**	**100%**
		Project Total (Rounded)	**€**	**686.86**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 37.60

CIP27.02.02B – MRO Relocation and Utilities

Project	**MRO Relocation and Utilities**
CIP Number	CIP.27.02.02B
Project Summary	In order to support the construction of CIP27.02.02A – Pier 1 East project, it's required to demolish the Hangars 3, 4, and 5. The retention of the maintenance service offering and continuation of large businesses that are currently located in these hangars, is in the interest of Dublin Airport and of the local area. This project proposes to enable new hangars at an alternate site in the west of the airfield which would directly replace the existing accommodation and allow for future expansion. This project includes construction of new taxiways and apron, site services, parking and facilities and associated utility connection runs in the West, to enable the construction of the Hangar buildings by third parties. ***Exhibit 1*** *– MRO Relocation – Site Location Plan (Indicative)* 
Key Deliverables	**1. Site Enablement** Clear the existing site of existing lanes, internal roads and greenfield areas. Undertake groundworks to level the site. **2. Utility Connections / Civils** Installation and provision of all necessary local utilities (including surface water, foul, potable, hydrant power) and service connections. Divert and re-route approx. 2km of existing public road and provide landside staff car park. **3. Security** Construct perimeter security fence and new airside perimeter road. Construct new security gate post large enough to accommodate 2 security lanes of 17m in length (provided for by Security Equipment CIP27 project). **4. Airfield / Apron Works** Construct new link taxiway and access apron covering approximately 28,000 sqm, which will feature areas for aircraft staging and manoeuvring.
Primary Drivers	Facilitate Pier 1 Construction. Continuation of MRO operations.

Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2023	Q1 2027-Q3 2029	Q4 2029
Opex Impact	Relocation of the MRO hangars will involve the construction of a new security gate post with associated staffing and security equipment operating costs. Together with energy savings from demolished hangars, the Dublin Airport operated portion of the MRO development is expected to increase operational expenditure by approximately €650 - €750k per annum.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	MRO Relocation			
	1	Design	€ 9.02	9%
	2	Management	€ 5.48	5%
	3	Construction	€ 68.47	60%
	4	Construction Inflation	€ 7.47	8%
	5	Contingency	€ 20.47	18%
		Element Total	**€ 111.19**	**100%**
	Utilities			
	1	Design	€ 3.86	9%
	2	Management	€ 2.34	5%
	3	Construction	€ 29.29	60%
	4	Construction Inflation	€ 8.87	8%
	5	Contingency	€ 47.57	18%
		Project Total (Rounded)	**€ 158.75**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 3.79m

CIP27.02.04 – Terminal 2 CBP and Transfer Extension

Project	**Terminal 2 CBP and Transfer Extension**
CIP Number	CIP.27.02.04
CIP Roll Over	This project was previously presented and received approval as part of CIP2020, identified by the project number CIP.20.03.030, with a budget allocation of €94 million. The original intent was for a two-storey building extending from the side of Pier 4, accommodating a traditional two-step security process requiring up to 11 TSA screening lanes and an expansion of CBP processing at apron level. Access to Pier 4 gates would then be via apron level, while access to Pier 5 would be via the first floor featuring some limited post-CBP food and beverage offerings, as well as a new post-CBP Airline Lounge. This disjointed routing was considered less than ideal, and along with changes to the TSA process, the overall design was reviewed and updated, these changes were discussed with key Terminal 2 US airlines at various stages of the re-design process. Consequently, the costs associated with the project have been increased to account for inflation related to the base design, as well as modifications and more stringent thermal, heating, and cooling sustainability requirements. Additionally, this increase encompasses the work related to improvements to the Pier 4 and Pier 5 passenger flow, whereby all post-CBP passengers will be directed to the first floor through a mini International Departure Lounge, benefiting from significantly improved retail, food and beverage options, and wait for gate seating areas. In opening up the space for the improved first floor, the existing Pier 4 Transfer node has been relocated and enlarged to accommodate future growth and is now situated at a newly proposed second floor level of the CBP Extension. These modifications establish Terminal 2 as a world-class transfer product, facilitating the growth of Terminal 2 airlines in accordance with the Irish Aviation Policy mandate to enhance Irish-US connectivity.
Project Summary	Dublin Airport has experienced significant growth in the transatlantic and transfer market in recent years and is expected to continue expanding in the coming years. Managing this growth during peak hours has become challenging due to the current TSA and CBP facility reaching its capacity. To enable Terminal 2 airlines to expand and depart at optimal times, Dublin Airport is proposing the development and expansion of the existing CBP facility, which will create a larger processing area with dedicated post-CBP passenger amenities and direct connections to both the existing Pier 4 and the proposed CIP27 Pier 5. The new CBP facility footprint also presents the opportunity to relocate the current Pier 4 Transfer facility, facilitating optimal passenger flow and providing the necessary capacity to accommodate transfer growth. The updated design for the CBP extension now features three floors, with TSA and CBP located at the Apron level. The TSA processing lanes and configuration have been adjusted to reflect recent changes in security processing, where only transfer and selectee passengers require screening. The number of CBP positions will be increased as originally planned, with direct

Element	Increase	Increase Percentage
CIP2020 Allowance	€93.6 m	
Increase	€65.3 m	
Inflation	€3.4 m	5%
Design Refinement and Rate Escalation	€61.9 m	95%
Updated Total Cost	**€158.9 m**	

access to the adjoining secondary facility. Once cleared, all departing US passengers will access both Piers 4 and 5 via a first-floor mini International Departure Lounge, which will include retail and food and beverage options, as well as waiting areas for gate seating, toilet provisions, and a new Airline Lounge.

In order to improve the flow between CBP and the piers and to expand the space available for post-CBP passenger amenities, the current Pier 4 Transfer facility is proposed to be moved to the second floor of the CBP extension facility. This newly established Transfer Facility can be accessed from both Pier 4 and the proposed Pier 5 arrival corridors, which are located on the same level. The new facility includes increased document check, Immigration Booth, and E-Gate provisions designed to reduce queue times and ensure minimal transfer connection times while accommodating future increasing peak demand. Once passengers have completed their transfer process, they will return to the Pier 4 departure level using a new vertical circulation cores.

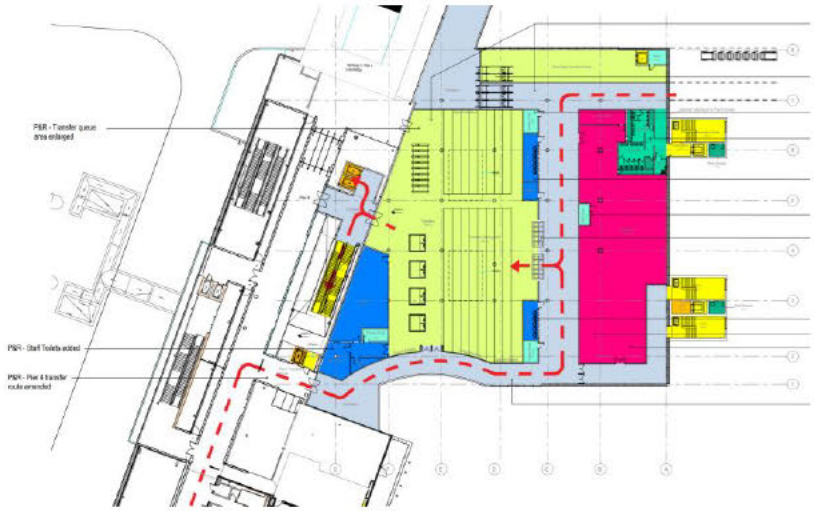
Exhibit 1 *– CBP Extension – Ground Floor Plan (Indicative)*



Exhibit 2 *– CBP Extension – First Floor Plan (Indicative)*



Exhibit 3 *– CBP Extension – Second Floor Plan (Indicative)*



Mitigating the Loss of Stand 409 L/C/R

The positioning of the CBP extension has been strategically optimised to enhance the existing facility, allowing for a direct connection to the adjacent Pier 4 and the proposed Pier 5. This plan also leverages the current secondary CBP facility, which can remain in its current location.

The CBP extension has been positioned in an area that was left empty due to the design of the proposed Pier 5 and the subsequent layout of the stands, which was crafted to avoid affecting the overall configuration of the Pier 4 stands while enhancing the facilities for Pier 5. Given the established limitations, it was necessary to move the existing Pier 4 stand 409. Therefore, the proposed configuration of Pier 5 requires the relocation of stand 409 instead of the CBP extension.

Key Deliverables

1. Demolitions and Relocation

Demolition of 2no. existing Pier 4 fixed link bridges, VCC nodes and passenger boarding bridges. Realignment of apron road, relocation of stand 409 and relocation of associated AVDGS, FEGP and Fuel Hydrant infrastructure. The opening and modification works necessary for the extension interfacing with the existing Pier 4 at all three levels, including structural floor infill as required.

2. Construction of New Three Storey CBP Facility

Construction of new 10,100 sqm three storey building with similar look and feel to the existing CBP building. The ground floor will accommodate 5 19 metre TSA lanes and 22 CBP booths. The first floor will accommodate airline lounge (with kitchen), retail and food and beverage, wait for gate seating areas, washrooms, pet relief facility, staff welfare facilities and back of house space. The second floor will accommodate new transfer facility with 8 Immigration Booths and 10 E-Gates with associated queue space, offices, transfer ticket desks, toilets and plant rooms. Provision of all M&E, airport systems, seating and washroom facilities. Designed to Net Zero/NZEB standards.

3. Vertical Circulation

New departing passenger dual escalator and lift core is proposed between the apron and the first floor level. A second core with a single escalator and dual lifts is provided between the second floor and Pier 4 departure level. Three external fire escape and goods cores are proposed along the eastern elevation, including stairs and lifts from apron to second floor level.

4. Retail, Food and Beverage and Airline Lounge Shell and Core

The costs associated with the project cover the establishment of new retail spaces, food and beverage areas, as well as the shell and core space for a new post CBP airline lounge. These costs will include the oversight of general construction tasks, utility connections, and the necessary openings for specialised catering, mechanical, and electrical systems. The actual fit-out will be provided by either third parties or by their respective CIP27 Commercial retail and airline lounge project.

Capacity Benefit

TSA and CBP

The existing TSA facility is designed to accommodate 500 passengers per hour. Recent modifications in TSA security processing now only require screening for transfer and selectee US-bound passengers. Consequently, the current demand is approximately 250 passengers per hour, sustained from early morning until mid-afternoon, and is projected to rise to 300 passengers per hour by 2032, with an ultimate demand expected to reach around 480 beyond 2032.

All passengers must have their documents verified upon entering the facility and prior to TSA screening. Although this process is relatively swift, it can lead to the formation of queues during peak times, causing backups that extend to the escalators and into the gate areas of Pier 4 at the first floor level. This situation results in congestion in circulation areas and gate hold rooms within the pier. This project proposes increased document check positions and an expanded queue area to contain the queue within the TSA/CBP facility. The current number of TSA screening lanes will be maintained, with equipment repurposed although reconfigured into the new facility layout, providing a similar hourly capacity as it does today.

The current CBP facility has an hourly capacity of 1,200 passengers per hour. The newly expanded and reconfigured layout will accommodate up to 22 positions, increasing capacity to 1,980 passengers per hour and enabling it to meet the projected demand of 1,430 passengers per hour by 2032, as well as the ultimate forecast demand of 1,880 beyond 2032, ensuring future-proofed headroom to accommodate optimal utilisation of Piers 4 and 5 and potentially increased remote bussed CBP operations.

Transfer Facility

The existing Pier 4 Transfer facility has a maximum capacity of 970 passengers per hour, which is sufficient to meet the scheduled demand in 2032 of 455 passengers per hour. However, due to the fluctuating nature of transfers, particularly when aircraft arrive outside of the scheduled times, which is common with transatlantic arrivals, the facility often struggles to handle the additional demand.

This results in longer queue wait times, negatively impacting minimum connection times. Acknowledging the need to move the existing transfer facility to improve CBP connectivity to Pier 4 and 5, we have taken the opportunity to design the new transfer facility to more effectively support unscheduled operations and future transfer expansion.

This expansion is anticipated to grow significantly after 2032, given the strategic growth plans outlined by based US Transfer airlines currently operating and their preference to operate within established transfer banks. Consequently, the new facility has been designed to handle up to 1,670 passengers per hour, thereby offering potential for airline growth.

Primary Drivers

Increase of US Preclearance and Transfer capacity, enhanced passenger experience and reduced queue times.

Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2026	Q3 2027-Q1 2030	Q2 2030
Opex Impact	Contingent upon the completion of design and operational planning, the suggested project could lead to an increase in operational costs estimated between €1.0m and €1.5m annually. This increase is expected to encompass routine repair and maintenance, operational and utility expenses, overheads related to security screening equipment, and a projection for a rise in local authority rates due to the anticipated expansion in floor area.		
Planning Approval	Two Storey Element – Has planning approval. Third Storey Element – Will require planning amendment.		
Cost Certainty	Class 4		

Level 1 Costs

Item	**Description**	**Total (millions)**	**%**
	Terminal 2 CBP and Transfer Extension		
1	Design	€ 13.55	9%
2	Management	€ 7.68	5%
3	Construction	€ 95.98	60%
4	Construction Inflation	€ 12.42	8%
5	Contingency	€ 29.30	18%
	Element Total	**€ 158.93**	**100%**
	Project Total (Rounded)	**€ 158.93**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.41m

CIP27.02.05A – Pier 5

Project	**Pier 5**
CIP Number	CIP.27.02.05A
CIP Roll Over	This project was previously presented and received approval as part of CIP2020 - CIP.20.03.029 (Pier 5). In CIP2020 it was proposed as part of South Apron Hub Grouping with and CIP.20.03.031 (South Apron Expansion), with a combined budget allocation of €622 million for both projects. The original intent of these projects has not materially changed; the dimensions of the Pier 5 and Apron extension remain unaltered. The original scope also included the Eastlands Cargo enablement works and the relocation of Gate Post 4. These elements have now been removed from this project and presented as separate, discrete CIP27 projects to support clearer governance, facilitate delivery, and allow for inclusion in the StageGate process where required. The remaining equivalent CIP2020 budget for the Pier 5 and South Apron Expansion is €502 million, with €253 million allocated to Pier 5. Since CIP2020, further design development has occurred as part of the Infrastructure Application providing greater design granularity for cost estimating purposes. Furthermore, project costs have been reassessed to reflect latest benchmark and rate information, as well as some design refinement modifications and more stringent thermal, heating, and cooling sustainability requirements that have emerged as the project design progressed from concept to planning design stage.

Element	Increase	Increase Percentage
CIP2020 Allowance	€252.6 m	
Increase	€199 m	
Inflationary Realignment	€24.5 m	12%
Design Refinement & Rate Escalation	€174.5 m	88%
Updated Total Cost	**€451.6 m**	

Project Summary

Dublin Airport has experienced significant growth in the transatlantic and transfer market in recent years and is expected to continue expanding in the coming years. Accommodating growth during peak hours has become challenging due to a deficiency of Terminal 2 connected gates and stands, particularly those configured for US Pre Clearance (CBP) operations.

To enable Terminal 2 airlines to grow, Dublin Airport is proposing the development and expansion of the South Apron, which will create an enlarged transfer hub consisting of a new Pier 5, a Passenger Boarding Zone, and an expanded CBP processing and Transfer facility. To facilitate this new infrastructure and to optimise aircraft access, the South Apron pavement will be expanded southward, providing space for associated new stands and dual code E taxiways – this is covered by a separate CIP27 project CIP.27.02.05B.

This project presents the Pier 5 along with the associated enabling and demolition works necessary to clear the existing space for the new development. This project has been discussed in previous CIPs and has received full support from the airlines currently operating at Terminal 2. As such this project rolls over from CIP2020, although the project scope has been revised to reflect changes in mandated sustainability standards and to accommodate cost inflation since its inception.

The expansion of Pier 5 and the South Apron is included in our Infrastructure Planning

Application, which is presently being evaluated by Fingal County Council.

Pier 5 Options Evaluated

This project was originally conceived in advance of the 2019 CIP2020 preparation in collaboration with Aer Lingus, the largest user of Terminal 2. Nine options were considered, and while all appeared to be technically achievable at a masterplan level, they were assessed against four key objectives:

- To maximize new widebody contact stands to facilitate US hub growth.
- Provide for optimal two-way widebody taxiway flow to avoid replicating current cul-de-sac congestion.
- Minimise jet blast impacts from manoeuvring aircraft.
- Minimise impact on the Fuel Farm and Primary Dardistown substation.

The following presents the evaluated options, along with a RAG assessment indicating that a concept version of the current Pier 5 solution was the preferred choice. This layout uniquely supports dual Code E taxi lanes while adhering to the runway obstacle limitation surfaces related to the South Runway.

Additionally, it offers the highest number of new contact wide-body stands while meeting the other key objectives. It is important to note that this option also permits further extension of Pier 5 towards the east in the future, contingent upon the relocation of the Fuel Farm as new sustainable aviation fuels become available.

Exhibit 1 *– Pier 5 Options Considered*

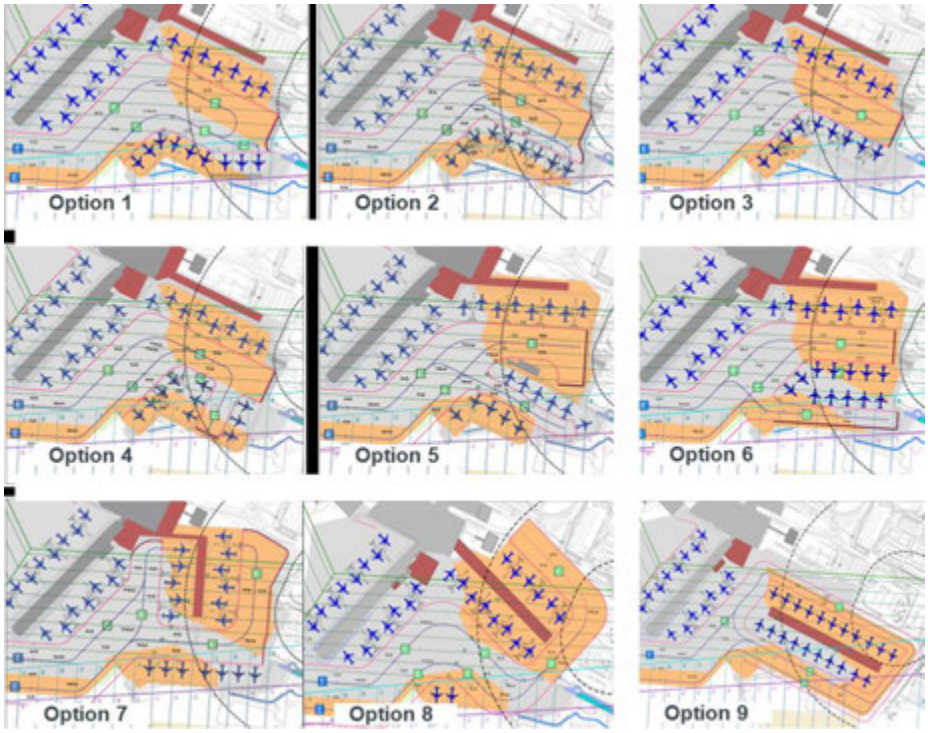


Exhibit 2 *– Pier 5 Options RAG Assessment*

	TOTAL NEW WB CONTACT STANDS	DUAL CODE E CUL-DE-SAC	IMPACTS OLS	JET BLAST IMPACT	IMPACTS FUEL FARM	IMPACTS MV SUB
1	3 WB (6 NBE)	Y	N	LOW	N	N
2	3 WB (6 NBE)	N	N	LOW	N	N
3	3 WB (6 NBE)	N	N	MEDIUM	N	N
4	3 WB (6 NBE)	N	N	HIGH	N	N
5	3 WB (6 NBE)	N	N	HIGH	N	N
6	3 WB (6 NBE)	N	N	MEDIUM	N	N
7	4 WB (9 NBE)	N	N	MEDIUM	N	N
8	6 WB (12 NBE)	N	Y	LOW	Y	N
9	0 WB (21 NBE)	N	N	LOW	Y	Y

Enabling Works

To facilitate the development of Pier 5 and the South Apron Expansion, the associated enabling costs are set out within the relevant CIP27 project sheets. These include the relocation of the apron snow base, and Gate Post 4. Following relocation, the existing buildings, associated pavement including vacated and impacted cargo warehouse areas and services will be demolished and removed, thereby preparing the site for the proposed new construction works.

Pier 5

The proposed Pier 5 is a single-sided pier designed in a linear layout, extending from Terminal 2 towards the east. Several alternative pier configurations were evaluated during the initial concept design phase in 2018. Both a linear and a "dog leg" double-sided pier were considered; however, they were found to be unfeasible due to constraints imposed by the South Runway Obstacle Limitation Surface and the inability to accommodate dual Code E taxiway access. The chosen configuration, along with the proposed relocation of the Passenger Boarding Zone sited along the southern edge of the extended apron, represents the most efficient use of space, providing the maximum number of stands available while conforming to key constraints and objectives.

Exhibit 3 *– Pier 5 – Architectural Renders (Indicative)*



The new pier will consist of a three-storey structure, featuring six new bus gates equipped with dedicated bus bays at the apron level, along with washroom facilities and a modest offering of food, beverage, and retail space. The gates at the apron level will be reserved for non-CBP departures, accessible from the Terminal 2 International Lounge through a newly constructed multi-level vertical circulation core that includes stairs, escalators, and lifts.

On the first floor, there will be hold room gate space for the contact stands that are directly adjacent to the new pier. It is proposed to have eight narrow-body gate rooms, which can be combined to accommodate four wide-body aircraft. Due to the need to relocate the existing stand 409 L/C/R to enable the proposed CBP Facility Extension under CIP27, the total number of net new narrow-body gates will be six, which will serve three wide-body aircraft.

The gates on the first floor can be configured as either "enclosed gates," allowing each gate to operate independently in either CBP or Non-CBP departure mode. While this configuration is the most efficient and flexible from a scheduling perspective, it necessitates dedicated washroom facilities within each gate hold room, thereby limiting the availability of food, beverage, or retail options within the pier area.

Alternatively, there is an option to provide an "open gate" configuration, which would divide the pier into two distinct "swing spaces," similar to the current operations at Pier 4. However, in this scenario, either the entire pier or half of it must operate in either CBP or Non-CBP mode. Although this approach is less efficient from a scheduling standpoint, it enhances the passenger experience by allowing for the provision of food, beverage, and retail offerings, while also minimising the number of washrooms required.

The gates on the first floor are linked to their associated aircraft through glazed fixed links and airbridges. These links have been designed to accommodate either narrow-body aircraft independently or, when combined, wide-body aircraft, facilitating dual airbridge operations.

Exhibit 4 *– Enclosed Gate (Left) / Open Gate (Right) (Indicative)*





Each fixed link features a vertical circulation core that provides apron access for walkout operations, as well as access to the second-floor arrivals route for deplaning passengers. Additionally, the eastern most stand includes a segregated arrivals corridor for Third State passengers, which limits the mixing of Third State arriving passengers with non-Third State passengers.

The second floor primarily facilitates the movement of arriving passengers back towards Terminal 2, directing them to the proposed CIP27 Transfer Facility or existing Immigration.

Each Pier 5 stand will feature the provision of Automated Docking Guidance, Fixed Electrical Ground Power, Fuel Hydrants, Preconditioned Air and on-stand GSE charging infrastructure.

Each Pier 5 boarding gate includes provisions for automated self-service E-Gates, facilitating a more efficient boarding process and contactless customer experience.

Exhibit 5 *– Pier 5 - Apron Floor Plan (Indicative)*

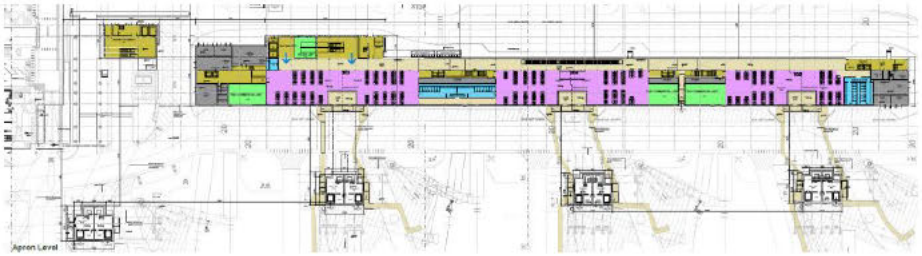


Exhibit 6 *– Pier 5 - 1st Floor Plan (Indicative)*

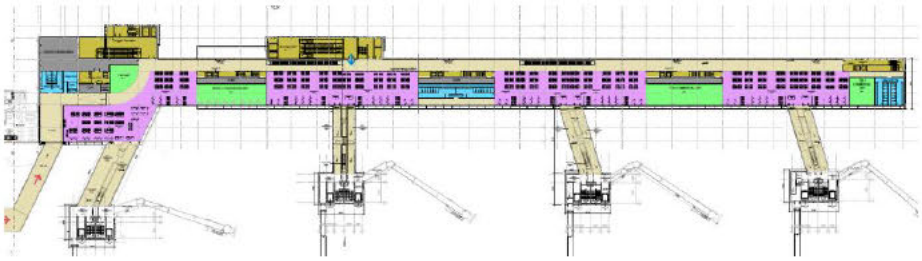
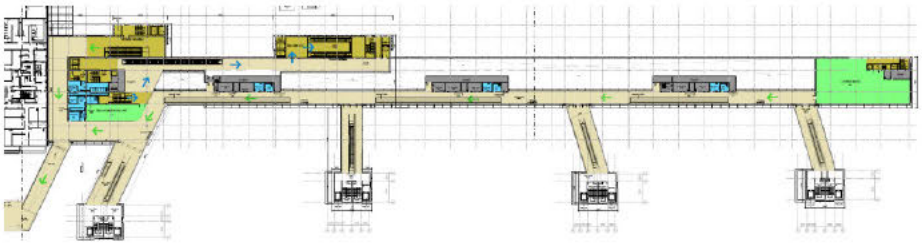


Exhibit 7 *– Pier 5 -2nd Floor Plan (Indicative)*



Key Deliverables

1. Demolitions and Site Prep

Demolish and remove existing PBZ building, Snow Base and De-icing Tanks, Shamrock House Annex, Gate Gourmet, Substation 11, Gatepost 4, White House, South Apron Accommodation, Cargo 1, Cargo 2, Swissport De-Icing Fluid Tanks, International House, Alpha Strike Head Office, Universal Aviation as well as the partial demolition of former Flight Catering Building and unnecessary paved areas. Risk allowance included for asbestos, contamination, and PFAS disposal.

2. Pier 5

Pier 5 will comprise 21,000 sqm in total floor area over three floors including links back to Terminal 2. The pier will be made up of six narrow body apron-level bus gates including washrooms, as well as food and beverage provision, accessible from the Terminal 2 International Departure Lounge via a dedicated vertical circulation core.

A new apron-level bus injection node including vertical circulation to facilitate arriving passengers' access to the second-floor arrivals route. Four MARS contact stands serving either four wide-body or eight narrow-body gate hold rooms at the first-floor level, configured in either an 'Open' or 'Enclosed' arrangement, complete with the necessary provisions for washrooms, food, and beverage services. Dedicated arrivals routes on the second floor include the provision of a segregated Third State Arrivals route for one MARS stand. All airport systems,

	seating, and washroom facilities included. The pier design shall adhere to Net Zero/NZEB standards. Where Fixed Electrical Ground Power (FEGP) is provided at aircraft stands, it is proposed that these units will also have the capability to load share and supply charging power to Ground Support Equipment (GSE) when not in use for aircraft. This will improve energy efficiency, support the transition to electrified ground operations, and maximise utilisation of installed electrical infrastructure. **3. Vehicle Parking** GSE parking area to be located at the rear of the new pier along with electric vehicle charging stations provided as part of the dedicated CIP27 Sustainability EV Charging Infrastructure project. **4. Retail, Food and Beverage Shell and Core** The expenses associated with the project cover the establishment of new retail, food, and beverage shell and core units. These costs will also include the oversight of general construction activities, utility connections, and the necessary openings needed for specialised catering, mechanical, and electrical systems. The actual fit-out will be conducted by third parties or accommodated by their respective CIP27 Commercial project.
Capacity Benefit	Terminal 2's stand and gate capacity are currently at its limit, particularly from the perspective of stands enabled for CBP operations. At present, the fleet composition consists of 73% narrow-body and 27% wide-body aircraft, with the wide-bodies primarily deployed on long-haul transatlantic routes. Due to the nature of the transfer bank schedule utilised by Terminal 2 airlines, along with preferred transatlantic arrival and departure times, the number of wide-body aircraft on the ground tends to peak in the mid-morning and is subsequently replaced almost exclusively by narrow-bodies in the later afternoon. Consequently, the majority of Terminal 2 stands, as well as those proposed for Pier 5, will be configured as MARS and capable of accommodating a variety of aircraft types. Pier 5 will introduce a net addition of 6 new narrow-body contact gates and stands, which can be combined to serve 3 additional wide-body aircraft. The apron level will include 6 new narrow-body remote hold rooms serving aircraft movements from remote aprons. Assuming optimal utilisation and approximately 6-8 movements per day per narrow-body stand, Pier 5 has the potential to ultimately accommodate between 3 and 4 million additional passengers annually as demand continues to grow.
Primary Drivers	Provision of adequate Terminal 2 CBP and Non-CBP stand, and gate hold rooms.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	25 Years

Delivery Programme	Planning	Construction	Operational
	Q4 2027	Q4 2029-Q3 2033	Q4 2033

Opex Impact	The Pier 5 development encompasses several critical components that will affect future operational expenditure costs. Depending on the final design, the proposed project could lead to an increase in operational costs of around €3.0 million to €4.0 million annually. This increase includes commercial rates payable to the local authority, as well as ongoing expenses for cleaning, repairs, maintenance, and staffing for operational and security sweeps. Furthermore, additional heating and cooling expenses will arise due to the net increase in terminal footprint.
Planning Approval	Included in current IA 40mppa application.
Cost Certainty	Class 4

Level 1 Costs

Item	Description	Total (millions)	%
Pier 5			
1	Design	€ 35.31	8%
2	Management	€ 20.37	5%
3	Construction	€ 254.61	56%
4	Construction Inflation	€ 63.76	14%
5	Contingency	€ 77.57	17%
	Element Total	**€ 451.62**	**100%**
	Project Total (Rounded)	**€ 451.62**	

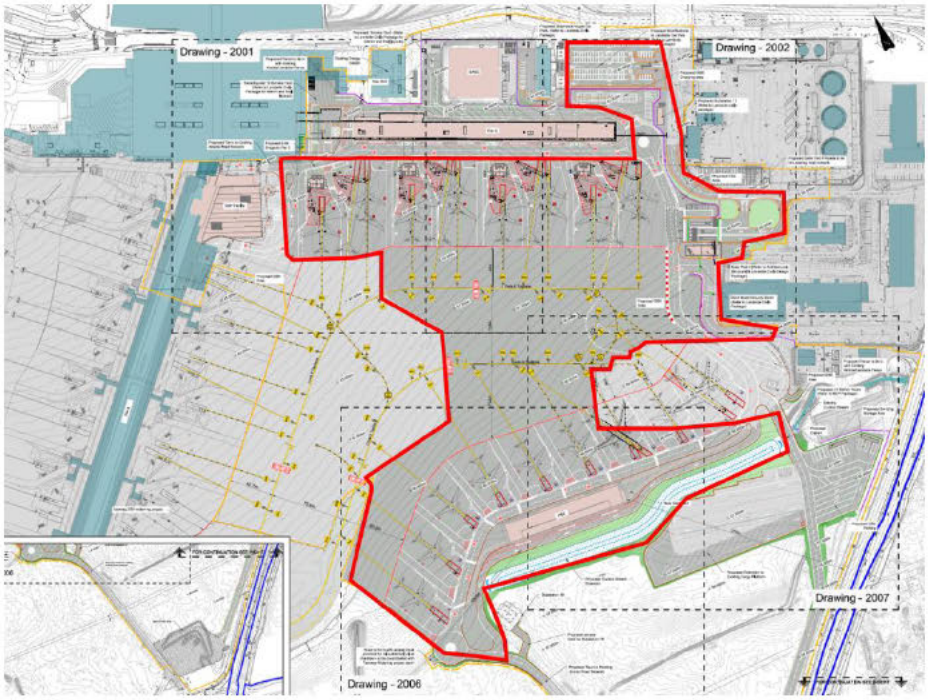
Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.23m

CIP27.02.05B – South Apron Expansion

Project	**Pier 5 and South Apron Expansion**
CIP Number	CIP.27.02.05B
CIP Roll Over	This project was previously presented and received approval as part of CIP2020 - CIP.20.03.029 (Pier 5). In CIP2020 it was proposed as part of South Apron Hub Grouping with CIP.20.03.031 (South Apron Expansion), with a combined budget allocation of €622 million for both projects. The original intent of these projects has not materially changed; the dimensions of the Pier 5 and Apron extension remain unaltered. The original scope also included the Eastlands Cargo enablement works and the relocation of Gate Post 4. These elements have now been removed from this project and presented as separate, discrete CIP27 projects to support clearer governance, facilitate delivery, and allow for inclusion in the StageGate process where required. The remaining equivalent CIP2020 budget for the Pier 5 and South Apron Expansion is €502 million, with €250 million allocated to the South Apron Expansion. Since CIP2020, further design development has occurred as part of the Infrastructure Application providing greater design granularity for cost estimating purposes. Furthermore, project costs have been reassessed to reflect latest benchmark and rate information, as well as some design refinement modifications and more stringent thermal, heating, and cooling sustainability requirements that have emerged as the project design progressed from concept to planning design stage.
Project Summary	As noted in CIP.27.02.05A, Dublin Airport has experienced significant growth in transatlantic and transfer traffic in recent years, with further expansion expected. To support the delivery of Pier 5, the South Apron will be expanded southwards to provide space for new aircraft stands and dual Code E taxiways. This will establish an enlarged transfer hub, comprising Pier 5, a Passenger Boarding Zone, and enhanced CBP processing and transfer facilities. This project relates specifically to the South Apron expansion and includes the enabling and demolition works required to prepare the site for development. The project has been presented in previous CIPs and has received strong support from airlines operating at Terminal 2, reflecting its importance in supporting long-haul growth and operational efficiency. The project is carried forward from CIP2020, with scope updated to reflect revised sustainability requirements and cost inflation since its original development. The expansion of Pier 5 and the South Apron also form part of the Infrastructure Planning Application currently under assessment by Fingal County Council.

Element	Increase	Increase Percentage
CIP2020 Allowance	€249.7 m	
Increase/Decrease	-€10.1 m	
Inflationary Realignment	€29.24 m	-
Design Refinement & Costing review	-€39.4 m	-
Updated Total Cost	**€239.6 m**	

Exhibit 1 *– South Apron Expansion Red Outline (Indicative)*



South Apron Expansion

To facilitate the construction of Pier 5, its associated stands and dual Code E taxiway, the South Apron pavement will necessitate both rehabilitation of the current pavement and expansion towards the south. The expansion of the apron will involve the diversion of the nearby Cuckoo Stream and its associated pollution control monitoring infrastructure, in addition to the construction of retaining walls and ground fill to achieve the final pavement levels, as the area currently slopes steeply to the south.

The expenses associated with the South Apron Expansion encompass the installation of airfield ground lighting, pavement markings, signage, jet blast fencing, drainage systems, and surface water attenuation.

Key Deliverables

1. Apron and Taxiway Works

Expansion of the South apron area to include a dual code E parallel taxiway linking to the Critical Taxiways (Romeo and Victor). Stand pavement serving the new Pier 5 and the relocated Passenger Boarding Zone. Costs include for approximately 60,000 sqm of pavement rehabilitation and 70,000 sqm of new pavement. This project will also involve the installation of drainage systems, attenuation, airfield ground lighting, high mast lighting, signage, paint markings, and jet blast fencing. Additionally, the relocation of Cuckoo Stream retaining, and fill works necessary to achieve the required pavement site levels.

2. Stand Infrastructure

Each Pier 5 stand will be served by a fixed link, Vertical Circulation Core and Passenger Boarding Bridge, inclusive of dual Passenger Boarding Bridge docking for wide body aircraft stands. The Pier 5 contact stands should have a secondary means of access via dedicated stair and lift A total of 4 fixed links will be included and 8 airbridges. The PBZ stands will be walk out only type. All stands to incorporate FEGP, AVDGS, Pre-Conditioned Air, and fuel hydrants.

	Where Fixed Electrical Ground Power (FEGP) is provided at aircraft stands, it is proposed that these units will also have the capability to load share and supply charging power to Ground Support Equipment (GSE) when not in use for aircraft. This will improve energy efficiency, support the transition to electrified ground operations, and maximise utilisation of installed electrical infrastructure. **3. Vehicle Parking** GSE parking area to be located at the rear of the new pier along with electric vehicle charging stations provided as part of the dedicated CIP27 Sustainability EV Charging Infrastructure project.
Capacity Benefit	The enlarged South Apron has been designed to facilitate the extension of dual code E taxi lanes, optimising the movement of aircraft in and out of the south apron while avoiding the replication of single taxi lane cul-de-sacs currently located between Piers 2 and 3, as well as between Piers 3 and 4; This will guarantee efficient taxi times and timely performance for airlines. Additionally, the expanded apron provides space for new Pier 5 stands and allows for the reprovisioning of nine narrow-body stands that currently serve the existing South Gates Passenger Boarding Zone (located on the foot print of proposed Pier 5), which necessitated demolition and replacement with a new Passenger Boarding Zone along the south edge of the extended apron, thereby effectively maintaining the existing stand and gate capacity.
Primary Drivers	Provision of adequate Terminal 2 CBP and Non-CBP stand, and gate hold rooms.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2028	Q4 2029-Q2 2032	Q3 2032
Opex Impact	The South Apron expansion will generate additional costs in relation to maintenance of additional pavement and lighting. The development is expected to increase operational expenditure by between €300k - €400kper annum.		
Planning Approval	Included in current IA 40mppa application.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
South Apron Expansion			
1	Design	€ 17.90	7%
2	Management	€ 11.01	5%
3	Construction	€ 137.68	58%
4	Construction Inflation	€ 31.35	13%
5	Contingency	€ 41.65	17%
	Element Total	**€ 239.58**	**100%**

Project Total (Rounded)	**€ 239.58**

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 7.83m

CIP27.02.06 – Eastlands Cargo

Project	Eastlands Cargo
CIP Number	CIP.27.02.06
CIP Roll Over	This project was previously presented and received approval as part of CIP2020, identified by projects numbered CIP.20.03.029 (Pier 5). The costs for the cargo enabling works were included in the Pier 5 cost plan, with a total allowance of approximately €372 million approved, encompassing construction, design, management, escalation, and contingency. A comprehensive assessment of the cargo-enabling works was submitted to the IAA and IFS, with an indicative delivery cost of approximately €103 million for the development of a new cargo facility initially proposed at Corballis Park, adjacent to the Fuel Farm. Since the project commenced, Dublin Airport has engaged extensively with existing cargo operators and South Apron tenants to identify a preferred strategy to enable the delivery of Pier 5. A range of alternatives was evaluated, including the Corballis Park option; however, this location was ultimately discounted due to its limited capacity for future expansion. Consequently, the development of a new logistics and cargo facility within the East Lands area has emerged as the preferred and most sustainable solution to grow cargo operations. This revised project sets out the proposal for a secure bonded road and bridge providing airside connectivity over the R132, together with a connector spine road and the establishment of the East Lands logistics development area. The scope includes site preparation and clearance works, installation of perimeter fencing, drainage, road access and circulation, and the provision of localised services and utility infrastructure. It also includes facilities to accommodate non-commercial and State Services, including Revenue and Border Inspection. The project does not include the construction of new cargo warehouses. It will provide the necessary access and enabling infrastructure only, with the development of cargo buildings and associated compound infrastructure to be funded and delivered by the respective tenants.
Project Summary	Belly-hold cargo operations are a key component of Dublin Airport's commercial and operational strategy, supporting critical trade flows and underpinning the efficiency of both passenger and freight movements. To sustain and enhance this capability, it is essential to provide modern, flexible facilities capable of accommodating projected growth in cargo volumes. The strategic plan aims to deliver the space and infrastructure required for operators to develop contemporary cargo facilities, ensuring Dublin Airport remains a competitive, resilient hub able to meet long-term operational and commercial demands. To provide modern cargo infrastructure capable of accommodating future growth, we propose to utilise a landbank located to the east of the R132, providing space for expanded cargo operations. The site will be connected to the airside aprons via a secure bonded road and a bridge over the R132, with landside access provided through a new entrance and exit on the R132.

Element	Increase	Increase Percentage
CIP2020 Allowance	€102.6 m	
Increase	€4.6 m	100%
Inflation	€8.3 m	-
Design Refinement & Cost Review	-€3.73 m	-
Updated Total Cost	**€107.2 m**	

This development establishes a new cargo site that strengthens the airport's logistics capability to the east, while maintaining efficient and secure connectivity to the south and central aprons, which handle the majority of widebody aircraft movements. In doing so, the project delivers operational synergies across the airport's cargo and apron operations.

The project thus aims to create a new site, ensuring that access and utilities are available, with third-party commercial tenants responsible for providing their own cargo warehouses and compounds. Furthermore, it accommodates the necessary space for the development of a proposed Consolidated Screening Centre and Construction Logistics Compound, both of which are essential for the efficient functioning of Dublin Airport as it grows and expands. These two additional initiatives are financed through their respective CIP27 projects and are submitted for consideration separately.

The complete costs associated with the relocation of non-commercial state agencies such as Border Inspection, Customs, and Revenue have been included and are to be repurposed into a single, efficient warehouse construction at the western end of the new development area.

Exhibit 1 *– Eastlands Cargo – Site Plan (Indicative)*



Key Deliverables

1. Site Enablement

Subject to topographical and geotechnical surveys, including soil testing, the site will be cleared and graded to prepare it for development. New landside access roads will be established from the R132, along with pathways, paving, and landscaping, incorporating public lighting, site boundaries, and enclosures. The project will also provide services and utilities to support future connections for third-party cargo buildings, ensuring that all required drainage, attenuation, and environmental protection measures are in place.

2. Bonded Road and Bridge

New 10m wide airside road, two lanes (one lane for each direction), extending 400 meters in length, linking the South Apron to the new East Lands Logistics areas. A ramp and bridge section are included to facilitate crossing over the R132. The road to be secured on both sides with the installation of air/land fencing and appropriate CCTV surveillance. Provisions will be made for footpaths, street lighting, vehicle edge barriers, landscaping, drainage, and attenuation as

	necessary. A small vehicle gate post is to be installed at either the western or eastern end of the bonded road to facilitate security screening of vehicle drivers as they enter the South Apron from the East Lands Logistics area, under the assumption that any cargo or goods being towed have already undergone screening with the Cargo Warehouse or Consolidated Security Screening Centre. **3. Cargo Construction – State Agencies** A single warehouse will be provided, incorporating warehousing, office, and welfare areas suitable for non-commercial State services, including Border Inspection, Customs, and Revenue. Costs include the internal fit-out required to replace existing facilities. The project will also provide a service yard, vehicle parking, and all associated drainage, civil works, and utility infrastructure. All designs will be developed in accordance with Net Zero/NZEB standards. **4. Cargo Construction – Third Parties** This project facilitates the enablement of three to four cargo warehouses, which includes the provision of access, perimeter fencing, site levelling, and the establishment of services. The actual warehouse building, along with the associated paved compounds and ancillary infrastructure, will be provided by the third parties.
Primary Drivers	Enabling airside-connected logistics and cargo facilities.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q4 2024	Q4 2027-Q4 2029	Q1 2030
Opex Impact	Considering the assumptions related to operations and security, the projected operational expenditure for the new East Lands Logistics development is expected to be between €200,000 and €350,000 annually. A considerable part of this estimate is designated for securing the expanded airside environment and staffing of the Bond Road Vehicle Gate Post, along with increases associated with elevated rates, insurance, and maintenance.		
Planning Approval	Standalone Planning application submitted.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	New Revenue/BCP Building [Plot A]			
	1	Design	€ 3.36	8%
	2	Management	€ 1.96	5%
	3	Construction	€ 24.45	61%
	4	Construction Inflation	€ 3.15	8%
	5	Contingency	€ 7.44	18%
		Element Total	**€ 40.36**	**100%**

	New Cargo Bridge – Bonded Road over R132				
	1	Design	€	1.70	8%
	2	Management	€	0.99	5%
	3	Construction	€	12.39	61%
	4	Construction Inflation	€	1.60	8%
	5	Contingency	€	3.77	18%
		Element Total	**€**	**20.45**	**100%**
	Civil Works				
	1	Design	€	3.86	8%
	2	Management	€	2.25	5%
	3	Construction	€	28.07	61%
	4	Construction Inflation	€	3.62	8%
	5	Contingency	€	8.54	18%
		Element Total	**€**	**46.34**	**100%**
		Project Total (Rounded)	**€**	**107.15**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.22m

CIP27.02.07 – Gate Post 4 Relocation

Project	**Gate Post 4 Relocation**
CIP Number	CIP.27.02.07
CIP Roll Over	This project was previously presented and received approval as part of CIP2020, identified by projects numbered CIP.20.03.029 (Pier 5). The costs for the Gate Post 4 relocation works were included in the Pier 5 cost plan, with a total allowance of approximately €372 million approved, encompassing construction, design, management, escalation, and contingency. A detailed breakdown of the gate post element was presented to the IAA and IFS for assessment, with a delivery value of approximately €13 million. Since the original concept was designed and costed, further design has been undertaken as part of the Infrastructure Application providing greater design granularity for cost estimating purposes. Furthermore, project costs have been reassessed to account for inflationary increases in the base design, as well as to accommodate additional requirements including increased floor space to accommodate larger C3 and full body scanning equipment, and a significantly increased portion of the South Apron pavement and hardstanding footprint, approximately double in size compared to the CIP2020 scope, to enable this project to be delivered in isolation from Pier 5.
Project Summary	As Dublin Airport expands to accommodate increased capacity, plans are underway to construct a new Pier 5 to the east of Terminal 2 and Pier 4. In conjunction with the development of Pier 5, the South Apron is undergoing reconfiguration, and the airside/landside boundary (including Gate Post 4) is being extended, which necessitates the demolition of all existing structures within the new boundary, including Gate Post 4. This relocation is essential for the efficient operation of the airport. This initiative will involve the realignment and construction of new roads and fences leading to and from the relocated gate post, both on the landside road network and the airside apron. Where necessary, the project will also encompass all lighting, site enclosures, traffic barriers, and utility services. The relocated Gate Post will feature a two-storey building that will accommodate scanning equipment and security lanes for personnel and vehicles on the ground floor, while the upper floor will provide staff welfare and administrative facilities. Additionally, a separate CIP27 Security Equipment project outlines the provision of security equipment for the newly relocated Gate Post. The relocation of Gate Post 4 will include all necessary power and IT integration and connections. All vehicles moving from the landside to the airside through the gate post will be required to undergo screening and will be processed in through five distinct traffic lanes. All incoming lanes (four in total) will be sheltered under a canopy with a minimum canopy height of 4.95 meters. The outgoing lane will remain uncovered to facilitate the occasional passage of oversized loads.

Element	Increase	Increase Percentage
CIP2020 Allowance	€13.0 m	
Increase	€7.9 m	
Inflation	€0.4 m	5%
Design Refinement and Rate Escalation	€7.5 m	95%
Updated Total Cost	**€20.64 m**	

Exhibit 1 *– Gate Post 4 – Ground Floor Plan (Indicative)*

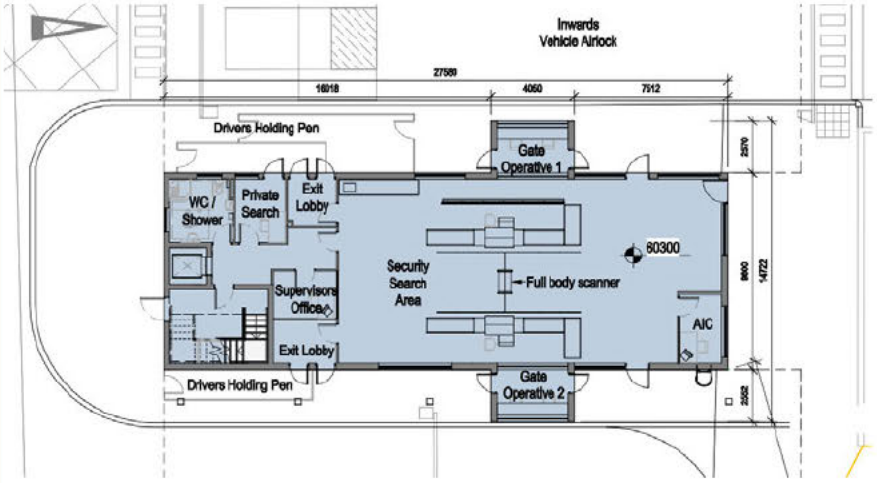


Exhibit 2 *– Gate Post 4 – Ground Floor Plan (Indicative)*



Key Deliverables	**1. Site Preparation and Road Configuration** Realign and build new roads and fences leading to and from the gate post on both the landside road network and the airside apron. Where necessary, the project will encompass all lighting, site enclosures, traffic barriers, drainage, attention, and utilities. **2. New Gate Post** Construct a new 428sqm gate post spanning two stories, which will accommodate scanning equipment and security lanes for personnel on the ground floor, while providing staff welfare and administrative facilities on the first floor, all designed to meet Net Zero/NZEB standards. Costs will encompass the internal fit-out of screening areas, as well as office and welfare spaces. **3. New Vehicle Screening Lanes** Provide 5 vehicle security lanes with line marking, access controls, signalling, safety barriers and traffic blockers as required. The project shall provide 4 lanes under a canopy cover with a minimum head clearance of 4.95 metres. The 5th lane shall be uncovered but include traffic control and access barriers as with other lanes.
Primary Drivers	Activate Pier 5 and the South Apron Hub, ensuring secure access to the South Apron.
Regulatory Treatment	Flexible
Trigger Project	Yes
Asset Life	20 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q4 2027	Q4 2029-Q3 2033	Q4 2033
Opex Impact	Subject to final design and operational planning, the proposed project has the potential to increase operational expenditures by approximately €200k - €250k per annum to provide for the operation and maintenance of additional security screening equipment within the relocated gate post. This project is treated as a relocation and does not anticipate increases in staffing costs.		
Planning Approval	Included in in current IA 40mppa application.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Gate Post 4 Relocation			
	1	Design	€ 1.52	7%
	2	Management	€ 0.94	5%
	3	Construction	€ 11.72	57%
	4	Construction Inflation	€ 2.91	14%
	5	Contingency	€ 3.55	17%
		Element Total	**€ 20.64**	**100%**
		Project Total (Rounded)	**€ 20.64**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.06m

CIP27.02.08 – Wide Body Engine Test Facility

Project	**Wide Body Engine Test Facility**
CIP Number	CIP.27.02.08
CIP Roll Over	This project obtained approval under CIP2020, designated by the project number CIP.20.03.079, with a budget allocation of €17 million. The project's functional requirements remain unchanged; however, the costs have been reassessed and revised to reflect latest cost benchmark and rate data.

Element	Increase	Increase Percentage
CIP2020 Allowance	€17.0 m	
Increase	€4.1 m	100%
Inflationary realignment	€5.3 m	-
Design Refinement & Cost Review	-€1.3 m	-
Updated Total Cost	**€21.1 m**	

Project Summary

Engine testing is essential for both airline operations and the maintenance hangar operators at Dublin Airport. Occasionally, visiting aircraft encounter technical issues that may necessitate repair and testing before they are cleared for flight again. Currently, short interval and minor low power testing is permitted on the stand and at several designated locations. However, if prolonged and higher power testing is required, it must be conducted in a safe area away from primary operations. Prior to the construction of the North Runway, such high power testing was carried out on disused runway pavement in the northeastern corner of the airport, which was abandoned in 2020 to facilitate the North Runway construction.

Since most engine testing is conducted for narrow body aircraft at Dublin Airport, the closure of the old site was mitigated by the establishment of a dedicated narrow body facility located in the centre of the field to comply with noise and planning regulations. Accommodating wide bodies in this location was not feasible due to constraints posed by the then shorter Air Traffic Control Tower and its site lines to Runway 28L; therefore, wide body aircraft testing was performed about the centre of Runway 16/34.

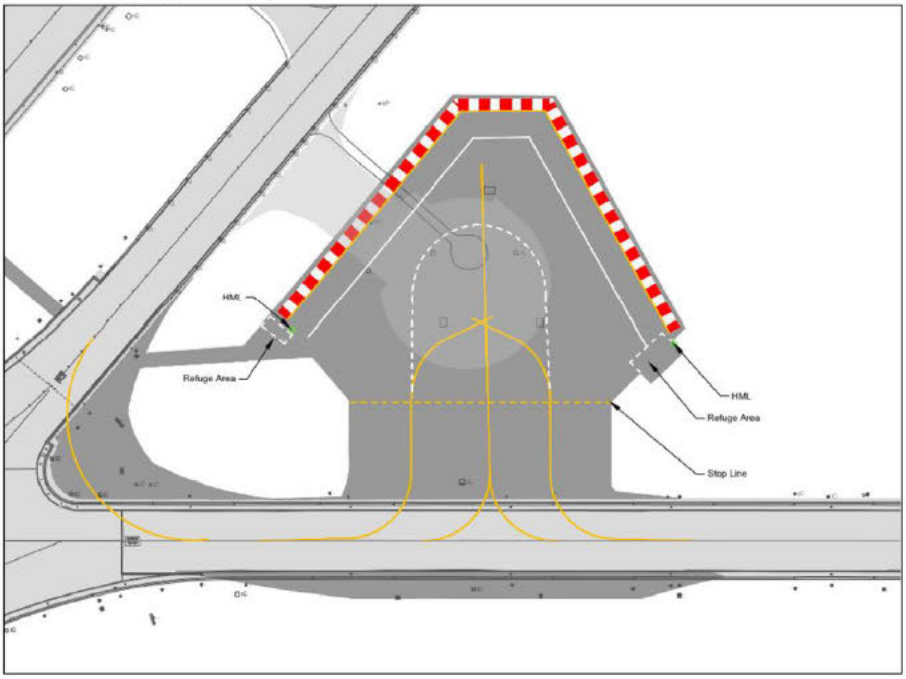
Although the new narrow body testing site has been successful, the interim operation of testing wide bodies on Runway 16/34 has become problematic. As operations have increased, the runway 16/34 pavement has become one of the primary north-south taxiway routes, providing access between the terminal aprons and the runways. Consequently, taxiing aircraft must currently be routed around the testing aircraft at times, leading to congestion and a less-than-ideal taxiway flow operation.

Currently, Dublin Airport aircraft operators conduct approximately two wide-body engine tests each month on average, predominantly involving A330 aircraft. However, there are occasions when testing for aircraft up to Boeing 777 engines is necessary. Despite the overall increase in aircraft movements at Dublin, we do not anticipate a significant rise in the average number of tests conducted. Nevertheless, the need for these tests persists, and a more permanent, safe, and accessible location is essential. Due to noise and planning restrictions, this location must be situated in the centre of the airfield.

With the introduction of the new taller Aircraft Control Tower, the existing narrow body engine testing site is no longer limited from a sightline perspective. Consequently, the facility has the potential to be expanded to accommodate both narrow and wide body aircraft.

This project, therefore, proposes to increase the existing facility pavement to accommodate aircraft up to the size of a Boeing 777, allowing access from taxiway S. The project includes new pavement and taxiway interface works, as well as taxiway fillets to facilitate optimal aircraft routing to and from the facility. Additionally, a new jet blast fence is proposed around the northern perimeter of the testing site to protect the taxiways behind.

Exhibit 1 *– Proposed design for ETS1 expansion. Concept layout, subject to survey and detailed design. (Indicative)*



Key Deliverables

1. Engine Test Facility Expansion

This project aims to expand the existing narrow body engine test site by constructing approximately 16,000sq.m of new pavement. The facility will be designed to accommodate aircraft up to the size of the Boeing 777X and will be configured to achieve a 99% usability factor, with headings ranging from 290 to 110 degrees.

The expanded facility will necessitate the installation of additional apron lighting, as well as the realignment and expansion of drainage and attenuation systems. Furthermore, it will include lead in and safety signage along with pavement markings. A new fixed jet blast fence, approximately 235 metres in length, will be provided along the northern perimeter of the facility. Additional space will also be allocated for the parking of observation vehicles and the storage of towing equipment.

2. Access / Egress

Provisions shall be included to allow safe aircraft and vehicle access and egress to the facility, which includes the construction or rehabilitation of approximately 1,200 square metres of pavement and turns to and from Taxiways W and S including wide body enabled fillets. Additionally, a 6-metre-wide side service road approximately 70 metres in length for vehicular access will be constructed. The work on the adjacent taxiways will involve the realignment of edge lighting and drainage, as well as modifications to pavement markings and signage.

Primary Drivers

Requirement for an engine test site capable of handling code E wide body aircraft in a location free from operational or local planning restrictions whilst minimising the noise impacts.

Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q4 2026	Q1 2029-Q1 2031	Q2 2031
Opex Impact	Subject to final design, the proposed project has the potential to increase operational expenditures by approximately €10k - €20k per annum to provide for the maintenance of the additional infrastructure.		
Planning Approval	Standard application if applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Wide Body Engine Test Facility			
1	Design	€ 1.61	7%
2	Management	€ 0.99	5%
3	Construction	€ 12.40	59%
4	Construction Inflation	€ 2.32	11%
5	Contingency	€ 3.75	18%
	Element Total	**€ 21.07**	**100%**
	Project Total (Rounded)	**€ 21.07**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.41m

CIP27.02.09/10 – North/South Apron De-Icing Storage

Project	**North and South Apron De-Icing Storage**
CIP Number	CIP.27.02.09 and CIP.27.02.10
CIP Roll Over	This project received approval under CIP2020, identified by the project number CIP.20.03.076, with a budget allocation of €1.3 million. The original project primarily focused on the preparation of a feasibility study to determine the most effective strategy for ongoing de-icing operations, which concluded that on-stand de-icing is the most suitable method for Dublin Airport, considering the climate, airfield constraints, and peak first wave departures. Since then, the feasibility study has been completed, and in conjunction with further development of the South and North apron planning, along with ongoing engagement with de-icing handlers, the requirements and complexity of the project have increased. The projects now presented, while maintaining similar functional intent, expand upon the original brief and have been developed from a clean sheet design to accommodate the latest requirements.

Element	Increase	Increase Percentage
CIP2020 Allowance	€1.3 m	
Increase	€15.3 m	
Clean Sheet Design	€15.3 m	100%
Updated Total Cost	**€16.6 m**	

Project Summary

The de-icing of aircraft is a critical operation during the winter season, and on-stand de-icing will continue to be the primary treatment method. Consequently, Dublin Airport currently relies on three third-party de-icing service providers, who operate from thirteen de-icing fluid tanks located across three sites, with a total capacity of 384,000 litres.

Each provider employs distinct procedures and types of fluid. One provider's tanks are positioned in Hangar 2, which is scheduled for demolition to facilitate the construction of Pier 1 East, while the tanks of the other providers will also require relocation to support the South Apron Hub development. To enhance efficiency and minimise transit times, a more strategic distribution of de-icing tanks across both the North and South Aprons is proposed and triggered now by the need to relocate the existing tanks.

North Apron De-Icing Facility

The new North Apron De-Icing facility will be located on the existing pavement of Apron 5H GSE parking and will feature seven bunded storage tanks, each with a capacity of 35,000 litres, in addition to a water and mixing tank. Arrangements will be made for the loading and parking of de-icing trucks, along with a small equipment building. A new landside fluid drop-off point will be established to improve delivery efficiency for the tanks. This facility will serve operations in the North Apron area and at Piers 2 and 3. The project will also involve the realignment of lighting and drainage around the tank storage area, as well as the adaptation of the road, kerbing, and airside fence surrounding the fluid drop-off point, which will include the construction of a new lorry pull-in bay.

South Apron De-Icing Facility

The new South Apron De-Icing facility will be situated on new pavement next to the South Apron GSE parking area, located south of the Cuckoo Stream. It will feature seven bunded storage tanks, each with a capacity of 35,000 litres, in addition to a water and mixing tank. Arrangements will be established for the loading and parking of de-icing trucks, along with a

small equipment building. This facility will enhance operations in the vicinity of the South Apron and Piers 3 and 4, as well as the West Apron.

Exhibit 1 *– North Apron De-icing Storage Site Layout (Indicative)*

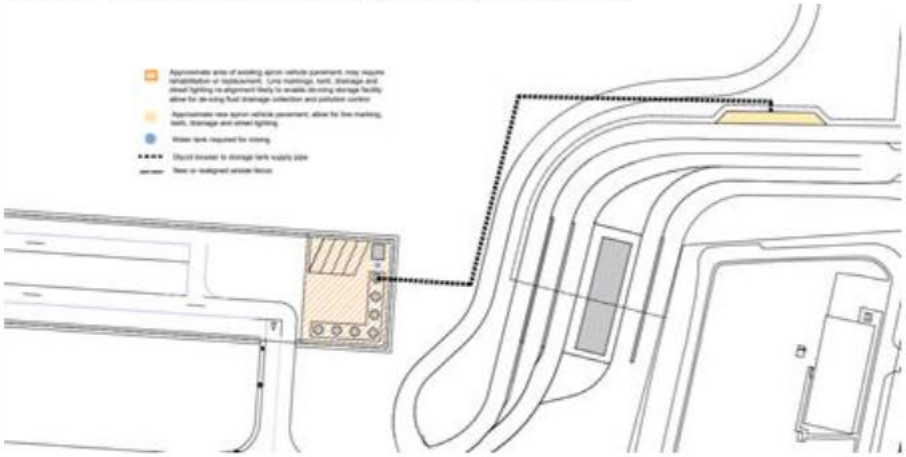
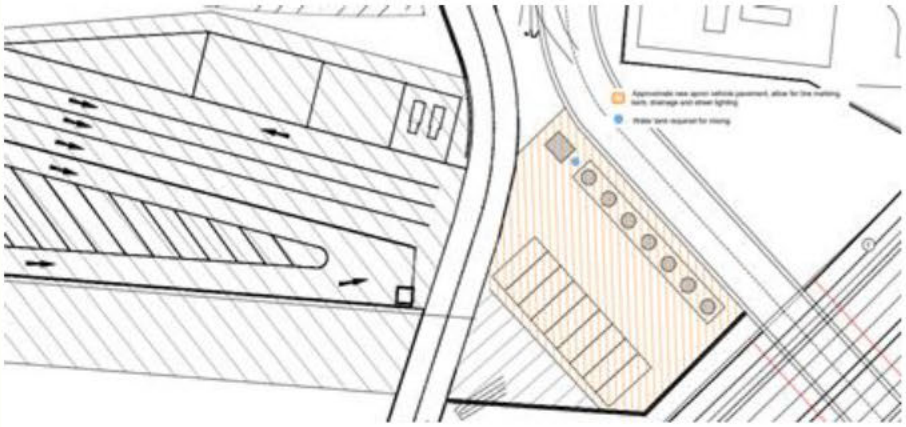


Exhibit 2 *– South Apron De-icing Storage Site Layout (Indicative)*



Key Deliverables

1. Bunded Area

This project encompasses the installation of 14 bunded de-icing fluid tanks, each possessing a capacity of 35,000 litres and measuring 3 metres in diameter and 5 metres in height, along with two additional water tanks for the mixing of de-icing fluid, in addition to all associated piping, pumping, and control systems.

Furthermore, the project will incorporate efficient drainage and attenuation systems equipped with integrated pollution control and monitoring devices, as well as a water supply. The arrangement and placement of the tanks will be planned to facilitate truck access and ensure practicality for refilling and maintenance.

Although the North Apron is situated on existing pavement, the South facility will require the development of around 1,800 square meters of new pavement, which will incorporate new drainage and attenuation systems. Provisions have been made for adaptation to existing kerbs and the installation of new vehicle barriers, lighting, and CCTV.

	Additionally, a system designed to measure and document the identity of users, the timing and quantity of de-icing fluid utilised, and the specific tank from which it was extracted will be included in the project delivery. **2. Storage Equipment Buildings** Two single-storey equipment storage buildings shall be provided with estimated 6 x 5 metres dimensions for the purpose of accommodating cleaning and spillage equipment as well as pumping and monitoring controls. Exact requirements to be agreed at the next stage of design. Additionally, parking space for 4no de-icing trucks will be provided at each location. **3. North Apron Fluid Delivery and Supply Pipeline** The costs encompass the construction of a de-icing fluid delivery pipeline, approximately 60 meters in length, which will link the airside Northern facility to a land side fluid delivery point. This element will include all necessary civil works and any repairs to affected areas upon completion. Additionally, it will require reconfiguring the road layout at Gate Post 1B and the installation of extra pavement and infrastructure needed to support the dedicated pipeline and lorry drop-off point. Associated tasks will involve modifications to the airside security fence, the installation of lighting and CCTV, as well as updates to road markings and signage to accommodate the new layout and ensure safe and efficient operations.
Primary Drivers	Providing adequate de-icing fluid storage in optimal locations to improve quality, traceability and efficiency in order to adequately serve a growing number of aircraft.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	20 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2028	Q4 2029-Q3 2031	Q4 2031
Opex Impact	Subject to final design and input from Operations, de-icing storage has resulted in a potential increase in operational expenditure of approximately €30k - €50k per annum which comprises inspections and maintenance visits for small compound area and pumps, liquid storage etc.		
Planning Approval	Standard application if applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	**Description**	**Total (millions)**	**%**
North Apron De-Icing Storage			
1	Design	€ 0.51	7%
2	Management	€ 0.31	5%
3	Construction	€ 3.93	58%
4	Construction Inflation	€ 0.90	13%
5	Contingency	€ 1.19	17%
	Element Total	**€ 6.84**	**100%**

	South Apron De-Icing Storage				
	1	Design	€	0.74	7%
	2	Management	€	0.45	5%
	3	Construction	€	5.68	58%
	4	Construction Inflation	€	1.18	12%
	5	Contingency	€	1.72	18%
		Element Total	**€**	**9.76**	**100%**
		Project Total (Rounded)	**€**	**16.60**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 1.04m North Apron De-icing Storage € 1.14m South Apron De-icing Storage

CIP27.02.11 – Fuel Hydrant Network

Project	**Fuel Hydrant Network**
CIP Number	CIP.27.02.11
CIP Roll Over	The original project received approval under CIP2020, identified by the project number CIP.20.03.075, with a financial provision of €37 million. The initial project enabled the installation of hydrants extending to the end of the current Pier 1. The expansion of the fuel hydrant supply network towards the North Apron to supply Pier 1 East Module 1, West Apron to supply a small Into-Plane and Pier 3 with provision of new hydrant pits on stands impacted by the Airfield Underpass. While the work at the eastern end of the existing Pier 1 has been completed, and the activities related to Pier 3 concerning the Airfield Underpass are currently in progress and are anticipated to be presented at StageGate in 2026, the remaining components have not progressed. As a result, this rollover project provides a fresh perspective on the next phase of fuel hydrant deployment, with costs outlined as a clean sheet design and prepared accordingly.

Element	Increase	Increase Percentage
CIP2020 Allowance	€37.0 m	
Increase	€52.5 m	
Clean Sheet Design	€52.5 m	100%
Updated Total Cost	**€89.5 m**	

Project Summary

A Fuel Hydrant System is specialised infrastructure at airports that enables the direct transfer of aviation fuel from storage tanks to aircraft at their designated stands, thus eliminating the need for apron fuel trucks. This system consists of a network of pipelines, hydrant pits, and control systems, which improve operational efficiency, decrease turnaround times, and enhance safety by reducing the risks and congestion associated with traditional refuelling methods. Furthermore, it contributes to lowering emissions and noise levels by eliminating the necessity for large fuel bowsers.

Dublin Airport commenced the implementation of this system as part of CIP2020 and is now planning to extend it to both new and existing eastern stands. This project primarily focuses on expanding the supply network and installing hydrant pits at stands not included in larger parent projects, such as Pier 1 East, Pier 5, and the South Apron PBZ which have costs allocated for hydrant enablement as standard.

Consequently, this project encompasses the following key components:

- Extension of the trunk main towards the north.
- Extension of the trunk main towards the Triangle, Pier 2, and Pier 3 aprons.
- Installation of hydrant pits on Triangle, Pier 2 and 3 stands (not affected by Underpass).

Each stand involved in this project will be serviced by a dual pipeline network, with hydrant pits strategically located according to aircraft manufacturers' specifications. The project budget will cover all necessary components, including pumps, valves, control systems, pavement opening and restoration, as well as related civil works, along with integration into the existing network subject to further feasibility.

Exhibit 1 *– Concept layout sketch for the Fuel Hydrant Network (Indicative noting that the Western connection to be progressed through CIP2020+ StageGate process in 2026.)*

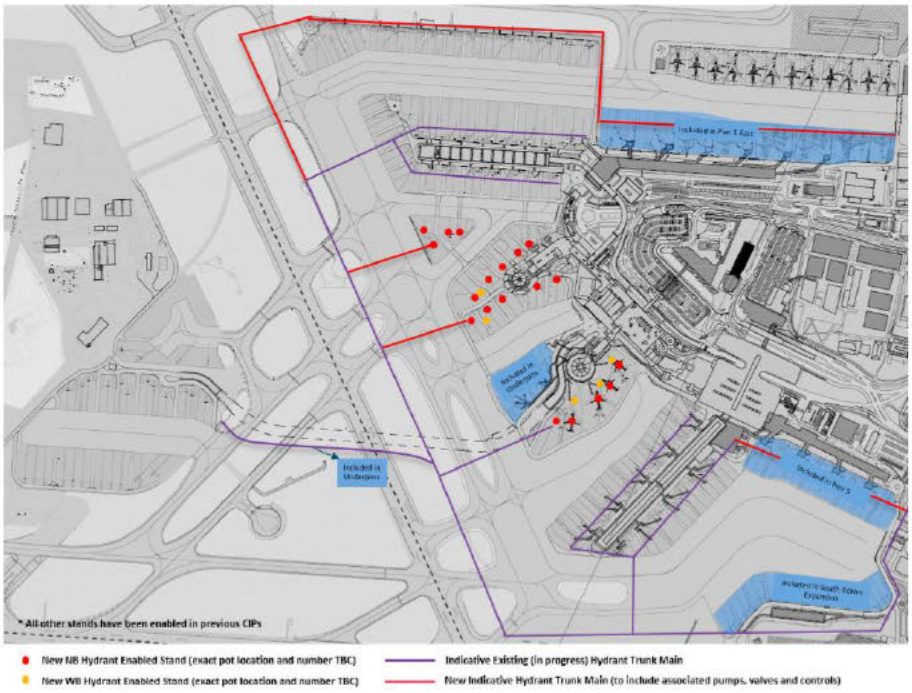
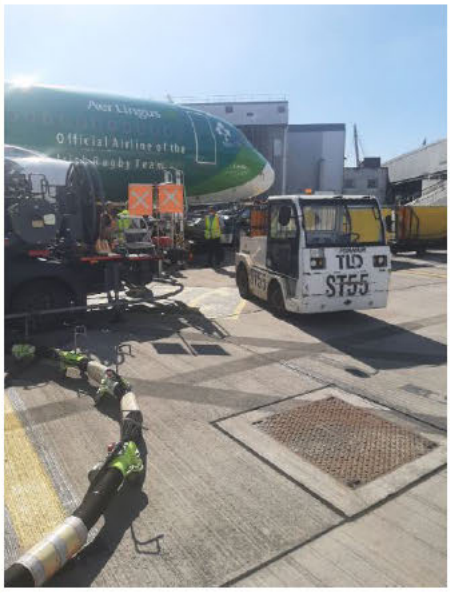


Exhibit 2 *– Existing Fuel Hydrant in Use*



Key Deliverables

1. Fuel Hydrant Study

Fuel Hydrant project presented is a conceptual design and is subject to an initial detailed feasibility study to determine the exact requirements and scalability of the existing pumping system. The results of this study will inform the final requirements and costs of the project, which will be subject to further consultation through the Stage-Gate process.

2. Fuel Hydrant Network Infrastructure

Expansion of the existing dual trunk main to accommodate the installation of hydrants around the North Apron, Triangle Apron, and Piers 2. This will encompass related civil works and the

	installation of controls, valves, and pumping infrastructure. The precise requirements will be determined after the feasibility design. **3. Fuel Hydrant Stand Infrastructure** This project intends to install 24 Fuel Hydrant-enabled stands (4 on the Triangle, 12 on Pier 2 and 8 on Pier 3) during the CIP27 regulatory period, with the precise number of hydrant pits and connections contingent upon the configurations of the stands. Certain pits may accommodate both narrow-body and wide-body aircraft in a MARS arrangement. This project will encompass the installation of hydrant pits, fuel main pipes, pumping infrastructure, vent and drain points, emergency stop systems, valves, and control systems. It will also involve any necessary construction, civil works, pavement repairs, and temporary closures of stands. As part of this initiative, all fuel hydrants will be integrated into the existing Fuel Hydrant Network and its supporting infrastructure.
Primary Drivers	Enhancing safety and efficiency while minimising apron congestion, noise, and carbon emissions.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	20 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q1 2030-Q1 2032	Q2 2032
Opex Impact	There is no expected increase in operational expenditure arising from this project as it is run on a commercial concession basis. Operation and maintenance costs are to be borne by the concessionaire.		
Planning Approval	Standard application if applicable.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Fuel Hydrant Network			
	1	Design	€ 6.41	7%
	2	Management	€ 3.94	4%
	3	Construction	€ 49.28	55%
	4	Construction Inflation	€ 14.96	17%
	5	Contingency	€ 14.91	17%
		Element Total	**€ 89.50**	**100%**
		Project Total (Rounded)	**€ 89.50**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 7.87m

CIP27.02.12 – MV/ HV Network Expansion

Project	**MV/ HV Network Expansion**
CIP Number	CIP.27.02.12
CIP Roll Over	This project was previously presented and received approval as part of CIP2020, identified by projects numbered CIP.20.07.035, with a total approved allowance of €65.5 million. This amount encompasses construction, design, management, escalation, and contingency. The original project proposed an initial feasibility study to determine the requirements and subsequently deliver a MV Resilience Substation "Cold Standby" at Dublin Airport. This resilience is being delivered as a new HV/MV substation in the south-central portion of the airfield in advance of CIP27. In addition, and as part of CIP27, the existing Dardistown Substation will be extended to provide a "Hot Standby". Both the new Substation and Dardistown extension will be provided separate supplies form ESBN and together, these developments would enable Dublin Airport to maintain HV/MV supply, ensuring Critical Airport Operations in the event of a catastrophic HV or MV failure at the current Dardistown Substations. The feasibility study highlighted the necessity for additional MV and HV requirements and a broader request to ensure resilience while also providing the necessary infrastructure to accommodate growth and new development across the airport campus, which needs to be planned, designed, and delivered in tandem with the original Cold Standby substation intent. The original intent has now been augmented with additional MV and HV infrastructure now deemed essential to support the wider CIP27 and long-term development initiatives, such as Pier 1 East, the expansion of the EV and GSE Charging Networks, and future development sites west of Runway 16/34. This new additional infrastructure includes: • An extension to the existing HV/MV substation at Dardistown • Construction of two new MV loops in the west and east campus comprising over 250km of new ducting and cabling, and • The construction of over 80 new MV/LV substations
Project Summary	Dublin Airport is confronted with the necessity to enhance and broaden its main campus-wide medium voltage (MV) and high voltage (HV) electrical infrastructure, driven by concerns regarding resilience, limitations in capacity, and the requirements of both proposed and long-term developments, particularly given the transition from fossil fuels to more sustainable electric sources. This initiative primarily focuses on the establishment of new infrastructure and is separate from the Asset Management "Existing MV Network Upgrades" project, which concentrates on replacing outdated MV switchgear and control systems, particularly in the terminal areas. The following elaborates on the distinctions between the two projects to reassure airport users that they are not duplications of one another, and it provides the rationale for presenting them as two independent projects.

Element	Increase	Increase Percentage
CIP2020 Allowance	€65.5 m	
Increase	€324.2 m	
Inflation	€6.4 m	2%
Design Refinement and additional MV Scope	€317.8 m	98%
Updated Total Cost	**€389.7 m**	

Difference in Project Scope, Timescales and Delivery

The Asset Management Existing MV Network Upgrade project focuses on renewing aging, end-of-life equipment across 36 substations to ensure safety, reliability, and regulatory compliance for current 24/7 airport operations. In contrast, the Airport MV/HV Network Expansion project is building a network to meet the projected future electrical "energy" demand, integrating new technologies, and supporting long-term growth and electrification.

Distinct Scopes with No Overlap:

The Existing MV Network Upgrade is the replacement of current end of life existing assets with modern equivalents. The Airport MV/HV Network Expansion is delivering new infrastructure and technology such as substations, circuits, and connections to accommodate planned and future developments. There is no duplication or shared construction scope between the two.

The Rationale and Requirement for Two Separate Projects

The current network must stay completely functional throughout the Airport Exiting MV Network Upgrade implementation, which necessitates carefully organised delivery within active substations. The upgrade initiative has a clearly defined scope, established conditions, and reduced complexity, in contrast to the larger and more intricate MV/HV Network Expansion project which requires additional feasibility studies, comprehensive CIP27 development delivery coordination, and design, with elements delivered in conjunction with larger parent projects such as Pier 1 East and Pier 5 over an extended delivery timeline, likely necessitating further consultation through the StageGate process. Merging these projects would heighten operational risk and postpone critical safety work on the existing MV Network, which is prepared to begin at the onset of the new regulatory period.

Regulatory Clarity Requires Separation:

The projects have different regulatory treatments and investment drivers, with the Existing MV Network Upgrade project addressing immediate safety and compliance, and the MV/HV Network Expansion project focusing on strategic growth and resilience. Keeping them separate ensures transparency and clear distinction between mandatory renewal and future development investments and allows for immediate approval of the Airport Existing MV Asset Upgrades.

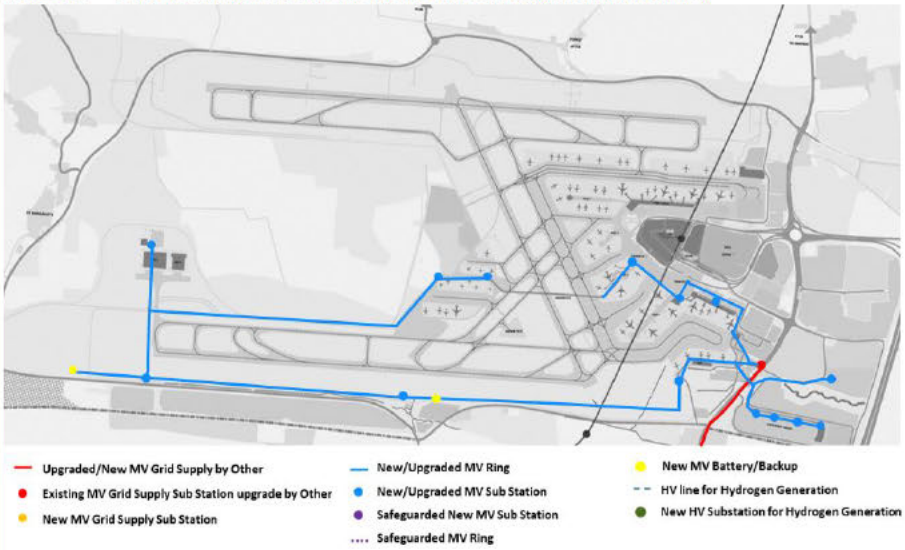
Upon the conclusion of the CIP2020 MV Resilience Substation feasibility study, it became evident that a significant portion of the existing MV and HV network, both landside and airside, is approaching its capacity and will face challenges in accommodating the increasing demands stemming from higher electrical usage. This rise is attributed to the transition from fossil fuels for heating, cooling, and vehicles, as well as the additional loads from new buildings and airport systems. Furthermore, this situation is compounded by proposals for entirely new large developments, including the expansion of terminals and the construction of new piers and aprons, along with the opening of new sites west of 16/34, which are currently under-resourced. All of this occurs against the backdrop of a finite supply from the national grid, which now necessitates augmentation through on-site sustainable energy production, a process that itself presents complexities related to distribution, storage, and control.

Furthermore, from an operational resilience perspective, the airport is currently supplied by a single national grid source. Should this source fail, the existing backups would be insufficient to maintain operations. To avoid replicating the experience of Heathrow, which recently experienced a significant power loss for an extended period, this proposed project aims to enhance power supply resilience. This will be achieved through the development of a second

supply and the inclusion of the original project intent to provide a Medium Voltage (MV) Resilience Substation in 'Cold Standby' mode to mitigate any downtime of the main Dardistown Substations.

The project additionally capitalises on the proposed works and seizes the opportunity to regulate several airfield circuits that require separation, as well as the integration of a comprehensive SCADA system and microgrid, both of which are crucial for fulfilling future energy requirements and development objectives.

Exhibit 1 *– Concept MV/HV Network Expansion Strategy Plan (Indicative)*



This initiative is presently in the initial planning phase, with preliminary scope and cost estimates acting as a temporary reference and will be subject to further stakeholder consultation through the StageGate process. The objective of the project is to guarantee that the airport's electrical infrastructure is robust, adaptable, and able to meet its sustainability and operational goals, while facilitating expansion and new developments.

Key Deliverables

Cost estimate covers construction of an extension to the Dardistown Substation, complemented by the installation of approximately 251 kilometres of new MV distribution network cabling, which will significantly expand the airport's electrical infrastructure.

Further developments involve the upgrade and extension of both the East and West MV networks. The project also encompasses the construction of 86 new MV/LV substations and the modification of 26 existing ones. To support energy resilience, on-site substation battery energy storage solutions will be implemented, along with additional measures to strengthen the reliability of the airport's energy supply.

1. Feasibility / Strategy Study

A strategic and feasibility analysis is required to be conducted to assess the current network capacity, the lifespan of assets, anticipated future demands, and the optimal infrastructure needs and locations in accordance with CIP27 and forthcoming development initiatives. This study shall incorporate collaboration and insights from external energy providers, while also considering on-site renewable energy generation. The final deliverable will encompass technical specifications and a delivery strategy to guide the procurement process for the phased implementation of the infrastructure.

The study scope will require to cover the following areas:

- Survey the existing MV installation, system and components including but not limited to MV ducting/manholes, cables, substations, transformers, switchgear, SCADA, etc.
- Update existing record drawings and produce additional drawings to an "as install" standard
- Assess and report on the condition of the existing Medium Voltage (MV) network including the capacity, serviceability and lifecycle position of its components along with the condition of their environment.
- Assess and report on the risk areas (reliability, resilience, and redundancy) of the network; any potential risks or noncompliance's to statutory/regulatory requirements.
- Compile data on existing components for input into power system models to enable the enhancement of the models.
- Develop a roadmap across current and future Capex programmes for the replacement of existing MV equipment.

2. Extension of the Existing Dardistown Substation

A CIP2020 feasibility study identified the need for resilience in network supply. Following this study and an evaluation of options and in addition to a new HV/MV substation currently undergoing approval, CIP27 proposes an extension to the existing Dardistown substation to enable a 'Hot Standby'. The extension shall encompass the building extension, additional cubicles, switchgear and connections necessary to enable the capability.

3. Extension of Eastern and Western Campus MV Network

The MV/HV network element proposes appropriate extensions to the existing MV network to accommodate the new loads required to support CIP27 proposed development. The extensions come in the form of additional MV substations (incl. MV switchboards, step-down transformers and LV switchboards), MV cabling and ducting. Where possible, the new loads have been allocated to existing substations.

A work schedule has been prepared to capture all the requirements. Standard work scope templates have been developed for each requirement. This was then fed into the high-level costing of the MV electrical system extensions. The work schedule captures any necessary upgrades to the MV electrical system associated with demand and development expansion. Upgrades to existing Low voltage switchgear (excl. any local distribution boards) have also been captured in the works schedule again, where linked to new development. The main tasks encompass the installation along with all related civil works pertaining to MV Switchgears, Distribution Transformers, Substation Buildings, Communication (Comms) Equipment, MV Cabling, Cable Ducting, LV Switchgear, and LV Feeders at the following locations:

- Pier 1 East
- Pier 1 West Gate Extension
- Terminal 2 Renewable Heating
- Western MRO Site
- Loop 7 Extension (Landside Loop)
- Loop 6 Extension (Terminal 1 Loop)
- Apron Ground Power Expansion
- Campus wide airside and land side GSE charging infrastructure
- East Lands Logistics Development
- Staff and Passenger Car park Expansion

	4. Campus MV Network Life Extension Upgrades As part of the original project feasibility, a high-level condition assessment was carried out on the existing assets on the campus network which require upgrade to accommodate future loads. As such the cables for Loop 6 from MVSB 38 (Dardistown Substation) will require to be uprated in order for this loop to cater to the future electrical demands of the airport. The circuit is expected to be three groups of 3x 1c 400mm2 AL XLPE (Touching Trefoil Formation), each group in a duct separated by 370mm. MVSB 19 had a tie-cable to MVSB 39, this circuit was normally open. Hence, it has been proposed to establish a new circuit between MVSB 23 and MVSB 39. The circuit is expected to be 3x 1c 400mm2 AL XLPE (Touching Trefoil Formation) in a single duct. **5. On Site Battery Energy Storage Solutions** To ensure the resilience of the power supply, the airport intends to establish on-site substation battery storage systems along with the necessary housing and control infrastructure. The associated costs will encompass all required site preparation, construction, battery units, and supporting systems, including ducting, cabling, and civil engineering works. These batteries are separate from those installed as part of the Solar PV project, which are designed to manage solar generation demands to be used during peak times when solar generation is at its lowest. In contrast, these MV Network batteries will discharge stored energy supplied by the grid while also providing backup power to safeguard relays and other critical components that protect the entire system from faults. When a fault or short circuit occurs, protective devices must respond immediately to isolate the issue.
Primary Drivers	Providing an increased and resilient power supply for the enablement of individual CIP27 projects which are driven by increasing capacity demands and changing technologies.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2026	Q1 2028-Q4 2033	Q1 2034
Opex Impact	Based on current maintenance arrangements and pending the final design of the scheme, the proposed MV/HV Expansion project may lead to an increase in operational expenditures estimated at around €1.0m to €1.2m annually. These costs include regular inspections, maintenance of substations, and third-party service level agreements for maintenance and emergency repairs.		
Planning Approval	Standard application if applicable.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	MV/ HV Network Expansion			
	1	Design	€ 29.09	7%
	2	Management	€ 14.06	4%
	3	Construction	€ 234.31	60%

	4	Construction Inflation	€	42.87	11%
	5	Contingency	€	69.36	18%
		Element Total	**€**	**389.69**	**100%**
		Project Total (Rounded)	**€**	**389.69**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 3.44m

CIP27.02.13 – Junctions Upgrades

Project	**Junctions Upgrades**
CIP Number	CIP.27.02.13
Project Summary	Existing junctions surrounding Dublin Airport are functioning adequately today, however, as the airport traffic grows over the regulatory period, they will require optimisation to manage peak traffic, improving the traffic flow. Several bottlenecks have been identified during the preparation of the airport's Infrastructure Application, which is currently under review by the local planning authorities. Dublin Airport proposes improvements to the J1 Airport Roundabout Junction, J2 R132 / Corballis Road South, J3 R132 / Old Airport Road, J4 R108 / Old Airport Road and J5 Airport Recirculation. These improvements will primarily optimise bus corridor and public transport access to and from the airport campus. These changes have been requested by the local county and road authorities to support our planned growth and the 40 million passengers per annum Infrastructure Application as such they are deemed a mandatory requirement. ***Exhibit 1*** *– Junctions location (IA Extract) (Indicative)*  ***Exhibit 2*** *– Junctions upgrades (IA Extract) (Indicative)* 

Exhibit 3 *– Junctions upgrades (IA Extract) (Indicative)*







Key Deliverables

1. Junction 1 Airport Roundabout

Additional bus priority measures for the large number of east-west bus / coach movements between the airport and the M1 link will be delivered by widening of roads to introduce new bus lanes and additional filter lanes for airport bound traffic, together with optimisation of traffic signals in relation to all bus movements, between the airport and the M1 link as far as practicable.

Eastbound from airport to M1- reallocation of existing road space on Corballis Road North to allow buses to share the lane designated for the left turn lane to R132 northbound, Corballis Road North, northern part of the roundabout and eastbound exit on the M1 link widening.
Westbound from M1 to airport- southern part of the roundabout and westbound exit to the airport widening.

2. Junction 2 R132 / Corballis Road South

No changes to the physical infrastructure, however road marking changes are proposed to improve the movement of buses from Corballis Road South to the R132 southbound- ahead lane from Corballis Rd South to Red Car Park to become ahead and right – reducing the likelihood of right turning buses being held in queue.

3. Junction 3 R132 / Old Airport Road

Additional bus priority measures are proposed to the BusConnect layout to cater for the north-west and west-north bus movements by additional right turn bus lane from R132 to Old Airport Road and left filter bus lane from Old Airport Rd to R132, introduced by localised widening of carriageway. Additional lengths of cycle track are provided along on the Old Airport Road each side of the section of the Old Airport Road where it is widened.

	4. Junction 4 R108 / Old Airport Road Additional bus priority measures are proposed to cater for the north-east and east-north bus movements, delivered by localised carriageway widening to introduce additional left turn bus lane from R108 to Old Airport Road and optimisation of traffic signals and lane markings to prioritise bus movements (east-north) as far as practicable. Some minor improvements will be introduced for the existing pedestrian crossing facilities on the southern R108 arm. **5. Airport Recirculation- Corballis Road North / Re-circulation link** Reallocation of existing road space on Corballis Road North to allow all buses to share the lane designated for the left turn lane to R132 northbound which is currently under-utilised. Localised carriageway widening of Corballis Road North to provide a new eastbound bus lane at the stop line of the roundabout, while maintaining the existing 3 lanes for general traffic The recirculation link develops into two lanes: an offside bus lane and a nearside lane for other authorised vehicles. These lanes meet the incoming road from the roundabout at a priority junction, controlled with Stop lines. **6. Traffic management and associated site works** Traffic management, diversions and associated site works will be required to allow for widening of carriageways, installation of signal traffic lights and other associated works. The landscape will be re-instated as part of this project's delivery.
Primary Drivers	Improved traffic flow, removal of bottlenecks, improved passenger experience.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2029	Q2 2030-Q4 2031	Q1 2032
Opex Impact	The proposed project consists of upgrade and minor extension works to existing traffic junctions and is not expected to have an impact on airport operational costs.		
Planning Approval	Included in current 40mppa IA Application.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Junctions Upgrades			
	1	Design	€ 1.98	8%
	2	Management	€ 1.22	5%
	3	Construction	€ 15.21	57%
	4	Construction Inflation	€ 3.46	13%
	5	Contingency	€ 4.60	17%
		Element Total	**€ 26.46**	**100%**
		Project Total (Rounded)	**€ 26.46**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.42m

CIP27.02.14 – Integrated Transport Hub

Project	Integrated Transport Hub
CIP Number	CIP.27.02.14
Project Summary	In accordance with the Climate Action Plan and the Greater Dublin Area Transport Strategy, Dublin Airport is facilitating a transition towards public transport instead of private vehicle usage. A substantial increase in bus services to and from the airport is therefore anticipated prior to the introduction of Metro North. The current bus departure and arrival station located within the terminal's central area offers a less-than-optimal experience for passengers and has become congested and overcrowded during peak periods. The existing bus lanes are capacity constrained, and the passenger waiting areas are too narrow and insufficient to safely accommodate the demand. Only a limited number of simple bus shelters are available, leaving the majority of waiting passengers exposed to the elements. The present facility is no longer suitable for its purpose as the busiest bus interchange in Ireland and fails to provide a modern and efficient space that encourages the use of public transport for the overall benefit of the airport. The suggested development has been considered essential by local county and transport authorities to facilitate a sustainable modal shift, enabling airport expansion without placing excessive strain on the local road networks. The CIP27 proposed Integrated Transport Hub (ITH) designed in conjunction with the NTA aims to consolidate bus and coach facilities into a single location, thereby offering attractive and high-quality transport services, modern waiting areas, and an optimised layout for the bus apron and parking. The ITH will completely redesign the current bus area to enhance capacity and improve operational efficiency. Additionally, it will feature a new Plaza area with a contemporary aesthetic, a Link Bridge to facilitate access and connectivity between the new station and the terminals. The ITH project is intended to function both before and during the construction of Metro North, ultimately complementing the Metro services. The proposed access routes for ITH passengers include provisions for future connections to the Metro Station. **Important Considerations** • The ITH is a critical enabler to securing sustainable growth of surface access to the airport to 40MAP and beyond. Without this, planning authorities will not allow permission for capacity growth. This requirement was included in the Infrastructural Planning Application RFI. It was designed aligning with NTA and TII requirements and timetables for growth in bussing provision in local and regional bussing. • The project provides safe, intuitive, and segregated passenger journeys from sustainable transport modes to airport terminals. • Provision for commercial space has been designated into the ITH pavilion and the T1 MSCP atrium rooftop extension generating. • The ITH will connect to the Metrolink station and onwards to T2 once the metro is delivered. • NTA bussing, aligned with growth forecasts and sustainable mode share targets, will operate at such frequency that passengers cannot safely cross the roads from the existing GTC to the terminals. Segregated journeys will ensure efficient operations and prevents congestion on adjacent campus roads.

- Glazing of ITH pavilion is due to sympathetic design of protected church structure adjacent, again a planning requirement.

Exhibit 1 *– Integrated Transport Hub Site Layout (Indicative)*



Exhibit 2*– CGI Cross-section of the proposed Integrated Transport Hub (Indicative)*



Key Deliverables

Deliverables Summary

- Provision of 45+ mppa.
- Spaces (24 at the ITH and 21 remote).
- 3,350 sqm two-storey bus station.
- 55m link bridge to Terminal 1 via the MSCP Atrium.
- Works to Terminal 1 MSCP Atrium, including rooftop extension.
- 100m glazed canopy walkway to remote bus parking.
- 80m glazed canopy waiting area for eight additional bus laybys.
- Revision to the circulation road and integration into the campus road network, with all associated external works and utilities.

1. ITH Building and Link Bridge

The two-storey ITH Building will become the new bus station, connected to the Atrium via Link Bridge. It will house retail area, washrooms, baby changing and staff welfare facilities. Seating areas and passenger information displays will improve passenger experience. ITH Building and the existing Our Lady Queen of Heaven will be connected by a new landscaped Plaza.

	2. Atrium Modifications The Atrium area will necessitate comprehensive refurbishment and decoration, which will include the establishment of new retail units, replacement and upgrade of escalators and lifts. **3. Parking Areas** The bus apron will accommodate up to 24 bus and 5 minibus stands, with the local bus stand area providing for up to 8 bus stands. The short-term layover will provide for up to 13 bus bays. Realigned Terminal 1 Kerbs will have capacity for up to 8 bendy bus stands for car park shuttle buses, widening of existing road will be required. The long-term layover shall provide for up to 10 new layover bays adjacent to existing layover loop, while the existing 15 layover bays located in the Holiday Red Long Term Car Park will stay in-situ. **4. Roads Alterations** Several roads and junctions will require modifications and layout changes, inclusive of Westlink Road Junction, Westlink Road, Corballis Road North and Atrium Exit Road. The project encompasses traffic management and temporary bus facilities throughout the construction process. **5. Food and Beverage Shell and Core** The project costs include for the provision of new food and beverage shell and core units, costs will encompass the management of general construction activities, utility connections, and the essential openings required for specialised catering, mechanical, and electrical systems
Primary Drivers	Increased bus capacity, improved passenger experience, supporting sustainable transport.
Secondary Commercial Driver	Sustained a commercial revenue stream of approximately €5 million per year through bus and coach licensing concessions, food and beverage, and retail fitouts, all backed by a commercial business case in their respective envelope sections. Proposed station also creates opportunities for advertising revenue streams.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	20 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2028	Q1 2030-Q3 2032	Q4 2032
Opex Impact	The ITH will be a busy hub for passenger and vehicular traffic with a complex variety of services. In its current form, the proposed project has the potential to increase operational expenditures by approximately €400k - €550k per annum to provide on-going cleaning, energy and water use and passenger advisory staff. The forecast costs also include an allowance for commercial rates associated with the new development and activities therein.		
Planning Approval	Included in current 40mppa IA Application		
Cost Certainty	Class 4		

Level 1 Costs	Item	Description	Total (millions)	%
	External Infrastructure (bus parking, covered walkways and waiting areas, services and drainage)			
	1	Design	€ 4.62	8%
	2	Management	€ 2.60	5%
	3	Construction	€ 32.46	57%
	4	Construction Inflation	€ 7.47	13%
	5	Contingency	€ 9.92	17%
		Element Total	**€ 57.06**	**100%**
	Transport Hub			
	1	Design	€ 4.94	8%
	2	Management	€ 2.78	5%
	3	Construction	€ 34.73	57%
	4	Construction Inflation	€ 7.99	13%
	5	Contingency	€ 10.61	17%
		Element Total	**€ 61.06**	**100%**
	T1 Ped Link Bridge			
	1	Design	€ 0.59	8%
	2	Management	€ 0.33	5%
	3	Construction	€ 4.17	57%
	4	Construction Inflation	€ 0.96	13%
	5	Contingency	€ 1.27	17%
		Element Total	**€ 7.33**	**100%**
	T1 Atrium Modifications and Upgrades			
	1	Design	€ 1.65	8%
	2	Management	€ 0.93	5%
	3	Construction	€ 11.61	57%
	4	Construction Inflation	€ 2.67	13%
	5	Contingency	€ 3.55	17%
		Element Total	**€ 20.41**	**100%**
		Project Total (Rounded)	**€ 145.86**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 1.14m

CIP27.02.15 – Consolidated Security and Screening Centre

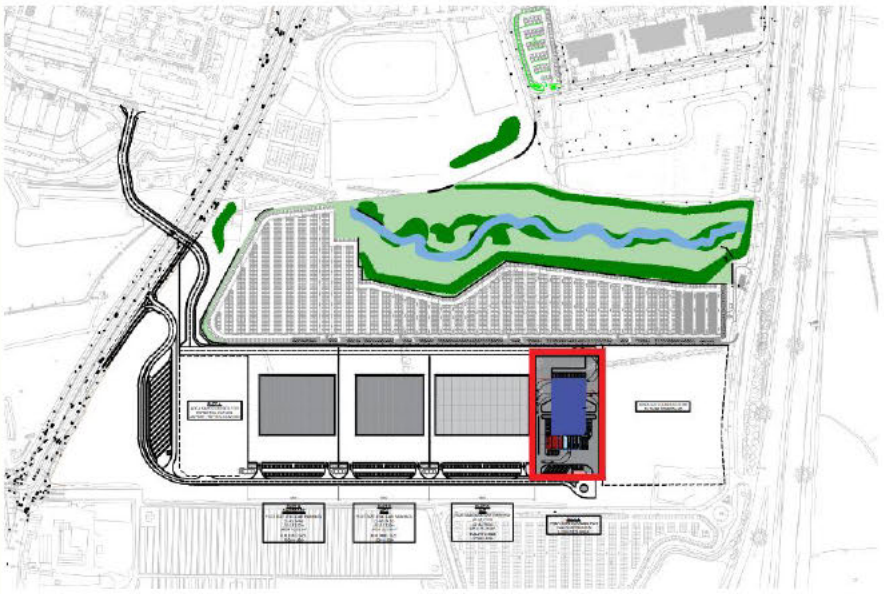
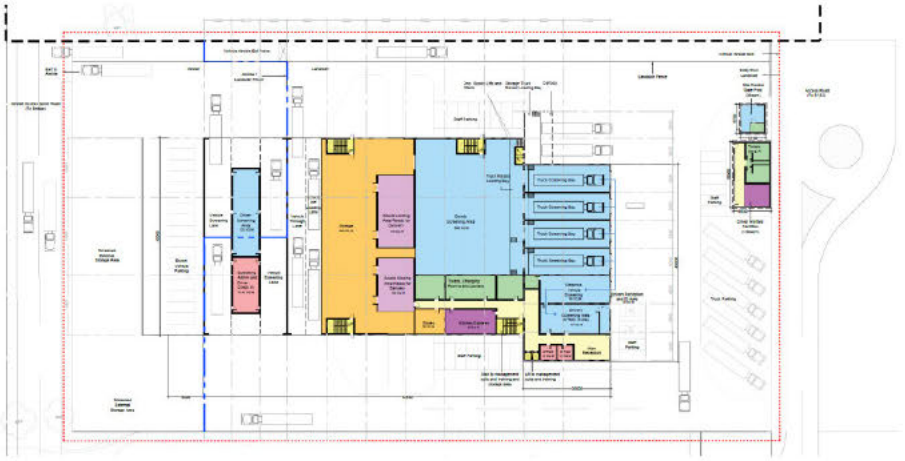
Project	**Consolidated Security and Screening Centre**
CIP Number	CIP.27.02.15
Project Summary	The current method for screening airport supplies, construction materials, delivery vehicles and their drivers accessing the airside is performed at Vehicle Control Posts (VCPs) located at four distinct sites across the airport campus. This leads to congestion at the control posts, resulting in delays for all users, particularly affecting screening of operationally critical vehicles such as fuel bowsers and ground handling vehicles. The project proposes to create a well organised and regulated system for delivering airport supplies and construction materials to airside locations, facilitated by a dedicated Consolidated Security and Screening Centre. This centre (located in the Eastlands) would be strategically positioned with capabilities for the delivery and screening of airport supplies and construction materials, situated away from the airside operational zones but with direct access to the airside area via a bonded road and bridge provided by the Eastlands Cargo project. This project proposes to deliver a vehicular access into airside, single storey control post building and a single storey driver welfare facility storage, two-storey warehouse facility for screening, post-screening storage and staff/ vehicle parking area. ***Exhibit 1*** *– Consolidated Screening and Logistics – Location Map*  ***Exhibit 2*** *– Consolidated Screening and Logistics – Elevation (Indicative)* 

Exhibit 3 *– Consolidated Screening and Logistics – Ground Floor Plan (Indicative)*



Key Deliverables

1. Control Post and Driver Welfare Facility Buildings

This project will provide two single storey facilities: a security post with est. footprint of 40sqm and a 120sqm driver welfare facility with canteen and washroom facilities.

2. Screening Centre Building

The project will also include construction of a new two-storey warehouse style building, with est. footprint of 3,500sqm, which consists of a reception area, a designated driver screening zone, multiple truck screening bays, a spacious area for goods screening, and storage for items before and after screening, allowing for scheduled deliveries to airside areas using optimally loaded vehicles.

It will also include an airside to landside vehicle screening gate post, with dedicated administrative and driver check facilities located on the ground floor.

The first floor will house a management suite comprising office space, meeting rooms, and training areas. Ground level will provide designated area for discreet processing of passenger in Gardai custody and similar. 2no goods lift will also be fitted in this building.

The screening equipment will be provided by a separate CIP 27 Security Systems and Equipment project.

3. Parking Area

Staff car parking facilities and truck parking while the drivers await their delivery and screening turn shall also be provided and included in this project. 10,000sqm of new paved area will be added as part of this project.

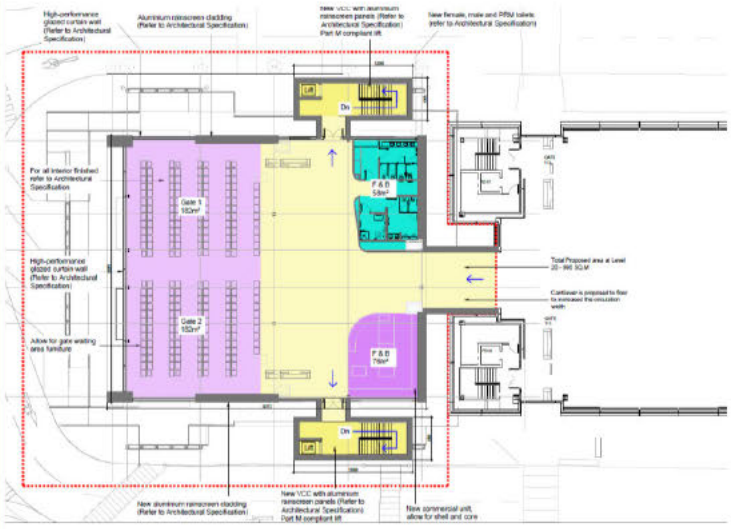
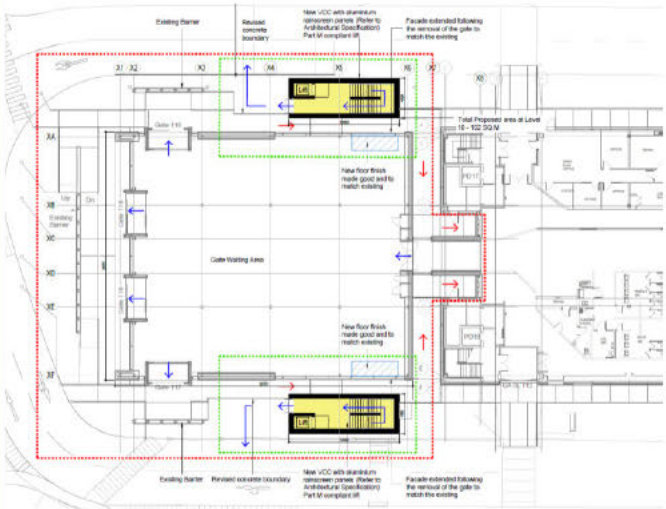
Primary Drivers	Improvement of operational and screening practices to improve delivery times and reduce congestion.
Regulatory Treatment	Flexible
Trigger Project	Yes
Asset Life	20 Years

Delivery Programme	Planning	Construction	Operational
	Q4 2027	Q3 2030-Q3 2032	Q4 2032
Opex Impact	Contingent upon the completion of the final design and operational planning, it is anticipated that the proposed project will result in an increase in operational expenditure of roughly €200k to €300k annually to accommodate additional maintenance, utility provision, insurance, and rates.		
Planning Approval	Standard application.		
Cost Certainty	Class 4		

Level 1 Costs	Item	Description	Total (millions)	%
	Consolidated Security and Screening Centre			
	1	Design	€ 5.56	8%
	2	Management	€ 2.97	5%
	3	Construction	€ 37.14	56%
	4	Construction Inflation	€ 9.38	14%
	5	Contingency	€ 11.42	17%
		Element Total	**€ 66.46**	**100%**
		Project Total (Rounded)	**€ 66.46**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.13m

CIP27.02.18 – Existing Pier 1 West Extension

Project	**Existing Pier 1 West Extension**
CIP Number	CIP.27.02.18
Project Summary	The existing Pier 1 currently provides 16 gates and serves 22 stands; this leads to operational inefficiencies especially during peak times (first wave). Issues include frequent gate-sharing, complex towing logistics, stand unavailability due to passenger crossover, last-minute stand changes, aircraft holding and overall operational complexity. To reduce these inefficiencies, this project proposes an extension of the first floor, above the existing Pier 1 West single storey building, the structure of which was sized to accommodate a second level extension. The proposed extension will provide 2 new gates hold room areas, F&B unit and washrooms. Each gate area will be connected to the apron via one of the 2 new proposed VCCs, ensuring there is segregated arrivals and departure flows. These proposals will allow Pier 1 to serve 22 stands using 18 gates, leading to reduced gate-sharing, enhanced efficiency and improved passenger and staff experience. ***Exhibit 1*** *– Pier 1 West – Departures Floor Plan (Indicative)*  ***Exhibit 2*** *– Pier 1 West – Apron Floor Plan (Indicative)* 

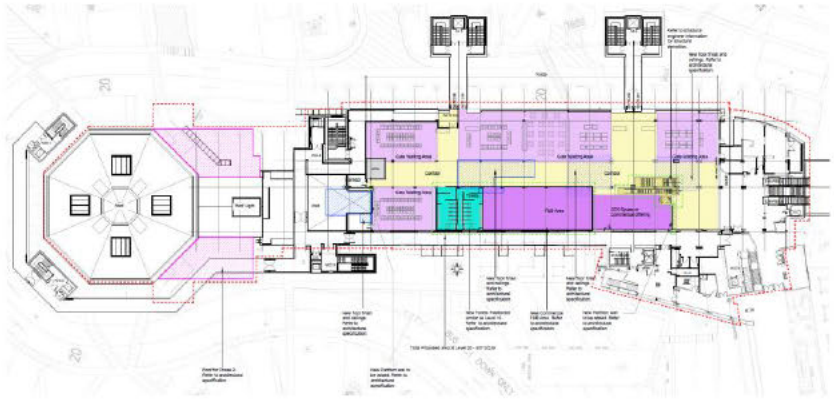
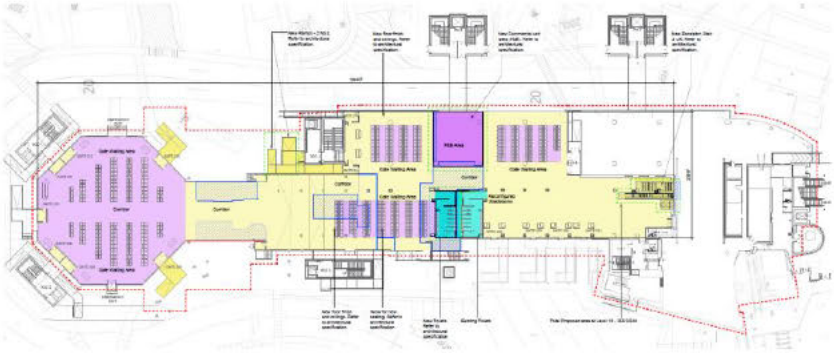
Key Deliverables	**1. Demolitions/ Relocations** This project will demolish/remove parts of Pier 1 façade to enable new link to Pier 1 West and remove roofing membrane and finishes at existing roof level. The existing AHU units and associated plant will be removed from the first-floor roof and relocated to the new roof level. **2. Pier 1 West Extension** A new first floor extension of approximately 814sqm will be constructed, to provide the footprint for 2 new gate hold rooms of approx. 364sqm, Male and Female washrooms of approx. 58msqm and a Food and Beverage unit detailed below. Costs include the installation of mechanical and electrical services as well as provision for furniture, IT systems and automated boarding gates and their installation. **3. Link to Pier 1 and VCCs (Vertical Circulation Cores)** The project will provide a link corridor connecting Pier 1 to the new Pier 1 West gate first floor. It will also provide 2 new VCCs (approx. 158sqm), linking each new gate area to the apron level, while allowing for arrivals / departures segregation. **4. Apron Level Works** Modifications will be made to barrier and gate system at the apron level, to ensure segregation of arriving and departing passengers. New pedestrian crossings and line markings will be provided. **5. Food and Beverage Shell and Core** The project costs include for the provision of a new food and beverage unit of approx. 76sqm and its shell and core only, encompassing the management of general construction activities, utility connections, and the essential openings required for specialised catering, mechanical, and electrical systems.
Primary Drivers	Enhanced gate capacity and passenger experience, reduction of gate clashes.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q4 2024	Q1 2027-Q4 2028	Q1 2029
Opex Impact	Subject to final design and operational planning, the proposed project has the potential to increase operational expenditures by approximately €100k - €120k per annum which is comprised of an increased requirement for cleaning with marginal increases in repair and maintenance and energy use. The forecast also provides for a potential increase in commercial rates generated by this development.		
Planning Approval	Planning approved, subject to amendments.		
Cost Certainty	Class 4		

Level 1 Costs	Item	Description	Total (millions)	%
	Existing Pier 1 West Extension			
	1	Design	€ 2.90	8%
	2	Management	€ 1.68	5%
	3	Construction	€ 21.01	61%
	4	Construction Inflation	€ 2.30	7%
	5	Contingency	€ 6.40	19%
		Element Total	**€ 34.29**	**100%**
		Project Total (Rounded)	**€ 34.29**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.18m

CIP27.02.20 – Existing Pier 2 Optimisation and Refurbishment

Project	**Existing Pier 2 Optimisation and Refurbishment**
CIP Number	CIP.27.02.20
Project Summary	The current layout of Pier 2 results in inadequate passenger space, with the Rotunda servicing several stands under the existing configuration. According to IATA capacity calculations, the pier currently operates at a Level of Service E, indicating suboptimal conditions, assuming all stands and gates are utilised simultaneously. There is a poor offering of F&B across both levels of Pier 2 with washrooms being in poor locations and oversized in low demand areas. The overall passenger circulation and experience is sub optimal in the current Pier configuration. In alignment with the long-term strategy to enhance Dublin Airport and to achieve our sustainability objectives, the full replacement of Piers 2 and 3 is necessary in the future, but this is dependent on the delivery of Pier 1 East and Pier 5 to facilitate the full replacement. In the interim, a phased reconfiguration of Pier 2 is proposed. This includes relocating escalators, washrooms, and a commercial unit on Level 20 to improve gate space and passenger amenities. At Level 10, similar changes will enhance circulation, expand F&B offerings, and increase waiting areas for bus gates. The project also includes upgrades/ replacement of façade- glazing and cladding to meet Dublin Airports sustainability requirements. ***Exhibit 1*** *– Pier 2 – Departures Floor Plan (Indicative)*  ***Exhibit 2*** *– Pier 2 – Apron Floor Plan (Indicative)* 

Key Deliverables	**1. Reconfiguration of VCC** Demolition of 2 escalators, staircase, lift and associated motor room and infill of this floor slab. Create opening for new VCC and construct new escalators, stairs and lift closer to entrance of the Pier improving passenger route. **2. Pier 2 Internal Reconfiguration** Demolition of 7 washrooms and construct 4 new consolidated washrooms (in 2 banks of male and female) approximately 180sqm, across the ground and first floor. Reconfigure seating areas providing improved defined gate hold rooms across both levels. The project costs include for the provision of two new commercial units (shell and core only) at both levels of approximately 300sqm, costs will encompass the management of general construction activities, utility connections, and the essential openings required for specialised catering, mechanical, and electrical systems. **3. Replace Pier 2 glazing and cladding** Remove and replace older glazing and repair the façade cladding to enhance sustainability performance and replace end-of-life asset. **4. Extension to Pier 2 Rotunda** Construct extension of the Pier 2 rotunda footprint of approximately 318 sqm, altering the façade, enlarging gate hold rooms and constructing dedicated washrooms. Relocate GSE storage and parking areas within the extension footprint.
Primary Drivers	Enhanced gate capacity and passenger experience
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2027	Q1 2030-Q1 2032	Q2 2032
Opex Impact	Dublin Airport does not expect any tangible increase in operating costs arising from this project whilst a reconfiguration of internal space will take place, operational costs should not be impacted.		
Planning Approval	Standard application required for External Cladding.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Internal Works			
	1	Design	€ 5.17	8%
	2	Management	€ 3.17	5%
	3	Construction	€ 39.62	57%
	4	Construction Inflation	€ 9.02	13%
	5	Contingency	€ 11.99	17%
		Element Total	**€ 68.97**	**100%**

External façade works				
1	Design	€	1.54	8%
2	Management	€	0.94	5%
3	Construction	€	11.75	57%
4	Construction Inflation	€	2.68	13%
5	Contingency	€	3.55	17%
	Element Total	**€**	**20.45**	**100%**
	Project Total (Rounded)	**€**	**89.41**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.03m

CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment

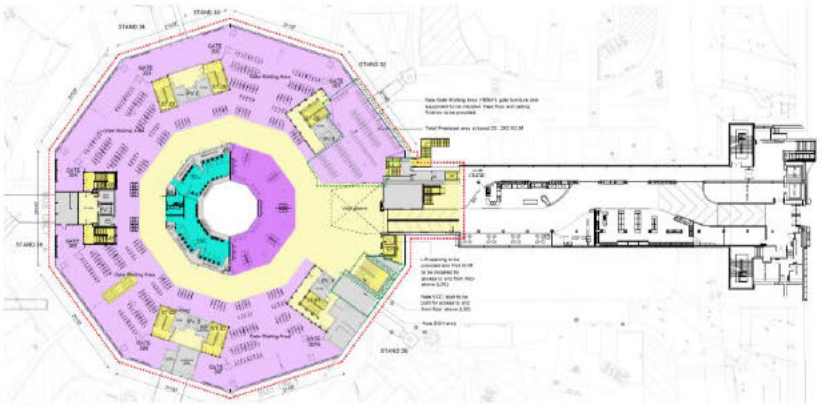
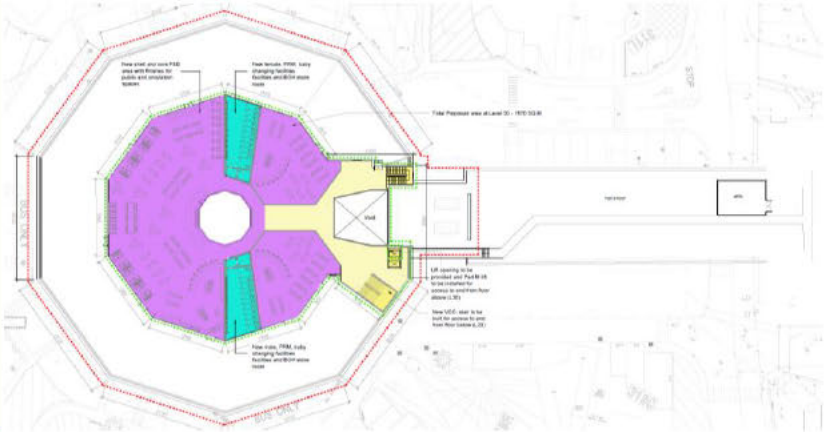
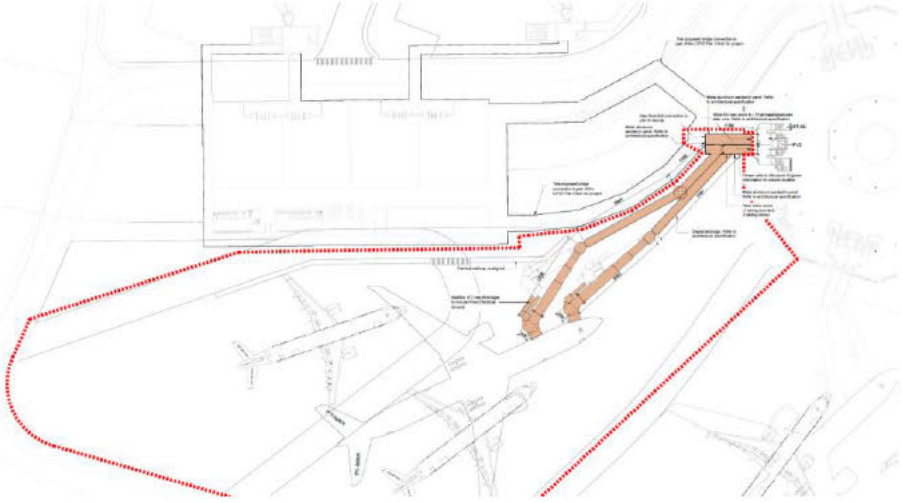
Project	**Existing Pier 3 Optimisation and Refurbishment**
CIP Number	CIP.27.02.21
Project Summary	The current layout of Pier 3 leads to a shortage of gate space for passengers, particularly during peak times when larger widebody flights require access. This layout results in inadequate passenger circulation, with the rotunda serving all stands, leading to a Level of Service (LOS) rating of D, which is considered suboptimal according to IATA capacity guidelines. There is a basic offering of F&B at the entrance into the rotunda with washroom provision at the back of the rotunda. There is currently underutilised space at the upper level (level 30) of the rotunda. In alignment with the long-term strategy to enhance Dublin Airport and to achieve our sustainability objectives, the full replacement of Piers 2 and 3 is necessary in the future, but this is dependent on the delivery of Pier 1 East and Pier 5 to facilitate the full replacement. Prior to the full replacement of Pier 3 and in line with Underpass project, it is proposed to reconfigure the departures and upper level of the Pier 3 rotunda. This interim project will aim to be complimented by the follow-on future Pier 3 "Bolt On" extension. The F&B units at the entrance to the rotunda will be removed creating additional gate hold space and a double height void. This area will provide a visual connection and a new VCC connecting the 2 floors. At level 30 there will be a larger F&B or Airline Lounge (flexible space) offering with seating areas and associated male / female washrooms. This project will upgrade / replace the Pier 3 rotunda façade glazing to assist with sustainability, heat gain and glare improvements. ***Exhibit 1*** *– Pier 3 – Level 20 Floor Plan (Indicative)*  ***Exhibit 2*** *– Pier 3 – Level 30 Floor Plan (Indicative)* 

	Exhibit 3 *– Pier 3 Internal CGI (Indicative)* 
Key Deliverables	**1. Demolitions / Removals** Demolition of existing F&B units at level 20. Removal of floor section at level 30 to create double height space, demolition of internal partitions at level 30 and removal of redundant M&E. **2. Construct new VCC** Construction of new stairs and lift closer to entrance of the rotunda from level 20 to 30. **3. Construct new Gate Area, Washrooms and Commercial Units** Construct new Gate area at level 20. Construct new washrooms and shell and core commercial units on level 30, including 2 no. F&B units and a Lounge unit. **4. Replace Pier 3 glazing and cladding** Replace older glazing and repair the cladding façade to enhance sustainability performance and replace end-of-life asset. **5. Food and Beverage Fit Out** The project expenses encompass the provision to fit-out the new food and beverage shell and core units at the upper level of the pier (est. 340sqm). The costs will cover the management of general construction activities, utility connections, and the necessary openings required for specialised catering, mechanical, and electrical systems, in addition to the installation of additional vertical circulation.
Primary Drivers	Enhanced gate capacity and passenger experience and reducing gate clashes.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	15 Years

Delivery Programme	Planning	Construction	Operational
	Q1 2026	Q4 2027-Q4 2029	Q1 2030

Opex Impact	Dublin Airport does not expect any tangible increase in operating costs arising from this project whilst a reconfiguration of internal space will take place, operational costs should not be impacted.			
Planning Approval	Standard application required for External Cladding.			
Cost Certainty	Class 4			
Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Internal Works			
	1	Design	€ 2.38	8%
	2	Management	€ 1.45	5%
	3	Construction	€ 18.17	61%
	4	Construction Inflation	€ 2.33	8%
	5	Contingency	€ 5.50	18%
		Element Total	**€ 29.84**	**100%**
	External façade works			
	1	Design	€ 2.02	8%
	2	Management	€ 1.23	5%
	3	Construction	€ 15.41	61%
	4	Construction Inflation	€ 1.98	8%
	5	Contingency	€ 4.67	18%
		Element Total	**€ 25.30**	**100%**
		Project Total (Rounded)	**€ 55.14**	

CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C

Project	**Dual Passenger Boarding Bridge to Stand 315C**
CIP Number	CIP.27.02.22
Project Summary	Dublin Airport is enhancing its services by upgrading stand 315C on Pier 3 to support dual Passenger Boarding Bridges (PBB), aligning with its commitment to deliver a high-quality experience for airline partners and passengers. This improvement mirrors the setup already in place on Pier 4, where wide-body aircraft benefit from more efficient and comfortable boarding through dual airbridges. Due to the expansion of U.S. Customs and Border Protection facilities, some non-U.S. long-haul flights are being relocated from Pier 4 to Pier 3 further increasing the demand for Pier 3to accommodate dual docking capability. To address this, the project will introduce dual boarding at stand 315C, significantly enhancing the passenger experience, streamlining operations, and offering greater flexibility for airlines. This involves replacing the aging PBB at stand 315C, extending and realigning the fixed link corridor, and installing a new PBB and fixed link. A new swing door system will allow flexible passenger flow between gates 304 and 305. Additionally, the upgraded stands will feature Fixed Electrical Ground Power (FEGP) and be adaptable for use by narrow-body aircraft where possible. The initiative also includes necessary updates to surrounding infrastructure, such as lighting, signage, and walkways, ensuring a modern and efficient boarding environment. ***Exhibit 1*** *– Current stand 315C configuration with proposed dual docking layout in parked position (after the Underpass delivery, stand renamed to 302C). Sketch layout subject to survey, detailed design, airbridge, vehicle and aircraft tracking. (Indicative)* 
Key Deliverables	**1. Dual Docking PBB and Fixed Link** The project proposes to demolish the existing fixed link and remove the existing PBB nr. 4. It proposes to construct a new re-aligned fixed link with split corridor and 2 new PBBs. A swing door system will enable flexible gate use, with integrated access controls. The new PBB will feature a glazed design with modern systems, and dual docking at stand 315C may also serve narrow body stands 315L and 315R. The cost also includes localised, pavement rehabilitation, lighting, signage, and gate interior enhancements. The infrastructure will also be designed for future airline pre-conditioned air requirements.

	2. Stand Infrastructure All infrastructure impacts on stands 315L, 315C, 315R, and any other affected stands will be included in the project's scope. This covers Fixed Electrical Ground Power (FEGP), Advanced Visual Docking Guidance System (AVDGS), the Fuel Hydrant Network, and on-stand charging. **3. Coordination with the Underpass Project and Pier 3 Extension** This project and the cost plan shall be coordinated with the Pier 3 Extension (Bolt-On) and the Underpass project and any associated civil works, services shall be delivered in a coordinated fashion to reduce an impact on the operation and the entire delivery timelines.
Primary Drivers	Preservation of passenger and airline experience and efficiency in boarding wide body aircraft.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2029	Q1 2031-Q3 2031	Q4 2031
Opex Impact	In its proposed form, the dual passenger boarding bridge to gate 315C is expected to increase the annual operational expenditure by €30k - €45k driven by specialised repair and maintenance requirements on complex mechanical and electrical components.		
Planning Approval	Standard application if applicable.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Dual Passenger Boarding Bridge to Stand 315C			
	1	Design	€ 1.10	8%
	2	Management	€ 0.68	5%
	3	Construction	€ 8.50	57%
	4	Construction Inflation	€ 1.94	13%
	5	Contingency	€ 2.57	17%
		Element Total	**€ 14.79**	**100%**
		Project Total (Rounded)	**€ 14.79**	

CIP27.02.25 – Terminal 2 Pier 3 Arrivals Washrooms

Project	**Terminal 2 Pier 3 Arrivals Washrooms**
CIP Number	CIP.27.02.25
Project Summary	Washroom facilities play a key role in shaping public's perception of Dublin Airport, with SQM scores relating to the availability and cleanliness of washrooms, forming an important component of passenger charge assessments conducted by the IAA. Currently passengers arriving into the Terminal 2 via Pier 3 frequently report low SQM scores, primarily due to the limited number of washrooms available along their arrival route. Presently, there are only two unisex cubicles available, before the passengers pass through immigration and then enter the baggage reclaim area of Terminal 2 with a full washroom facility. This route is regularly traversed by flights carrying up to 400 passengers. To address this issue, this project proposes to construct new washroom facilities within the fallow void space along the arrivals route within the old Pier C connector corridor. These facilities will accommodate male, female, persons with reduced mobility (PRM), and baby changing needs. The project will encompass all necessary construction works, such as structural modification and mechanical and electrical (M&E) installations, which are required to deliver a fully compliant and operational facility. ***Exhibit 1*** *– Pier 3 Arrivals Washrooms – Arrivals Floor Plan (Indicative)* 
Key Deliverables	**1. Demolitions** This project will remove redundant stairs and escalator in fallow space, together with existing glazing, railings and any M&E systems. **2. New Floor Construction** In order to establish the new washroom footprint, construction of a new floor structure and flooring over the existing void is required, to create a male washroom of approx. 88sqm and female washroom of approx. 111sqm. **3. Construct New Washrooms** As part of this project, construction and a fit-out of new separate male and female washrooms, PRM washroom and cleaners store will be delivered. These works will include all associated services, M&E provisions and signage.
Primary Drivers	Enhanced passenger experience.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**	
	Q4 2029	Q1 2031-Q3 2031	Q4 2031	
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditures of approximately €20k - €40k per annum which comprises additional cleaning, increased water use and marginal increase in existing maintenance requirements.			
Planning Approval	Planning not applicable.			
Cost Certainty	Class 4			

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Terminal 2 Pier 3 Arrivals Washrooms			
	1	Design	€ 0.21	7%
	2	Management	€ 0.13	5%
	3	Construction	€ 1.66	58%
	4	Construction Inflation	€ 0.38	13%
	5	Contingency	€ 0.50	17%
		Element Total	**€ 2.88**	**100%**
		Project Total (Rounded)	**€ 2.88**	

CIP27.02.30 – Airfield Safety Projects

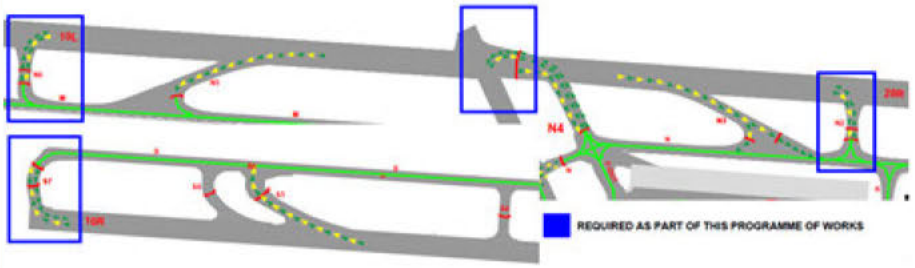
Project	Airfield Safety Projects
CIP Number	CIP.27.02.30
Project Summary	Dublin Airport proposes to undertake series of airfield projects to enhance pilot's situational awareness, decrease the complexity of the airfield, contributing to a safer airfield environment, allowing for simplified and more efficient operations. Amongst these improvements and enhancements is Taxiway Redesignation project, which is a continuation of the first phase, when the airfield was partially redesigned in 2019-2020 to the west of Runway 16/34, in preparation for the North Runway's (Runway 10L/28R) delivery. Since the North Runway became operational in 2022, several safety and efficiency enhancements have been proposed, including additional edge lights for Taxiways M and N and modifications to Runway 10L guard lights. Installation of a dedicated North Runway Fire Lane together with traffic lights at the Fire Station are also proposed, to allow for seamless and quick response, independent from the traffic on Runway 16/34, essential to ensure an efficient response time for accessing the Runway 10L/28R. To ensure the Fire Training compliance, new Hot Fire Training Facility at the Fire Station is also included in this project. Separately, widening of Taxiway W4 (Venair Strip portion) is included in the scope of this project, to support full code C aircraft operations, accessing the western hangars. A suite of lighting and electrical projects is also proposed, including installation of yellow/green centre taxiway lighting on taxiways N2, N4, N6 and S7, which will require either the replacement of existing centreline fittings or the installation of new ones Due to the loss of the Demarcated Area (previously at Search and Rescue Apron), a new demarcated area will be provided, to handle non-CPSRA aircraft. ***Exhibit 1*** *–Yellow Green Taxiway Centreline Scope (Indicative)* 

Exhibit 2 *– Northern Fire Lane Layout (Indicative)*

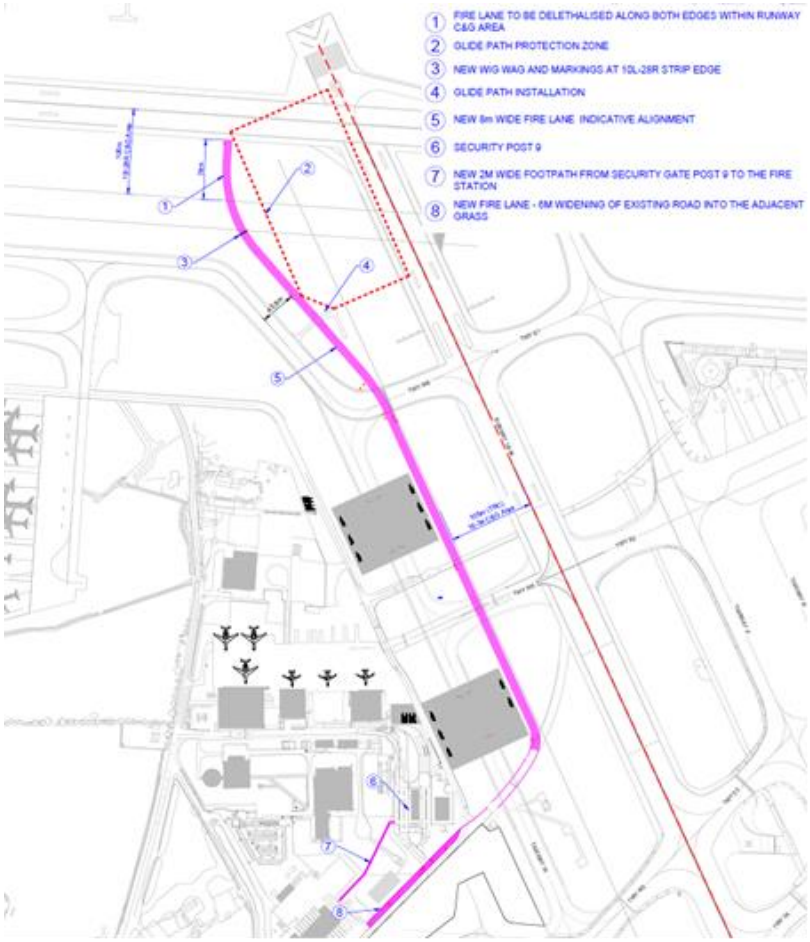
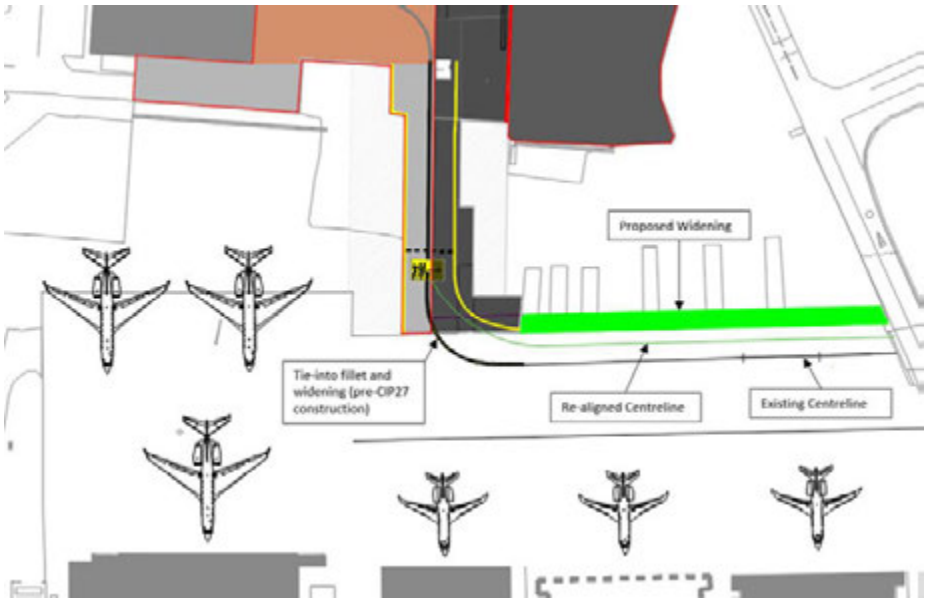


Exhibit 3 *– Taxiway W4/ Venair Strip Proposed Widening (Indicative)*



Key Deliverables

1. Taxiway Redesignation

Renaming of taxiways and aprons in a logical manner, considering the modifications to the taxiway network and the new pier infrastructure is proposed. This subsequent project phase involves completing the redesignation of all taxiways located east of Runway 16/34. Additionally, the project will encompass full review of the links, to enhance the safety on the airfield.

The project will involve extensive stakeholder engagement with the end users, and ultimately will deliver the design and phased replacement of est. 30no small and 60no large LED illuminated EASA compliant signs and their foundation and apron/ taxiways paint markings. Electrical cabling, pits and allowance for secondary ducting for signs and updates to control system will also be required. A significant portion of the works will need to be undertaken at night.

Taxiways delivered by Critical Taxiway South project are out of scope of this project-Taxiway V (existing F-Outer), Taxiway R (existing F-Inner) and Taxiway E6.

2. North Runway Safety Improvements

The approval from the regulator for Dublin Airport's safety case to operate the North Runway is contingent upon the completion of the Taxiway N4 Runway Guard Light systems to enable the existing guard lights on Runway 10L and the Taxiway N4 hold with Runway 16 to be deactivated when Runway 10L/28R is in use. Additionally, density of edge lighting along Taxiways M and N, particularly at the intersections with several exit taxiways of Runway 10L/28R, will be increased. The installation of runway guard lights at the junction of Taxiway N4 will also be undertaken and a dedicated taxiway edge circuit will enable the edge lighting on Taxiway N (adjacent to Runway 16) to be turned off when not in use, aligning with the operational practices of other taxiways.

This project therefore provides for the paint markings removal and re-installation, breakout, disposal and reinstatement of pavement portion, new edge light (est. 96no for Taxiways M and N) and their installation, new circuit, secondary pits, ducting and cabling, ALCMS reconfiguration, cabling, testing and commissioning, as required.

3. Dedicated Fire Lane to North Runway and Hot Fire Training Facility

The scope of works to allow for quick and efficient response onto the North Runway (10L/28R) includes installation of 4no traffic lights with cabling, pits and ducting. 6m widening (on est. 170m length) of the road into the adjacent grass area to create a separate route to access existing Fire Lane in front of Fire Station will also be provided.

Rescue and Fire Fighting Services (RFFS) will then utilise a new 10m wide dedicated lane provided by this project, linking the existing Northern Fire Lane with the North Runway with approx. length of 800m. New 4no guard lights at 10L/28R strip edge are included in this proposal together with all the associated civil works, such as breaking out existing pavement for fire lane and road widening, disposal of excavated material, backfill, new pavement, paint markings, attenuation, ducting, pits, earthworks and re-instatement of the grass and new signs at junctions.

Additionally, Hot Fire Training facility consisting of 2no 40ft modular units, replacing existing end-of-life containers, which have been used for this training in the past. This facility will tie into existing breathing apparatus at the Fire Station and will be of two storeys and will also include decommissioning and removal of existing containers.
2m wide footpath with approx. length of 150m from the Gate Post 9 to the Fire Station is also included in the scope of this project.

	4. Taxiway W4/ Venair Strip Widening Venair Strip portion of Taxiway W4 requires widening and centreline realignment to provide adequate pavement width for the full code C, to allow for safe access/ egress to and from the hangars. This project will also provide for a new taxiway centreline and AGL lighting, with associated pits and ducts infrastructure to allow for LVP operations, drainage, paint markings, and earthworks, and will join the existing AGL infrastructure at the Taxiway W4 hold onto Runway 16/34, bringing it all the way to the newly proposed ATC line on the SAR Hangar Link Taxiway. Additional pavement fillets will also be required to tie relocated centreline into Taxiway W4 as well as Taxiway W4 onto Runway 16/34, with the estimated total new pavement area for this project of 1,300 sqm. Additionally, paved shoulders for the full length of Taxiway W4 will be added. This proposed project will tie-into the pre-CIP27 works delivered in 2025, to allow for aircraft movements into hangar previously known as Search and Rescue Hangar. New vehicular road to access the private hangars will also be provided by this project. **5. Yellow Green Taxiway Centreline** EASA regulation CS ADR-DSN.M.710 mandates the installation of yellow/green centre taxiway lighting at all runway entry and exit points, which is crucial during Low Visibility Procedures (LVP). While the North Runway has been equipped with exit lighting, it now also necessitates the addition of entry lighting. The South Runway has the necessary ducting for both entry and exit lighting; however, the systems and fittings have yet to be installed. This project entails the installation of all required entry and exit centre taxiway lighting, along with any necessary reconfiguration of circuitry or civil works. To achieve these objectives, taxiways N2, N4, N6 and S7 will need either the replacement of existing centreline fittings or the installation of new ones. This project includes provision for the est. 30sqm of pavement re-instatement after the AGL installation, replacement of est. 48no green/yellow AGLs with yellow/yellow omnidirectional fittings, installation of est. 10no new AGLs, replacement of 2no AGLs with green fittings, installation of est. 10no green/ green AGLs, est. 20no transformers, cabling and ducting, refurbishment of existing AGL pits, installation of 4no new pits, ALCMS update and paint markings for taxiway centreline lighting. **6. Demarcated Area** New demarcated area which will not interact with the Critical Part of Security Restricted Area (CPSRA) except where an aircraft needs to route to the taxiway/ runway will be provided. This area will provide aircraft parking, sufficient lighting, access/ egress, paint markings and signage, in the proximity to a Gate Post and includes provision for pavement repairs, boundary fence provision/ relocation as required, new airfield gate, drainage signage and HMLs. Location of the new Demarcated area might be Lima stands, West Apron or Apron 5H and will be delivered after detailed consultation with all the relevant stakeholders and Dublin Airport Operations.
Primary Drivers	Increased safety and improved operational efficiency.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	Planning	Construction	Operational
	Q1 2028	Q1 2028-Q3 2032	Q4 2032
Opex Impact	The proposed airfield safety projects, once fully delivered, will likely increase the operational expenditure by approximately €50k - €70k. Areas of operational cost vary in line with the variety of projects proposed and estimates have been included with regard to maintenance of ground lighting, apron lighting, pavement, line marking and signage.		
Planning Approval	Standard planning application where applicable.		
Cost Certainty	Class 4		

Level 1 Costs	Item	Description	Total (millions)	%
	Taxiway Redesignation			
	1	Design	€ 0.82	6%
	2	Management	€ 0.54	4%
	3	Construction	€ 9.07	61%
	4	Construction Inflation	€ 1.78	12%
	5	Contingency	€ 2.61	17%
		Element Total	**€ 14.82**	**100%**
	North Runway Safety Improvements			
	1	Design	€ 1.97	6%
	2	Management	€ 1.31	4%
	3	Construction	€ 21.89	61%
	4	Construction Inflation	€ 4.31	12%
	5	Contingency	€ 6.29	17%
		Element Total	**€ 35.77**	**100%**
	Northern Fire Lane			
	1	Design	€ 0.85	6%
	2	Management	€ 0.57	4%
	3	Construction	€ 9.50	61%
	4	Construction Inflation	€ 1.87	12%
	5	Contingency	€ 2.73	17%
		Element Total	**€ 15.52**	**100%**
	Hot Fire Training Facility			
	1	Design	€ 0.19	6%
	2	Management	€ 0.13	4%
	3	Construction	€ 2.09	61%
	4	Construction Inflation	€ 0.41	12%
	5	Contingency	€ 0.60	17%
		Element Total	**€ 3.42**	**100%**
	Taxiway W4/ Venair Strip Widening			
	1	Design	€ 0.68	6%
	2	Management	€ 0.46	4%

	3	Construction	€	7.59	61%
	4	Construction Inflation	€	1.49	12%
	5	Contingency	€	2.18	17%
		Element Total	**€**	**12.40**	**100%**
	Yellow Green Taxiway Centreline				
	1	Design	€	0.42	6%
	2	Management	€	0.28	4%
	3	Construction	€	4.65	61%
	4	Construction Inflation	€	0.91	12%
	5	Contingency	€	1.34	17%
		Element Total	**€**	**7.60**	**100%**
	Demarcated Area				
	1	Design	€	0.44	6%
	2	Management	€	0.29	4%
	3	Construction	€	4.90	61%
	4	Construction Inflation	€	0.96	12%
	5	Contingency	€	1.41	17%
		Element Total	**€**	**8.00**	**100%**
		Project Total (Rounded)	**€**	**97.53**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 1.64m

CIP27.02.31 – Airfield Operational Projects

Project	Airfield Operational Projects
CIP Number	CIP.27.02.31
Project Summary	While aircraft movements at Dublin Airport operate extremely well even during a peak, such as a busy summer day, there are several areas which could be further improved to provide more efficient operations. Dublin Airport proposes to deliver improvements in support of our cargo operators, with provision of the Unit Load Device (ULD) storage areas on the airfield as well as enhancements to the cargo operations on the West Apron, by replacing some existing and providing additional new equipment, such as Airline pallet/ ULD scales system and others. Substantial investment has been directed towards the acquisition of a fleet and equipment specifically designed for snow and ice management on the apron and airfield. This fleet includes specialised equipment such as Towed Jet Sweepers, Compact Jet Sweepers, De-icers, Snow Cutters, Combi Spreader Sprayers and their respective attachments, and other specialised tools. Currently, most of the apron fleet is housed at the existing Airside Snow Base (old Ryanair Hangar), located near Gate Post 4, which is scheduled for demolition to allow for Pier 5 enabling works. Airfield winter fleet is mostly left outside with some equipment being stored at the existing Airfield Maintenance Base. Consequently, a new site is needed to provide secure, sheltered, and dry storage for all the winter fleet vehicles. This project will therefore provide a single location for apron and airfield winter fleets and their attachments, adjacent to existing Airfield Maintenance Base. The proposed Airfield Winter Fleet Facility is expected to encompass approximately 5,800 square meters of storage space. Additionally, the project will include a hardstanding area designed for vehicle staging, complete with drainage, surface water management, pollution control, and lighting. ***Exhibit 1*** *– Example of ULD storage (Indicative)* 

Exhibit 2 *– Site location concept sketch for Airfield Winter Fleet Facility (Indicative)*

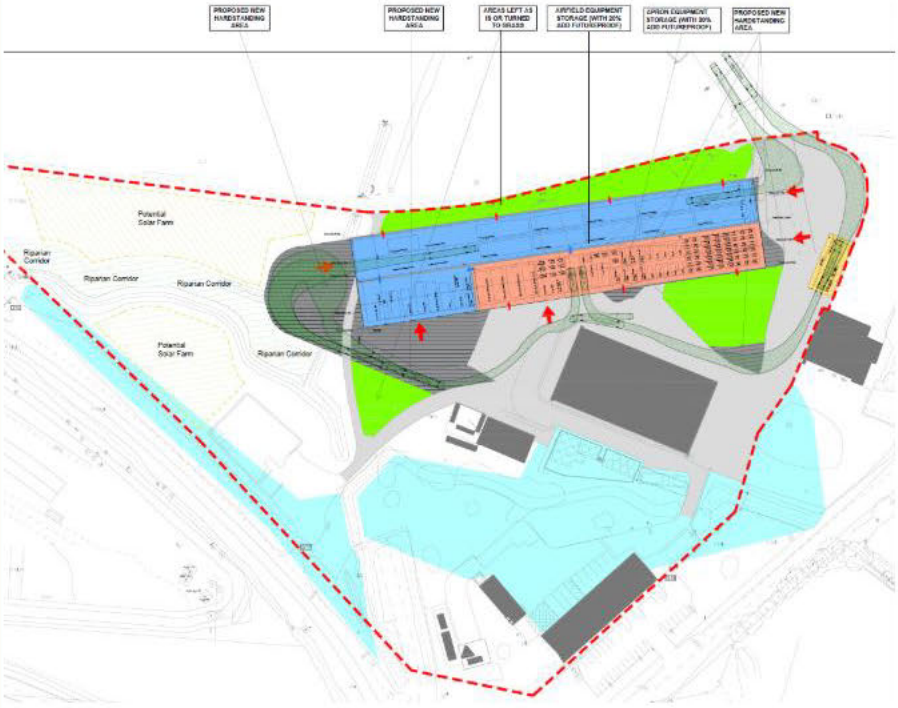


Exhibit 3 *– Vehicle storage example (Indicative)*



Key Deliverables

1. ULD storage

ULDs are improperly stored on end-of-life dollies or on the ground, contrary to established best practices, thereby exposing them to potential damage. Dublin Airport is currently delivering a dedicated storage solution to store approximately 650 ULDs in the South Apron GSE area.

It is proposed that CIP27 delivers additional ULD storage in the North and West Apron, as a single deck. It is expected that combined area of about 360sqm will be used, storing about 75 ULDs, and this project includes provision for pavement patch repairs, safety barriers (est. 40m) HML, electrical ducting and pits, paint markings and signage.

	2. West Apron Cargo Operations West Apron cargo operations will be supported by provision of Airline pallet/ ULD scales system, Equipment maintenance unit of lightweight structure, allowing for equipment maintenance on the West Apron, lockable storage unit with CCTV camera system for 5 dollies and a loading deck replacing the existing end of life Castor Deck. To deliver these improvements, this project includes for the excavation for ducting and disposal of est. 150sqm, pavement repairs and re-instatement, electrical ducting, pits, est. 130m of safety barriers 130m, electrical mains to supply ULD scales and loading deck, channel drain, and HMLs. Additionally, centreline lighting infrastructure will be delivered on the West Apron with est. 120 AGLs. **3. Airfield Winter Fleet Facility** The Airfield Winter Fleet Facility will encompass one single joined facility for both fleets, consisting of 1 storey building, with estimated footprint of 5,800sqm and a clear span of 18m. The building will be of steel portal frame with pad foundations. The project will also include the provision of internal and external lighting, drainage, and any associated civil and ground works and M&E. Dublin Airport will also deliver hardstanding area surrounding the Airfield Winter Fleet Facility in order to allow for easy access/ egress and staging area. The pavement provided will be of sufficient quality to support heavy winter fleet vehicles and will include adequate drainage, pollution and surface water management, lighting, paint markings, and any associated signage.
Primary Drivers	Increased safety and improved operational efficiency.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2027	Q1 2029-Q4 2032	Q1 2033
Opex Impact	The above project comprises three separate components. The anticipated annual operational cost arising from these elements is estimated to be between €150k and €400k, primarily reflecting electrical energy consumption and maintenance associated with the ULD storage facility. No increase in operational expenditure has been assumed for the projects on the West Apron, as these relate to replacement and refurbishment works rather than new operational assets. However, a significant operational cost has been included for the winter fleet maintenance facility, reflecting its function as an operational building.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 4		

Level 1 Costs	Item	Description	Total (millions)	%
	ULD Storage			
	1	Design	€ 0.51	7%
	2	Management	€ 0.26	4%
	3	Construction	€ 4.37	59%
	4	Construction Inflation	€ 0.97	13%
	5	Contingency	€ 1.26	17%
		Element Total	**€ 7.37**	**100%**
	West Apron Cargo Operations			
	1	Design	€ 1.10	7%
	2	Management	€ 0.56	4%
	3	Construction	€ 9.33	59%
	4	Construction Inflation	€ 2.07	13%
	5	Contingency	€ 2.68	17%
		Element Total	**€ 15.74**	**100%**
	Airfield Winter Fleet Facility			
	1	Design	€ 0.90	7%
	2	Management	€ 0.46	4%
	3	Construction	€ 7.63	59%
	4	Construction Inflation	€ 1.69	13%
	5	Contingency	€ 2.19	17%
		Element Total	**€ 12.87**	**100%**
		Project Total (Rounded)	**€ 35.97**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.17m

CIP27.02.34 – Advanced Visual Docking Guidance System

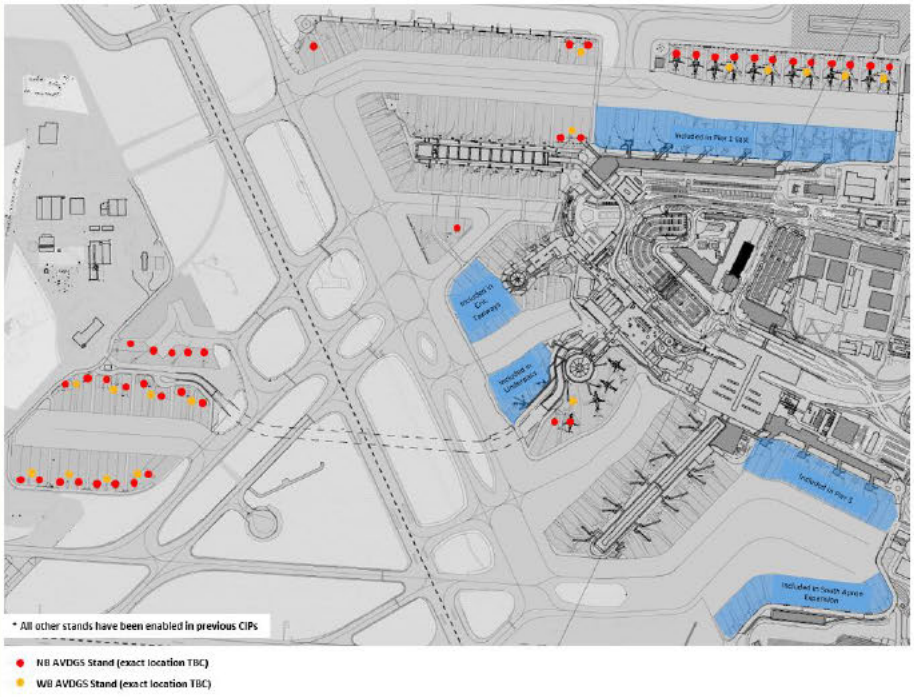
Project	**Advanced Visual Docking Guidance System**
CIP Number	CIP.27.02.34
Project Summary	Dublin Airport is implementing Advanced Visual Docking Guidance Systems (AVDGS) across all aircraft stands to improve safety, standardisation, situational awareness, and On Time Performance (OTP). This move aligns with practices at other major airports and builds on the progress made under the CIP2020+ initiative, which began installing AVDGS where feasible. The airport now plans to extend this technology to all remaining stands, with all the future stands being delivered with AVDGS technology as a standard. AVDGS uses infrared lasers to identify aircraft type and position, guiding pilots to parking spots without ground crew assistance, which reduces delays. The system enhances stand efficiency, speeds up aircraft turnaround, improves OTP by displaying key information, and increases predictability with real-time arrival and departure data. It also boosts safety, especially in low-visibility conditions, reduces jet blast risks, eases ramp congestion, and cuts fuel use and emissions by minimising idle time. This project compliments other infrastructure developments and focuses on stands not covered by other apron projects. It will deliver approximately 57 new AVDGS units, including 17 on Apron 5H that already have partial infrastructure in place. The remaining units will require full installation, including masts, services, and civil works. ***Exhibit 1*** *–Concept layout sketch for the AVDGS (Indicative)* 

	Exhibit 2 *– Existing AVDGS unit on stand 415* 
Key Deliverables	**1. AVDGS** The project involves provision of AVDGS system in indicative 57 locations, serving existing stands, pending detailed designed and possible utilisation of the same unit for multiple stands in MARS configuration: 4 stands on Apron 5G, 17 stands on Apron 5H, 3 stands on existing Pier 1, 1 stand on Triangle, 3 stands on Pier 3 to mitigate any impact caused by installation of the Underpass, 5 stands on West Apron- North (General Aviation Area) and 24 stands on West Apron. The installation of 57 AVDGS Safedock FleX units will include all costs to provide for works such as gantries, electrical ducting and cabling, power and data, stand number indicator, barrier protection for gantries and access pits. Civil works required will include break out of existing est. 1370 sqm of pavement, its disposal and re-instatement and paint markings. All the units will be connected to the existing management system.
Primary Drivers	Improvement in safety, standardisation and on-time performance.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2030	Q1 2030-Q4 2031	Q1 2032
Opex Impact	The proposed AVDGS project has the potential to increase annual costs by approximately €80k - €100k to provide for the maintenance of the additional AVDGS units, associated infrastructure and consequent energy use.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	Item	Description	Total (millions)	%
	Advanced Visual Guidance Docking System			
	1	Design	€ 1.87	7%
	2	Management	€ 1.15	5%
	3	Construction	€ 14.35	58%
	4	Construction Inflation	€ 2.98	12%
	5	Contingency	€ 4.34	18%
		Element Total	**€ 24.68**	**100%**
		Project Total (Rounded)	**€ 24.68**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.41m

CIP27.02.35 – Fixed Electrical Ground Power

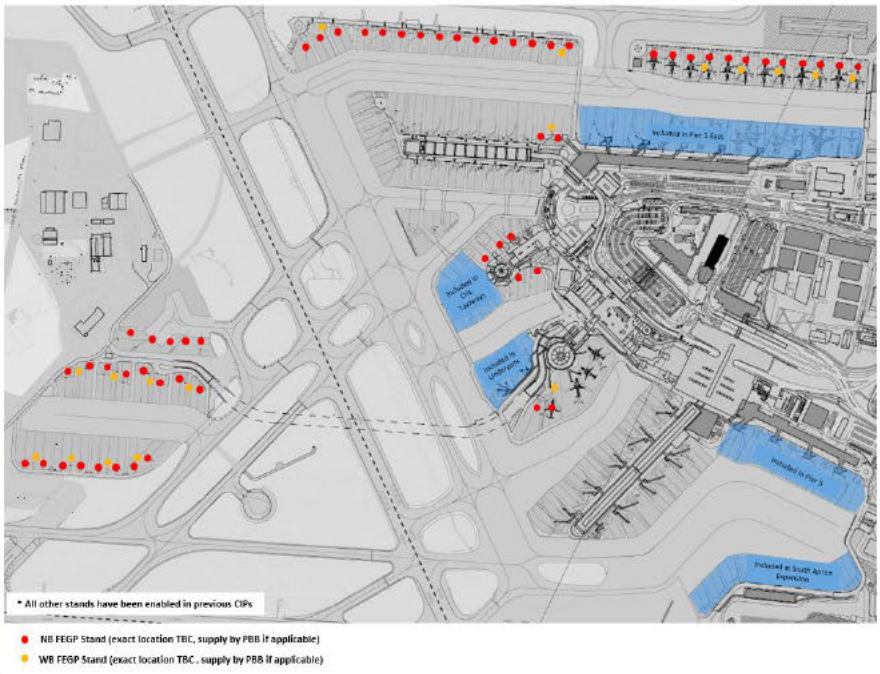
Project	**Fixed Electrical Ground Power**
CIP Number	CIP.27.02.35
Project Summary	Dublin Airport is expanding its Fixed Electrical Ground Power (FEGP) infrastructure to enhance sustainability and efficiency. Aircraft on the ground require electricity, traditionally supplied by either an Auxiliary Power Unit (APU) or a Ground Power Unit (GPU). The shift from GPUs to fixed FEGP reduces fuel consumption, airport noise and emissions. Unlike mobile GPUs, FEGP units are permanently installed, eliminating the need for refuelling or recharging. The airport aims to equip all remaining existing stands with FEGP under this project, with the future stands being delivered with this infrastructure as standard. This will support commitments under the daa ESG Sustainability Policy and the EU's Alternative Fuels Infrastructure Regulations (AFIR). Benefits of FEGP include: • More reliable power for next-gen aircraft. • Reduced carbon footprint, energy consumption, and noise. • Improved air quality. • Consistent infrastructure across the airfield. • Alignment with international sustainability standards. • It is envisaged that the future FEGP installations will allow for shared charging of Ground Support Equipment (GSE). This initiative will deliver approximately 74 FEGP-equipped stands, with the supporting infrastructure, such as cabling and ducting. ***Exhibit 1*** *– Concept layout for the Fixed Electrical Ground Power (Indicative)* 

Exhibit 2 *– Existing FEGP on Pier 1 in Use*



Key Deliverables	**1. FEGP** Dublin Airport plans to install 74 FEGP-enabled stands, with the exact number of units depending on stand configurations. Some units may serve both narrow-body and wide-body aircraft in a MARS configuration: 17 stands on Apron 5G, 17 stands on Apron 5H, 3 stands on existing Pier 1, 5 stands on Pier 2, 3 stands on Pier 3 to mitigate any impact caused by installation of the Underpass, 5 stands on West Apron- North (General Aviation Area) and 24 stands on West Apron. This project will include for the installation of FEGP pits, frequency converters, electrical ducting and cabling, metering and all associated civil works such as demolition, disposal and re-instatement of est. 9,400sqm of existing pavement, drainage, paint markings and protection bollards as required. If a Passenger Boarding Bridge (PBB) is provided for a stand, PBB- mounted FEGP should be adopted wherever possible, as installation of standalone frequency converter is not required. It is envisaged that the future Fixed Electrical Ground Power (FEGP) installation will enable power sharing, allowing ground support equipment (GSE) to be charged while on stand when the system is not in use supplying power to aircraft.
Primary Drivers	ESG Sustainability Policy and commitments under the National Policy Framework Alternative Fuels Infrastructure Regulations (AFIR).
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	Planning	Construction	Operational
	Q1 2031	Q1 2031-Q4 2031	Q1 2032
Opex Impact	At current energy rates, this project has resulted in a potential increase in operational expenditures of approximately €100k - €150k per annum net of electricity recharge to customers. Costs comprise repair and maintenance for installed ground power and assumptions of energy use and tariffs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Fixed Electrical Ground Power			
1	Design	€ 4.00	7%
2	Management	€ 2.46	5%
3	Construction	€ 30.79	57%
4	Construction Inflation	€ 7.66	14%
5	Contingency	€ 9.31	17%
	Element Total	**€ 54.23**	**100%**
	Project Total (Rounded)	**€ 54.23**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 1.06m

CIP27.02.36 – On Stand CCTV

Project	On Stand CCTV
CIP Number	CIP.27.02.36
Project Summary	At any point in time, an incident that occurred on a stand may need to be reviewed, therefore, all aircraft stands require a CCTV camera. Additionally, the Dublin Airport's Operations-Resource Allocation Unit (RAU), regularly checks an aircraft and its registration on certain stands, which are not directly visible from their location. CCTV system also ensures operational continuity during the events, when the RAU may be relocated. All the future expansion projects will deliver On-stand CCTV as a standard feature together with other stand infrastructure, such as Advanced Visual Docking Guidance System (AVDGS), Fixed Electrical Ground Power (FEGP), Fuel Hydrant system, and on stand charging. This project will provide installation of approximately 80no CCTV cameras on the existing stands that currently lack surveillance coverage. These cameras shall be of fixed type and will offer a whole stand view, including the registration of an aircraft when parked on a stand. ***Exhibit 1*** *– Proposed layout of the On Stand CCTV Camera Installation (Indicative)* 
Key Deliverables	**1. On Stand CCTV** This project will deliver installation of approximately 80no fixed CCTV cameras and poles, in the following locations- Apron 5H, stands without CCTV coverage on Apron 5G, Triangle stands, West Apron inclusive of General Aviation (GA) portion, West Apron Hangars, Engine Test Sites 1 and 4 and Hangar 6. The location of the cameras is critical to its effectiveness and must allow for the aircraft registration number capture, when parked. All the civil works, such as excavation, disposal and re-instatement of est. 14,100sqm of existing pavement, paint markings, 15no comms pits, est. 4,000m of fibre optic cable and containments, as well as integration to existing CCTV system will also be included in the scope of this project.

Primary Drivers	Improved airfield safety, operational requirement.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2030	Q1 2030-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €40k - €60k per annum which comprises additional inspections and maintenance of installed infrastructure.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
On Stand CCTV			
1	Design	€ 1.29	7%
2	Management	€ 0.79	5%
3	Construction	€ 9.93	58%
4	Construction Inflation	€ 2.06	12%
5	Contingency	€ 3.00	18%
	Element Total	**€ 17.08**	**100%**
	Project Total (Rounded)	**€ 17.08**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 1.06m

CIP27.02.37 – Foul Water Expansion

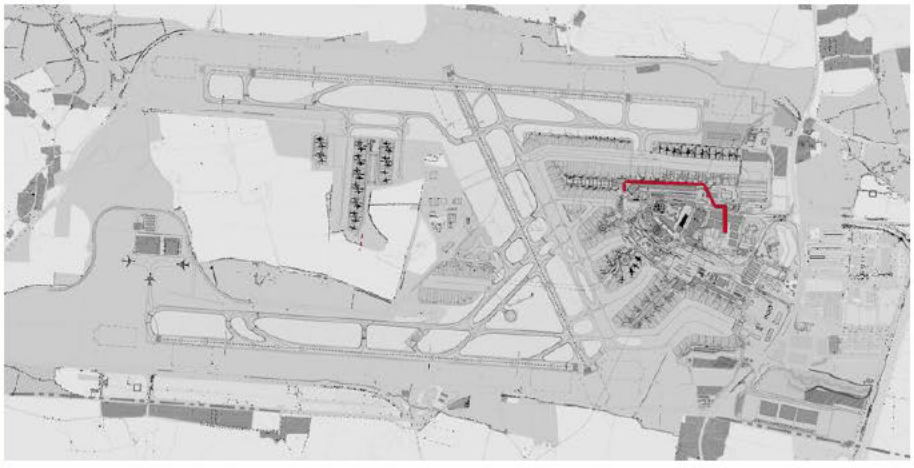
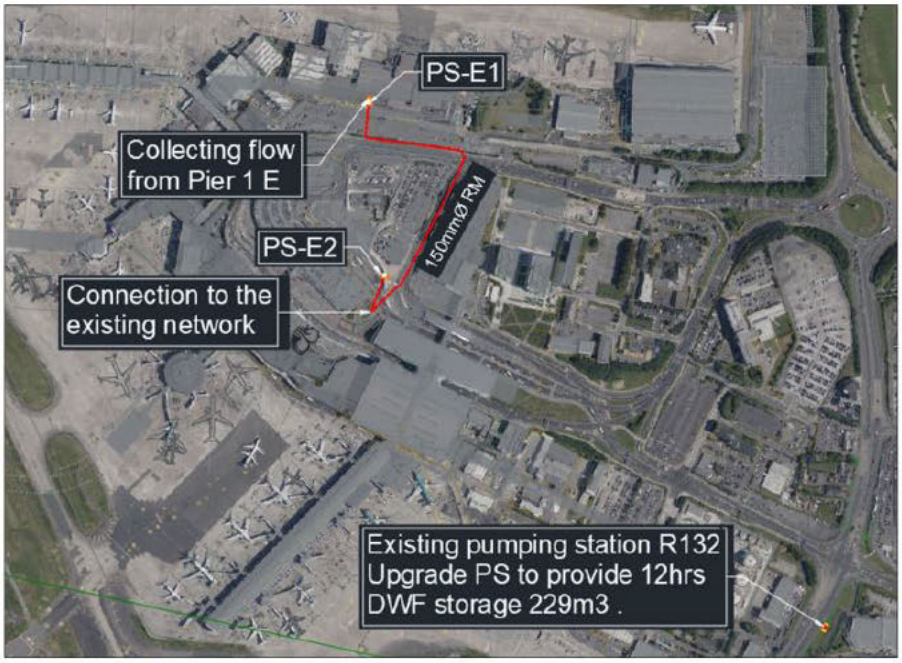
Project	**Foul Water Expansion**
CIP Number	CIP.27.02.37
Project Summary	To support future passenger growth, Dublin Airport must expand its foul water drainage capacity. The existing foul water network in the eastern campus is aging and requires remedial works to future-proof its capacity in line with projected demand increases. Due to the replacement of existing structures and the introduction of new developments such as terminals, piers, and commercial spaces, the foul water disposal requirements will significantly increase. The project consists of repair and upgrade of the foul water drainage system to the Dublin Airport Eastern Campus entirely under existing airside and landside hard surface. The proposed development includes the installation of a new foul water trench and associated drainage system, incorporating new pumping equipment, and all necessary housing, services, and ancillary components. Sections of the Eastern Campus will require additional upgrades, including enhancements to the existing foul water pipework and refurbishment of the current pumping station to meet operational demands. The project includes the pipework, airside pavement reinstatement, making good of existing surfaces for new external drainage (est. 32,100sqm), and proposes 3 pumping stations, with 2no pumping apparatus, data, comms and CCTV supply for each. A feasibility and design will be undertaken, with the findings defining the scope of work and informing a phased delivery strategy, with costs evaluated through the StageGate process. The current project details and cost estimates serve as placeholders to support initial financial planning and assess the impact on passenger charges. ***Exhibit 1*** *– Concept Foul Drainage Expansion Strategy Plan (Indicative)* 

Exhibit 2 *– Proposed Foul Water Network for Eastern Campus (Indicative)*



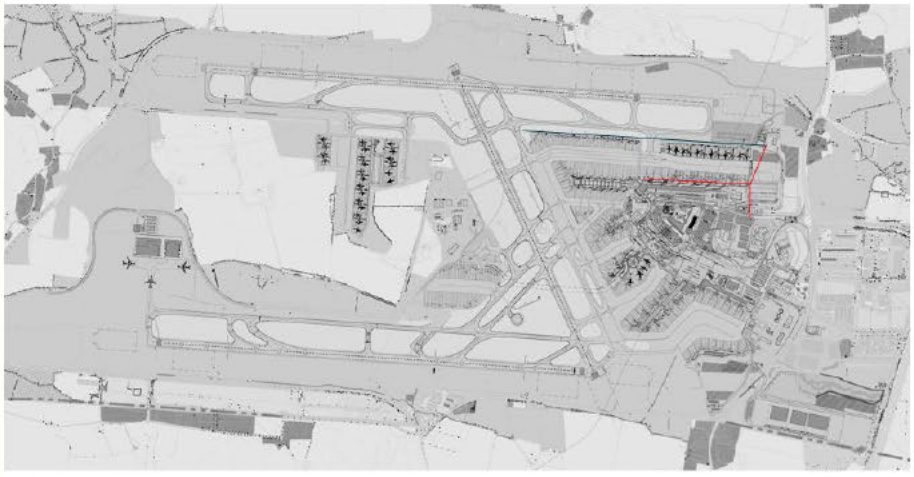
Key Deliverables	**1. Feasibility / Strategy Study** A strategic and feasibility study will be undertaken to evaluate the current wastewater network capacity, assess the condition and lifespan of existing assets, and forecast future demand in line with CIP27 and upcoming development plans. This analysis will identify the most suitable infrastructure requirements and locations, incorporating input from external wastewater authorities. The outcome will include detailed technical specifications and a phased delivery strategy to guide procurement and implementation of the necessary infrastructure. **2. Upgrade and Extension of Eastern Campus Foul Water Network** The existing foul water network at Dublin Airport is aging and given the scale of planned expansions, will likely require remedial or preventative maintenance to ensure it can handle increased capacity. An allowance for upgrade of the existing network which is 5 km is made, considering increased demand, excessive leakage, poor condition etc. Upgrade of the existing foul water pipes, including hand digging and removing of existing; rising main, 5no access chambers and 5no manholes are included in the scope of this project. A pumping station with 2no pumping apparatus, data, comms and CCTV supply is also part of the project's delivery. The full scope of the work will be confirmed and assessed for cost efficiency through the StageGate process, with the current cost estimates in the CIP27 submission serving as preliminary figures to evaluate potential impacts on passenger charges.
Primary Drivers	Ensuring sufficient capacity for anticipated growth by replacing or upgrading an aging element of critical infrastructure and adding extensions to areas of new development.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	25 Years

Delivery Programme	Planning	Construction	Operational
	Q1 2030	Q1 2030-Q4 2033	Q1 2034
Opex Impact	Subject to final design and complete installation, foul drainage expansion has the potential to increase operational expenditure by approximately €25k - €35k per annum. Costs comprise inspections and surveys, maintenance of drains and chambers and on-going maintenance to pumps. Details of level of service and operational requirements determined at a later date will affect this annual expenditure.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Foul Water Expansion			
	1	Design	€ 1.05	5%
	2	Management	€ 0.70	4%
	3	Construction	€ 11.70	59%
	4	Construction Inflation	€ 3.00	15%
	5	Contingency	€ 3.36	17%
		Element Total	**€ 19.82**	**100%**
		Project Total (Rounded)	**€ 19.82**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 1.00m

CIP27.02.38 – Hydrant Water Expansion

Project	**Hydrant Water Expansion**
CIP Number	CIP.27.02.38
Project Summary	The airport must enhance its fire hydrant water capacity to support projected passenger growth and future campus expansion. The development will increase fire hydrant network requirements due to the replacement of existing structures and the addition of new terminals, piers, parking areas and commercial spaces in the Eastern Campus. The airport must enhance its hydrant water capacity to support projected passenger growth and future campus expansion. Eastern campus development will significantly increase fire hydrant network requirements due to the replacement of existing structures and the addition of new terminals, piers, parking areas, and commercial spaces. An initial assessment of upgrades, replacements, and expansion of the network will be proposed. A detailed analysis will determine the specific needs and optimal locations for new infrastructure, guided by the CIP27 development plan. This study will inform a phased implementation strategy, with costs to be evaluated through a StageGate process. Ultimately, the goal is to ensure a resilient and scalable fire water supply system aligned with long-term airport growth, with the final project scope to be defined following a comprehensive feasibility study and in coordination with potable water planning. ***Exhibit 1*** *– Concept Hydrant Water Strategy Plan (Indicative)* 
Key Deliverables	**1. Feasibility / Strategy Study** A strategic and feasibility study will evaluate the current hydrant water network's capacity, asset longevity and future demand to determine the most effective infrastructure upgrades and locations, aligned with CIP27 and upcoming developments in both the eastern and western sides of the campus. This process will involve stakeholder collaboration to ensure all hydrant lines are properly protected once installed or repaired. The outcome will include technical specifications and a phased delivery strategy to support procurement and implementation

	2. Upgrade and Extension of Eastern Campus Hydrant Water Network The fire water demand for the eastern campus is fulfilled by an existing water network and reservoir situated in the northeast corner of the airport. The projects proposes that a portion of the existing network is upgraded to deal with both ageing assets (e.g. excessive leakage, poor condition). It also proposes to upgrade to this network in order to accommodate the increased demand from future developments such as terminals requirements, piers, aprons, cargo areas, hangars and commercial zones. The full scope and cost-efficiency of the project will be refined through the StageGate process, with initial cost estimates included in the CIP27 submission to help assess potential impacts on passenger charges. Coordination with broader CIP27 initiatives is essential, especially for supporting key projects such as Pier 5 and Pier 1 East, and the implementation will be phased across multiple StageGate submissions.
Primary Drivers	Ensuring sufficient capacity for anticipated growth by replacing or upgrading an aging element of critical infrastructure and adding extensions to areas of new development.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	25 Years

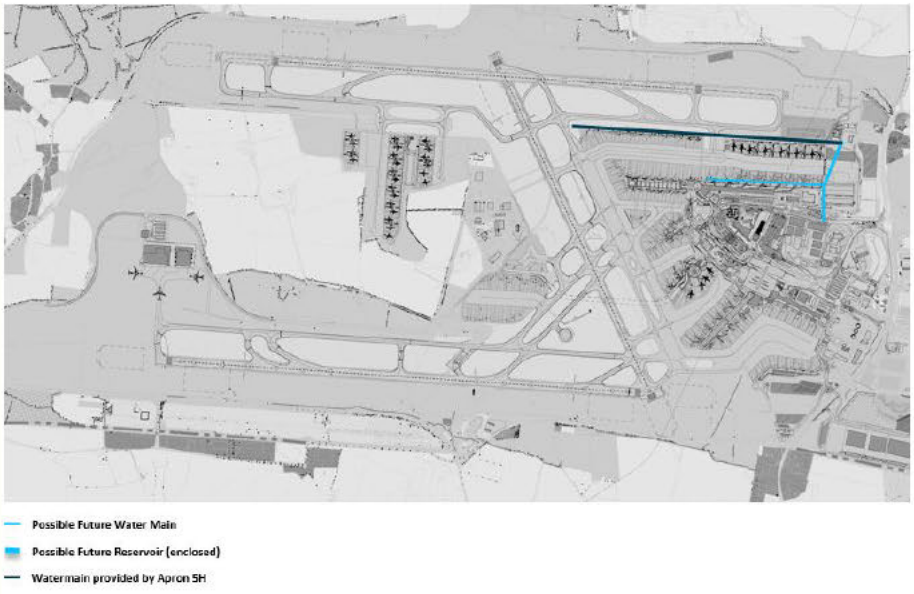
Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2030	Q1 2030-Q4 2033	Q1 2034
Opex Impact	Hydrant water mains are largely self-sufficient but shall be subject to routine inspections, emergency repairs, maintenance to equipment and replacement of failed components by third party maintenance contractors. Based on local experience, the proposed project may increase operational expenditure by €5k - €10k per annum.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 5		

Level 1 Costs

Item	**Description**	**Total (millions)**	**%**
Hydrant Water Expansion			
1	Design	€ 0.30	5%
2	Management	€ 0.23	4%
3	Construction	€ 3.80	59%
4	Construction Inflation	€ 0.97	15%
5	Contingency	€ 1.08	17%
	Element Total	**€ 6.38**	**100%**
	Project Total (Rounded)	**€ 6.38**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.33m

CIP27.02.39 – Potable Water Expansion

Project	**Potable Water Expansion**
CIP Number	CIP.27.02.39
Project Summary	The airport must enhance its potable water supply to support projected passenger growth and future campus expansion. While the current landside network is functioning adequately, it needs to be reviewed for capacity and upgraded where necessary, particularly in areas marked for expansion. Future developments, including new terminals, aprons, and commercial facilities, will require new watermains, connections to buildings and public supply all of which will require an adequately sized and resilient network supplying existing infrastructure in the Eastern Campus. A detailed analysis will determine the specific water supply needs, optimal infrastructure locations and implementation strategies, taking into account all CIP27-approved projects and long-term development plans. The findings will inform a phased delivery strategy, with costs evaluated through the StageGate process. This submission serves as a placeholder for CIP funding allocation and to estimate the impact on passenger charges. The final scope will be defined later, in coordination with hydrant water works and is expected to include feasibility studies, network design, and the phased installation or upgrade of the Eastern Campus water system. ***Exhibit 1*** *– Concept Potable Water Strategy Plan (Indicative)* 
Key Deliverables	**1. Feasibility / Strategy Study** A strategic and feasibility study will evaluate the current capacity and condition of the airport's potable water network, forecast future demand and identify the most suitable infrastructure upgrades and locations in line with CIP27 and upcoming developments. This process will involve collaboration with external water authorities to ensure alignment and effectiveness. The outcome will include detailed technical specifications and a phased delivery strategy to support procurement and implementation.

	2. Upgrade and Extension of Eastern Campus Potable Water Network The potable water demand for the eastern campus is fulfilled by an existing pipe network and reservoir in the northeast corner of the airport. It is proposed that an upgrade in the existing potable water network will be able to meet the increased water demand and resolve any existing issues. Upgrade of existing storage for the Eastern campus for 1000m3 of additional storage for the existing water tank is also being proposed. It also proposes to upgrade to this eastern network in order to accommodate the increased demand from future developments such as terminals requirements, piers, aprons, cargo areas, hangars and commercial zones. The full scope and cost-efficiency of the project will be refined through the StageGate process, with current cost estimates serving as preliminary figures to assess potential impacts on passenger charges. Coordination with the broader CIP27 programme is essential, especially to support key projects like Pier 5 and Pier 1 East, and the implementation will be phased across multiple StageGate submissions.
Primary Drivers	Ensuring sufficient capacity for anticipated growth by replacing or upgrading an aging element of critical infrastructure and adding extensions to areas of new development.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2030	Q1 2030-Q4 2033	Q1 2034
Opex Impact	Potable water mains are largely self-sufficient but shall be subject to routine inspections, emergency repairs, maintenance to equipment and replacement of failed components by third party maintenance contractors. The potable water project includes the addition of a reservoir which will attract additional annual cost. In total, the proposed project may increase operational expenditure by €20k - €25k per annum.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Potable Water Expansion			
	1	Design	€ 0.38	5%
	2	Management	€ 0.27	4%
	3	Construction	€ 4.52	59%
	4	Construction Inflation	€ 1.15	15%
	5	Contingency	€ 1.30	17%
		Element Total	**€ 7.63**	**100%**
		Project Total (Rounded)	**€ 7.63**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.70m

CIP27.02.40 – Pier 2 Bolt On Extension

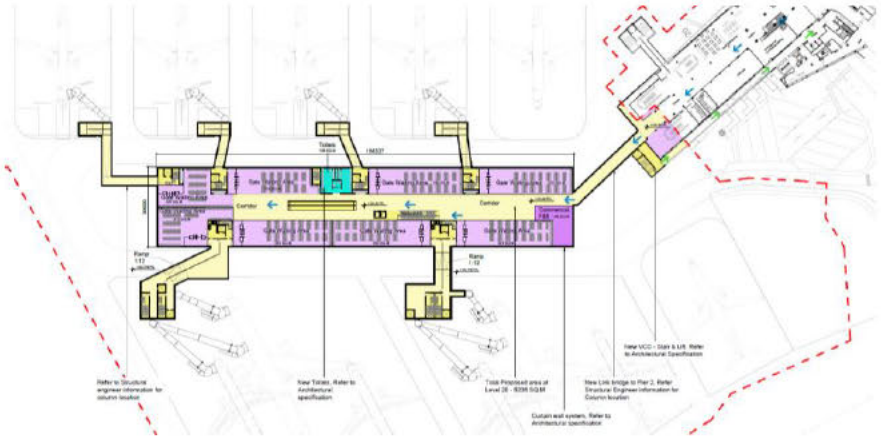
Project	**Pier 2 Bolt On Extension**
CIP Number	CIP.27.02.40
Project Summary	Dublin Airport plans to eventually replace Piers 2 and 3 to support its long-term strategy and sustainability goals. In the interim, the CIP27 Pier 2 Optimisation and Refurbishment project will enhance the available facilities, although gate space will remain constrained. Pier 2 currently operates at sub-optimal service levels, due to layout limitations. To address this the project proposes to undertake a Feasibility and Planning Exercise for a modular "Bolt On" extension that would act as the first phase of the pier's long-term replacement. This project is to focus exclusively on bringing the project forward from initial design through to Planning Design, ensuring it can progress quickly once Pier 1 East and Pier 5 become operational. Should an opportunity arise to advance to delivery within the regulatory period, it would be proposed to transition the project to a StageGate approach, with further consultation undertaken to confirm scope, costs, and affordability before progressing, allowing for review and stakeholder feedback on its potential earlier delivery. The following provides a high-level description of the anticipated projects subject to the Feasibility Study and design development. The project will be a two-storey extension, connected by a dual-level corridor to the existing pier, will serve 2 MARS stands on its southern side and 4 narrow body stands on its north, while optimising future expansion opportunities. The existing Pier 2 link will serve 2 walkout NB stands. The ground floor will manage arrivals and bus gates, while the first floor will handle departures, featuring 8 gates and commercial areas, with capability to support wide body aircraft on the southern side via Passenger Boarding Bridges. The design also includes sustainable infrastructure like charging points, fixed electrical ground power, and future flexibility for expansion. Where Fixed Electrical Ground Power (FEGP) is provided at aircraft stands, it is proposed that these units will also have the capability to load share and supply charging power to Ground Support Equipment (GSE) when not in use for aircraft. This will improve energy efficiency, support the transition to electrified ground operations, and maximise utilisation of installed electrical infrastructure. The project aims to provide for improved passenger amenities, better gate configuration, and supports ESG and net-zero objectives. ***Exhibit 1*** *– Pier 2 Bolt On – Departures Floor Plan (Indicative)* 

Exhibit 2 *– Pier 2 Bolt On – Apron Floor Plan (Indicative)*

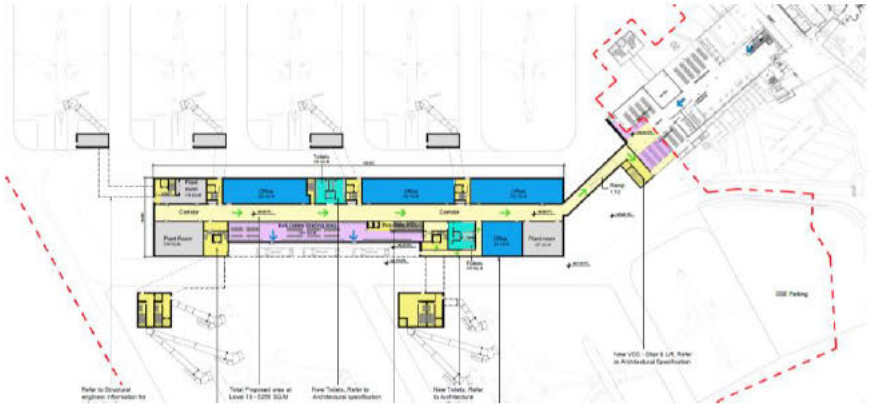


Exhibit 3 *– Pier 2 Bolt On CGI (Indicative)*



Key Deliverables	**1. Feasibility Study and Planning Design** The project proposes undertaking a feasibility study for two-storey pier and if deemed required, begin preparation of planning pack of drawings and documents which would facilitate making a planning submission.
Capacity Benefit	According to IATA service levels Pier 2 currently operates at a Suboptimal Level (LOS E) due to layout limitations. The proposal does not change the overall function of the pier as it will maintain the same number of overall stands and gates as available today, however these will be brought up to the latest Dublin Airport standards and be adequately served with supporting infrastructure. The project seeks to improve the service level of the pier up to Optimal Level (LOS C), by providing adequately sized gate areas with approximately 896 gate seats. This will create a modern fit for purpose pier that avoids congestion or overcrowding.
Primary Drivers	Enhanced gate capacity and improved stand configuration, enhanced passenger experience and replacing end of life assets.
Regulatory Treatment	Flexible (Transitioning to StageGate if deemed necessary)
Trigger Project	No
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**	
	Q1 2028	Q4 2030	Q4 2030	
Opex Impact	The scope of this project extends to design and management services only; it is therefore not expected to generate an increase in operational expenditure.			
Planning Approval	Standard planning application.			
Cost Certainty	Class 4			

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Pier 2 Bolt On Extension			
	1	Design	€ 7.51	52%
	2	Management	€ 4.14	29%
	3	Construction	€ 0	0%
	4	Construction Inflation	€ 1.61	11%
	5	Contingency	€ 1.17	8%
		Element Total	**€ 14.43**	**100%**
		Project Total (Rounded)	**€ 14.43**	

CIP27.02.41 – Pier 3 Bolt On Extension

Project	Pier 3 Bolt On Extension
CIP Number	CIP.27.02.41
Project Summary	Dublin Airport plans to eventually replace Piers 2 and 3 to support its long-term strategy and sustainability goals. In the interim, the West Apron Underpass project (CIP2020+) and the Pier 3 Optimisation and Refurbishment project (CIP27) will enhance facilities, although gate space will remain constrained, especially for wide-body aircraft during peak times. Pier 3 currently operates at sub-optimal service levels due to layout limitations. To address this the project proposes to undertake a Feasibility and Planning Exercise for a modular "Bolt On" extension that would act as the first phase of the pier's long-term replacement. This project is to focus exclusively on bringing the project forward from initial design through to Planning Design, ensuring it can progress quickly once Pier 1 East and Pier 5 become operational. Should an opportunity arise to advance to delivery within the regulatory period, it would be proposed to transition the project to a StageGate approach, with further consultation undertaken to confirm scope, costs, and affordability before progressing, allowing for review and stakeholder feedback on its potential earlier delivery. The following provides a high-level description of the anticipated projects subject to the Feasibility Study and design development. The project will be a modular "Bolt On" extension is proposed as the first phase of the pier's long-term replacement. The initial two-storey extension is designed to integrate seamlessly with the Underpass project and its associated reconfiguration of stands, and it will be connected back to the Pier 3 rotunda via bridged connections. The Bolt On will have 5 gates over 2 levels which will serve 2 MARS, or 4 narrow body stands on the northern side of the pier. While the refreshed existing Pier 3 Rotunda will serve 3 MARS or 5 narrow body stands on the southern side. This project shall also allow for dual Passenger Boarding Bridge docking for wide body aircraft stands, if not provided by the Underpass project. Where Fixed Electrical Ground Power (FEGP) is provided at aircraft stands, it is proposed that these units will also have the capability to load share and supply charging power to Ground Support Equipment (GSE) when not in use for aircraft. This will improve energy efficiency, support the transition to electrified ground operations, and maximise utilisation of installed electrical infrastructure. The project aims to provide for improved passenger amenities, better gate configuration, and supports ESG and net-zero objectives.

Exhibit 1 *– Pier 3 Bolt On – Departures Floor Plan (Indicative)*

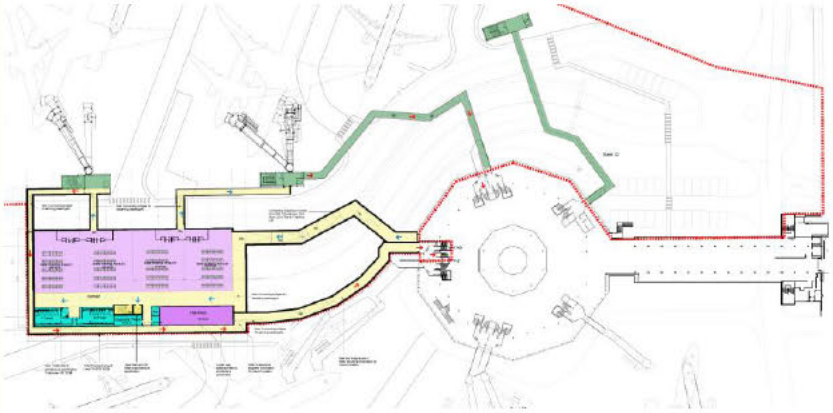


Exhibit 2 *– Pier 3 Bolt On – Apron Floor Plan (Indicative)*

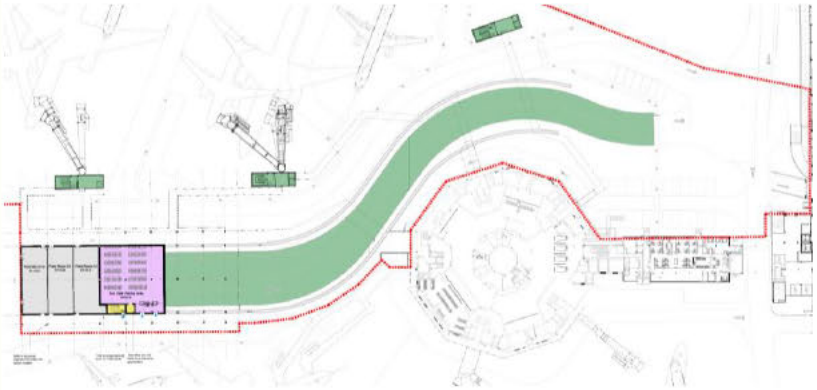


Exhibit 3 *– Pier 3 Bolt On CGI (Indicative)*



Key Deliverables

1. Feasibility Study and Planning Design

The project proposes undertaking a feasibility study and if deemed required, begin preparation of planning pack of drawings and documents which would facilitate making a planning submission.

Capacity Benefit

According to IATA service levels Pier 3 currently operates at a Suboptimal Level (LOS D) due to layout limitations. The proposal does not change the overall function of the pier as it will

	maintain the same number of overall stands as delivered by the Underpass project. The project seeks to improve the service level of the pier up to Optimal Level (LOS C), by providing adequately sized gate areas of approximately 1,100sqm at departures level and 460sqm at apron level. This will create a modern fit for purpose pier that avoids congestion or overcrowding.
Primary Drivers	Enhanced gate capacity and improved stand configuration, enhanced passenger experience and replacing end of life assets.
Regulatory Treatment	Flexible (Transitioning to StageGate if deemed necessary)
Trigger Project	No
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2028	Q4 2030	Q4 2030
Opex Impact	The scope of this project extends to design and management services only; it is therefore not expected to generate an increase in operational expenditure.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Pier 3 Bolt On Extension			
1	Design	€ 2.91	52%
2	Management	€ 1.57	29%
3	Construction	€ 0	0%
4	Construction Inflation	€ 0.62	11%
5	Contingency	€ 0.45	8%
	Element Total	**€ 5.56**	**100%**
	Project Total (Rounded)	**€ 5.56**	

CIP27.02.43 – PBZ Relocation

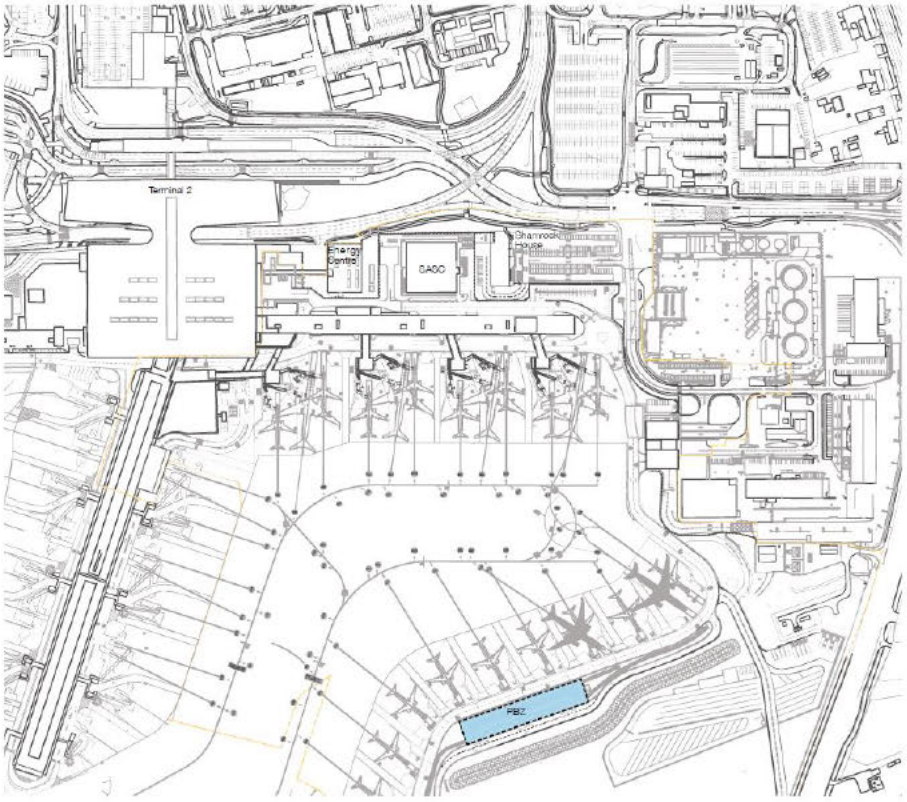
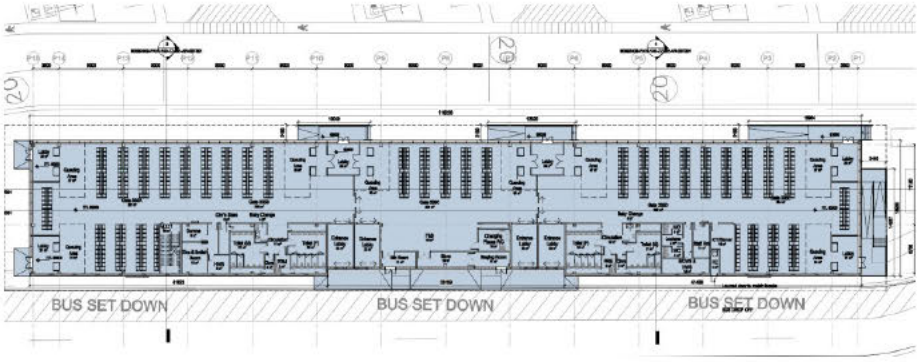
Project	PBZ Relocation
CIP Number	CIP.27.02.43
Project Summary	With the airport's expansion and reconfiguration of the South Apron area and delivery of the Pier 5, the existing Pre-Boarding Zone (PBZ) building, also known as South Gates, will be demolished. This project proposes the delivery of a new single storey permanent PBZ building in the southern portion of South Apron, as an alternative to the Pier 6 project. This scheme has previously been proposed in the CIP2020+, providing a straightforward remote gate system with five walkout gates. The scheme accommodates nine narrow-body aircraft stands, out of which, four can accommodate two wide body aircraft. The apron and stands will be delivered as part of a separate South Apron CIP27 project. A dedicated and regular shuttle service will transport passengers from Pier 4 or Pier 5 to the new PBZ facility. Passenger access from the gates to the is a direct walk-out. An internal swing gate arrangement allows the PBZ to operate in different modes. The three sections can be operated independently and maintain full segregation, which allow for CBP and non-CBP segregation, as well as arrivals mode, if required. Arriving passengers will be bussed from the aircraft to the injection point in Pier 4 or Pier 5. ***Exhibit 1*** *–Relocated PBZ and South Apron site layout (Indicative)* 

Exhibit 2 *– CGI view of relocated PBZ (Indicative)*



Exhibit 3 *–Apron Level relocated PBZ design (Indicative)*



Key Deliverables

1. Relocated PBZ

This project will provide for construction of a new single storey glazed steel frame PBZ building with est. footprint of 2,600sqm, designed to a Net Zero NZEB and TGD Part L 2017 standards whichever is more stringent and will also include rainwater harvesting, PV solar panels and other renewable energy technologies, subject to assessment and suitability.

Seating areas, food and beverage, washrooms, back of house and comms/ plant rooms are all contained within the single level. A roof level enclosure will house the larger plant elements.

The project cost also includes for Dublin Airport owned fixture and fittings installation, such as gate boarding podiums, automated boarding gates, FIDs, IT, audio, access control systems, seating and signage. The project will also provide for shell and core food and beverage and commercial space for third party fit out.

The 5no gates, serving 9no narrow body stands will be provided in three sections, via integral swing gate, allowing the sections being operated independently, maintaining full segregation, and safeguarded for CBP and non-CBP segregation, and arrivals mode. The external areas will comprise of bus bays, where passengers will disembark after arriving to the PBZ facility and dedicated PRM bays.

This project costs will include for any ground, civil works, drainage, pavement, pollution control, lighting and associated services, realigned road network, signage, traffic management, paint markings, kerbs, barriers and railings, enhanced illumination levels and all other associated infrastructure, such as jet blast fence where directly related to the PBZ.

Where Fixed Electrical Ground Power (FEGP) is provided at aircraft stands, it is proposed that these units will also have the capability to load share and supply charging power to Ground Support Equipment (GSE) when not in use for aircraft. This will improve energy efficiency,

	support operations andto electrified ground operations, and maximise utilisation of installed electrical infrastructure.
Capacity Benefit	The current South Apron Passenger Board Zone needs to be moved to enable the construction of Pier 5. The existing PBZ provides access to 9 narrow-body stands, although some are limited to A320-sized aircraft. These stands are mainly used by Aer Lingus and IAG short-haul aircraft, which experience high usage throughout the day. To maintain this crucial stand and gate capacity, it is essential to relocate the stand and gate facilities. This proposed initiative not only preserves the current capacity but also improves the stand arrangement so all stands can accommodate all narrow-body aircraft up to A321 size. With efficient utilisation and approximately 5 movements daily for each narrow body stand, the relocated PBZ has the capacity to accommodate between 1.5 and 2 million passengers annually as demand increases.
Primary Drivers	Enhanced passenger experience and adequate Terminal 2 contact and walkout stands.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2028	Q4 2029-Q4 2031	Q1 2032
Opex Impact	Based on current proposals, this project is a relocation of existing facilities with corresponding transfer of operational activities, utilities and associated costs. No additional annual costs have been estimated for this project.		
Planning Approval	Included in current 40mppa IA Application.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
PBZ Relocation			
1	Design	€ 3.35	8%
2	Management	€ 1.90	5%
3	Construction	€ 23.69	58%
4	Construction Inflation	€ 4.96	12%
5	Contingency	€ 7.23	17%
	Element Total	**€ 41.13**	**100%**
	Project Total (Rounded)	**€ 41.13**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.42m

CIP27.02.47 – Remote Bussing Lounges (OCTB)

Project	**Remote Bussing Lounges (OCTB)**
CIP Number	CIP27.02.47
Project Summary	Dublin Airport is undergoing a significant expansion to accommodate rising passenger volumes and increased aircraft movements. A key component of this growth is the development of remote aircraft stands. The associated bussing operation will provide resilience to accommodate temporary gate and stand closures during the construction and delivery of other projects. While these stands enhance operational capacity, they also introduce logistical complexities particularly in the efficient movement of passengers to and from remote stands. As the number of remote stands increases, so too does the reliance on bussing operations which require dedicated infrastructure and streamlined processes to avoid bottlenecks and ensure a positive passenger experience. Dublin Airport is therefore proposing a bussing gates projects in the Old Central Terminal Building (OCTB). **OCTB Bussing Gates** At present, the airport faces limitations in its ability to support these bussing operations effectively. The existing OCTB gate areas are not optimised for high-volume ground transport, and the kerbside infrastructure lacks the capacity and design features, which are necessary to manage frequent bus movements. Additionally, the current layout of the arrivals passenger route does not adequately support the smooth transition of passengers from buses into the Immigration Hall, leading to congestion and delays during peak periods. To address these challenges, Dublin Airport proposes to repurpose the underutilised ground floor hold room areas within the OCTB to create new, dedicated bussing gate hold rooms. These spaces will be specifically designed to accommodate passengers awaiting transport to remote stands, offering improved comfort, clear wayfinding, and efficient boarding procedures. The implementation of bussing gates at the rear of the OCTB introduces a strategic opportunity to improve the arrival process for passengers transported by bus. By establishing a new access route into the Terminal 1 Immigration Hall coming from the Pier 2, after the anti-pass back door (where Pier 2 connects to the airside section of the OCTB), the project aims to streamline the flow of bussed passengers, who typically endure a more complex arrival journey compared to those arriving via contact stands. Adjacent to this junction, there is sufficient external space to accommodate bus parking, allowing for efficient disembarkation and direct access to immigration. ***Exhibit 1*** *– Proposed Bussing Gates at Apron level at the rear of the OCTB and injection point into T1 Immigration Hall* 

Key Deliverables	**1. Creation of a Departures Bussing Gates in the OCTB** This refurbishment project is aimed at reactivating the 2no gates at the rear of the OCTB to serve as bus gates for Terminal 1 departing passengers. The intention is to create a secure and efficient holding area where passengers can wait comfortably before being transported by bus to remote aircraft stands. To achieve this, the existing gate room space of approximately 1,169sqm will undergo a medium-level refurbishment that brings it up to contemporary standards. This will include updating finishes, improving passenger amenities, and ensuring the environment is both functional and welcoming. The washrooms (approx. 113sqm) within the facility will also be upgraded to meet modern expectations for cleanliness, accessibility, and comfort. In addition to these physical improvements, the project will introduce new technology infrastructure. Flight Information Display Screens (FIDS) will be installed to keep passengers informed of their flight status, and new boarding pass desks will be added, complete with IT systems and connectivity. These upgrades will require modifications to the electrical, plumbing, and HVAC systems to support the new equipment and ensure optimal performance. Outside the bussing gate rooms, the refurbishment will address accessibility and safety by upgrading the kerbside area. This will include upgrading the paths and ramps to accommodate persons with reduced mobility and other users. It will improve and provide external lighting, line markings, and barriers will be improved to guide pedestrian flow and enhance visibility. Designated bus bays will be installed along with additional railings and barriers. Finally, the project includes external works such as the modification or extension of the jet blast fence, ensuring that the area remains compliant with safety regulations and is protected from aircraft engine exhaust. This comprehensive approach ensures that the facility will meet operational needs, while providing a better experience for passengers. **2. Bussed Injection Point for Arriving Passengers adjacent to OCTB** Create a new arrivals injection point providing direct access from the bussing drop-off zone into the Immigration Hall, this area is approximately 71sqm. This will streamline the arrivals process, reduce congestion, and improve the overall passenger journey from aircraft to terminal. The project will include all necessary temporary works, the formation of new pedestrian route (requiring localised corridor widening) and modifications to existing services. External enhancements will encompass pavement rehabilitation, the creation of a designated set-down area, updated line marking, improved lighting, and provisions for accessibility to support persons with reduced mobility. These upgrades are essential to ensure that the new access point is functional, safe, and inclusive. In the absence of this dedicated injection point, arriving bussed passengers would be forced to enter the Terminal 1 Immigration Hall either through a heavily trafficked stand on Pier 2, potentially reducing stand availability for aircraft or via the refurbished gate rooms. This latter option would limit the gate rooms to serving either arriving or departing passengers at any given time, thereby constraining operational flexibility and passenger throughput. The proposed solution not only alleviates these pressures but also enhances the overall passenger experience.
Capacity Advantage	The growth rate at Dublin Airport could surpass the speed at which new pier development can be constructed. Additionally, during certain phases of the pier construction, some existing stands and gates will have to be temporarily closed. The remote bus gate options, as proposed, offers potential interim capacity while also providing spare chair capacity during the construction activities around the South and North Apron, as well as on Pier 2 and 3.

	At a high level, and assuming 4 movements per day, the facility could effectively accommodate the following annual passengers if utilised effectively. OCTB Bus Gates 2 NB Gates 0.4 million passengers per year
Primary Drivers	Capacity, passenger experience
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2029	Q2 2030-Q1 2031	Q2 2031
Opex Impact	Due to the renovation for re-use and the creation of new gate accommodation, if implemented in full, the Remote Bussing Lounges project would generate approximately €450k - €500k in annual operational expenditure.		
Planning Approval	Standard application, type to be confirmed.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
Remote Bussing Lounges (OCTB)			
1	Design	€ 0.61	8%
2	Management	€ 0.38	5%
3	Construction	€ 4.69	58%
4	Construction Inflation	€ 0.97	12%
5	Contingency	€ 1.42	17%
	Element Total	€ 8.06	**100%**
	Project Total (Rounded)	**€ 8.06**	

CIP27.02.48 – Terminal 2 Checkin and Sortation Optimisation

Project	**Terminal 2 Checkin and Sortation Optimisation**
CIP Number	CIP27.02.48
Project Summary	As the airport continues to expand through new airlines, routes, and increased frequencies, Terminal 2's check-in hall will face growing pressure on processing capacity. In response, CIP27 initially proposes the delivery of additional centrally located check-in desks linked to the existing baggage conveying system. In parallel, further assessment will examine the feasibility of a larger eastern check-in hall extension, which could proceed in a future regulatory period or be accelerated should demand rise significantly in the near term. This interim solution will provide extra check-in desks and self-service kiosks in the central hall, integrated with the hold baggage system, alongside targeted enhancements to screening and sortation. These upgrades will support greater load-sharing between Terminals 1 and 2, more efficient use of Terminal 2 sortation carousels across US and EU operations, and further expansion of the CIP2020+ Early Bag Store. While the system meets current demand, forecast growth is expected to increase peak requirements for hold baggage screening and particularly sortation capacity. This will be driven by the new Terminal 2 connected pier and higher hourly baggage input rates from the proposed central desks and any future extension. Maintaining an appropriate balance between front-of-house check-in capacity and back-of-house screening and sortation capability is therefore essential. Accordingly, CIP27 proposes an initial optimisation project to improve utilisation of existing screening and sortation capacity. This will be achieved through enhanced load-sharing with Terminal 1, further expansion of the CIP2020+ Early Bag Store, and solutions to maximise use of existing sortation carousels between US and EU operations. In parallel, the project includes provision for further feasibility and design of the check-in building extension. This will ensure a cost-efficient solution informs the next CIP, or, if circumstances change or earlier delivery becomes viable, the refined proposal would be consulted on with stakeholders and submitted to the IAA for approval. ***Exhibit 1*** *– Indicative CGI Additional Central Check In Desks* 
Key Deliverables	**1. T2 Check In Solution** Provide additional check-in desks and self-service kiosks in the central hall. This will have associated conveyors systems with a conveyor link integrated with the hold baggage systems.

	Provide possible redundancy by installing east to west connector to the rear of central washroom, allow for localised washroom configurations to facilitate this connection. **2. EBS Extension** Construct a free-standing first-floor extension on columns above the existing Terminal 2 service yard, retaining its current operational use. The extension will provide approximately 1,500 sqm to support the expansion of the CIP2020+ proposed EBS scheme and will connect directly into the EBS system. Provision will also be made to safeguard a future connection bridge to the future Terminal 2 remote Sortation Building and to allow longer term expansion of the IDL levels above. The project includes allowances to optimise screening and sortation capacity, enabling more efficient load-sharing between Terminal 1 and Terminal 2 sortation systems. Opportunities to improve the flexible use of Terminal 2 sortation between US and non-US flights will also be explored and implemented where a practical, low-cost solution can be agreed with key stakeholders.
Primary Drivers	Capacity, passenger experience
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	10 – 25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q4 2028	Q3 2031-Q3 2033	Q4 2033
Opex Impact	Subject to final design and operational configuration, efficiencies in existing infrastructure are likely to be cost neutral however, new check-in desks and SSKs will drive an increase in operational expenditure of approximately €30 - €35k per annum.		
Planning Approval	Standard application.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
T2 Check In			
1	Design	€ 0.47	4%
2	Management	€ 0.58	4%
3	Construction	€ 9.66	73%
4	Construction Inflation	€ 0.80	6%
5	Contingency	€ 1.77	13%
	Element Total	**€ 13.27**	**100%**
EBS Extension			
1	Design	€ 1.62	3%
2	Management	€ 1.98	4%
3	Construction	€ 32.95	64%
4	Construction Inflation	€ 8.80	17%
5	Contingency	€ 6.03	12%
	Element Total	**€ 51.38**	**100%**
	Project Total (Rounded)	**€ 64.65**	

CIP27.02.49 – South Apron Handler Accommodation Relocation

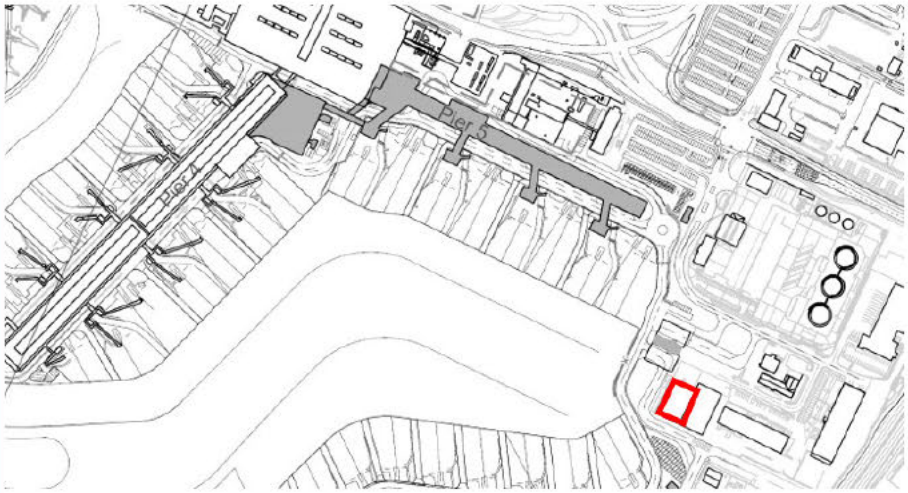
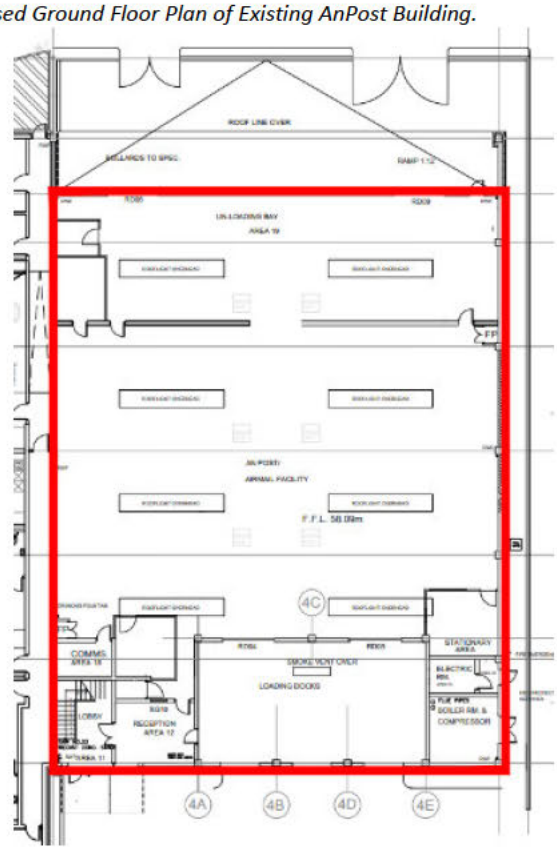
Project	**South Apron Handler Accommodation Relocation**
CIP Number	CIP27.02.49
Project Summary	The South Apron, which is critical to supporting Terminal 2 and transatlantic operations, is currently experiencing accommodation constraints that are impacting the efficiency of ground handling operations. Increased passenger volumes and aircraft movements have placed pressure on existing facilities, with handling staff operating from fragmented and, in some cases, temporary or ageing accommodation that does not meet modern operational or welfare standards. The planned South Apron expansion and associated developments will require the demolition of the existing handler facilities, necessitating the provision of suitable replacement accommodation. To address this requirement, Dublin Airport proposes to repurpose the section of Cargo Unit 3 currently occupied by An Post, following its relocation as part of the East Lands Cargo Development. This unit, located within the South Apron boundary, will be refurbished and adapted to provide modern handler accommodation. This approach represents a sustainable and efficient solution, enabling the timely delivery of improved facilities through the reuse of existing infrastructure. The refurbishment will include the provision of appropriate welfare and operational support areas, such as locker rooms, canteens, drying rooms, and briefing spaces, ensuring a safe, compliant, and fit-for-purpose working environment. In the longer term, the Airport Masterplan safeguards the potential relocation of handler accommodation to the Terminal 2 sortation building, ensuring alignment with the phased expansion of the South Apron and wider terminal infrastructure. ***Exhibit 1*** *– Site Location Plan showing the Existing AnPost Building.* 

	Exhibit 2 *– Proposed Ground Floor Plan of Existing AnPost Building.* 
Key Deliverables	**1. Refurbishment Existing Offices** Allow for medium level of refurbishment to the existing office block and washrooms c. 125 sqm. This will include wall finishes, internal doors, floor finishes, ceiling finishes, FFE and services. **2. Repurposing of Main Storeroom** Remove loading dock areas. Divide area and create changing / shower / washrooms (c. 200sqm), break room (c.150sqm) and airline handler accommodation offices (c. 445sqm). The final layout and configuration to be determined at a later stage. The fitout of the office space will be by a third party.
Primary Drivers	Capacity, passenger experience
Regulatory Treatment	Flexible
Trigger Project	Yes
Asset Life	10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2028	Q4 2029-Q2 2031	Q3 2031
Opex Impact	At the current design stage, an estimate of €40 - €50k has been estimated as the likely running cost for the proposed handler accommodation. The dominant costs are energy use and cleaning; final design and operational decisions will impact this estimate.		
Planning Approval	Standard application.		

Cost Certainty	Class 5			
Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	South Apron Handler Relocation			
	1	Design	€ 0.76	8%
	2	Management	€ 0.42	5%
	3	Construction	€ 5.21	57%
	4	Construction Inflation	€ 1.09	12%
	5	Contingency	€ 1.60	18%
		Element Total	**€ 9.08**	**100%**
		Project Total (Rounded)	**€ 9.08**	

CIP27.02.50 – PFAS on Construction Sites

Project	PFAS on Construction Sites
CIP Number	CIP.27.02.50
Project Summary	PFAS (per- and polyfluoroalkyl substances) are long-lasting synthetic compounds used in many industries. Their primary source at Dublin Airport is aqueous film-forming foam (AFFF), which was used historically to fight petroleum-based fires, however there are other possible sources. These compounds can pass into the soil, water and air during their use. There is no requirement to test soil or concrete unless a need to excavate this material arises, in which case it becomes a waste product. Therefore, PFAS have become a major problem for the airport's construction projects requiring excavation works. Dublin Airport has incorporated PFAS testing into site investigations, followed by testing of excavated soil/ concrete, to ensure it meets the Waste Acceptance Criteria required by Waste Facilities, before transferring to an authorised facility. Secondly, the groundwater can become PFAS impacted, if the groundwater or surface comes in contact with PFAS impacted soil. Each construction project therefore involves an environmental risk, which includes a potential PFAS contamination. Depending on the proposed project's location and level of development, estimated cost has been developed for construction projects to alleviate the risk of contamination on project's overall cost. As it is difficult to quantify the level of contamination and options for remediation/ removal, it is proposed that this project is treated as StageGate and if PFAS is encountered, then each individual project will draw the funding from this specific project. This project comprises a single consolidated cost estimate for the testing, treatment, and disposal of PFAS-contaminated excavated material arising from construction activities across all relevant CIP27 projects. This project provides for the management of PFAS impacted materials (soil, cement and groundwater) as a result of proposed development project, with uncertain contamination levels and volumes, unlike the Legacy PFAS Mitigation and Remediation, which is also proposed in this CIP27 regulatory period under the CIP27.01.11. The Legacy PFAS Mitigation and Remediation project has been proposed to deal with existing PFAS in known locations on airport's campus and requires mitigation even if there are no construction projects proposed in these areas, in order to prevent impacts on known pollution receptors in groundwater and surface water. Where a construction project intersects with a known hotspot (such as Pier 1 East), the two projects will operate in a complementary manner: • PFAS on Construction Sites project accounts for the incremental costs of testing and disposing of excavated material. • Legacy PFAS Mitigation and Remediation project funds remediation measures for retained infrastructure (e.g., existing drainage systems) and any hotspot treatment beyond the scope of excavation. This approach ensures no duplication of costs while maintaining full compliance with environmental obligations. The costs have been developed using a risk-based approach, calibrated by geographic location as per RAG map below, with the projects in areas of known high levels of PFAS contamination (red), attracting higher rates of PFAS testing, excavation and disposal costs, projects in areas where PFAS contamination has been detected but the extent of contamination is not known (amber), attracting a lower rate of PFAS testing, excavation and disposal costs and projects in

areas where PFAS contamination has not been detected but it cannot be confirmed that there is no PFAS contamination until further testing is done (green), which attract much lower or no PFAS testing, excavation or disposal costs. Benchmarking has been undertaken using real cost data from recent Dublin Airport projects, such as Apron 5H, to provide an appropriate basis for the estimate and ensure market alignment.

While the PFAS on Construction Sites was included under the Environmental Risk for each individual project in the draft Consultation Report, as it is not possible to set appropriate and acceptable contingency amount that would cover the cost of PFAS if it was encountered on a project and for clarity, a separate project has been added in the final Consultation Submission Report. As the PFAS management costs are not proportional to normal project variations, there can be orders of magnitude higher than typical overruns making contingency insufficient and misleading. Therefore, it is proposed to treat this project as StageGate so that if and when a project encounters PFAS, this element of a project will be managed through the StageGate. This approach:

- Provides greater certainty for Dublin Airport and the Regulator, given the level of uncertainty around the PFAS related costs at this stage without extensive project-specific testing, while retaining flexibility to reassess and validate actual costs later as they emerge.
- Simplifies governance and reporting and ensures a consistent, transparent approach to funding drawdowns across all projects and supports better financial control and clearer communication of PFAS costs across projects in delivery.

Therefore, the funding will be provided only as required for each project after the detailed site investigation. Additionally, if the projected budget for each project is exceeded, this will be specifically addressed during the StageGate process; otherwise, the draw-down will be documented in each cycle. Only the final drawdown will be included in the RAB at the conclusion of the regulatory period, In summary and for clarity, if no PFAS is found or the removal costs are lower than anticipated for each project, the funds will not be included in the RAB.

Dublin Airport is committed to expand on its existing PFAS Management program and following the approach set out in the EPA's Guidance on the Management of Contaminated Land and Groundwater at EPA Licenced Sites. This project is further aligned to Dublin Airport PFAS statement (April 2024) and ESG Strategy 2024 – 2030 and ensures compliance with the EPA National By-Product Criteria guidance document, the Waste Facility Acceptance requirements and with statutory planning requirements.

Exhibit 1- *RAG Map for PFAS on Construction Sites Assessment*

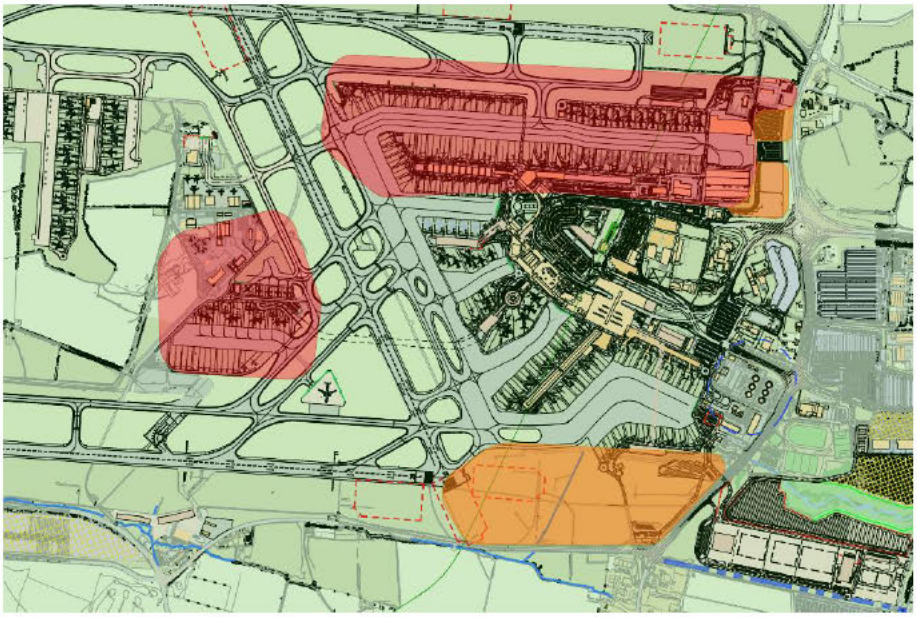


Exhibit 2*–PFAS locations at Dublin Airport campus (Indicative), reflected in the Legacy PFAS Mitigation and Remediation (CIP27.01.11)*



Key Deliverables

1. Project specific PFAS contamination investigation

Specialist PFAS site investigation works, and laboratory testing by overseas specialist lab will be conducted by each construction project, to establish the presence of PFAS and the level of contamination on a site-by-site basis for both soil and water.

Outcome of the survey must be updated and included in the overall IT and software tracking tools by each project.

2. PFAS impacted soil waste treatment

When PFAS is detected through initial site investigations, a very specific dig plan and materials handling plan is required to minimise cross contamination, reducing the size of excavations or relocating services for example to avoid PFAS contaminated areas and minimise the disposal

	volumes. This is to facilitate, at a project level, an early assessment of the level of risk associated with PFAS, and whether mitigation measures are required in the design, procurement, or construction stages of the project. There are limited disposal options for PFAS contaminated material. The majority of the airport's PFAS contaminated material must be disposed by specialist facilities overseas, and the treatment will depend on the level of contamination detected. However, the management of PFAS impacted materials on site will have to evolve in line with the latest remediation options that become available as disposal options overseas could cease due to the emerging Europe wide PFAS problem and the amount of PFAS impacted material increasing and landfill space reaching capacity. Potential future solutions include capping/ slurry wall, onsite soil washing and stabilisation and others. **3. Management of PFAS impacted water** Due to the ground and surface water ingress into excavations/ site, the current water treatment options are Granular Activated Carbon filters and pump and treat method. Investment into trials and testing of new emerging technologies will also be required. To develop of a suite of management and remediation options to address PFAS, where found. **4. Update of PFAS Heat Map** Each project will be required to input the findings in the overall campus wide PFAS Heat Map.
Primary Drivers	Ensure PFAS contaminated materials are managed and disposed of in a safe and responsible manner, compliance with Planning requirements.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	Refer to parent project.

Delivery Programme	**Planning**	**Construction**	**Operational**
	As per parent project	As per parent project	As per parent project
Opex Impact	There is a minimal Opex impact expected from this project, which is due to the PFAS Heat map and other systems ongoing updates, resulting from the outcomes of laboratory testing, after the initial analysis on the construction sites.		
Planning Approval	As per parent project.		
Cost Certainty	Class 5		

Level 1 Costs	**CIP Number**	**Description**	**Total (millions)**	**%**
	Sustainability and Environment Projects			
	CIP27.01.01	Terminal 2 and Pier 1 Renewable Heating	€ 0.03	0%
	CIP27.01.02A	Charging Network	€ 2.81	16%

CIP27.01.02B	North Apron GSE Charging Hub	€	10.35	60%
CIP27.01.03	Solar PV and Energy Storage	€	3.64	21%
CIP27.01.10	Landside Surface Water Compliance	€	0.49	3%
	Element Total	**€**	**17.32**	**100%**
Airport Development Projects				
CIP27.02.02A	Pier 1 East	€	37.60	45%
CIP27.02.02B	MRO Relocation	€	3.79	5%
CIP27.02.04	Terminal 2 CBP and Transfer Extension	€	0.41	0%
CIP27.02.05A	Pier 5	€	0.23	0%
CIP27.02.05B	South Apron Expansion	€	7.83	9%
CIP27.02.06	Eastlands Cargo	€	0.22	0%
CIP27.02.07	Gate Post 4 Relocation	€	0.06	0%
CIP27.02.08	Wide Body Engine Test Facility	€	0.41	0%
CIP27.02.09	North Apron De-Icing Storage	€	1.04	1%
CIP27.02.10	South Apron De-Icing Storage	€	1.14	1%
CIP27.02.11	Fuel Hydrant Network	€	7.78	9%
CIP27.02.12	MV/ HV Network Expansion	€	3.44	4%
CIP27.02.13	Junctions Upgrades	€	0.42	1%
CIP27.02.14	Integrated Transport Hub	€	1.14	1%
CIP27.02.15	Consolidated Security and Screening Centre	€	0.13	0%
CIP27.02.18	Existing Pier 1 West Extension	€	0.18	0%
CIP27.02.20	Existing Pier 2 Optimisation and Refurbishment	€	0.03	0%
CIP27.02.30	Airfield Safety Projects	€	1.64	2%
CIP27.02.31	Airfield Operational Projects	€	0.17	0%
CIP27.02.34	Advanced Visual Docking Guidance System	€	0.41	0%
CIP27.02.35	Fixed Electrical Ground Power	€	1.06	1%
CIP27.02.36	On Stand CCTV	€	1.06	1%
CIP27.02.37	Foul Water Expansion	€	1.00	1%
CIP27.02.38	Hydrant Water Expansion	€	0.33	0%
CIP27.02.39	Potable Water Expansion	€	0.70	1%
CIP27.02.43	PBZ Relocation	€	0.42	1%
	Element Total	**€**	**83.73**	**100%**
Commercial Projects				
CIP27.03.01A	Long Term Express Red Surface Expansion	€	0.56	10%
CIP27.03.01B	Other Car Parks	€	3.97	74%

CIP27.03.02	Car Rental	€	0.81	16%
	Element Total	**€**	**5.34**	**100%**
Asset Management Projects				
CIP27.04.01A	Airfield Pavement Rehabilitation	€	9.51	94%
CIP27.04.03	Airfield Lighting, Control and Signage Upgrades	€	0.35	4%
CIP27.04.05	Airfield Maintenance Base Improvement Programme	€	0.21	2%
	Element Total	**€**	**1.07**	**100%**
Security Projects				
CIP27.05.02	Aviation Security Training Organisation Relocation	€	0.84	90%
CIP27.05.07	Vehicle Control Post 11 and 32 Replacement	€	0.09	10%
	Element Total	**€**	**0.93**	**100%**
Other Projects				
CIP27.07.02	Construction Accommodation	€	0.42	100%
	Element Total	**€**	**0.42**	**100%**
	Project Total (Rounded)	**€**	**106.80**	

4.9 Commercial Projects for Consideration

Commercial envelope projects primarily focus on generating non-aeronautical revenue and assisting in the reduction of passenger charges through the single till mechanism. Additionally, they aim to provide modern and high-quality services to our passengers, airport users, and the wider campus community. In specific instances, commercial projects such as car parks and car rental initiatives play a role in the overall growth of the airport by offering alternative surface access solutions for passengers and staff who are unable to use public transport.

These commercial projects encompass a diverse array of initiatives, including retail, airline lounges, and landlord activities for on-campus commercial properties utilised by airport-related partners, such as handlers, airlines, and supporting industries. Furthermore, there are larger product-enhancing initiatives aimed at improving existing facilities and developing new car parks for both staff and passengers.

Exhibit 4.35 presents nine projects, out of which two are split into element A and B, due to the different Regulatory Treatment. Four projects are proposed with StageGate treatment and one as Trigger, where remuneration will only enter the RAB at defined trigger points. For each project, a proposed asset lifespan has been specified for the purposes of determining the remuneration period. Exhibit 4.36 presents a high-level delivery programme, outlining the indicative timeline for planning, design, construction, and target operational commencement.

Exhibit 4.35 –Commercial Projects

Number	Project Title	Regulatory Treatment	Trigger Project	Asset Life Yr	Est Cost (millions)
CIP27.03.01A	Long Term Express Red Surface Expansion	StageGate	Yes	25	€27.92
CIP27.03.01B	Other Car Parks	Flexible	No	25	€42.73
CIP27.03.02	Car Rental	StageGate	No	15	€83.95
CIP27.03.03	OCTB Refurbishment	StageGate	No	10	€10.73
CIP27.03.04	Airline Lounges	Flexible	No	7	€49.75
CIP27.03.05	Commercial Property Refurbishment	Flexible	No	10	€21.18
CIP27.03.06	Platinum Services Collinstown House Upgrade	Flexible	No	7	€34.95
CIP27.03.07	Media Sales Expansion	Flexible	No	5	€14.72
CIP27.03.09	Commercial Innovation	Flexible	No	5	€2.49
CIP27.03.10A	ARI Retail Projects	Flexible	No	7	€21.67
CIP27.03.10B	Terminal 2 IDL ARI Refurbishment	StageGate	No	7	€26.39
				Total Trigger Projects	€0
				Total Non Trigger Projects	€310.09
				Envelope Total	€310.09

Exhibit 4.36– Commercial High Level Delivery Programme

CIP No.	Project	Design / Planning / Precurement	Construction	Operational	2027	2028	2029	2030	2031	2032	2033	2034
Commercial												
CIP27.03.01A	Long Term Express Red Surface Expansion	31-Jan-29	01-Jan-30	25-Nov-31								
CIP27.03.01B	Staff Car Park South	31-Jan-29	01-Jan-30	02-Jun-30								
CIP27.03.01B	Staff Car Park North	31-Jan-29	01-Jan-30	21-May-30								
CIP27.03.01B	Long Term Holiday Blue Drop & Go	31-Jan-29	01-Jan-30	02-Apr-31								
CIP27.03.01B	Car Park Digital Interactive Wayfinding	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.03.01B	Car Park Management Systems	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.03.01B	Car Rental / T2 Airline Crew Shuttle Drop Off & Pick Up Area	11-May-28	10-Jun-29	09-Feb-30								
CIP27.03.02	Car Rental Building & Compound Works	01-May-25	01-Jul-27	09-Feb-30								
CIP27.03.02	Car Rental Car Park Expansion Works	01-May-25	01-Jul-27	09-Feb-30								
CIP27.03.03	OCTB Refurbishment	01-Jan-27	31-Dec-27									
CIP27.03.04	New lounge - CBP Extension First Floor	22-Jan-29	21-Jul-29	17-Jan-30								
CIP27.03.04	New lounge - Pier 3 Upper Level	13-Feb-28	14-Mar-29	13-Nov-29								
CIP27.03.04	Lounge refurbishment - T2 Liffey Lounge	01-Sep-29	01-Jan-31	01-Apr-32								
CIP27.03.04	Lounge refurbishment - T2 Martello	29-May-30	28-Sep-31	27-Dec-32								
CIP27.03.04	New lounge - Pier 1 East	28-May-34	27-Sep-35	27-Dec-36								
CIP27.03.05	Commercial Property Refurbishment	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.03.06	Platinum Collinstown House Upgrade	26-Jan-26	01-Jan-29	01-Jan-31								
CIP27.03.07	Media Sales Expansion	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.03.09	Commercial Innovation	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.03.10A	ARI Innovations	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.03.10A	ARI New Retail Units in ITH	03-May-28	01-Jan-30	01-Jul-32								
CIP27.03.10A	ARI New Retail Units in Pier 1 East	29-May-26	27-Sep-29	19-Jun-32								
CIP27.03.10A	ARI Extension of Retail Unit In Pier 1	29-May-26	27-Sep-29	19-Jun-32								
CIP27.03.10A	ARI CBP Retail Expansion GF & 1F	00-Jan-00	01-Jan-27	01-Jul-29								
CIP27.03.10A	ARI New Retail Units Pier 5	01-Nov-27	31-Dec-29	21-Sep-33								
CIP27.03.10A	ARI Retail Unit Pier 2	08-Mar-27	11-Feb-30	11-Feb-32								
CIP27.03.10B	ARI T2 Retail Upgrade	01-Nov-25	01-Jan-28	31-Dec-29								

CIP27.03.01A – Long Term Express Red Surface Car Park Expansion

Project	**Long Term Express Red Surface Car Park Expansion**
CIP Number	CIP.27.03.01A
CIP Roll Over	The Express Red Surface Car Park Expansion project was initially sanctioned under CIP code CIP.20.04.005, with a budget of €15.2 million, aimed at creating 2,000 new parking spaces. This initiative has undergone substantial changes and now provides 2,880 spaces. Moreover, the overall design has been adjusted to meet the requirements for airfield pollution control and attenuation tanks, the restoration of the Cuckoo Stream, and to facilitate access between the South Apron and the proposed Eastlands Cargo development under CIP27, all of which are financed by their respective projects. Additionally, taking inflation into account, the project costs have been reassessed and are now projected to be €27.9 million.

Element	Increase	Increase Percentage
CIP2020 Allowance	€15.2 m	
Increase	€12.7 m	
Inflationary Realignment	€0.8 m	6%
Design Refinement	€11.9 m	94%
Updated Total Cost	**€27.9**	

Project Summary

A fundamental aspect of airports is the necessity to ensure adequate parking facilities for passengers and staff who arrive by private vehicle. Currently, Dublin Airport offers a range of parking options for passengers, including remote long-term surface parking located to the east and south of the main terminal area, as well as short-term multi-storey parking adjacent to both Terminal 1 and Terminal 2. Staff parking is available at multiple locations throughout the campus; however, recent terminal and commercial developments have reduced the overall staff parking capacity.

This project proposes an enhancement and expansion of current long term parking facilities for passengers, and it has been incorporated into our existing 40mppa IA planning application.

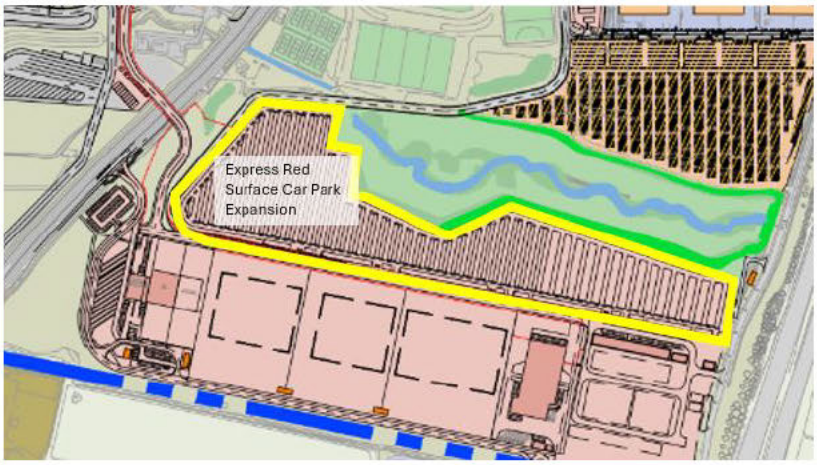
Key Deliverables

1. Long Term Express Red Surface Car Park Expansion

Provide the expansion of the Express Red Surface Carpark in accordance with the Infrastructure Application which is designed to create approximately 2,880 additional parking spaces.

The project will also include the installation of a number of modern and sustainable bus shelters, designed to be weatherproof and equipped with solar panels that provide real-time digital information.

Exhibit 1 – *Proposed Long Term Express Red Surface Car Park Expansion (Indicative)*



Primary Drivers	Enhanced passenger experience, increased car parking capacity and revenue opportunity.
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2029	Q1 2030-Q4 2031	Q1 2032
Planning Approval	Included in current 40mppa IA Application		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Long Term Express Red Surface Car Park Expansion			
1	Design	€ 1.46	5%
2	Management	€ 1.03	4%
3	Construction	€ 17.16	61%
4	Construction Inflation	€ 3.37	12%
5	Contingency	€ 4.91	18%
	Element Total	**€ 27.92**	**100%**
	Project Total (Rounded)	**€ 27.92**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.56m

Business Case Justification	Car Parking is a vital passenger and staff requirement at Dublin Airport and even with increasing modal share, there remains a requirement for additional parking as capacity is limited and demand is outpacing supply, as passenger numbers continue to grow. Our mission is to provide quality and reliable product at yield managed prices for those passengers and staff who cannot avail of alternative modes of transport. We have developed a high-level commercial business case that demonstrates the commercial value of this project and presents the revenue, NPV, IRR and payback values.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
Long Term Express Red Surface Expansion	€4.9m	13%	€18.5m	5 years 0 months

CIP27.03.01B – Other Car Parks

Project	**Other Car Parks**
CIP Number	CIP.27.03.01B
CIP Roll Over	This project consists of a combination of both rollover (Staff Car Park Expansion) and new initiatives. The Staff Car Park Expansion project was originally approved under CIP code CIP.20.04.009, with a budget of €8.3 million, intended to provide approximately 1,000 additional parking spaces. The original project design has been reviewed and re-costed to take account of current construction rates while considering programme inflation, the project expenses have been re-evaluated and are now estimated at €18.4 million for Staff Car Park South.

Element	Increase	Increase Percentage
CIP2020 Allowance	€8.3 m	
Increase	€10.1 m	
Inflationary Realignment and Design Refinement	€10.1 m	100%
Updated Total Cost	**€18.4 m**	

Project Summary	A fundamental aspect of airports is the necessity to ensure adequate parking facilities for passengers and staff who arrive by private vehicle. Currently, Dublin Airport offers a range of parking options for passengers, including remote long-term surface parking located to the east and south of the main terminal area, as well as short-term multi-storey parking adjacent to both Terminal 1 and Terminal 2. Staff parking is available at multiple locations throughout the campus; however, recent terminal and commercial developments have reduced the overall staff parking capacity. This project proposes a range of initiatives designed to improve both long-term and short-term parking options for passengers and staff. It encompasses the enhancement of current parking facilities and systems, alongside the introduction of new offerings such as Drop and Go. The supplementary long-term car parks have been incorporated into our existing 40mppa IA planning application, whereas the expanded staff parking is being advanced through the standard planning process. Approval for both applications will be necessary to raise the current parking provision limit.
Key Deliverables	**1. Staff Carpark North/East** The project involves the construction of a new surface car park with approximately 700 spaces, located to the north of the existing Aer Lingus Car Park, next to Hangar 6. It will provide for a staff shuttle bus pick-up and drop-off area, which will include large shelter designed for weather protection and equipped with solar panels that provide real-time digital information. **2. Staff Carpark Remote South** The project involves the construction of a new surface car park of approximately 950 spaces located to the west of the existing Long Term Blue car park. It will provide for a staff shuttle bus pick-up and drop-off area, which will include large shelter designed for weather protection and equipped with solar panels that provide real-time digital information. **3. Long Term Holiday Blue Drop and Go**

Provide Long-Term Drop and Go / Concierge service, this will require the reconfiguration of existing spaces to establish vehicle staging area with damage recognition booth, construct a new single storey building for customer and staff welfare and provide a designated passenger pick-up and drop-off zone.

4. Car Park Management Systems (CPMS)

Renew/upgrade project to a portion of the car park management infrastructure as it will be warranty expired (Automated Payment Machines, Photocell Equipment, Barriers, Multicons ANPR). Provide additional modulator extra items that will need to be delivered; Taxi Permit management system, upgraded capacity management solutions, staff management portal for car parks. As part of the CPMS upgrades it is proposed to introduce a barrierless kerb management and monitoring system for management of drop off/ pick up at both Terminals' Kerbs.

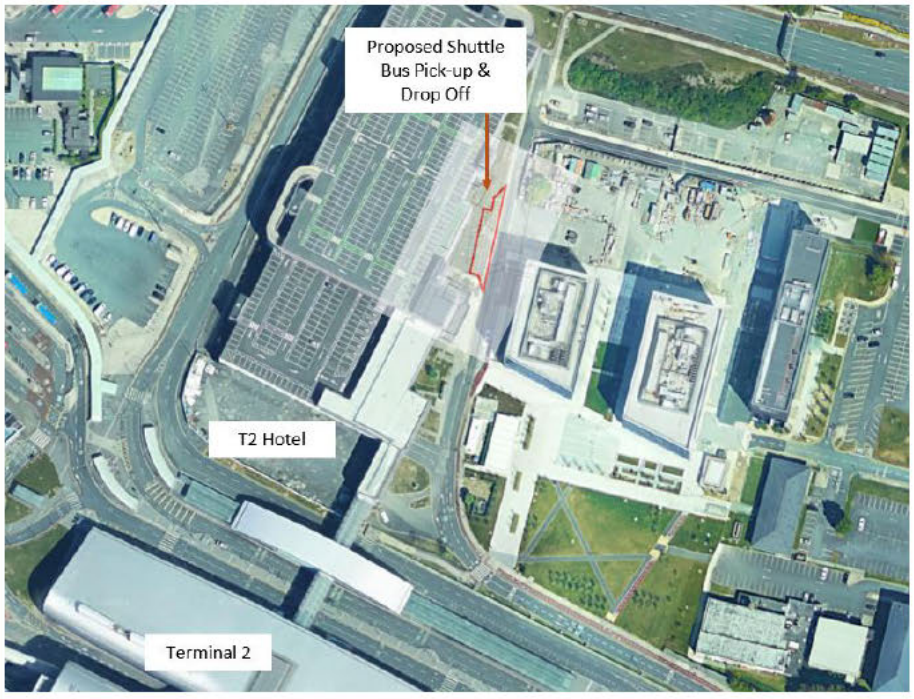
5. Digital Interactive Wayfinding

Upgrade existing signage and install interactive digital signage across the T1 and T2 MSCPs, which shall reflect the direction, capacity notification, etc, inclusive of all the supporting infrastructure for these signs at all passenger car parks. Review and introduce new integrated digital wayfinding signage.

6. Car Rental / T2 Airline Crew Shuttle Drop Off and Pick Up Area

Relocate and expand the drop-off and pick-up zone currently located to the side of the T2 MSCP works include clearing a grass area to provide new road and set down area, 3 new bus shelters and new footpath with associated underground services, street lighting etc.

Exhibit 1 – *Proposed shuttle drop off and pick-up area (Indicative)*



Primary Drivers	Enhanced passenger experience, increased parking capacity and revenue opportunity.
Regulatory Treatment	Flexible
Trigger Project	No

Asset Life	25 Years

Delivery Programme	Planning	Construction	Operational
	Q3 2027	Q3 2027-Q4 2031	Q1 2032

Planning Approval		
	Staff Carpark North	Included in current 40mppa IA Application
	Staff Carpark South	Standard planning application in progress
	Long Term Drop and Go	Will require new planning application, type TBC
	Other Carpark Projects	Planning not applicable

Cost Certainty	Class 4

Level 1 Costs

Item	Description	Total (millions)	%
Staff Carpark South			
1	Design	€ 0.97	5%
2	Management	€ 0.69	4%
3	Construction	€ 11.47	62%
4	Construction Inflation	€ 2.03	11%
5	Contingency	€ 3.28	18%
	Element Total	**€ 18.44**	**100%**
Staff Carpark North/East			
1	Design	€ 0.59	5%
2	Management	€ 0.42	4%
3	Construction	€ 6.97	62%
4	Construction Inflation	€ 1.23	11%
5	Contingency	€ 2.00	18%
	Element Total	**€ 11.21**	**100%**
Long Term Holiday Blue Drop and Go			
1	Design	€ 0.25	5%
2	Management	€ 0.19	4%
3	Construction	€ 3.15	62%
4	Construction Inflation	€ 0.62	12%
5	Contingency	€ 0.90	17%
	Element Total	**€ 5.10**	**100%**
Car Park Management and Digital Wayfinding (CPMS)			
1	Design	€ 0.36	5%
2	Management	€ 0.32	5%
3	Construction	€ 3.98	62%
4	Construction Inflation	€ 0.64	10%
5	Contingency	€ 1.16	18%
	Element Total	**€ 6.47**	**100%**
Car Rental / T2 Airline Crew Shuttle Drop Off and Pick Up Area			
1	Design	€ 0.11	7%
2	Management	€ 0.07	5%
3	Construction	€ 0.90	60%
4	Construction Inflation	€ 0.15	10%
5	Contingency	€ 0.27	18%
	Element Total	**€ 1.51**	**100%**
	Project Total (Rounded)	**€ 42.73**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 3.97m

Business Case Justification	Car Parking is a vital passenger and staff requirement at Dublin Airport and even with increasing modal share, there remains a requirement for additional parking as capacity is limited across both modal shares and demand is outpacing the supply. Our mission is to provide quality and reliable product at yield managed prices for those passengers and staff who cannot avail of alternative modes of transport. For each project, we have developed a high-level commercial business case, that demonstrates the commercial value and presents for each revenue, NPV, IRR and payback values, where applicable.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
Staff Carpark South	€0.73m	5.8%	€3.9m	18 years 1 month
Staff Carpark North	€0.53m	7.4%	€5.3m	17 years 0 months
Long Term Holiday Blue Drop and Go	€0.46m	10.1%	€2.4m	7 years 11 months
Car Park Interactive Wayfinding and Car Park Management System (CPMS)	N/A – Revenue protection			
Car Rental / T2 Airline Crew Shuttle Drop off/ Pick Up Area	N/A – Revenue protection			

CIP27.03.02 – Car Rental

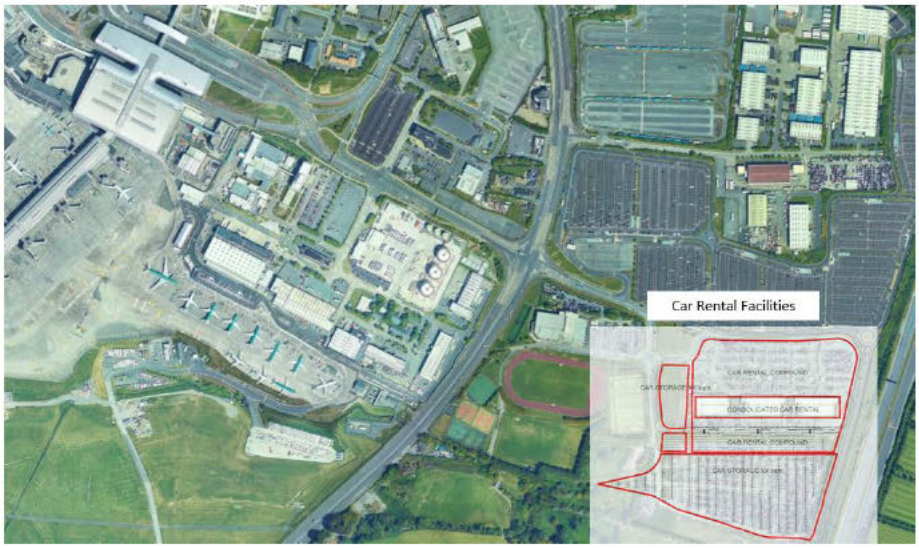
Project	**Car Rental**
CIP Number	CIP.27.03.02
CIP Roll Over	The Car Rental project was initially sanctioned under CIP code CIP.20.04.002, with a budget allocation of €41.6 million, aimed at the renovation of the Eastlands car rental facility and its surrounding areas, in addition to the enlargement of vehicle storage capacities. This project has undergone substantial alterations, outlined below, to meet the needs of the end-users and to accommodate sustainability and EV charging requirements. The expenses have been revised to align with present construction costs and to factor in programme inflation.

Element	Increase	Increase Percentage
CIP2020 Allowance	€41.6 m	
Increase	€42.4 m	
Inflationary realignment	€0.5 m	1%
Design Refinement	€41.9 m	99%
Updated Total Cost	**€83.9**	

Project Summary

Car Rental is a key commercial contributor at Dublin Airport and operates in a highly competitive market, operators submit substantial bids during regular tenders, driven by their ability to operate from the Eastlands facility, this location is central to their operations, supporting both vehicle servicing and customer interactions for 80% of Ireland's car rental activity.

Exhibit 1 – *Location of Car Rental Facilities at Dublin Airport (Indicative)*



The current infrastructure at Eastlands, comprising three buildings housing six operators, has received only minor update works since its construction in 2008. This project therefore aims to provide a full refurbishment of the three car rental buildings to support future growth and operational efficiency.

In addition to the Eastlands site, shuttle operations near Terminal 2 are constrained by limited space, a nearby underutilised roadway adjacent to the Terminal 2 multi-storey car park

presents a valuable opportunity. By developing this space for car hire and crew transport, the airport could unlock new revenue streams, improve traffic flow, and reduce pressure on the inner terminal lanes.

Exhibit 2 – *Site plan showing car rental and storage compound (Indicative)*



Key Deliverables

1. Car Rental Buildings Refurbishment

This project shall refurbish the existing car rental facilities at Dublin Airport to better serve passengers and support the continued growth of car rental operations. Coordination with the broader CIP27 EV Charging Network project will ensure seamless integration of 60 EV charging stations across the site.

2. Car Rental Buildings Compound / Parking

Reconfigure the car rental compound to improve return area (stacking configuration) and car rental collection areas (standard car park layout).

Provide additional car parking and coach parking (including secure fencing and access control). Construct 3 no. small customer collection buildings south of the existing car rental buildings to enable separate processing for collection and return customers. These buildings will be circa 340 sqm each with customer collection area, kiosks / desks, washrooms and staff facilities.

3. Car Rental Storage Carpark

Creation of a new 2,200 space car park for storage of hire cars on a green field site south of the car hire village to include graded aggregate surface, public lighting and access barriers etc. The project shall provide a new access road to the existing R132 and a bus stop for customer use during peak periods.

Primary Drivers	The project is driven by the requirement to replace aging facilities and expand capacity for car rental at the country's primary international airport along with additional car storage areas and enhanced shuttle connections to the airport terminals.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2025	Q3 2027-Q1 2030	Q2 2030
Planning Approval	Standard planning application.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Car Rental- Building Element			
	1	Design	€ 2.09	6%
	2	Management	€ 1.33	4%
	3	Construction	€ 22.20	64%
	4	Construction Inflation	€ 2.71	8%
	5	Contingency	€ 6.40	18%
		Element Total	**€ 34.73**	**100%**
	Car Rental- Car Storage Element			
	1	Design	€ 2.96	6%
	2	Management	€ 1.89	4%
	3	Construction	€ 31.45	64%
	4	Construction Inflation	€ 3.84	8%
	5	Contingency	€ 9.07	18%
		Element Total	**€ 49.22**	**100%**
		Project Total (Rounded)	**€ 83.95**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.81m

Business Case Justification	Car Rental is a critical aspect of the airport's surface access proposition, providing passengers with onward connectivity options. To ensure we are delivering a quality experience, the car hire facilities must be fit for purpose and meet passenger expectations. We also need to deliver critical infrastructure to support the electrification of the car rental fleet, which has commenced its transition to full EV as per the government mandate of 2025. The car rental operators will have to adapt at pace as the fleet turnover is typically 3 years therefore the infrastructure must be in place to sustain the operation. Car rental operators also partner with many airlines, providing a vital revenue steam and supporting commercial viability of routes. Airline expectation is that the car rental experience is an extension of the terminal passenger jurney and as such, the facilities need to reflect that. We have developed a high-level commercial business case that demonstrates the commercial value of this project and presents the revenue, NPV, IRR and payback values, where applicable.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
Car Rental – Building	N/A – Revenue protection			
Car Rental – Storage	€2.0m	10.3%	€40.4m	14 years 4 months

CIP27.03.03 – OCTB Refurbishment

Project	**OCTB Refurbishment**
CIP Number	CIP.27.03.03
CIP Roll Over	The OCTB Refurbishment project was initially sanctioned under CIP code CIP.20.04.034, with a budget allocation of €10 million, the project aimed to identify new opportunities for the existing Old Central Terminal Building at Dublin Airport and proposes light refurbishment to create a new commercial proposition. The overall objective of the project remains unchanged, with costs revised and updated to reflect inflation-related cost increases.

Element	Increase	Increase Percentage
CIP2020 Allowance	€10.0 m	
Increase	€0.7 m	
Inflation & Scope revision	€0.7 m	100%
Updated Total Cost	**€10.7 m**	

Project Summary

The Old Central Terminal Building, originally designed to accommodate 100,000 passengers per annum, officially opened on 19th January 1940. In recent times, the building has been split into a landside and airside area; the landside has primarily been used for airport office accommodation. In 2021, the offices were vacated, and this section of the building now sits idle. Given the building's historical and protected nature, Dublin Airport is keen to find a new use for the landside portion to compliment the CIP27 proposed airside bussing lounge element.

Refurbishment of the Old Central Terminal Building is essential to maintain its long-term viability and ensure its continued upkeep, particularly given its historical and protected nature. Furthermore, commercial property refurbishment is a critical aspect of the airport's commercial property proposition to provide quality fit for purpose space for commercial tenants while providing a credible means for Dublin Airport to generate additional revenue.

A prior initiative transitioning from CIP2020+ seeks to renovate the Old Central Terminal Building, to allow for light touch refurbishment works, to be let out as offices, with some M&E and system upgrades, as required, which would extend the asset life to further estimated 10 years.

A feasibility study is then proposed to establish other potential options for the building's use, such as establishing a Platinum Services Terminal, or a prospective aviation visitors centre, or their combination. However, this may not become operational until the end of the new regulatory period. As a result, an interim project is also suggested (CIP27.03.06 – Platinum Services Collinstown House Upgrade) to enhance the current Platinum Services facility in Collinstown House.

The costs outlined are regarded as provisional, with the final proposal and business case subject to further consultation with airlines through the StageGate process.

Exhibit 1 *– CGI showing possible OCTB Refurbishment (Indicative)*



Key Deliverables	**1. OCTB Light Refurbishment** A light refurbishment of the existing protected structure, which includes some system and M&E upgrade works and fit-out of various areas to allow for these to be rented out as office space. **2. Feasibility Study** A feasibility study will be undertaken as part of this project, to investigate potential use of the OCTB as a Platinum Services Terminal, Aviation Visitors Centre, and others.
Primary Drivers	Increased revenue opportunity and potential enhanced passenger experience.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2027	Q4 2027	Q4 2027
Planning Approval	Standard planning application.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	OCTB Light Refurbishment			
	1	Design	€ 0.73	7%
	2	Management	€ 0.49	5%
	3	Construction	€ 6.11	60%
	4	Construction Inflation	€ 1.01	10%
	5	Contingency	€ 1.83	18%
		Element Total	**€ 10.17**	**100%**
	Feasibility Study			
	1	Design	€ 0.40	71%

	2	Management	€ 0	0%
	3	Construction	€ 0	0%
	4	Construction Inflation	€ 0.06	11%
	5	Contingency	€ 0.10	18%
		Element Total	**€ 0.56**	**100%**
		Project Total (Rounded)	**€ 10.73**	

Business Case Justification	Refurbishment of the Old Terminal Building is essential to maintain its long-term viability and to ensure its continued upkeep, particularly given the historical and protected nature. Furthermore, commercial property refurbishment is a critical aspect of the airport's commercial property proposition to provide quality fit for purpose space for commercial tenants, while providing a credible means for Dublin Airport to generate additional revenue and to ultimately reduce the passenger charge.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
OCTB Refurbishment	N/A – The final proposal and business case will be subject to further consultation with airlines through the StageGate process			

CIP27.03.04 – Airline Lounges

Project	Airline Lounges
CIP Number	CIP.27.03.04
Project Summary	As the airport's capacity and passenger footfall continues to grow there will be a requirement to increase it lounge footprint in line with overall airport passenger growth while also refurbishing the existing lounge spaces. The creation of new airport buildings such as Pier 1 East and the CBP extension along with reconfiguration of the existing Pier 3 upper level will provide new building footprint to accommodate new lounges. This project proposes works that will create revenue generating units by providing several new and refurbished Dublin Airport operated Lounges. ***Exhibit 1*** *– Liffey Lounge* 
Key Deliverables	**1. Lounge Refurbishments** Provide refurbished lounges with appropriate finishes and amenities in the following locations towards the end of the new regulatory period: • Liffey Lounge (T2) • Martello (East) **2. New Lounges** Provide increased lounge capacity fitting out new lounge units where the shell and core has been provided by other CIP 27 project in the following locations: • CBP Extension First Floor • Pier 1 East • Pier 3 Upper Level
Primary Drivers	Enhanced passenger experience and increased revenue opportunity.
Regulatory Treatment	Flexible

Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2028	Q1 2029-Q4 2036	Q4 2036
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
Refurbishment - Liffey Lounge			
1	Design	€ 0.31	8%
2	Management	€ 0.19	5%
3	Construction	€ 2.39	58%
4	Construction Inflation	€ 0.50	12%
5	Contingency	€ 0.72	17%
	Element Total	**€ 4.11**	**100%**
Refurbishment - Martello Lounge			
1	Design	€ 0.33	8%
2	Management	€ 0.20	5%
3	Construction	€ 2.51	58%
4	Construction Inflation	€ 0.52	12%
5	Contingency	€ 0.76	17%
	Element Total	**€ 4.32**	**100%**
New Lounge – CBP Extension			
1	Design	€ 1.04	8%
2	Management	€ 0.64	5%
3	Construction	€ 8.00	58%
4	Construction Inflation	€ 1.66	12%
5	Contingency	€ 2.42	17%
	Element Total	**€ 13.76**	**100%**
New Lounge – Pier 1 East			
1	Design	€ 1.45	8%
2	Management	€ 0.89	5%
3	Construction	€ 11.15	58%
4	Construction Inflation	€ 2.31	12%
5	Contingency	€ 3.37	17%
	Element Total	**€ 19.17**	**100%**
New Lounge – Pier 3 Upper Level			
1	Design	€ 0.63	8%
2	Management	€ 0.39	5%
3	Construction	€ 4.88	58%

	4	Construction Inflation	€	1.01	12%
	5	Contingency	€	1.48	17%
		Element Total	**€**	**8.39**	**100%**
		Project Total (Rounded)	**€**	**49.75**	

Business Case Justification	Airline Lounges are a critical aspect of the airport's passenger experience proposition, to ensure the service quality and experience of the current lounge portfolio is maintained and the capacity increased. As the airport continues to grow beyond 40mppa in the coming years, the lounge capaciity will need to match demand. Our airline lounge partnerships provide a vital revenue stream and improve the commercial viability of many air routes. There is increasing demand for lounge capacity from our airlines, with some expressing an interest in a bespoke facility to accommodate their passengers. Airlines and passengers expect the lounge experience to be a premium extension of the terminal passenger journey and the infrastructure is required to reflect that. We have developed a high-level commercial business case that demonstrates the commercial value of this project and presents the revenue, NPV, IRR and payback values, where applicable.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
Refurbishment - Liffey Lounge	N/A – Revenue protection			
Refurbishment - Martello Lounge	N/A – Revenue protection			
New Lounge – CBP Extension	€2.03m	5.1%	€6.92m	5 years 11 months
New Lounge – Pier 1 East	N/A – No Revenue impact in CIP period			
New Lounge – Pier 3 Upper Level	N/A – The final proposal and business case will be subject to further consultation.			

CIP27.03.05 – Commercial Property Refurbishment

Project	Commercial Property Refurbishment
CIP Number	CIP.27.03.05
Project Summary	To maintain high standards across Dublin Airport's commercial estate, a proactive programme of refurbishment is essential, following on from the programme spanning through the last two regulatory periods. This initiative ensures that properties across the campus and terminal areas remain attractive, functional, and aligned with the expectations of current and prospective tenants. Commercial Property Refurbishment is a critical aspect of the airport's commercial property proposition to provide quality fit for purpose space for partner airlines, handlers and commercial tenants. It is an essential requirement for their efficient, comfortable and safe operations. This project primarily supports the retention of existing tenants to maintain revenues and tenant property specifications over the term. The refurbishment programme focuses on upgrading a range of commercial properties, including: • Terminal and ramp accommodations • Cargo terminals and warehouse facilities • Hangars and airline accommodation • Campus operational buildings and offices Building on previous CIP allocations (€10.6m in 2015–2019 and €7.6m in 2020–2024), a similar level of investment is proposed for the next regulatory period. The programme aims to refurbish around 4,000 sqm of commercial space between 2027 and 2031. These refurbishments are necessary to deliver strategic benefits such as: • Modernised Facilities: Aligning spaces with tenant requirements. • Revenue Protection and Growth: Supporting existing income streams while enabling new opportunities. • Future-Ready Infrastructure: Upgrades designed with long-term operational needs in mind. • Sustainability Alignment: Replacing outdated assets to support ESG and net-zero objectives.
Key Deliverables	This project proposes to refurbish 4,000sqm of existing commercial property over the CIP period, providing fit for purpose tenant accommodation, refurbished or altered office space and quality fit for purpose ramp accommodation. There are a number of refurbishment projects under consideration. Works typically include internal fit-outs to shell and core standard, minor M&E upgrades, life safety systems, and IT infrastructure improvements. These enhancements are often delivered on short notice in response to tenant demand, supporting new or extended commercial agreements.
Primary Drivers	Future proofing and extending the life of existing assets, providing modern, more energy efficient facilities.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	10 Years

Delivery Programme	Planning	Construction	Operational
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Commercial Property Refurbishment			
	1	Design	€ 1.34	7%
	2	Management	€ 0.89	4%
	3	Construction	€ 14.88	70%
	4	Construction Inflation	€ 2.36	11%
	5	Contingency	€ 01.71	8%
		Element Total	**€ 21.18**	**100%**
		Project Total (Rounded)	**€ 21.18**	

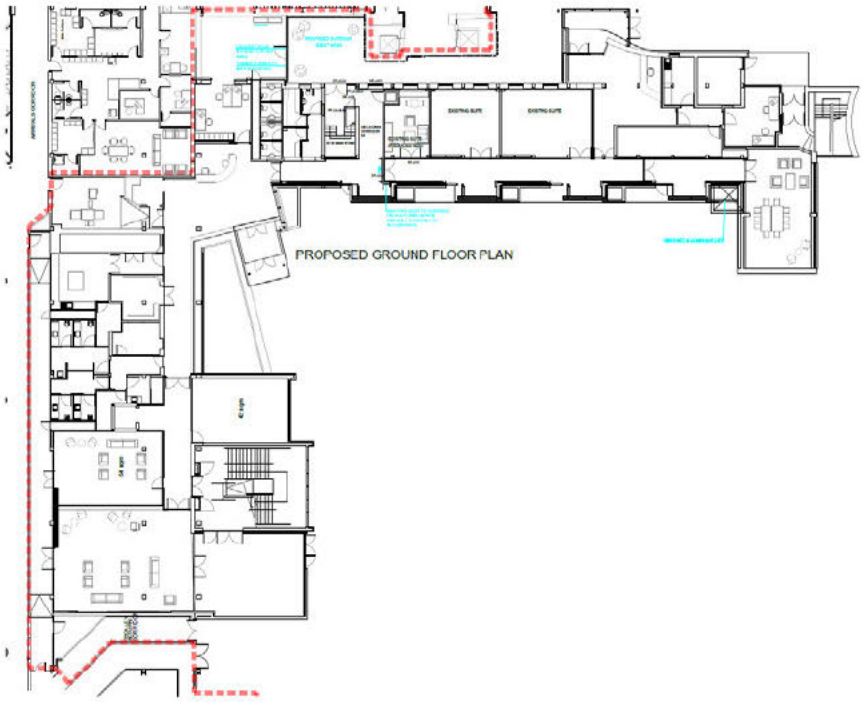
Business Case Justification	Commercial Property Refurbishment is a critical aspect of the airport's commercial property proposition to provide quality fit for purpose space for partner airlines, handlers and commercial tenants. It is an essential requirement for their efficient, comfortable and safe operations. The project primarily supports the retention of existing tenants to maintain revenues and tenant property specifications over the regulatory period. As such, this project does not conform to traditional business case norms in terms of NPV or IRR, however, we anticipate a payback through continued tenant revenue.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
Commercial Property Refurbishment	N/A – Revenue protection			

CIP27.03.06 – Platinum Services Collinstown House Upgrade

Project	**Platinum Services Collinstown House Upgrade**
CIP Number	CIP.27.03.06
Project Summary	Platinum Services, which offers executive-style private suites as part of its VIP services, aims to enhance and broaden its operations. However, the current location poses constraints on growth and leads to missed business opportunities. The existing Platinum facility will need to remain functional for at least another five to ten years in advance of the long-term strategy to relocate to a renovated Old Central Terminal Building as proposed under CIP27 Commercial project "OCTB Refurbishment". Upgrades will therefore be necessary to expand the current offerings of Platinum Services and elevate them to a modern five-star standard, thereby enhancing the customer experience. The renovation and enhancement of the existing Platinum terminal facility located within Collinstown House, adjacent to the northern side of Terminal 1, will facilitate and enhance commercial opportunities. The project will encompass the construction of an external Part M compliant lift serving all floors and an expansion to the second floor, which will feature additional customer suites, ensuite facilities, a spacious communal suite, meeting and event areas, bathroom improvements, upgrades to the front car park, storage solutions, and staff welfare amenities. The project will additionally encompass light refurbishment of the existing ground and first floors towards around the mid-point of the new regulatory period, along with enhancements to the building facade and full mechanical and electrical systems upgrade. The works will be undertaken to improve the essential energy performance and core compliance upgrades, as Collinstown House is one of the 9 worst energy performing buildings on campus. These works will boost the building's thermal and acoustic performance while striving to minimise carbon emissions as much as feasible, in alignment with current ESG and Net Zero goals. **Exhibit 1** – *Collinstown House Upgrade Works Second Floor Proposals (Indicative)* 

Exhibit 2– *Collinstown House Upgrade Works - Ground Floor Proposals (Indicative)*



Key Deliverables

1. Expansion of 2nd Floor Works

The project includes for the stripping out and fit out of various areas, along with all associated fixtures and fittings, premium toilets, showers, floor, wall and ceiling finishes to public areas. The costs will also cover full mechanical and electrical upgrade works, CCTV and access control systems. The installation of a new elevator will be carried out in accordance with building regulations.

The scope of work for Platinum will include expansion into the 2nd floor with additional customer suites, ensuite facilities, larger communal suite, meeting / events spaces, bathroom upgrades, storage, staff office and welfare etc.

It is essential that the project complies with Building Regulations as a minimum standard, while considering the limitations imposed by the existing structure. This includes, but is not limited to, compliance with Building Regulations Part B (Fire Safety), Part M (Accessibility) and Part L (Energy Efficiency) among others. Project costs will therefore include for façade and glazing upgrades to improve the thermal and acoustic performance.

2. Refurbishment Existing Ground and 1st Floors

The project encompasses the renovation of the current areas on the ground and first floors towards the midpoint of new regulatory period, which involves the substitution of floor finishes, repainting of walls and joinery, repairs to ceilings and lighting, as well as the refurbishment of toilet and shower units. Additionally, the renovation will entail the replacement of certain furniture and specialised items and full M&E system upgrade on these floors.

3. Facade and Mechanical and Electrical Upgrades

To ensure compliance with regulatory building codes, standards, and sustainability objectives, elements of the mechanical and electrical systems, including live safety systems, will necessitate upgrades and replacements.

	Again, to enhance the overall aesthetics of the building, achieve mandated sustainability goals, and ensure optimal thermal insulation, elements of the external facade and glazing will be upgraded and replaced, subject to further assessment and feasibility, these shall include partial roof replacement, replacement of the windows and doors, thermal insulation and cladding and others.
Primary Drivers	Aging facilities and commercial opportunity to benefit from growing demand for premium services.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2026	Q1 2029-Q1 2031	Q2 2031
Planning Approval	Standard planning application.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Expansion of 2nd Floor Works- Full refurb and M&E upgrades			
1	Design	€ 0.94	12%
2	Management	€ 0.33	4%
3	Construction	€ 4.16	55%
4	Construction Inflation	€ 0.84	11%
5	Contingency	€ 1.36	18%
	Element Total	**€ 7.63**	**100%**
Refurbishment Existing Ground and 1st Floors- Light refurb and Full M&E upgrade			
1	Design	€ 2.52	12%
2	Management	€ 0.89	4%
3	Construction	€ 11.19	55%
4	Construction Inflation	€ 2.26	11%
5	Contingency	€ 3.65	18%
	Element Total	**€ 20.50**	**100%**
Facade			
1	Design	€ 0.84	12%
2	Management	€ 0.30	4%
3	Construction	€ 3.72	55%
4	Construction Inflation	€ 0.75	11%
5	Contingency	€ 1.21	18%
	Element Total	**€ 6.82**	**100%**
	Project Total (Rounded)	**€ 34.95**	

Business Case Justification	Platinum VIP is a critical aspect of the airport's Premium Commercial and General Aviation passenger experience proposition, meeting the needs of a key segment of our customer base. To ensure a premium service and quality experience, Platinum VIP facility capacity must match the demand , which will increase as the airport grows beyond 40mppa over the coming years. Platinum VIP provides a vital revenue stream, providing premium access into and out of Dublin Airport. Furthermore Platinum users require an enhanced experience over and beyond the terminal paseenger journey and as such the infrastructure should be developed to match and standards maintained at a very high level. We have developed a high-level commercial business case that demonstrates the commercial value of this project and presents the revenue, NPV, IRR and payback values, where applicable.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
Platinum Services Collinstown House Ground and First Floor	N/A – Revenue protection			
Platinum Services Collinstown Second Floor	€1.3m	9%	€1.4m	6 years 9 months
Facade	N/A – Revenue protection			

CIP27.03.07 – Media Sales Expansion

Project	Media Sales Expansion
CIP Number	CIP.27.03.07
Project Summary	Dublin Airport Media Sales is advancing its commitment to delivering a dynamic, high-impact advertising environment through the strategic expansion and modernisation of its digital media portfolio. This initiative focuses on upgrading existing digital assets, introducing innovative technologies, and expanding digital media infrastructure across the terminal and wider airport campus.

Exhibit 1 *– Skybridge Digital Screens*



Strategic Objectives

1. Enhance Advertiser Value by modernising premium advertising sites such as Skyscreen, Starscreen, and Security Area Screens, the airport ensures continued engagement from long-term clients while improving their return on investment.
2. Drive Revenue Growth- the shift toward scalable digital formats enables higher-value campaigns, dynamic content rotation, and programmatic ad buying—unlocking new revenue streams and advertiser segments.
3. Improve Passenger Engagement- interactive and immersive technologies such as holograms, touchscreens, and projection mapping offer engaging experiences that align with evolving consumer expectations.

Key Commercial Drivers

1. Increased Inventory Utilisation- digital screens allow multiple advertisers to share space, maximising revenue per site.
2. Premium Campaign Opportunities- high-impact formats support premium pricing and attract brands seeking innovative, experiential placements.
3. Programmatic Advertising- AI-driven targeting and real-time data integration enable hyper-targeted campaigns, enhancing advertiser effectiveness.

This project positions Dublin Airport as a leader in airport advertising innovation. By combining cutting-edge technology with strategic planning, the Media Sales team is creating a future-ready advertising ecosystem that supports long-term revenue growth, enhances the passenger experience, and strengthens the airport's commercial appeal.

Key Deliverables	**1. Digital Assets** Dublin Airport is undertaking a phased enhancement of its most prominent digital advertising platforms to maintain its leadership in airport media and deliver greater value to advertisers and passengers alike. The upgrades focus on improving visual quality, interactivity, and content flexibility across high-traffic areas: • Skyscreen: Modernised with enhanced resolution, brightness, and dynamic content capabilities. • Starscreen: Upgraded visuals and interactive features to boost engagement in key passenger zones. • Pier 3 Digital Corridor: Full refresh of digital displays to improve content delivery along one of the airport's busiest walkways. • Skybridge: Installation of new high-definition panels to strengthen advertising impact on this key connection route. • Jameson Screens (Security Area): Replacement of existing screens with advanced technology to improve visibility and brand messaging at security checkpoints. **2. Next Generation Advertising Technologies** Dublin Airport will integrate emerging media technologies to create immersive advertising experiences: • Advanced Holograms – 3D projections that create lifelike, floating visuals to engage passengers. • AI-Powered Advertising – Dynamic, data-driven content that adapts based on audience demographics and real-time engagement. • Scent Technology – Strategic scent diffusion in advertising zones to enhance brand recall and customer experience. • Touch Screens and Interactive Kiosks – Digital interfaces enabling passengers to engage directly with brands through gamification, promotions, and personalised content. • Meta Technologies and AR/VR Integration – Augmented and virtual reality experiences designed to immerse passengers in brand narratives. • Projection Mapping and Light Installations – Artistic and branded projection displays transforming airport spaces into dynamic, visually engaging environments. **3. Digital Expansion Across Terminal and Campus** The project will also focus on expanding digital advertising footprints within the airport: • New digital screens in high-traffic areas to enhance media reach. • Strategic placement of digital billboards across the airport campus for brand visibility beyond the terminal. • Development of an integrated content management system to optimise and personalise digital media campaigns. This expansion aligns with Dublin Airport's vision of creating a world-class digital advertising environment, offering brands innovative ways to connect with millions of passengers annually.
Primary Drivers	Additional advertiser value and increased commercial revenue.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	Planning	Construction	Operational
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Media Sales Expansion			
	1	Design	€ 1.14	8%
	2	Management	€ 0.70	5%
	3	Construction	€ 8.76	59%
	4	Construction Inflation	€ 1.46	10%
	5	Contingency	€ 2.65	18%
		Element Total	**€ 14.72**	**100%**
		Project Total (Rounded)	**€ 14.72**	

Business Case Justification	
	Media Sales is an important commercial revenue stream for Dublin Airport. By continuing the expansion and upgrade of the media sales assets and by investing in new technologies, we aim to position ourselves as the best in class platform on the advertising market. In addition, new upgraded displays will provide a significant energy savings, assuming a 32% reduction in energy use. We have developed a high-level commercial business case that demonstrates the commercial value of this project and presents the revenue, NPV, IRR and payback values, where applicable.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
Media Sales Expansion	€1.1m	8%	€1.2m	5 years 0 months
Media Sales Revenue Protection	N/A – Revenue protection			

CIP27.03.09 – Commercial Innovation

Project	Commercial Innovation
CIP Number	CIP.27.03.09
Project Summary	Dublin Airport has consistently sought to investigate emerging trends and concepts aimed at improving the passenger experience, achieving sustainability goals while simultaneously generating new revenue opportunities. Throughout the regulatory period, in line with previous cycles, the Dublin Airport Commercial Team will focus on researching, collaborating, testing, and implementing various new initiatives and ventures. This project proposes a range of revenue-generating initiatives designed to enhance the passenger experience. Possible examples include:

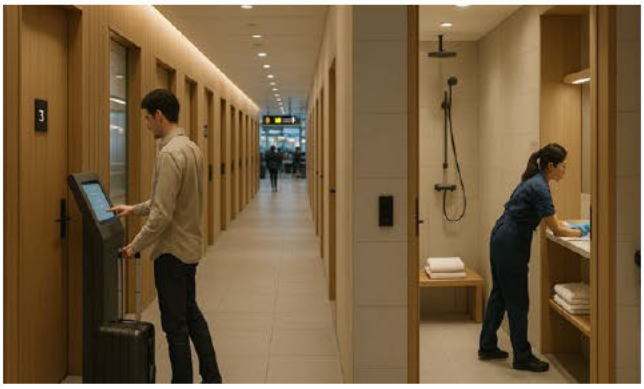
Exhibit 1 *– Image showing reference EV Charging Station*



Exhibit 2 *– Image showing reference Transfer Pod Hotel*



Exhibit 3 *– Image showing reference Public Showers and Redress Area*



Key Deliverables	

1. EV Charging Hub

Provide for the concept and design development, production of tender material, engagement with third party, enablement works and project management for a fast-charging station for electric vehicles (EVs) strategically located within the airport campus. It will cater to travellers, airport staff, car rental users and rideshare drivers, offering ultra-fast charging, solar-powered infrastructure, and a smart reservation system.

2. eVTOL Hub

Provide for the concept and design development, production of tender material, engagement with third party, enablement works and project management for an advanced air mobility terminal designed to integrate electric air taxis and cargo drones into airport operations. It provides take off / landing infrastructure, battery-swapping stations, and passenger lounges for eVTOL travellers.

3. Sleep and Wellness Pods

Provide for the concept and design development, production of tender material, engagement with third party, enablement works and project management for High-tech sleep and relaxation pods in airports, equipped with noise cancellation, aromatherapy, and smart lighting. Available by the hour, these pods provide stress relief and privacy for passengers with long layovers or delayed flights.

4. Autonomous Parking and Bussing

Undertake feasibility study to review the opportunity to introduce autonomous parking across car parks which have the valet parking product and a separate study to review the opportunities presented by the introduction of autonomous bussing for internal car parks on campus.

5. Park and Ride Facility

The project involves undertaking a feasibility study to develop the viability of a number (3-4) of Park and Ride facilities along and adjacent the main arterial routes onto the M50 to alleviate car park numbers entering the airport campus. The Park and Ride facilities should be based on 500-750 spaces based on location and include sufficient bus parking/drop off and pick space, along with welfare facilities whilst people wait for the next bus departure

6. On-Demand Luggage-Free Travel Service

Provide for the concept and design development, production of tender material, engagement with third party, enablement works and project management for a premium service that transports passengers' luggage directly to their hotel, home, or office from the departure airport.

7. AI-Powered Personalised Travel Concierge

Provide for the concept and design development, production of tender material, engagement with third party, enablement works and project management for an AI-driven travel concierge available via mobile app or kiosk, offering real-time personalised recommendations on lounge access, shopping deals, food options, and last-minute upgrades. The system tailors' suggestions based on passenger preferences, flight details, and travel history, enhancing the airport experience. The concierge will direct a passenger to specific outlets and can benefit from direct advertising.

8. Sponsored Activity Space / Advertising Space

Provide for the concept and design development, production of tender material, engagement with third party, enablement works and project management for a Sponsored Activity Space or Advertising Space in the airport. This will offer brands a unique opportunity to engage with

	a captive, high-traffic audience in a dynamic environment. Strategically located in the terminals or waiting areas, these spaces can be used for interactive product displays, immersive brand experiences, or eye-catching digital and static advertisements. **9. Transfer Pod Hotel** Provide for the concept and design development, production of tender material, engagement with third party, enablement works and project management for compact private pods will provide passengers with a space to rest, work, or freshen up during long layovers, short-term transfers, or delayed flights. Positioned within the airport, the hotel will focus on offering high-quality, quick, and hassle-free stays, enhancing the overall airport experience. **10. Public Showers and Redress Area** Provide for the concept and design development, production of tender material, engagement with third party, enablement works and project management for a Public Shower and Redress Area in an airport presents a strategic opportunity to enhance passenger experience, especially for long-haul travellers, transit passengers, and business flyers. This facility offers a clean, private space to refresh and change clothes, aligning with increasing consumer demand for comfort, wellness, and hygiene during travel.
Primary Drivers	Enhanced passenger experience and increased revenue opportunity.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Commercial Innovation			
	1	Design	€ 0.11	4%
	2	Management	€ 0	0%
	3	Construction	€ 1.82	73%
	4	Construction Inflation	€ 0.27	11%
	5	Contingency	€ 0.29	12%
		Element Total	**€ 2.49**	**100%**
		Project Total (Rounded)	**€ 2.49**	

Business Case Justification	Dublin Airport has consistently sought to investigate emerging trends and concepts aimed at improving the passenger experience and achieving sustainability goals, while simultaneously generating new revenue opportunities. Throughout the regulatory period, in line with previous cycles, the Dublin Airport Commercial Team will focus on researching, collaborating, testing, and implementing various new innovative initiatives . The project proposes investigating the feasibility of the commercial opportunities to deliver a range of revenue-generating initiatives designed to enhance the passenger experience.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
Commercial Innovation	€0.3m	19%	€1.0m	6 years 6 months

CIP27.03.10A – ARI Retail Projects

Project	**ARI Retail Projects**
CIP Number	CIP.27.03.10A
Project Summary	As the airport's capacity and passenger footfall continues to grow, there will be a requirement to increase commercial and retail footprint in line with overall airport passenger growth while also refurbishing several existing commercial units. The creation of new airport buildings such as Piers 1 East, Pier 5, ITH and the CBP extension will provide new building footprint to accommodate new retail units. There will also be opportunities in the existing terminal and pier buildings as refurbishments of spaces can provide improved and additional retail units. By undertaking the enablement and fit out works, the airport can make these new or unoccupied spaces available for development into the new revenue generating outlets, either via lease to third parties or directly managed ARI units as means to grow revenue and enhance the passenger experience. ***Exhibit 1*** *– Dublin Airport Retail Units (Indicative)* 

	Exhibit 2– *CGI of Retail Unit in Pier 5 (Indicative)* 
Key Deliverables	**1. New/ Expanded Commercial Units** Provide new commercial units where the shell and core are provided by a parent CIP 27 project and fit out by either ARI or ARI concession in the following locations: • Integrated Transport Hub (ITH) – two units of 60sqm and 26sqm • Pier 1 East- 4 units of 200sqm, 110sqm, 150sqm and 25 sqm • Pier 1 Existing (extension of the retail space)- 200sqm existing and 90sqm of expansion • Pier 5- 2 units of 25sqm each • CBP Expansion- 200sqm on the ground floor and 2 units of 165sqm and 80sqm on the first floor **2. Refurbished Commercial Units** Provide refurbished commercial units in the following locations: • Terminal 2 units- 100sqm and 280sqm • Terminal 2 Arrivals- 120sqm unit • Pier 2- 150sqm unit • Pier 3- 75sqm unit **3. Commercial Innovation** Undertake innovative projects focused on enhancing the retail and passenger experience at Dublin Airport, such as Pop-up units in Terminal 2. The initiatives will deliver flexible, revenue-driven improvements and marketing installations to optimised logistics and future-ready retail solutions.
Primary Drivers	Enhanced passenger experience and increased revenue opportunity.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2026	Q1 2027-Q3 2033	Q4 2033
Planning Approval	Planning not applicable.		

Cost Certainty	Class 5			
Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	New Commercial Units - Integrated Transport Hub (ITH)			
	1	Design	€ 0.04	8%
	2	Management	€ 0.03	5%
	3	Construction	€ 0.33	60%
	4	Construction Inflation	€ 0.05	9%
	5	Contingency	€ 0.10	18%
		Element Total	**€ 0.55**	**100%**
	New Commercial Units – Pier 1 East			
	1	Design	€ 0.21	8%
	2	Management	€ 0.13	5%
	3	Construction	€ 1.63	60%
	4	Construction Inflation	€ 0.24	9%
	5	Contingency	€ 0.49	18%
		Element Total	**€ 2.70**	**100%**
	New Commercial Unit – Pier 1 Existing			
	1	Design	€ 0.21	8%
	2	Management	€ 0.13	5%
	3	Construction	€ 1.64	60%
	4	Construction Inflation	€ 0.24	9%
	5	Contingency	€ 0.49	18%
		Element Total	**€ 2.70**	**100%**
	New Commercial Units – Pier 5			
	1	Design	€ 0.03	8%
	2	Management	€ 0.02	5%
	3	Construction	€ 0.25	60%
	4	Construction Inflation	€ 0.04	9%
	5	Contingency	€ 0.08	18%
		Element Total	**€ 0.42**	**100%**
	New Commercial Units – CBP			
	1	Design	€ 0.38	8%
	2	Management	€ 0.24	5%
	3	Construction	€ 2.94	60%
	4	Construction Inflation	€ 0.43	9%
	5	Contingency	€ 0.89	18%
		Element Total	**€ 4.89**	**100%**
	Refurbished Commercial Units – Terminal 2			
	1	Design	€ 0.03	8%
	2	Management	€ 0.02	5%
	3	Construction	€ 0.25	60%
	4	Construction Inflation	€ 0.04	9%
	5	Contingency	€ 0.08	18%

	Element Total	**€**	**0.42**	**100%**
Refurbished Terminal 2 Arrivals Unit				
1	Design	€	0.10	8%
2	Management	€	0.06	5%
3	Construction	€	0.79	60%
4	Construction Inflation	€	0.12	9%
5	Contingency	€	0.24	18%
	Element Total	**€**	**1.30**	**100%**
Refurbished Commercial Unit – Pier 2				
1	Design	€	0.10	8%
2	Management	€	0.06	5%
3	Construction	€	0.76	60%
4	Construction Inflation	€	0.11	9%
5	Contingency	€	0.23	18%
	Element Total	**€**	**1.27**	**100%**
Refurbished Commercial Unit- Pier 3				
1	Design	€	0.05	8%
2	Management	€	0.03	5%
3	Construction	€	0.38	60%
4	Construction Inflation	€	0.06	9%
5	Contingency	€	0.12	18%
	Element Total	**€**	**0.63**	**100%**
ARI Innovation				
1	Design	€	0.53	8%
2	Management	€	0.33	5%
3	Construction	€	4.08	60%
4	Construction Inflation	€	0.60	9%
5	Contingency	€	1.24	18%
	Element Total	**€**	**6.78**	**100%**
	Project Total (Rounded)	**€**	**21.67**	

Business Case Justification	With the creation of new piers and buildings, it is vital for ARI to have a presence in these new locations and be able to maximise passenger average spend. It is also crucial for ARI's concessionaires to have a presence to ensure a wide offering for the passengers' wants and needs. In other locations, ARI units will require refurbishments to ensure passengers are being attracted into and in turn dwelling in a modern, bright store with a wide retail offering and increasing their spends.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
New Commercial Units - Integrated Transport Hub (ITH)	€0.14m	19.6%	€0.28m	4 years 2 months

New Commercial Units – Pier 1 East	€0.6m	13.7%	€0.78m	4 years 11 months
New Commercial Unit – Pier 1 Existing	€0.48m	11.4%	€1.29m	7 years 10 months
New Commercial Units – Pier 5	€0.11m	15.3%	€0.19m	5 years 3 months
New Commercial Unit – CBP- Ground Floor	N/A- Revenue Protection			
New Commercial Units – CBP- First Floor	€0.94m	17.6%	€2.08m	5 years 8 months
Refurbished Commercial Units – Terminal 2	N/A- Revenue Protection			
Refurbished T2 Arrivals Unit	N/A- Revenue Protection			
Refurbished Commercial Unit – Pier 2	€0.25m	7.0%	€0.15m	6 years 4 months
Refurbished Commercial Unit – Pier 3	€0.19m	17.0%	€0.37m	5 years 4 months
ARI Innovation	€1.53m	11.70%	€2.40m	6 years 1 month

CIP27.03.10B – Terminal 2 IDL ARI Refurbishment

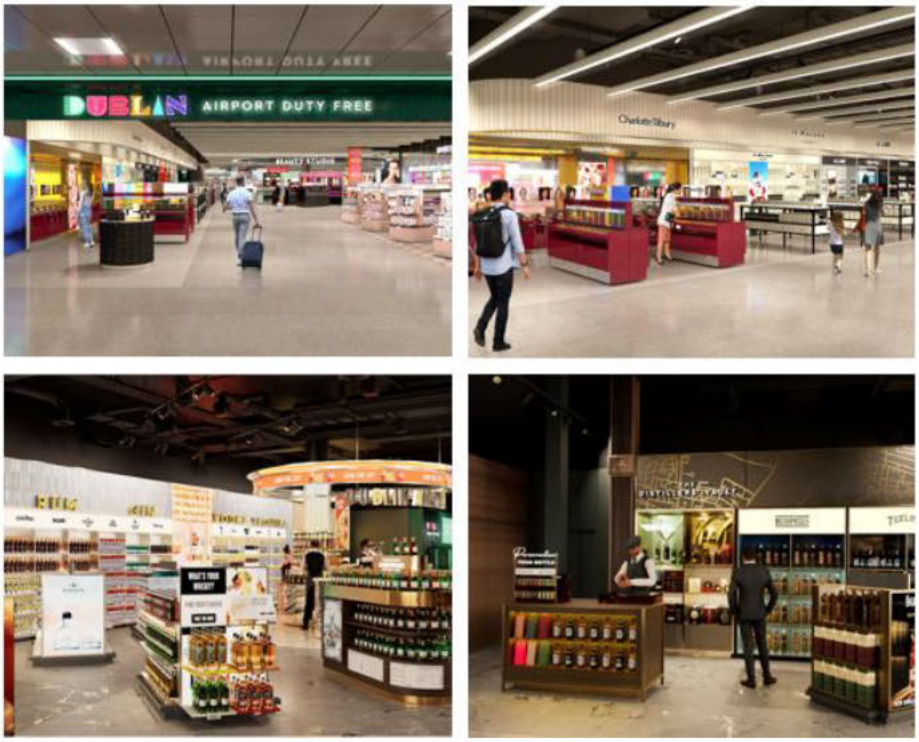
Project	**Terminal 2 IDL ARI Refurbishment**
CIP Number	CIP.27.03.10B
Project Summary	Terminal 2 Duty Free has not been re-furbished since 2018 and is beginning to feel very familiar to most airline travellers. Duty free stores need to be refreshed and upgraded on an ongoing basis, in order to meet vendor and customer expectations, while capitalising on new material and IT innovations. Therefore, Dublin Airport is proposing to refurbish the direct retail store in Terminal 2. It will undergo a full redevelopment, including the following units- perfume and cosmetics, confectionary hall, alcohol hall, brand areas and pop-ups with the total footprint of 2,700sqm. The aim is to make this space one of the leading ARI stores on a global scale. This development will give a fresh new look to the Terminal 2 Duty Free retail area and align with the customer value proposition. The objective is to deliver a modern contemporary retail environment, to provide a dynamic airport retail experience. Development works will include shell and core, and full fitout works to best international practise. ***Exhibit 1*** *–Terminal 2 proposed Duty Free Commercial Units (CGI images, Indicative)* 

	Exhibit 2 *–Terminal 2 proposed Duty Free Commercial Units Scope (Indicative)* 
Key Deliverables	**1. Duty Free Refurbishment** The area of the Duty Free/ Retail in Terminal 2 is split into the several sub-areas as per below, with the total footprint of 2,700sqm: Area 1- 1,620sqm Area 2- 410sqm Area 3- 224sqm Area 4- 157sqm Area 5- 61sqm Area 6- 210sqm The works will include partial demolitions, shell and core, fit out and some of the areas will require M&E and HVAC works (est. 75sqm).
Primary Drivers	Enhanced passenger experience and increased revenue opportunity.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q4 2025	Q1 2028-Q4 2029	Q1 2030
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Terminal 2 IDL ARI Refurbishment			
	1	Design	€ 2.07	8%
	2	Management	€ 1.27	5%
	3	Construction	€ 15.90	60%
	4	Construction Inflation	€ 2.34	9%
	5	Contingency	€ 4.81	18%
		Element Total	**€ 26.39**	**100%**
		Project Total (Rounded)	**€ 26.39**	

Business Case Justification	Terminal 2 is due a refurbishment during CIP27. In addition to this, Pier 5 and the new CBP expansion, proposed in this CIP period, will impact the passenger route as well as the passenger profile. It is important for ARI to review its units in their entirety with the passenger flow and walkthrough in mind. It is also important for ARI to enhance its digital footprint, modernise its stores and increase passenger spend. This can be achieved through innovation, interactive and engaging touch points. ARI will seek to invite passengers into the stores, increase dwell time and maximise passenger average spend.

Business Case Metrics	EDITDA Impact	IRR	NPV	Pay Back Period
Terminal 2 IDL ARI Refurbishment	€8.51m	13.4%	€21.63m	7 years 3 months

4.10 Asset Management Projects for Consideration

Given the scale and complexity of managing a large and diverse campus like Dublin Airport, which encompasses numerous structures and assets of varying ages, there is a necessity for ongoing asset replacement, refurbishment, and upgrades.

Consequently, the Asset Management envelope addresses projects related to surface access, routine car park maintenance, terminals, piers, and airfields, along with their subsystems, as well as the utilities and services that support all these operations.

The Asset Management projects outlined in CIP27 are akin to those featured in previous CIPs, reflecting a cyclical nature. Significant projects include upgrading essential buildings to comply with the latest mandated sustainability and minimum energy performance standards, the continuous replacement and enhancement of systems and building structures and fabrics that are reaching the end of their life cycle, and the refurbishment and regularisation of apron pavement, airfield lighting and associated systems, some sections of which date back to before the 1960s.

The ultimate objective of the Asset Management envelope is to ensure the continuity of services and infrastructure for a 24-hour, 365-day-a-year operations, minimising downtime, and impacts on the movement of passengers, staff, and aircraft.

Exhibit 4.37 presents 29 projects, out of which one project is split into two elements, A and B, due to the difference in Regulatory Treatment. Four projects are proposed with StageGate treatment and for each project, a proposed asset lifespan has been specified for the purposes of determining the remuneration period. Exhibits 4.38, 4.39 and 4.40 presents a high-level delivery programme, outlining the indicative timeline for planning, design, construction, and target operational commencement.

Exhibit 4.37 – Asset Management Projects

Number	Project Title	Regulatory Treatment	Trigger Project	Asset Life Yr	Est Cost (millions)
Civil Projects					
CIP27.04.01A	Airfield Pavement Rehabilitation	StageGate	No	20-30	€166.48
CIP27.04.01B	Airfield Pavement Rehabilitation- Roads and Jointing	Flexible	No	20	€20.60
CIP27.04.02	Roads and Carparks	Flexible	No	15	€88.05
CIP27.04.03	Airfield Lighting, Control and Signage Upgrades	Flexible	No	10-40	€23.95
CIP27.04.04	Building Fabric Upgrade	Flexible	No	12	€33.59
CIP27.04.05	Airfield Maintenance Base Improvement Programme	Flexible	No	20	€30.08

CIP27.04.06	Airfield AGL Substation Improvement Programme	Flexible	No	15	€14.15
CIP27.04.07	Campus Buildings Critical Maintenance	Flexible	No	20	€3.26
CIP27.04.08	Piers and Terminals Critical Maintenance	Flexible	No	10	€4.68
CIP27.04.09	Asset Management Stores Consolidation	Flexible	No	15	€2.38
CIP27.04.10	Landside Gardening and Maintenance Consolidation	Flexible	No	25	€1.60
CIP27.04.11	Fire Risk Mitigation	Flexible	No	15	€14.99
CIP27.04.12	Surface Water and Foul	Flexible	No	15	€2.27
CIP27.04.13	Airport Light Fleet Replacements	Flexible	No	3-6	€9.37
CIP27.04.14	Airport Heavy Fleet and Equipment Replacement	Flexible	No	7-15	€19.98
M&E Projects					
CIP27.04.15	Airport Existing MV Network Upgrades	Flexible	No	5-25	€66.07
CIP27.04.16	Terminals and Piers Low Voltage (LV) Electrical Upgrade	Flexible	No	5-30	€22.53
CIP27.04.17	Primary Standby Power Generation Upgrade	StageGate	No	15	€30.89
CIP27.04.18	Small Energy Projects	Flexible	No	10-15	€12.59
CIP27.04.19	Campus Buildings M&E and Life Safety Systems	Flexible	No	10-20	€41.40
CIP27.04.20	Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades	Flexible	No	5-25	€31.77
CIP27.04.21	Lifts and Escalators Modernisation Programme	Flexible	No	10-25	€33.74
CIP27.04.22	Potable and Foul Water Upgrades	Flexible	No	15-30	€15.84
CIP27.04.23	Terminals and Piers M&E and Life Safety Systems	Flexible	No	5-15	€36.94
CIP27.04.24	Terminals and Piers HVAC Upgrade	Flexible	No	10-20	€18.86
CIP27.04.25	Asset Management Monitoring and Control Systems	Flexible	No	10	€7.29
CIP27.04.26	BHS Terminal 2 Critical Asset Re-Life Programme	StageGate	No	20	€69.55

CIP27.04.27	Baggage Handling System Efficiency and Resilience Upgrades	Flexible	No	20	€16.34
CIP27.04.28	Baggage Handling System Asset Replacements and Upgrades	StageGate	No	15	€57.21
Operational Projects					
CIP27.04.29	Terminal Operational Improvements	Flexible	No	10	€20.71
				Total Trigger Projects	€0
				Total Non Trigger Projects	€917.14
				Envelope Total	**€917.14**

Exhibit 4.38– Asset Management Civil High Level Delivery Programme

CIP No.	Project	Design / Planning / Precurement	Construction	Operational	2027	2028	2029	2030	2031	2032	2033	2034
Asset Management Civils												
CIP27.04.01A	Airfield Pavement Rehabilitation	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.01A	North Apron Rehabilitation	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.01A	Airfield Taxiway Rehabilitation	01-Jan-30	01-Jan-30	31-Dec-31								
CIP27.04.01A	Twy S Rehabilitation & AGL Upgrade	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.04.01A	Pavement Jointing	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.01B	Apron Roads Rehabilitation	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.01B	Southern Perimeter Road Upgrade	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.04.02	Long Term Holiday Blue Upgrades	02-Nov-27	01-Jan-30	01-Jan-32								
CIP27.04.02	Long Term Express Red Upgrades	02-Dec-29	01-Jan-31	01-Sep-31								
CIP27.04.02	MSCP Public Carparks Rehabilitation	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.02	Staff Carpark Rehabilitation	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.04.02	Internal Campus Roads Rehabilitation	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.02	Portmellick Road	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.04.02	Other Road Works	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.03	Airfield Lighting, Control & Signage AGL Circuit Renewal - Apron & Taxiway	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.03	Airfield Lighting, Control & Signage Rwy 10R28L Approach	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.03	Airfield Lighting, Control & Signage AGL Signage Upgrades	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.03	Airfield Lighting, Control & Signage Control & Monitoring Enhancements	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.03	Airfield Lighting, Control & Signage AVDGS System Obsolescene Replacement	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.03	Airfield Lighting, Control & Signage Substation Energy Efficiency Upgrades	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.04	Building Fabric Upgrades T2 VCC - Protective Coating Works	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.04	Building Fabric Upgrades T2 Airside Columns & Tie Rods	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.04	Building Fabric Upgrades Pier 4 Columns - Protective Coating Repairs	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.04	Building Fabric Upgrades T1 Pier 1 & Skybridge-Roof Replacement	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.04	Building Fabric UpgradesT1 Departures Road - Structural Canopy Upgrades	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.04	Building Fabric Upgrades T2 Departures & Arrivals Walkways	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.04	Building Fabric Upgrades T2 North Elevation Façade	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.04	Building Fabric Upgrades T1 X Protective Coating Repairs	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.04	Building Fabric Upgrades Pier 2 & 3 Roof Upgrade	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.05	Airfield Base Fleet Maintenance Facility	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.04.06	Substations - End of Life Mobile AGL Backup Generator Replacments	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.06	Substations - ALCMS Upgrade	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.06	Substations - Auxiliary Control System for Runway Stopbars	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.06	Substations - Sub A Reconfiguration	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.06	Substations - Building Management Systems (BMS) - Substations A, B, E & W	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.06	Substations - Uninterruptable Power Supply (UPS) – Substations A, E & W	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.07	Campus Building Critical Maintenance	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.08	Piers & Terminals Critical Maintenance	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.09	Asset Management Stores Consolidation	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.10	Landside Gardening & Maintenance Consolidation Project	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.11	Fire Risk Mitigation Fund	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.12	Surface & Foul Water	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.13	Light Fleet Repalcement	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.14	Heavy Fleet Replacment	01-Apr-27	01-Apr-27	31-Dec-31								

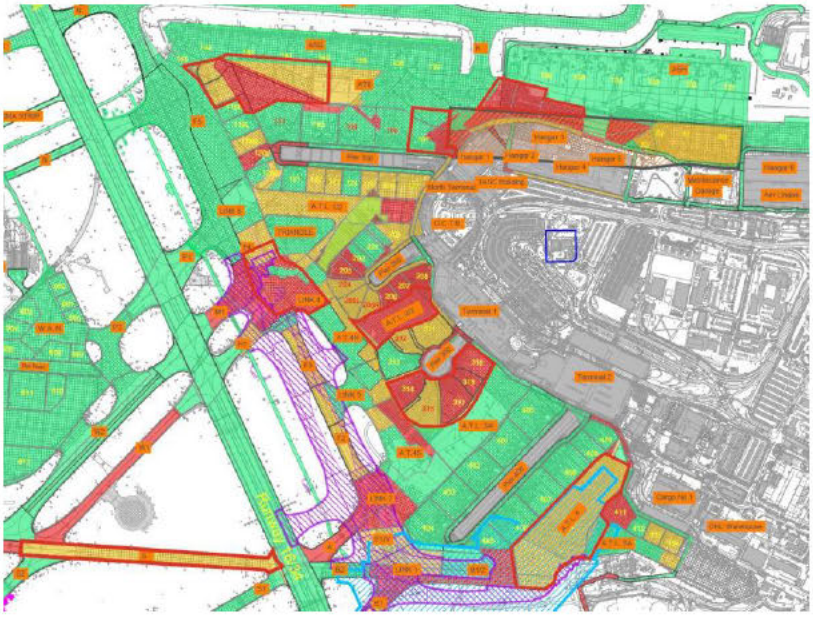
Exhibit 4.39 – Asset M&E High Level Delivery Programme

CIP No.	Project	Design / Planning / Precurement	Construction	Operational	2027	2028	2029	2030	2031	2032	2033	2034
Asset Management M&E												
CIP27.04.15	Airport Existing MV Network Upgrades	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.16	Terminals & Piers Low Voltage Upgrade	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.17	Primary St&by Power Generation Upgrade	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.18	Small Energy Projects	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.19	Campus Buildings M&E & Life Safety Systems	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.19	Airport Campus Buildings Mec, Elec & Life Safety (Minimal Intervention) IA Builidings	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.19	Airport Campus Buildings (Full M&E & HVAC Upgrade)	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.19	Airport Campus Buildings Mec, Elec & Life Safety (Core Life Extension)	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.19	T1 & T2 MSCP Electrical, LSS & Sprinkler	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.20	Airport Passenger Boarding Bridges (Pier 400)	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.20	Airport Passenger Boarding Bridges (Pier 300)	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.20	Airport Fixed Electrical Ground Power Core	01-Jul-29	01-Jul-29	31-Dec-31								
CIP 27.04.21	Terminals & Piers Lift & Escalators Core - T1	01-Jul-29	01-Jul-29	31-Dec-31								
CIP 27.04.21	Terminals & Piers Lift & Escalators Core - T2	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.22	Airport & Terminals Potable Water & Foul Water Core	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.23	Airport Terminals & Piers Life Safety Systems	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.24	Terminals & Piers HVAC Upgrade	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.25	Asset Management Monitoring & Control Systems	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.26	Baggage Handling System Terminal 2 Critical Asset Re-Life Programme	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.04.27	T1 & T2 BHS Optical Character Recognition	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.27	T1 8 bay 6 Bay Resilience Connection	01-Jul-29	01-Jul-29	31-Dec-31								
CIP27.04.27	T2 Additional Arrivals Carousel	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.28	T2 Departures & Arrivals OOG Lift Replacement	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.28	T2 Tilt Tray Sorter Obsolescence Upgrade	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.04.28	T2 Switchgear Obsolence in Critical BHS Controls equipment & Asset Monitoring	01-Apr-27	01-Apr-27	31-Dec-31								

Exhibit 4.40 – Asset Management Operations Level Delivery Programme

CIP No.	Project	Design / Planning / Precurement	Construction	Operational	2027	2028	2029	2030	2031	2032	2033	2034
Asset Management Operations												
CIP27.04.29	Terminal Operational Improvements	01-Apr-27	01-Apr-27	31-Dec-31								

CIP27.04.01A –Airfield Pavement Rehabilitation

Project	Airfield Pavement Rehabilitation
CIP Number	CIP.27.04.01A
Project Summary	Dublin Airport is implementing a structured airfield pavement rehabilitation programme to address aging infrastructure and maintain safe, efficient operations. This programme includes a series of coordinated projects targeting aprons and taxiways. The Apron Rehabilitation Programme covers the replacement of deteriorated pavement in key apron areas. Many of these pavements, constructed before the 1960s, are now in poor condition and pose risks such as Foreign Object Debris (FOD) and operational delays. Approximately 31,200 sqm of apron pavement will be rehabilitated between 2027 and 2032, prioritised based on condition assessments and operational importance. This project also includes the North Apron Rehabilitation, which targets pavement sections from Link 7 to Hangar 6, which has not been addressed in previous works with total area of 13,930sqm. This ensures continued safe operations for aircraft and service vehicles in this high-traffic zone. Additionally, failing drainage systems will be replaced, and pavement joints will be maintained on a rotating cycle to prevent water ingress and premature failure. The Taxiway Rehabilitation Programme focuses on the airport's primary taxiways, many of which were built between the 1940s and 1980s. These taxiways are essential for aircraft movement between runways, aprons, and stands. Several sections are in poor condition and require rehabilitation within the next seven years. The programme includes at least four primary taxiway areas, totalling 87,000sqm. This project also incorporates the Taxiway S Rehabilitation. Taxiway S has reached the end of its design life and will undergo full pavement reconstruction, drainage upgrades, and replacement of the airfield ground lighting (AGL) system. The Re-Jointing of Taxiway S (concrete section) will replace joints from S2 to Runway 16/34. This work is essential to preserve the structural integrity of the concrete pavement and ensure continued safe use. Rehabilitation methods across the programme include structural overlays and full-depth reconstruction, with attention to drainage, alignment, and subgrade conditions. ***Exhibit 1*** *–Airfield Pavement by RAG status* 

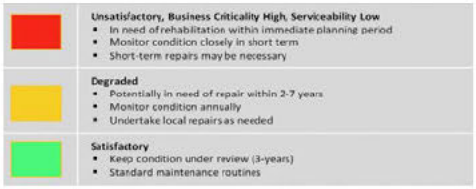


Exhibit 2 – *Scope of Apron Rehabilitation Programme*

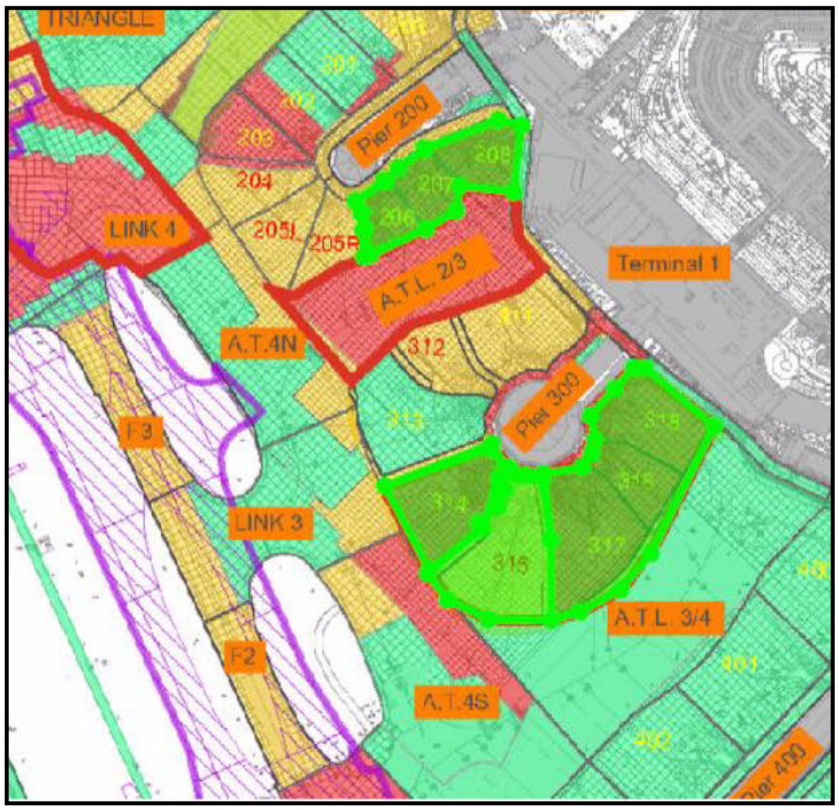


Exhibit 3 – *Scope of North Apron Rehabilitation Programme*

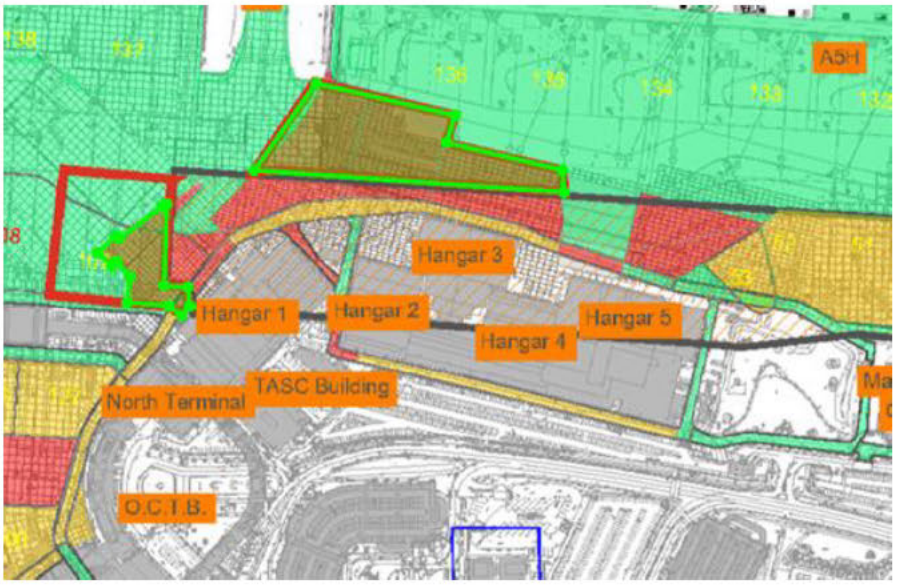


Exhibit 4 – *Scope of Airfield Taxiway Rehabilitation Programme*

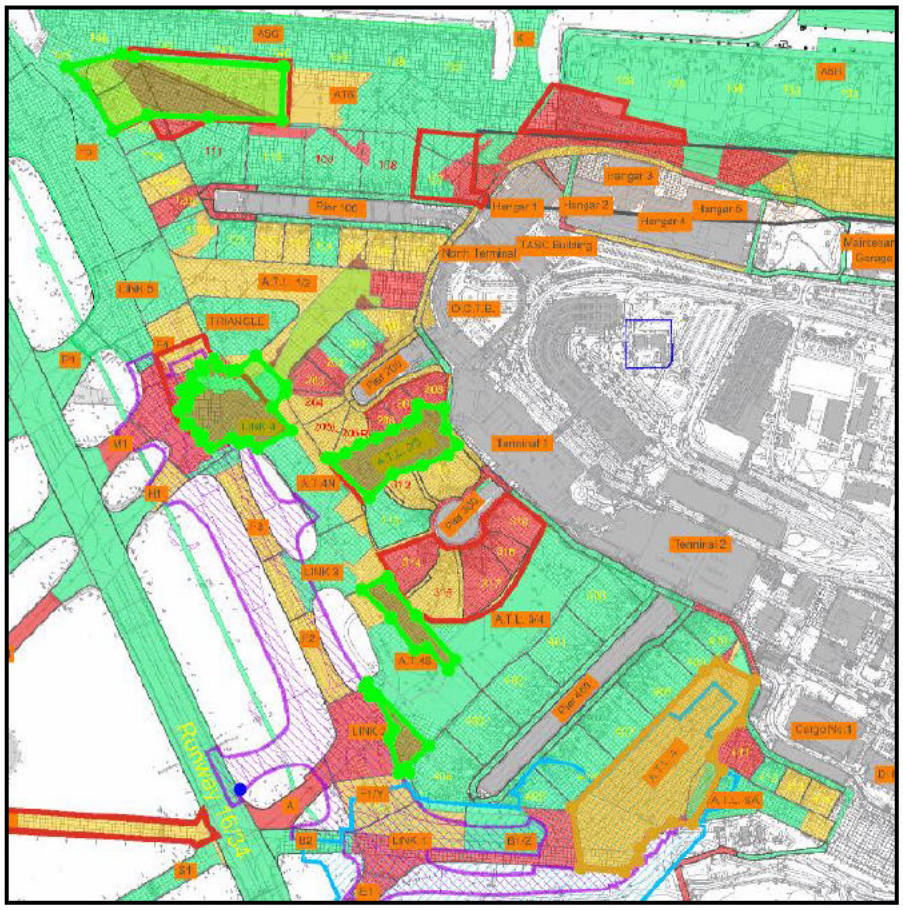
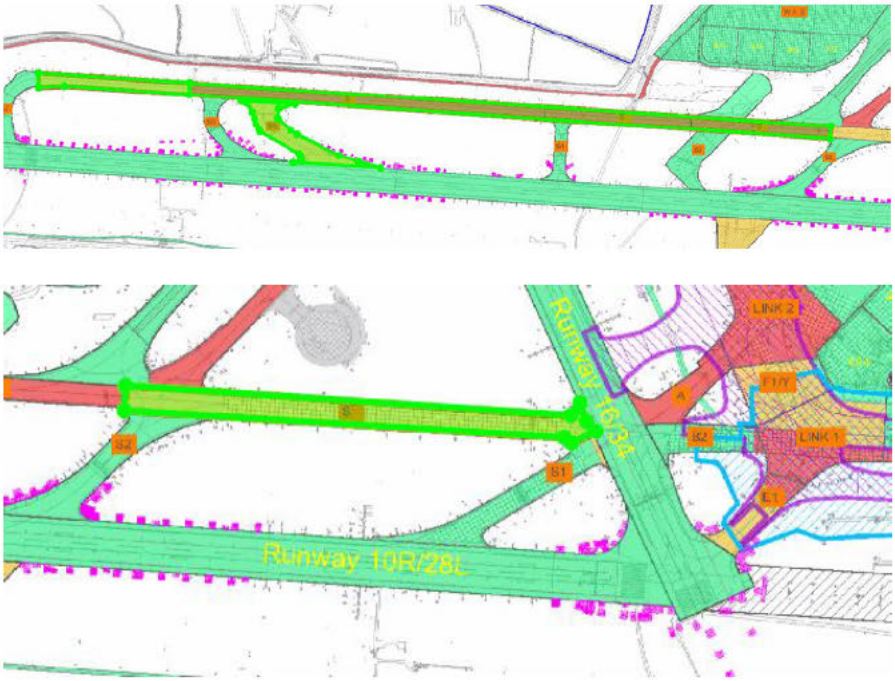


Exhibit 5 – *Scope of Taxiway S Rehabilitation*



Comparison with CIP2020

CIP2020 proposed the delivery of 123,000 square meters of airfield pavement rehabilitation, of which 80,500 square meters have been delivered to date, with one year left (2026) to complete the remainder. However, some elements will be delivered as part of the broader Critical Taxiway South and Airfield Underpass project, which is scheduled to commence in mid-2026.

CIP27 aims to deliver 219,370 square meters of additional pavement rehabilitation works across the airfield- apron and taxiways over the coming regulatory period. A separate project- CIP27.04.01B provides for additional 25,640 square meters of airfield roads rehabilitation, totalling to 245,010 square meters.

While this may seem extensive, half will be delivered efficiently in tandem with associated and adjacent larger capital airfield projects. The other half will be executed as standalone projects, many of which will be isolated from the main operation or can be delivered in manageable phases to minimise operational disruption. The table below presents the construction areas and the associated delivery strategy.

Ref	Locations	m^2	Delivered With
A	North Apron Rehabilitation Works	13,930	NAH
B	Rehabilitation of Taxiway S	87,800	Stand Alone
C	Apron Rehabilitation Programme	31,120	CTS/Underpass/NAH/SAH
D	Airfield Taxiway Rehabilitation Programme	86,520	CTS/Underpass
	Total	**219,370**	

Key Deliverables

1. Apron Rehabilitation Programme

- Objective: Replace deteriorated apron pavement.
- Condition: Pavement dates back to pre-1960s; multiple areas in poor condition.
- Risks: FOD, aircraft re-routing, congestion, safety hazards.
- Scope: 31,118 sqm of pavement to be rehabilitated (2027–2032).
- Additional Work: Replace failing drainage systems; maintain and replace pavement joints on a 7–10 year cycle.

2. Airfield Taxiway Rehabilitation Programme

- Objective: Rehabilitate critical taxiways.
- Condition: Built 1940s–1980s; some sections overlaid or extended; others in poor condition.
- Risks: Operational delays, inefficient aircraft movement.
- Scope: Minimum of four primary taxiway areas; 86,519 sqm total.
- Methods: Structural overlays, full reconstruction, drainage and alignment correction.

3. North Apron Rehabilitation (Areas not included in Apron 5H)

- Objective: Rehabilitate pavement from Link 7 to Hangar 6 and associated road network.
- Condition: End-of-life pavement.
- Purpose: Ensure safe aircraft and service vehicle operations near Apron 5H and hangars.
- Scope: Stand 107 (PQC) 2,856 sqm and ATL6 (Flexible), 11,074sqm, totalling to 13,930 sqm.

	4. Taxiway S Rehabilitation and AGL Upgrade • Objective: Full rehabilitation of Taxiway S. • Condition: End-of-life pavement, drainage, and AGL systems. • Scope: Pavement reconstruction (87,795sqm), drainage upgrades, AGL system replacement. **5. Re-Jointing of Taxiway S (Concrete Section)** • Objective: Replace joints in concrete section from S2 to Runway 16/34. • Purpose: Extend pavement life and maintain operational safety. • Scope: Concrete re-jointing, 3,900m total.
Primary Drivers	Improved safety, service reduced risk, reduced operating costs, reduced maintenance costs, regulatory necessity, regulatory compliance.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	Rigid Pavement 30 Years Flexible Pavement 20 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only, with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

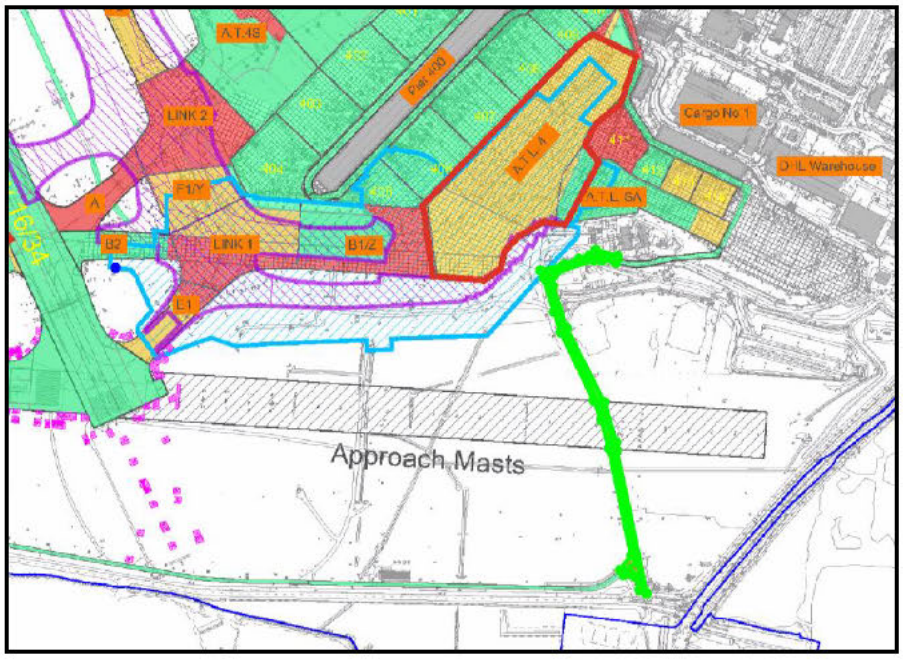
Level 1 Costs

Item	Description	Total (millions)	%
Apron Rehabilitation Programme			
1	Design	€ 0.85	4%
2	Management	€ 1.13	5%
3	Construction	€ 14.09	67%
4	Construction Inflation	€ 2.22	11%
5	Contingency	€ 2.81	13%
	Element Total	**€ 21.09**	**100%**
Airfield Taxiway Rehabilitation Programme			
1	Design	€ 3.35	4%
2	Management	€ 4.47	5%
3	Construction	€ 55.86	67%
4	Construction Inflation	€ 8.80	11%

	5	Contingency	€	11.14	13%
		Element Total	**€**	**83.62**	**100%**
	North Apron Rehabilitation (Areas not included in Apron 5H)				
	1	Design	€	0.53	4%
	2	Management	€	0.71	5%
	3	Construction	€	8.87	67%
	4	Construction Inflation	€	1.40	11%
	5	Contingency	€	1.77	13%
		Element Total	**€**	**13.28**	**100%**
	Taxiway S Rehabilitation and AGL Upgrade				
	1	Design	€	1.91	4%
	2	Management	€	2.55	5%
	3	Construction	€	31.91	67%
	4	Construction Inflation	€	5.03	11%
	5	Contingency	€	6.37	13%
		Element Total	**€**	**47.77**	**100%**
	Re-Jointing of Taxiway S (Concrete Section)				
	1	Design	€	0.03	4%
	2	Management	€	0.04	5%
	3	Construction	€	0.48	67%
	4	Construction Inflation	€	0.08	11%
	5	Contingency	€	0.10	13%
		Element Total	**€**	**0.72**	**100%**
		Project Total (Rounded)	**€**	**166.48**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 9.51m

CIP27.04.01B – Airfield Pavement Rehabilitation- Roads and Jointing

Project	**Airfield Pavement Rehabilitation- Roads and Jointing**
CIP Number	CIP.27.04.01B
Project Summary	Following on the Airfield Pavement Rehabilitation project- CIP.27.04.01A, Dublin Airport is implementing further rehabilitation programme to address the airfield roads and pavement joints, in order to maintain safe and efficient operations. The Apron Roads Rehabilitation Programme addresses the network of roads used by airport personnel and service vehicles. These roads, integrated into the apron layout and mostly built before 1960, are now failing. Their deterioration increases the risk of Foreign Object Debris (FOD) and disrupts apron operations. Approximately 8,850 sqm of roadway will be replaced between 2027 and 2032, based on condition reports and operational impact. The Southern Perimeter Road Rehabilitation project will upgrade the Southern Perimeter and Maintenance Facility access roads. Originally designed for light vehicles, these roads are now used by heavier maintenance and delivery vehicles. Built in the 1980s, the roads lack proper drainage and have suffered repeated failures. The project will rehabilitate the remaining 3 km of distressed roadway not addressed in the previous regulatory period (area of 16,790sqm). The Pavement Joint Rehabilitation Programme is a continuous maintenance effort to extend the life of airfield pavements. Pavement joints typically last around seven years and must be replaced regularly to prevent water ingress and structural damage. This programme will be implemented throughout the capital investment period with estimated 43,000m of jointing works. ***Exhibits 1 and 2*** *– Scope of Southern Perimeter Road Rehabilitation Works* 



Comparison with CIP2020

CIP2020 proposed the delivery of 123,000 square meters of airfield pavement rehabilitation, of which 80,500 square meters have been delivered to date, with one year remaining to complete the remainder. However, some elements will be delivered as part of the broader Critical Taxiway South and Airfield Underpass project, which is scheduled to commence in mid-2026.

This CIP27 project aims to deliver 25,640 square meters of airfield roads rehabilitation, in addition to the airfield pavement rehabilitation programme providing for 219,370 square meters, totalling to the 245,010 square meters, over the next regulatory period. The table below presents the construction areas and the associated delivery strategy.

Ref	Locations	m^2	Delivered With
A	Apron Roads Rehabilitation Programme	8,850	Underpass
B	Southern Perimeter Roads Rehabilitation	16,790	Stand Alone
	Total	25,640	

Key Deliverables

1. Apron Roads Rehabilitation Programme

- Objective: Rehabilitate apron roads used by ground vehicles.
- Condition: Constructed pre-1960; several areas at end-of-life.
- Risks: FOD, disruption to apron operations.
- Scope:8,850 sqm of apron roads to be replaced (2027–2032).
- Approach: Prioritised based on condition reports and operational impact.

2. Southern Perimeter Road Rehabilitation

- Objective: Upgrade Southern Perimeter and Maintenance Facility access roads.
- Condition: Built in 1980s; sections failed or heavily cracked; no drainage system.
- Risks: FOD, standing water, increased maintenance, operational disruption.
- Scope: 3 km of roadway to be upgraded, total area of 16,784sqm.
- Considerations: Increased HGV traffic, poor alignment, suboptimal design.

3. Pavement Joint Rehabilitation

- Objective: Maintain and replace pavement joints.
- Condition: Joint material lifespan ~7 years.
- Purpose: Prevent water ingress and early pavement failure.
- Scope: 43,000m.
- Plan: Ongoing joint replacement programme over CIP period.

Primary Drivers

Improved safety, service reduced risk, reduced operating costs, reduced maintenance costs, regulatory necessity, regulatory compliance.

Regulatory Treatment

Flexible

Trigger Project	No
Asset Life	Flexible Pavement 20 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only, with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Apron Roads Rehabilitation Programme			
1	Design	€ 0.16	4%
2	Management	€ 0.22	5%
3	Construction	€ 2.74	67%
4	Construction Inflation	€ 0.43	11%
5	Contingency	€ 0.55	13%
	Element Total	**€ 4.10**	**100%**
Southern Perimeter Road Rehabilitation			
1	Design	€ 0.34	4%
2	Management	€ 0.45	5%
3	Construction	€ 5.67	67%
4	Construction Inflation	€ 0.89	11%
5	Contingency	€ 1.13	13%
	Element Total	**€ 8.49**	**100%**
Pavement Jointing Rehabilitation			
1	Design	€ 0.32	4%
2	Management	€ 0.43	5%
3	Construction	€ 5.35	67%
4	Construction Inflation	€ 0.84	11%
5	Contingency	€ 1.07	13%
	Element Total	**€ 8.01**	**100%**
	Project Total (Rounded)	**€ 20.60**	

CIP27.04.02 – Roads and Carparks

Project	**Roads and Carparks**
CIP Number	CIP.27.04.02
Project Summary	Dublin Airport is undertaking a comprehensive infrastructure improvement initiative to address critical issues across its internal roadways, car parks, and associated facilities. This program is driven by the need to ensure safety, operational efficiency, and compliance with regulatory standards, while also enhancing the experience for staff, passengers, and commercial stakeholders. **North Parallel Road Rehabilitation** Once known as the North Parallel Road, this key route lies north of Runway 10/28 and connects the West Apron to the R122 roundabout. It is currently in a deteriorated state, with structural distress and settlement issues. With an AADT of 1,200 vehicles (including 50 HGVs), its condition poses a significant risk, especially as it serves as a primary access route to Security Gate 9 and supports traffic from DHL, FedEx, and ongoing infrastructure projects. Falling Weight Deflectometer testing in June 2024 revealed that the road has only one year of residual life left under current traffic loads. Immediate strengthening is essential to maintain safety and operational continuity. **Street Furniture and Safety Enhancements** The project also includes the replacement and upgrade of street furniture—such as road signs, guideposts, safety barriers, and manhole covers—to improve safety and compliance with the Department of Transport's 2019 Traffic Sign Manual. A proactive maintenance program will be developed to address trip hazards and ensure all infrastructure supports safe navigation for both public and airport staff. **Staff Car Park Improvements** Dublin Airport operates 12 staff car parks with a total of 2,827 spaces. While generally in fair condition, several car parks—such as the Silver Car Park—require resurfacing and drainage improvements. Enhancements will focus on surface quality, line marking, and layout optimisation to maximise space and improve user experience. **Public Car Park Upgrades** With 4,000 short-term and 18,600 long-term public parking spaces, car parks are a vital revenue stream and service for passengers. Customer feedback has highlighted dissatisfaction with gravel surfaces in long-term car parks, which hinder wheeled luggage and pose challenges for certain footwear. Planned works include: • Spine road improvements • Porous surface rehabilitation, kerb, light and shelter replacement in the Long-Term Red Car Park • Resurfacing and improvements to drainage in the Long Term Blue Car Park • Structural and surface sealing upgrades in multi-storey car parks These improvements aim to enhance customer satisfaction and maintain competitiveness. **Internal Campus Road Network Enhancements** The internal road network spans approximately 69 kilometres and supports access to terminals, hotels, commercial buildings, and transport hubs. While much of the network is in good condition, targeted upgrades are needed on roads like West Link, Corballis Road North, and T1

Departures Road. Footpath replacements will also be undertaken to eliminate trip hazards and improve pedestrian safety.

Additional Infrastructure Projects

- Traffic Light Junctions: Upgrades with fibreoptic connections and CCTV for improved traffic management.
- Road Signage Gantries: Structural maintenance to extend lifespan by 20 years.
- Trolley Return Corridor: Replacement of the east-end corridor roof in Terminal 1 baggage reclaim to prevent water ingress and improve safety. A similar solution may be applied to the west-end corridor.

Exhibit 1 *– Dublin Airport Campus, Roads and Car Parks*



Key Deliverables

1. Roadway Rehabilitation and Strengthening

- Full structural rehabilitation of North Parallel Road.
- Implementation of strengthening measures based on Falling Weight Deflectometer testing.
- Surface and sub-surface upgrades to extend road life and ensure safety.

2. Street Furniture and Safety Infrastructure Upgrades

- Replacement and upgrade of road signs, guideposts, barriers, lighting, and utility poles.
- Elimination of trip hazards through improved manhole covers and gully maintenance.
- Compliance with the Department of Transport's Traffic Sign Manual (2019).

3. Staff Car Park Improvements

- Resurfacing and drainage upgrades in staff car parks, especially the Silver Car Park.
- Reconfiguration of layouts to optimise space and improve access.
- Enhanced line marking and surface quality for better usability.

	4. Public Car Park Enhancements • Spine road improvements across all surface-level car parks. • Structural and surface sealing works in multi-storey car parks (MSCPs). • Customer-focused upgrades to improve accessibility and satisfaction. • Porous surface replacement in Long Term Red Car Par to include upgrade of general parking areas, road surface, kerbing, drainage, signage, road marking and street lighting. Replace existing entrance portal with new modern equivalent including LED and digital displace capabilities. Upgrade and replace existing shelters to a larger, modern and sustainable equivalent to include provision for weather proofing, solar panels with instant digital information. Enlarge existing and increase the number of PRM car parking across all car parks to meet and improve accessibility provision • Provide for the re-pavement of the Long-Term Blue Carpark roads, with est. new pavement size of 96,000 sqm. These works will further include new road markings and drainage and attenuation system, to resolve current flooding issues to designated area of the car park **5. Internal Campus Road Network Upgrades** • Targeted improvements to West Link Road, Corballis Road North, and T1 Departures Road. • Replacement and upgrade of footpaths to reduce trip hazards and improve pedestrian safety. **6. Traffic Management System Enhancements** • Upgrade of internal traffic light junctions with fibreoptic connectivity and CCTV integration. • Modernisation of road signage gantries to ensure structural integrity and extend asset life. **7. Trolley Return Corridor Refurbishment_** • Construction of a watertight structure for the T1 baggage reclaim trolley corridor. • Installation of drainage channels to prevent water ponding and improve safety.
Primary Drivers	Safety and Regulatory Compliance, Operational Continuity, Customer Experience
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2027	Q1 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	Item	Description	Total (millions)	%
	Staff Carpark Rehabilitation			
	1	Design	€ 0.12	4%
	2	Management	€ 0.13	4%
	3	Construction	€ 2.14	71%
	4	Construction Inflation	€ 0.33	11%
	5	Contingency	€ 0.30	10%
		Element Total	**€ 3.02**	**100%**
	Public Carparks Rehabilitation			
	1	Design	€ 3.26	4%
	2	Management	€ 3.39	4%
	3	Construction	€ 54.32	71%
	4	Construction Inflation	€ 8.42	11%
	5	Contingency	€ 7.62	10%
		Element Total	**€ 77.01**	**100%**
	Internal Campus Roads Rehabilitation			
	1	Design	€ 0.12	4%
	2	Management	€ 0.12	4%
	3	Construction	€ 1.97	71%
	4	Construction Inflation	€ 0.30	11%
	5	Contingency	€ 0.28	10%
		Element Total	**€ 2.79**	**100%**
	Portmellick Road			
	1	Design	€ 0.15	4%
	2	Management	€ 0.15	4%
	3	Construction	€ 2.43	71%
	4	Construction Inflation	€ 0.38	11%
	5	Contingency	€ 0.34	10%
		Element Total	**€ 3.45**	**100%**
	Other			
	1	Design	€ 0.08	4%
	2	Management	€ 0.08	4%
	3	Construction	€ 1.25	71%
	4	Construction Inflation	€ 0.19	11%
	5	Contingency	€ 0.18	10%
		Element Total	**€ 1.78**	**100%**
		Project Total (Rounded)	**€ 88.05**	

CIP27.04.03 – Airfield Lighting, Control and Signage Upgrades

Project	**Airfield Lighting, Control and Signage Upgrades**
CIP Number	CIP.27.04.03
Project Summary	The Airfield Lighting, Control and Signage Upgrades project is a strategic infrastructure programme focused on enhancing and upgrading the airport's critical airfield systems. It targets the replacement and improvement of ageing Airfield Ground Lighting (AGL), signage, and control infrastructure to ensure continued operational safety, efficiency, and resilience. The project addresses long-standing issues such as outdated circuits, obsolete equipment, and limited backup capabilities. It includes the renewal of lighting systems on aprons, taxiways, and runways; upgrades to signage and docking guidance systems; expansion of intelligent lighting controls; and improvements to power resilience through generator and UPS enhancements. Sustainability is also a key focus, with plans to integrate solar energy and explore super capacitor technology. This programme is essential to maintaining regulatory compliance, energy efficiency, and future readiness, ensuring the airfield remains safe, reliable, and adaptable to evolving operational demands. **Strategic Outcomes** • Enhanced operational safety and compliance with ICAO/EASA standards. • Improved system reliability, maintainability, and energy efficiency. • Increased resilience to power disruptions. • Reduced carbon emissions and operational costs. • Infrastructure readiness for future airfield expansion and digital transformation. ***Exhibit 1*** *– AGL Lighting* 

Key Deliverables	**1. AGL Circuit Renewal – Apron and Taxiways** Replacement of legacy circuits (in service for over 30 years) with compliant, modern systems including: • Apron Edge (Cir 20-EAE1) **2. Taxiway S AGL System Integration** Consolidation of Taxiway B7, B6 and B5 into a unified control system: • Taxiway S/S7 C/L (B-WTC1 and 2) • Taxiway S/S7 Edge (12-WTE1) **3. Runway Lighting Infrastructure** • Runway 28L: Rewiring of high intensity and supplementary approach circuits; replacement of 35-year-old masts. • Runway 10R: Replacement of obsolete approach masts (installed in 1988); upgrade of 220V Runway Guard Lights to 6.6A CCR-driven systems. **4. Signage Systems Modernisation** • Replacement of fluorescent and first-generation signage units with LED-based systems. • Upgrade of Stand Indicator Signs (currently a mix of LED and fluorescent) in difficult-to-access locations, particularly Pier 1. **5. Control and Monitoring Enhancements** • Expansion of the Individual Lighting Control and Monitoring System (ILCMS) for improved control of apron lighting. **6. Docking Guidance System (AVDGS) Replacement** • Decommissioning of approximately 60 obsolete ADB Safegate T1/T2 units and replacements. • Migration to the ADB Safegate X platform to ensure long-term support and integration. **7. Sustainability and Energy Efficiency** • Installation of solar photovoltaic systems on substation rooftops to reduce grid dependency. • Feasibility study into super capacitor technology as an alternative or supplement to UPS systems for short-duration backup (≤15 seconds). **8. Infrastructure Capacity Planning** • Addressing spatial constraints in Substations E and W to accommodate future CCR and UPS installations. • Consideration for dedicated COMMS rooms and CCR bays in future substation extensions.
Primary Drivers	Safety and compliance, operational efficiency, reliability and reliance, obsolescence management.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	Runway 10R/28L Approach Mast Lighting- 40 Years AGL Circuit (Apron and Taxiway)- 30 Years

	AVDGS System- 15-20 Years Substation Upgrades- 15 Years AGL Signage- 10 -15 Years Control and Monitoring- 10 Years

Delivery Programme	Planning	Construction	Operational
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
AGL Circuit Renewal - Apron and Taxiway			
1	Design	€ 0.02	6%
2	Management	€ 0.01	5%
3	Construction	€ 0.18	68%
4	Construction Inflation	€ 0.03	11%
5	Contingency	€ 0.03	10%
	Element Total	**€ 0.27**	**100%**
Runway 10R/28L Approach Mast Lighting Upgrade			
1	Design	€ 0.50	6%
2	Management	€ 0.37	5%
3	Construction	€ 5.47	68%
4	Construction Inflation	€ 0.88	11%
5	Contingency	€ 0.79	10%
	Element Total	**€ 8.02**	**100%**
AGL Signage Upgrades			
1	Design	€ 0.02	6%
2	Management	€ 0.01	5%
3	Construction	€ 0.20	68%
4	Construction Inflation	€ 0.03	11%
5	Contingency	€ 0.03	10%
	Element Total	**€ 0.29**	**100%**
Control and Monitoring Enhancements			
1	Design	€ 0.39	6%
2	Management	€ 0.29	5%
3	Construction	€ 4.19	68%
4	Construction Inflation	€ 0.67	11%

	5	Contingency	€ 0.61	10%
		Element Total	**€ 6.15**	**100%**
	AVDGS System Obsolescence Replacement			
	1	Design	€ 0.51	6%
	2	Management	€ 0.38	5%
	3	Construction	€ 5.55	68%
	4	Construction Inflation	€ 0.89	11%
	5	Contingency	€ 0.81	10%
		Element Total	**€ 8.14**	**100%**
	Substation Energy Efficiency Upgrades			
	1	Design	€ 0.07	6%
	2	Management	€ 0.05	5%
	3	Construction	€ 0.74	68%
	4	Construction Inflation	€ 0.12	11%
	5	Contingency	€ 0.11	10%
		Element Total	**€ 1.08**	**100%**
		Project Total (Rounded)	**€ 23.95**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.35m

CIP27.04.04 – Building Fabric Upgrade

Project	Building Fabric Upgrade
CIP Number	CIP.27.04.04
Project Summary	Dublin Airport is undertaking a coordinated program of building fabric upgrades to address aging infrastructure and extend the life of key structural elements across Terminals 1 and 2. These works are necessary due to the natural wear and tear of materials over time, as well as the use of coatings and construction methods that were not always suited to the airport's external environment. A major focus of the program is the repair and protection of exposed steel structures. In several locations—including the Terminal 2 VCC, Terminal 2 Car Park Link Building, Terminal 2 Airside Columns and Tie-Rods, and Pier 4 Columns—steel elements are showing signs of corrosion and coating failure. In many cases, this is due to condensation forming on cold steel surfaces, or the use of intumescent coatings that were never intended for outdoor use. These issues have led to premature deterioration and increased maintenance needs. To address this, the airport will apply new protective coatings that are specifically designed for external environments. These coatings are expected to provide between 7 and 25 years of protection, depending on the location and level of exposure. Where full access to structural elements is limited, repair-based solutions will be used to extend the life of the existing materials. This approach will restore the integrity of the steelwork, reduce future maintenance costs, and ensure the continued safety and reliability of these critical structures. In addition to the steel repairs, the Terminal 1 Pier 1 and Skybridge Roof Upgrade is a key part of the program. The roof, now over 20 years old, has reached the end of its serviceable life. It is prone to leaks, which have caused internal damage and created safety risks. A full roof replacement will eliminate these issues, protect the structure below, and improve the overall condition of one of the airport's most prominent architectural features. As part of the ongoing programme to enhance infrastructure resilience and operational safety, this project addresses the recurring failure of façade panels on the northern gable of the Terminal 2 building. Triggered by the most recent incident during Storm Eowyn, the project responds to critical safety concerns, particularly the risk posed to roads and pedestrian footpaths directly beneath the affected elevation. The project will be delivered in two phases. The first involves a technical investigation to review the original façade design, assess construction modifications, and conduct a detailed wind analysis. This phase aims to identify the root causes of the failures and recommend appropriate mitigation strategies. The second phase will implement the recommended solutions, which may include panel redesign, structural reinforcement, and wind mitigation measures to ensure long-term safety and compliance. Finally, the canopies outside Terminals 1 and 2 are also being refurbished. These structures are experiencing significant corrosion and require upgrades to ensure they remain safe and functional for the next 20 years. Together, these projects represent a proactive investment in the airport's infrastructure. By addressing current issues and applying long-lasting solutions, Dublin Airport is ensuring a safer, more efficient, and more sustainable environment for passengers, staff, and operations.

Exhibit 1 *– Example of corrosion protection failure to Terminal 2 Structure*



Exhibit 2 *– Terminal 1 Canopy*



Key Deliverables

1. Protective Coating Application – Terminal 2 VCC and Car Park Link Building

- Removal of failed intumescent coatings.
- Application of Coating System 2 to columns.
- Application of Coating System 3 to roof beams and bracing.
- Achieve life to first maintenance of 25+ years (columns) and 7–12 years (roof elements).

2. Protective Coating Repairs – Terminal 2 Airside Columns and Tie-Rods

- Removal and replacement of incorrect coatings.
- Application of Coating System 2 to columns and tie-rods.
- Application of Coating System 3 at tie-rod connections.
- Sealant installation or repair at tie-rod covers.
- Life to first maintenance of 25+ years (main elements) and 7–12 years (connections).

3. Protective Coating Repairs – Pier 4 Columns

- Removal of failed topcoat.
- Touch-up of existing primer where needed.
- Application of new topcoat using Coating System 3.
- Life to first maintenance of 7–12 years.

4. Roof Replacement – Terminal 1 Pier 1 and Skybridge

- Full removal of existing single-ply membrane roof.
- Installation of new roof system with improved durability.
- Elimination of leaks and internal water damage.

	• Improved safety and reduced maintenance. **5. Structural Canopy Upgrades – Terminal 1 Departures Road** • Repair and reinforcement of corroded canopy structure. • Application of protective coatings. • Extension of structural life by 20 years. **6. Structural Canopy Upgrades – Terminal 2 Departures and Arrivals Walkways** • Repair and reinforcement of corroded canopy structures. • Application of protective coatings. • Extension of structural life by 20 years. **7. Terminal 2 North Elevation Façade** Phase 1: Technical Investigation and Desktop Study • Comprehensive review of original façade design, glazing specifications, and fixing details. • Assessment of compliance with current design standards. • Evaluation of construction-phase modifications, including repeated panel removals. • Durability and failure mode analysis, supported by literature and incident reviews. • Site-specific wind analysis, accounting for the impact of the adjacent BCB building. • Technical report detailing root cause findings and high-level mitigation recommendations. Phase 2: Implementation of Recommended Solutions • Design and specification of remedial works (e.g. panel redesign, fixing enhancements). • Structural and/or wind mitigation measures as required. • Costed recommendations and implementation plan. **8. Terminal 1 X Protective Coating Repairs** • Removal and replacement of incorrect coatings. • Application of Coating System 2 to columns and tie-rods. • Application of Coating System 3 at tie-rod connections. • Sealant installation or repair at tie-rod covers. • Life to first maintenance of 25+ years (main elements) and 7–12 years (connections).
Primary Drivers	Safety, extension of asset life.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	12 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		

Planning Approval	Planning not applicable.				
Cost Certainty	Class 4				
Level 1 Costs	**Item**	**Description**		**Total (millions)**	**%**
	T2 VCC - Protective Coating Works				
	1	Design	€	0.19	5%
	2	Management	€	0.18	5%
	3	Construction	€	2.29	66%
	4	Construction Inflation	€	0.37	11%
	5	Contingency	€	0.46	13%
		Element Total	**€**	**3.49**	**100%**
	T2 Airside Columns and Tie Rods - Protective Coating Repairs				
	1	Design	€	0.09	5%
	2	Management	€	0.09	5%
	3	Construction	€	1.09	66%
	4	Construction Inflation	€	0.18	11%
	5	Contingency	€	0.22	13%
		Element Total	**€**	**1.66**	**100%**
	Pier 4 Columns - Protective Coating Repairs				
	1	Design	€	0.05	5%
	2	Management	€	0.05	5%
	3	Construction	€	0.62	66%
	4	Construction Inflation	€	0.10	11%
	5	Contingency	€	0.13	13%
		Element Total	**€**	**0.95**	**100%**
	T1 Pier 1 and Skybridge - Roof Replacement				
	1	Design	€	0.40	5%
	2	Management	€	0.40	5%
	3	Construction	€	4.98	66%
	4	Construction Inflation	€	0.80	11%
	5	Contingency	€	1.01	13%
		Element Total	**€**	**7.58**	**100%**
	T1 Departures Road - Structural Canopy Upgrades				
	1	Design	€	0.10	5%
	2	Management	€	0.10	5%
	3	Construction	€	1.26	66%
	4	Construction Inflation	€	0.20	11%
	5	Contingency	€	0.26	13%
		Element Total	**€**	**1.93**	**100%**
	T2 Departures and Arrivals Walkways - Structural Canopy Upgrades				

1	Design	€	0.13	5%
2	Management	€	0.13	5%
3	Construction	€	1.58	66%
4	Construction Inflation	€	0.25	11%
5	Contingency	€	0.32	13%
	Element Total	**€**	**2.40**	**100%**
T2 North Elevation Façade				
1	Design	€	0.59	5%
2	Management	€	0.59	5%
3	Construction	€	7.41	66%
4	Construction Inflation	€	1.19	11%
5	Contingency	€	1.50	13%
	Element Total	**€**	**11.28**	**100%**
T1 X Protective Coating Repairs				
1	Design	€	0.14	5%
2	Management	€	0.14	5%
3	Construction	€	1.69	66%
4	Construction Inflation	€	0.27	11%
5	Contingency	€	0.34	13%
	Element Total	**€**	**2.58**	**100%**
Pier 2 and 3 Roof Upgrade				
1	Design	€	0.09	5%
2	Management	€	0.09	5%
3	Construction	€	1.12	66%
4	Construction Inflation	€	0.18	11%
5	Contingency	€	0.23	13%
	Element Total	**€**	**1.71**	**100%**
	Project Total (Rounded)	**€**	**33.59**	

CIP27.04.05 – Airfield Maintenance Base Improvement Programme

Project	**Airfield Maintenance Base Improvement Programme**
CIP Number	CIP.27.04.05
Project Summary	The Airfield Maintenance Base Improvement Programme at Dublin Airport will deliver a modern, purpose-built facility to support the maintenance and servicing of the airport's entire vehicle fleet. This includes winter operations equipment, Fire and Rescue vehicles, and electric vehicles. The new workshop, approximately 1,800m², will feature advanced inspection pits, lifting ramps, integrated waste oil systems, and high-efficiency lighting. The design also allows for future expansion and potential third-party servicing. Operational efficiency is prioritised through drive-through service bays, dedicated areas for tyre replacement and waste management, and comprehensive utility integration. Staff welfare is enhanced with new canteen and rest areas, alongside office space for management and administration. Externally, the facility will provide secure dual access from airside and landside, perimeter parking with EV charging stations, and on-site refuelling infrastructure. Benefits: • Improved reliability and readiness of critical airport vehicles • Reduced operational and maintenance costs through efficient design and modern equipment • Enhanced safety and working conditions for staff • Future-proofed facility, adaptable to evolving business and regulatory needs • Supports sustainability objectives with EV infrastructure and resource-efficient systems ***Exhibit 1**–Indicative Location of Maintenance Workshop* 

	Exhibit 2– *Typical Maintenance Workshop* 
Key Deliverables	**1. Workshop Capacity and Equipment** • Approx. Size 1,800m2 • Accommodation for full servicing of all fleet types. • Minimum of three full-length vehicle inspection pits with movable axle lifters. • Integrated waste oil draining and pumping stations. • Non-slip flooring and high-efficiency lighting. • Two 4.5-tonne lifting ramps and one 6-tonne four-post ramp with laser alignment system. • Equipment compliant with RSA CVRT standards to enable future designation as an airside test centre. **2. Operational Design** • Drive-through entry and exit points for all service bays. • Full utility integration including air, water, oil, and heating systems. • Dedicated zones for tyre replacement, waste management, and parts storage. **3. Support Facilities** • Staff welfare amenities including canteen and rest areas. • Managerial and administrative office spaces. **4. External Infrastructure** • Perimeter parking with electric vehicle (EV) charging stations. • On-site refuelling infrastructure for diesel and petrol, including underground storage tanks and distribution systems. **5. Access and Security:** • Dual access from both airside and landside. • Secure vehicle checkpoint and personnel access control.
Primary Drivers	Service, reduced risk, reduced operating cost, reduced maintenance cost
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	20 Years

Delivery Programme	Planning	Construction	Operational
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €80k – €90k per annum which comprises increased requirement for repair and maintenance, significant energy and water use and cleaning. A large development of this nature is likely to attract increased commercial rates included in this estimate.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Airfield Maintenance Base Improvement Programme			
	1	Design	€ 1.48	5%
	2	Management	€ 1.59	5%
	3	Construction	€ 19.84	66%
	4	Construction Inflation	€ 3.17	11%
	5	Contingency	€ 4.01	13%
		Element Total	**€ 30.08**	**100%**
		Project Total (Rounded)	**€ 30.08**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.21m

CIP27.04.06 – Airfield AGL Substation Improvement Programme

Project	**Airfield AGL Substation Improvement Programme**
CIP Number	CIP.27.04.06
Project Summary	The Airfield AGL Substation Improvement Programme is a comprehensive infrastructure upgrade initiative aimed at enhancing the performance, resilience, and operational integrity of the airfield's lighting and control systems. The programme addresses critical deficiencies in ageing infrastructure, introduces modern control technologies, and standardises systems across multiple substations to ensure compliance with current and future operational requirements. **Mobile AGL Backup Generators** As part of the programme, Sub A and B end-of-life generators will be replaced, together with one end-of-life mobile generator. These generators are essential for maintaining continuity of power supply to the Airfield Ground Lighting (AGL) systems during primary supply interruptions or scheduled maintenance, thereby ensuring uninterrupted airfield operations. **Power Resilience and Backup Systems** • Generator upgrades in Substations A and B (approaching end-of-life by 2028). • Replacement of a 21-year-old Volvo mobile generator; expansion of mobile generator fleet from 2 to 6 units. • Upgrade of UPS systems to support critical circuits requiring <1 second changeover. **ALCMS Upgrade – Substations A, E, and W** The Airfield Lighting Control and Monitoring System (ALCMS) panels in Substations A, E, and W are part of the original 2005 installation. These panels operate via multiwire control systems interfacing with Constant Current Regulators (CCRs) and are managed by Siemens S7-400 Series Programmable Logic Controllers (PLCs), which are now obsolete. The upgrade will involve replacing these with Siemens S7-1500 Series PLCs, offering enhanced processing capabilities, improved diagnostics, and compatibility with modern control architectures. **Auxiliary Control System for Runway Stopbars** To ensure operational continuity during software upgrades, a dedicated auxiliary control system will be developed for the main entry stopbars on active runways. This system will allow Asset Management to switch control seamlessly, maintaining stopbar functionality and ensuring compliance with safety-critical operational standards. **Substation A Reconfiguration** Substation A currently operates with a single CCR room and a single PLC managing all AGL circuits. In contrast, other substations utilise a dual-room, dual-PLC configuration, with circuit 1 and circuit 2 segregated for redundancy. The proposed reconfiguration of Substation A will align it with this standard, enhancing system resilience, fault tolerance, and maintainability. **Building Management Systems (BMS) – Substations A, B, E, and W** To standardise environmental and operational control across the airfield, Building Management Systems (BMS) will be introduced in Substations A, B, E, and W. This will bring them in line with the existing systems in Substations C, D, and T. Additionally, building alarm systems currently integrated into the ALCMS will be decoupled to reduce system load and improve scan times, thereby enhancing overall system performance and responsiveness.

Uninterruptible Power Supply (UPS) Systems – Substations A, E, and W

Substation A and Room 1 of Substation W currently lack UPS coverage. New UPS systems will be installed to ensure that stopbars and no-entry bars remain energised during power transitions, particularly during generator start-up. Furthermore, UPS capacity in Substations E and W will be increased to support runway edge and centreline lighting circuits. This enhancement will reduce the number of generators required during CAT III operations, improving energy efficiency and operational resilience.

This programme represents a critical investment in the airfield's infrastructure, ensuring that lighting and control systems are robust, future-ready, and capable of supporting safe and efficient operations under all conditions.

Exhibit 1– *AGL Controls Screen*



Key Deliverables

1. Replacement and Commissioning of Mobile AGL Backup Generators

- Three (3) end of life generators replaced

2. ALCMS System Upgrade in Substations A, E and W

- Removal of legacy ALCMS panels and Siemens S7-400 PLCs
- Installation and configuration of Siemens S7-1500 PLCs
- Integration with existing CCRs and control infrastructure

3. Development of Auxiliary Stopbar Control System

- Design and implementation of a parallel control system for main entry stopbars
- Integration with existing runway control systems
- Operational switch-over capability for use during software upgrades

4. Reconfiguration of Substation A

- Separation of CCRs into two rooms (Circuit 1 and Circuit 2)
- Installation of dual PLCs for redundancy and fault isolation
- Alignment with standard configuration used elsewhere on the airfield

	5. Installation of Building Management Systems (BMS) in Substations A, B, E and W • Deployment of BMS hardware and software • Integration with HVAC, power, and environment monitoring systems • Decoupling of building alarms from ALCMS to improve scan performance **6. UPS System Installation and Upgrade** • Installation of new UPS Systems in Substation A and Room 1 of Substation W • Upgrade of UPS capacity in Substations E and W to support runway edge and centreline circuits • Configuration for CAT III operational requirements (single generator dependency)
Primary Drivers	System resilience and redundancy, modernisation of obsolete infrastructure, operational continuity during upgrades, standardisation and efficiency
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
End of Life Mobile AGL Backup Generator Replacements			
1	Design	€ 0.11	6%
2	Management	€ 0.10	5%
3	Construction	€ 1.27	65%
4	Construction Inflation	€ 0.20	11%
5	Contingency	€ 0.26	13%
	Element Total	**€ 1.93**	**100%**
ALCMS Upgrade			
1	Design	€ 0.19	6%
2	Management	€ 0.18	5%
3	Construction	€ 2.25	65%
4	Construction Inflation	€ 0.36	11%
5	Contingency	€ 0.46	13%
	Element Total	**€ 3.44**	**100%**

Auxiliary Control System for Runway Stopbars				
1	Design	€	0.09	6%
2	Management	€	0.09	5%
3	Construction	€	1.13	65%
4	Construction Inflation	€	0.18	11%
5	Contingency	€	0.23	13%
	Element Total	**€**	**1.72**	**100%**
Sub A Reconfiguration (Fire Risk Mitigation)				
1	Design	€	0.32	6%
2	Management	€	0.31	5%
3	Construction	€	3.87	65%
4	Construction Inflation	€	0.62	11%
5	Contingency	€	0.79	13%
	Element Total	**€**	**5.91**	**100%**
Building Management Systems (BMS) - Substations A, B, E and W				
1	Design	€	0.04	6%
2	Management	€	0.03	5%
3	Construction	€	0.42	65%
4	Construction Inflation	€	0.07	11%
5	Contingency	€	0.09	13%
	Element Total	**€**	**0.64**	**100%**
Uninterruptable Power Supply (UPS) – Substations A, E and W				
1	Design	€	0.03	6%
2	Management	€	0.03	5%
3	Construction	€	0.33	65%
4	Construction Inflation	€	0.05	11%
5	Contingency	€	0.07	13%
	Element Total	**€**	**0.50**	**100%**
	Project Total (Rounded)	**€**	**14.15**	

CIP27.04.07 – Campus Buildings Critical Maintenance

Project	Campus Buildings Critical Maintenance
CIP Number	CIP.27.04.07
Project Summary	The Dublin Airport campus properties portfolio comprises 125 properties located throughout the Dublin Airport campus. These properties support a wide range of functions, including airport operations, individual tenants, and multi-tenant commercial activities. The campus is divided into 11 operational zones, including Corballis Park, South Apron, Eastlands, North Apron, Castlemoate, OCTB, Westlands, and Westpoint, and includes terminal buildings, multi-storey car parks, and various support facilities. The buildings within the portfolio were constructed between the 1960s and the present day, representing a diverse mix of architectural styles, construction methods, and material conditions. Many of these buildings are approaching or have exceeded the midpoint of their 50-year structural depreciation life. To ensure continued functionality and safety, the airport authority implements a structured asset management programme, which includes regular condition assessments, prioritised maintenance schedules, and targeted lifecycle interventions based on building age, usage, and criticality. The Campus Building Critical Maintenance project is focused on delivering essential structural and roof improvement works across selected properties within the campus. The key objectives are: • Reinforce and extend the structural integrity of ageing buildings. • Replace or upgrade roofing systems, which typically have a lifespan of 20–30 years. • Address building envelope issues to improve weather resistance and durability. • Implement supplementary safety works to ensure compliance with current building regulations and aviation safety standards. ***Exhibit 1***– *Roof Repairs*  
Key Deliverables	**1. Concrete Repair and Reinforcement** To address structural wear or corrosion. **2. Roof Membrane Replacement** Roof membrane replacement or overlay to prevent water ingress and extend roof life. **3. Cladding** Cladding resealing or replacement to improve thermal performance and weather protection.

	4. Window and Glazing Window and glazing upgrades to enhance energy efficiency and safety. **5. External works** External works such as drainage renewal, pavement resurfacing, and perimeter security enhancements.
Primary Drivers	Degrading asset, safety, reduced Opex.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	20 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2029	Q3 2029-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	**Description**	**Total (millions)**	**%**
Campus Buildings Critical Maintenance			
1	Design	€ 0.14	4%
2	Management	€ 0.14	4%
3	Construction	€ 2.30	71%
4	Construction Inflation	€ 0.36	11%
5	Contingency	€ 0.32	10%
	Element Total	**€ 3.26**	**100%**
	Project Total (Rounded)	**€ 3.26**	

CIP27.04.08 – Piers and Terminals Critical Maintenance

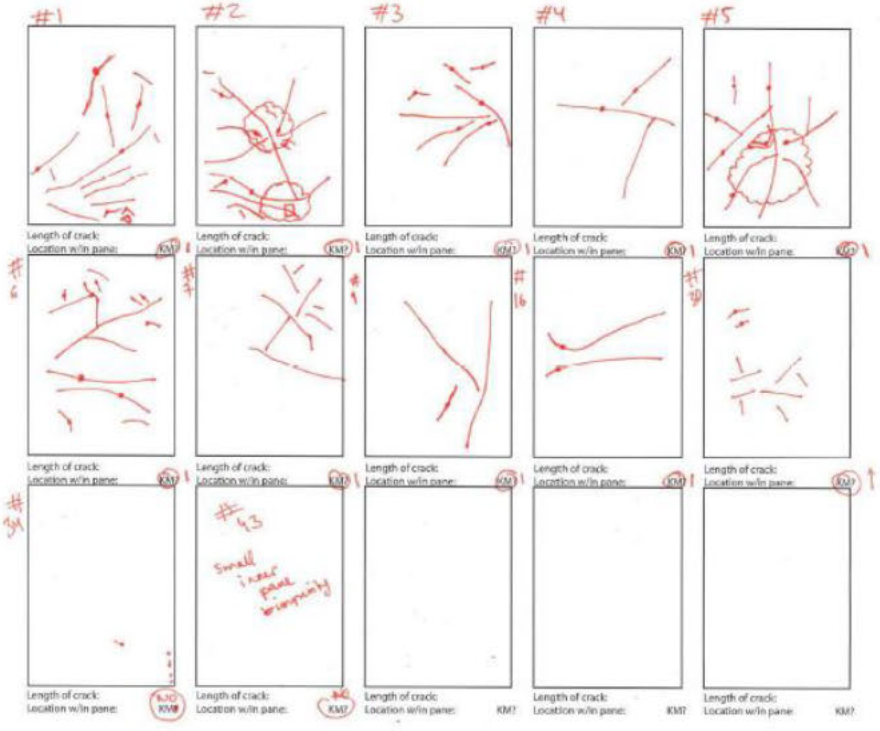
Project	**Piers and Terminals Critical Maintenance**
CIP Number	CIP.27.04.08
Project Summary	The Piers and Terminals Critical Maintenance project is focused on keeping Dublin Airport's terminals and piers safe, reliable, and fit for purpose. Terminal 1, now over 50 years old, and Terminal 2, which is more than 15 years old, both need ongoing investment to maintain standards and prevent disruption for passengers and staff. A key part of the project is the replacement of 89 cracked glazing panes on Pier 4 in Terminal 2. This work is necessary to address safety risks and maintain the appearance of the terminals. Across both terminals, 50 door sets will be replaced in public areas and back of house, helping to ensure security, accessibility, and smooth operation. Flooring renewal is also a major element, with around 3,500 sqm due for replacement. The works will focus on the Skybridge floor and other busy areas, reducing trip hazards and improving the overall look and feel of the terminals. Wall panelling in key circulation and operational zones will be upgraded to improve durability and maintain a professional finish. In addition to these main works, minor improvements will be carried out to the building fabric in back of house areas. These small repairs and upgrades will help keep staff-only spaces in good condition and support day-to-day airport operations. Overall, these maintenance works will help ensure the airport remains safe, efficient, and welcoming, while supporting the business needs and service standards expected at Dublin Airport. ***Exhibit 1***– *Hand Sketched Mark-up of Various Affected Panes* 

Exhibit 2– *Door Set Replacement Example*



Key Deliverables	**1. Replacement of Cracked Glazing** Replacement of 89 cracked glazing panes on Pier 4 in Terminal 2 to address safety risks and maintain the appearance of the terminal. **2. Door Set Replacements** Replacement of 50 door sets across both terminals, covering public areas and back of house, to improve security, accessibility, and operational reliability. **3. Flooring Renewal** Re-fresh of approximately 3,500 sqm of flooring, with a particular focus on the skybridge floor and other high-traffic areas, to reduce trip hazards and enhance the look and feel of the terminals. **4. Wall Panelling Upgrades** Upgrade of wall panelling in key circulation and operational zones to improve durability and maintain a professional finish. **5. Minor Back of House Building Fabric Improvements** Small repairs and upgrades in staff-only areas to keep the building fabric in good condition and support day-to-day operations. **6. Ad Hoc Repair and Maintenance Provision** A generic allowance for unplanned or reactive repairs and maintenance, enabling the project team to address unforeseen issues as they arise and ensure the continued safe and efficient operation of the terminals and piers.
Primary Drivers	Safety, Reliability, Passenger Experience
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	10 Years

Delivery Programme	Planning	Construction	Operational
	Q3 2029	Q3 2029-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Piers and Terminals Critical Maintenance			
	1	Design	€ 0.19	4%
	2	Management	€ 0.25	5%
	3	Construction	€ 3.13	67%
	4	Construction Inflation	€ 0.49	11%
	5	Contingency	€ 0.62	13%
		Element Total	**€ 4.68**	**100%**
		Project Total (Rounded)	**€ 4.68**	

CIP27.04.09 – Asset Management Stores Consolidation

Project	Asset Management Stores Consolidation
CIP Number	CIP.27.04.09
Project Summary	Dublin Airport currently operates with 34 separate asset storage locations distributed across its campus. This fragmented setup creates significant inefficiencies for the Asset Management team, including prolonged retrieval times, inconsistent inventory records, and increased risk of asset misplacement or loss. These issues directly impact maintenance workflows, reduce operational responsiveness, and increase overhead costs. To address these challenges, the airport is proposing the development of a centralised, purpose-built inventory store by constructing an extension to the existing Asset Management Landside Maintenance Base. This facility will consolidate all asset-related inventory into a single, secure location, equipped with modern inventory management systems such as RFID/barcode scanning, automated stock level monitoring, and full integration with the airport's Enterprise Asset Management (EAM) platform. The central store will enable: • Standardised inventory control, reducing duplication and improving accuracy in stock levels and usage tracking. • Real-time visibility of inventory through digital integration, supporting predictive maintenance and data-driven decision-making. • Improved operational efficiency, with reduced travel time between sites and faster access to critical parts. • Enhanced security and compliance, with controlled access, proper environmental conditions, and adherence to regulatory storage requirements. • Cost savings, by eliminating redundant stock, reducing manual handling, and streamlining inventory workflows. Designed with scalability in mind, the facility will support future expansion and integration of advanced technologies such as IoT-based asset tracking and automated replenishment systems. It will also align with Dublin Airport's broader strategic goals around infrastructure resilience, digital transformation, and operational excellence. By centralising inventory management, this project will significantly improve the performance of the Asset Management team, reduce maintenance delays, and enhance service delivery across the airport. It represents a strategic investment in efficiency, accuracy, and long-term operational capability.

Exhibit 1 *– Stores Extension Layout*

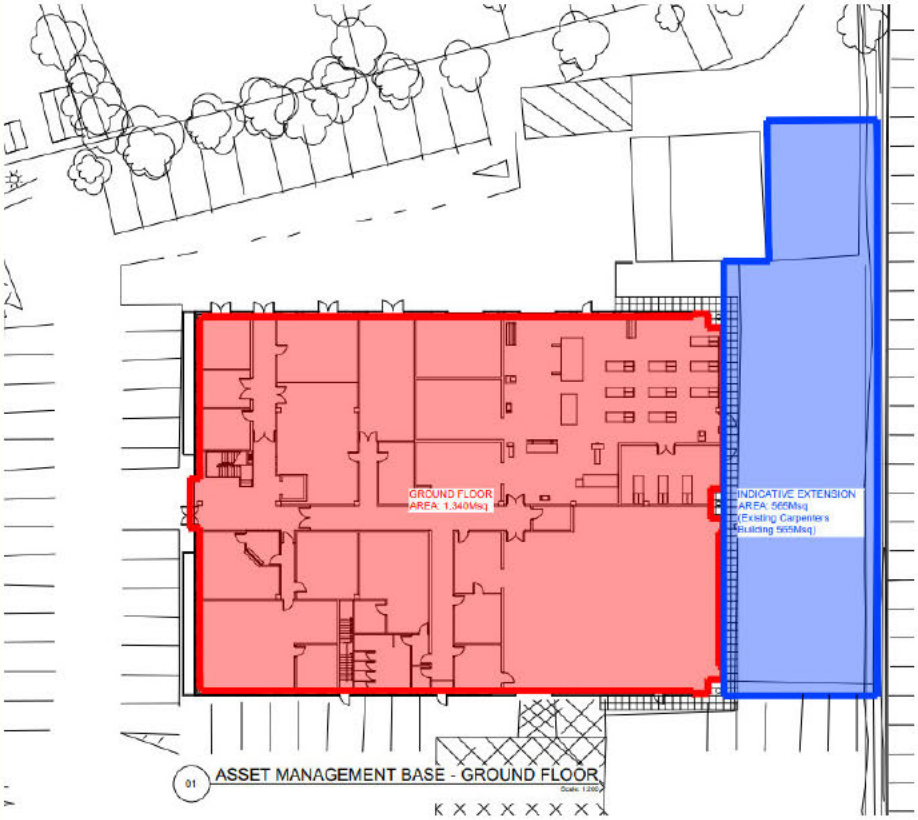


Exhibit 2*– Example of Stores Internal Layout*



Key Deliverables

1. Facility Extension Design and Construction

Development of architectural and engineering plans for the new store and a physical extension of 565sqm to the current maintenance base and integration of 2,300sqm of stores. This includes structural works, utilities, climate control, and secure access systems.

2. Technology Integration

Deployment of a digital inventory management system with RFID/barcode scanning, fully integrated with the airport's Enterprise Asset Management (EAM) platform for real-time stock visibility and control.

3. Inventory Consolidation

A full audit and phased migration of inventory from existing locations into the new central store, with decommissioning or repurposing of redundant storage areas.

	4. Operational Readiness Development of standard operating procedures (SOPs) and delivery of staff training to support the transition to the new facility and systems. **5. Security and Compliance** Installation of surveillance, access control, and environmental monitoring systems to meet safety and regulatory requirements. **6. Scalability and Futureproofing** The extension will be designed to accommodate future growth and integration of advanced technologies such as IoT-based asset tracking and automated replenishment. **7. Performance Monitoring Tools** Implementation of dashboards and analytics to track inventory accuracy, usage trends, and key performance indicators (KPIs).
Primary Drivers	Operational efficiency, inventory accuracy and control, cost reduction, future proofing for further growth
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2029	Q3 2029-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €40k - €60k per annum which comprises increased costs to operate and maintain a new asset monitoring system.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Stores Consolidation			
	1	Design	€ 0.16	7%
	2	Management	€ 0.10	4%
	3	Construction	€ 1.63	68%
	4	Construction Inflation	€ 0.26	11%
	5	Contingency	€ 0.24	10%
		Element Total	**€ 2.38**	**100%**
		Project Total (Rounded)	**€ 2.38**	

CIP27.04.10 - Landside Gardening and Maintenance Consolidation

Project	Landside Gardening and Maintenance Consolidation
CIP Number	CIP.27.04.10
Project Summary	This project involves the relocation and consolidation of all landside gardening operations to the existing Landside Roads Depot, creating a single, centralised base for staff, polytunnels, and machinery. The objective is to streamline operations, improve coordination, and make more efficient use of resources by bringing together functions currently spread across multiple sites. To support this transition, the project includes the design and construction of a new extension of 150sqm on each ground and first floor, totalling to 300sqm floor area, to the Landside Roads Depot. This extension will accommodate a purpose-built workshop and dedicated large spares storage areas currently based at the carpenter's facility. The upgraded depot will be configured to meet the operational needs of Asset Management, ensuring continuity of service and improved working conditions. In addition to the depot extension, the project will deliver new polytunnels, potting sheds, and a modern irrigation system to support horticultural activities. These new facilities will be designed to current standards, improving growing conditions, increasing productivity, and supporting year-round operations. The existing gardeners' base, which is heated by gas and has poor thermal performance, will be vacated. This move will reduce Dublin Airport's carbon footprint by shifting operations to a more energy-efficient facility and eliminating reliance on fossil fuel heating. A key strategic benefit of this relocation is the release of the current gardening site, which will be made available for the future expansion of DAC operations. This enables the organisation to unlock valuable land assets and support long-term growth without the need for additional land acquisition. In summary, this project delivers operational consolidation, enhanced horticultural infrastructure, and improved environmental performance. It supports service delivery, reduces carbon emissions, and positions the organisation for sustainable, future-focused development. ***Exhibit 1*** *– Existing Gardeners Bas and Landside Roads Depot* 

Exhibit 2 *– Proposed Extension Layout*



Key Deliverables	**1. Depot Extension** An extension of 150sqm on ground and first floor (300sqm of total area) with dedicated workshop and secure storage for large items will be provided and fit-out, together with the installation of new polytunnels, potting sheds, and a modern irrigation system. The project will also provide for full relocation of gardening staff, machinery, and materials. Existing gardeners' base will be decommissioned to release land for DAC expansion.
Primary Drivers	Service, reduced risk, reduced operating cost, reduced maintenance cost
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	25 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2029	Q3 2029-Q4 2031	Q1 2032

Opex Impact	The operational expenditure estimate includes assumptions regarding the activities that will be consolidated at the new location. The relocation and associated extension are expected to result in a modest increase in annual operational expenditure, estimated at approximately €20,000 per annum.
Planning Approval	Standard planning application.
Cost Certainty	Class 5

Level 1 Costs

Item	Description	Total (millions)	%
Landside Gardening and Maintenance Consolidation			
1	Design	€ 0.10	6%
2	Management	€ 0.07	4%
3	Construction	€ 1.10	69%
4	Construction Inflation	€ 0.18	11%
5	Contingency	€ 0.16	10%
	Element Total	**€ 1.60**	**100%**
	Project Total (Rounded)	**€ 1.60**	

CIP27.04.11 – Fire Risk Mitigation

Project	**Fire Risk Mitigation**
CIP Number	CIP.27.04.11
Project Summary	Terminal 1, comprising Piers 1 to 3 and Pier C, is a legacy structure over 50 years old, constructed prior to the introduction of the Building Control (Amendment) Regulations (BCAR). Its fire safety provisions were developed under historical regulatory frameworks and are embedded within base building Fire Safety Certificate (FSC) strategies that may no longer meet current standards or operational requirements. As the airport transitions to accommodate 40 million passengers per annum and continues to deliver major capital projects, there is a growing likelihood of encountering latent fire safety risks during construction and refurbishment works. These may include non-compliant compartmentation, inadequate fire stopping, outdated detection and suppression systems, and insufficient means of escape. To address these risks, it is proposed to establish a dedicated Fire Safety Risk Mitigation Fund. This fund will enable the timely identification, design, and resolution of fire safety issues as they arise, ensuring continued compliance and operational safety. ***Exhibit 1***– *Fire Protection to Stair Core at Crash Deck Level (Mix of Wall Systems Providing Inadequate Protection)* 
Key Deliverables	**1. Intrusive Fire Safety Surveys** Targeted investigations to identify concealed or undocumented fire safety deficiencies in legacy structures. **2. Fire Engineering Design and Consultation** Engagement of qualified fire engineers to assess identified risks and develop compliant, cost-effective remedial strategies. **3. Rectification and Upgrade Works** Implementation of physical interventions including fire stopping, compartmentation reinstatement, system upgrades, and egress improvements.

	4. Certification and Regulatory Update Preparation and submission of revised Fire Safety Certificates (FSCs) and supporting documentation to reflect completed works. **5. Risk-Based Prioritisation Framework** Development of a structured methodology to assess and prioritise interventions based on risk severity, regulatory impact, and operational criticality.
Primary Drivers	Regulatory compliance, risk management, safety.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2029	Q3 2029-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	**Description**	**Total (millions)**	**%**
Fire Risk Mitigation			
1	Design	€ 1.34	9%
2	Management	€ 0.67	5%
3	Construction	€ 11.16	74%
4	Construction Inflation	€ 1.82	12%
5	Contingency	€ 0	0%
	Element Total	**€ 14.99**	**100%**
	Project Total (Rounded)	**€ 14.99**	

CIP27.04.12 – Surface Water and Foul

Project	Surface Water and Foul
CIP Number	CIP.27.04.12
Project Summary	The Foul and Surface Water Infrastructure Upgrade Project at Dublin Airport is a critical initiative aimed at modernising ageing systems and ensuring long-term operational resilience and environmental compliance. **Foul Water Infrastructure** The foul sewer network at Dublin Airport consists of a series of small sewer pipes serving both terminals and all campus buildings. These feed into a 450mm collector sewer and a 900mm outfall sewer, which ultimately connects to the Local Authority-owned Swords Road branch sewer and then to the Dublin City Council North Fringe sewer. While the main collector and outfall sewers operate under gravity, the system is supported by five ejector stations and seventeen pumps to ensure complete conveyance. Additionally, the Cuckoo Stream Pollution Control Facility is connected to the outfall sewer, providing a safeguard against contaminated discharges from aircraft or pavement de-icing activities. **Surface Water Infrastructure** The surface water system is extensive, comprising approximately 35 kilometres of pipework, 4,000 gullies, over 1,600 manholes, French drains, and open channels. These elements discharge into one of four river catchments located on the airport campus. Before entering these natural watercourses, most surface water is treated through pollution control facilities, including 60 oil interceptors. Attenuation facilities are also in place to manage flow volumes, with the Airside Attenuation Facility offering 20,500 cubic metres of underground storage, and the Landside Attenuation Facility providing a combined capacity of 31,500 cubic metres across two tanks. Adjacent to the Airfield Attenuation Facility is the Cuckoo Stream Pollution Control Facility, which is connected to the foul sewer outfall. This ensures that surface water contaminated by aircraft or pavement de-icing does not enter the river catchments, thereby maintaining environmental integrity. The main deliverable of this project is the upgrade of end-of-life equipment within the pump stations. This includes the replacement of ageing pumps and ejector systems to restore reliability and efficiency across the foul water network. The project also includes for the upgrade end-of-life assets in the wider surface water network such as pen stocks and sluice valves and SCADA upgrades.

Exhibits 1 and 2 – *Water Repair Works*





Key Deliverables

1. Upgrade of End-of-life Equipment within Pump Stations

The main deliverable of this project is the upgrade of end-of-life equipment within the pump stations. This includes the replacement of ageing pumps and ejector systems that support the gravity-fed sewer system, ensuring continued reliability and operational efficiency, to restore reliability and efficiency across the foul water network.

	2. Surface Water Network Equipment and SCADA Upgrades The project also includes for the upgrade end-of-life assets in the wider surface water network such as road gullies, slot drains, French drains, open channels, manholes and upgrade to attenuation facilities, pumps, ejector systems and sluice valves and SCADA upgrades.
Primary Drivers	Upgrade of end-of-life assets, continued reliability and operational efficiency
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	**Description**	**Total (millions)**	**%**
Surface Water and Foul			
1	Design	€ 0.12	5%
2	Management	€ 0.12	5%
3	Construction	€ 1.49	66%
4	Construction Inflation	€ 0.24	11%
5	Contingency	€ 0.30	13%
	Element Total	**€ 2.27**	**100%**
	Project Total (Rounded)	**€ 2.27**	

CIP27.04.13 – Airport Light Fleet Replacements

Project	**Airport Light Fleet Replacements**
CIP Number	CIP.27.04.13
Project Summary	This project proposes to maintain operational mobility within the airport wide campus while complying with the Climate Action Plan, Clean Vehicles Directive and Dublin Airport's Decarbonisation Policy by provision of an effective Light Vehicle Fleet that meets the needs of the business, with only low emissions vehicles selected for the light fleet, where operationally viable. The Dublin Airport Light Vehicle Fleet comprises 143 road going vehicles with gross vehicle weights of less than 3,500kgs. The vehicles are used for the safe and efficient operation of the airport supporting such functions as Airport Police, Fire Service, Airport Search Unit (ASU), Airport Operations and Asset Management. The mobility of these functions across the airport through the provision of a reliable and sustainable light vehicle fleet is critical for the efficient, safe and secure operation of the airport. ***Exhibit 1*** *– Existing Light Fleet on the Apron*  All vehicles are maintained to the required road safety standard in accordance with best practice and are replaced when they have reached the end of their useful economic life. Life cycles vary from 3 to 6 years depending on operational use. Replacement vehicles are selected based on fitness for purpose, whole life cost efficiency and standardisation. Since 2021, the airport fleet has grown from 123 vehicles with the increase in aircraft movement and the need for greater ramp supervision as well as the extension of the Critical Part of Security Restricted Area (CPSRA) and infrastructure. The Light Fleet could continue to grow further to 153 vehicles between 2027 and 2032, to allow for the introduction of Apron 7, the north and south apron extensions and improvement of landside operational management.

	The planned provision of replacement and additional vehicles light vehicle fleets between 2027 and 2032 will be in accordance with a fleet optimisation plan as recommended by the specialist fleet managers. This plan optimises the number of vehicles in use as well as the vehicle type to ensure they are fit-for-purpose while complying with all sustainability directives. The Light Fleet LEV transition plan supports Dublin Airport's Decarbonisation Policy and prioritise the purchase of Low Emission Vehicles (LEVs) where possible. It also seeks to minimise the number of vehicles needed to meet EASA Standards and the Airport Licence while providing the foundation for efficient and effective airport operations.
Key Deliverables	**1. Light Fleet Replacement and Provision** Dublin Airport will replace all light fleet vehicles over the period to ensure operational continuity is maintained with zero-emission vehicles (ZEV) only, where operationally feasible. Additionally, Introduction of additional vehicles to bolster fleet in operation critical area will be included as part of this project.
Primary Drivers	Replacement of aging fleet, drive to NetZero, safety, reduced maintenance costs and reliability.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	3-6 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
Light Fleet and Equipment Replacement			
1	Design	€ 0	0%
2	Management	€ 0	0%
3	Construction	€ 9.37	100%
4	Construction Inflation	€ 0	0%
5	Contingency	€ 0	0%
	Element Total	**€ 9.37**	**100%**
	Project Total (Rounded)	**€ 9.37**	

CIP27.04.14 – Airport Heavy Fleet and Equipment Replacement

Project	**Airport Heavy Fleet and Equipment Replacement**
CIP Number	CIP.27.04.14
Project Summary	This project proposes to provide an efficient and effective Heavy Vehicle Fleet to meet the needs of the business and its operational readiness while complying with the Climate Action Plan, Clean Vehicles Directive and Dublin Airport's Decarbonisation Policy, in converting 15% of our heavy fleet to low emissions vehicles by 2030. Airport's Heavy Fleet Vehicles comprise of a broad mix of vehicles such as fire tenders, snow and ice equipment (snow ploughs, runway de-icers, snow blowers), airfield pavement sweepers, tractors and support equipment such as hoists, cargo loaders and forklifts. The provision of this equipment is essential for the safe and efficient operation of the airport, particularly airfield operations. Vehicles are maintained to the required road safety standard in accordance with best practice and are replaced when they have reached the end of their useful life. Vehicle are selected based on fitness for purpose, whole life cost efficiency and standardisation. Many of these vehicles, such as the Fire Tenders, are required to fulfil the requirements of the airport licence. The heavy fleet currently includes 73 vehicles, distributed between five work areas including Fire and Emergency, Snow and Ice Operations, Operational Cleaning, Airfield Maintenance, Landside Maintenance and Support. These sub-fleets have been examined in detail and an optimisation plan for the period 2027 – 2032 has been put in place considering the current and expected growth in demand and the introduction of new infrastructure such as the South Apron expansion and Apron 7. The Heavy Fleet Optimisation plan supports the Dublin Airport Decarbonisation policy and prioritise the purchase of Low Emission Vehicles (LEVs) where operationally viable. It also seeks to minimise the number of vehicles needed to meet EASA Standards and the Airport Licence while providing the foundation for efficient and effective airport operations. ***Exhibit 1*** *– Dublin Airport Snow and Ice Clearing Machinery* 
Key Deliverables	**1. Heavy Fleet Replacement** Replacement of aging and non-preforming assets for more sustainable and efficient vehicles, such as current diesel driven compact sweepers and fork-lifts with new zero emissions variants.
Primary Drivers	Safety and Operational Reliability
Regulatory Treatment	Flexible

Trigger Project	No
Asset Life	7 -15 Years

Delivery Programme	**Planning**		**Construction**	**Operational**	
	Q2 2027		Q2 2027-Q4 2031	Q1 2032	
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.				
Planning Approval	Planning not applicable.				
Cost Certainty	Class 5				
Level 1 Costs	**Item**	**Description**		**Total (millions)**	**%**
	Heavy Fleet and Equipment Replacement				
	1	Design		€ 0	0%
	2	Management		€ 0	0%
	3	Construction		€ 19.98	100%
	4	Construction Inflation		€ 0	0%
	5	Contingency		€ 0	0%
		Element Total		**€ 19.98**	**100%**
		Project Total (Rounded)		**€ 19.98**	

CIP27.04.15 – Airport Existing MV Network Upgrades

Project	**Airport Existing MV Network Upgrades**
CIP Number	CIP.27.04.15
Project Summary	This capital investment project is proposed to address significant end-of-life issues across the airport's Medium Voltage (MV) electrical network. Out of 54 substations, 36 have exceeded their expected operational life, with associated structural and systems degradation. The investment will enable the full renewal of electrical equipment and associated substation civil infrastructure, improving network resilience, capacity, compliance, and operational safety. The Asset Management Existing MV Network Upgrade focuses on renewing aging, end-of-life equipment across 36 substations to ensure safety, reliability, and regulatory compliance for current 24/7 airport operations. In contrast, the Airport Development MV/HV Network Expansion project is building a network to meet the projected future electrical "energy" demand, integrating new technologies, and supporting long-term growth and electrification. ***Exhibit 1*** *– Example of Modern MV Switchgear*  ***Exhibit 2*** *– End of Life Switchgear* 
Key Deliverables	**1. MV Switchgear Replacement** Full replacement of life-expired MV switchgear in 36 substations to modern, SF6-free and remote-operable units. Protection and control upgrades, standardise relays, interlocks, and SCADA interfaces for grid coordination, safety and load management. LV Panels and transformer renewal, replace aged LV switchboards and oil-filled transformers with dry-type equivalents where feasible.

2. Protection Relays and Controls Upgrades

Modernise obsolete relays, interlocks, and SCADA interfaces for grid coordination, safety and load management. SCADA and fibre integration. This upgrade will enable modern control, monitoring, and real-time diagnostics via upgraded fibre optic IT networks.

3. Civil Works

Refurbish floors, walls, roofs, and doors for structural integrity and fire/safety compliance.

4. Ventilation and Environmental Systems

Replacement of aged or non-compliant ventilation, sump pumps, heating, and flood detection equipment.

5. Earthing and Lightning Protection

Upgrade of substation earth systems and integration of surge/lightning protection.

6. Summary Table of Key Deliverables

54 No RMUS Replacements	This is the replacement of no longer supported Ring Main Units and primary MV switchgear some dating from 1992, with a large number dating from Mid 1990's to early 2000's . Replacement components are difficult to obtain, and 100% reliability is required.
20 No End of Life 10KV/400V Transformers Replacements	These transformers are dating from 1992 (35 years in service) with 10 dating from 2002 - while all are regularly inspected replacement components are no longer available. These will be replaced over the 5 years in a planned co-ordinated manner. (date align with RMU Replacement)
Circa 10KM of Cable replacements	A large amount of cable in the Campus and T1 network is end of life and requires replacement as they are paper insulated cabling. Although regularly tested these require replacement and in all cases, opportunity will be used to utilise excavations / other works in the area to do this if timescales align.
64 No 10KV / 400V Scada Integration's (new)	This project will bring IT connectivity to all existing MV Substations, providing SCADA integration as a deliverable of the switchgear replacement, enable switchgear control and remote monitoring beyond the current primary T1, T2, Campus and Dardistown primary MV locations.
54 No Substation Arch / Flooring Upgrades	This is local upgrade to all the substations aligned with the switchgear replacements repainting of floors, installation of modern ventilated steel doors, installation of access control, replacement of all floor insulation matting etc.

Primary Drivers	Reliability, resilience (end of life infrastructure) and capacity.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	MV/RMU Boards 20 - 25 Years Final Circuits and Cabling 15 - 25 Years Control Systems, Emergency Lighting, Monitoring and Controls 10 - 15 Years

Battery Systems 5 -10 Years

Delivery Programme	Planning	Construction	Operational
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Airport Existing MV Network Upgrades			
	1	Design	€ 4.59	7%
	2	Management	€ 1.84	3%
	3	Construction	€ 45.88	69%
	4	Construction Inflation	€ 7.23	11%
	5	Contingency	€ 6.54	10%
		Element Total	**€ 66.07**	**100%**
		Project Total (Rounded)	**€ 66.07**	

CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade

Project	**Terminals and Piers Low Voltage (LV) Electrical Upgrade**
CIP Number	CIP.27.04.16
Project Summary	This capital investment project addresses the critical need to modernise and replace life-expired Low Voltage (LV) electrical infrastructure across 30-year-old terminals and pier buildings. The main areas are Terminal 1 Energy Centre, Terminal 1 Basement, Pier 2 and Pier 2 Link, Pier 3 Link, Terminal 1 Suncity. The current systems are approaching or have exceeded their original design life, posing increasing operational, safety, and resilience risks. The modernisation will support compliance with statutory and safety standards, ensure readiness for future capacity requirements, improve energy efficiency, and reduce operational disruption risks. ***Exhibit 1***– *LV Sub Mains Distribution Boards*  
Key Deliverables	**1. LV Distribution Board Replacement** Replace aged and obsolete LV distribution boards (DBs) across terminal cores, PBB gates, plant rooms, and landside areas. **2. Final Circuit Upgrades** Replace deteriorated wiring and containment systems feeding lighting, HVAC controls, ICT, life safety systems, and specialist airport systems. **3. Power Quality Enhancement** Upgrade power factor correction and surge protection to mitigate risks to sensitive airport systems. **4. Energy Monitoring Systems** Install smart metering and sub-metering for load profiling, demand management, and energy performance monitoring. **5. Resilience and Redundancy Improvements** Reconfigure power zoning to introduce N+1 resilience to critical areas (security lanes, check-in, BHS zones).

	6. LED General Lighting Upgrade lighting circuits and fittings to modern LED systems with integrated emergency lighting and automatic test functionality.
Primary Drivers	Reliability, resilience, capacity.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	Final Circuits and Cabling 15 - 30 Years LV Boards 20 -25 Years Emergency Lighting, Monitoring and Controls 10 -15 Years UPS Systems 5 -10 Years (before next Capital Intervention)

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
Terminals and Piers Low Voltage (LV) Electrical Upgrade			
1	Design	€ 1.12	5%
2	Management	€ 0.64	3%
3	Construction	€ 16.07	71%
4	Construction Inflation	€ 2.46	11%
5	Contingency	€ 2.23	10%
	Element Total	**€ 22.53**	**100%**
	Project Total (Rounded)	**€ 22.53**	

CIP27.04.17 Primary Standby Power Generation Upgrade

Project	**Primary Standby Power Generation Upgrade**
CIP Number	CIP.27.04.17
Project Summary	The airport needs to significantly upgrade its on-site standby generation capacity to meet increasing resilience needs, grid vulnerabilities and support future electrification, and reduce reliance on grid power during peak demand periods. The current Generators are all "Standby" Rated. This project will upgrade the existing Generators to "Prime" increase capacity and introduce new Prime Generators to MV Rings that do not have any Standby Generation. Dublin Airport is proposing to provide a new 1no primary 15MVA with 7.5MVA for Terminal 1, 7.5MVA to landside and 7.5MVA to campus rings and extension of Terminal 2 generation capacity by addition of 1no 2.5MVA 3-phase generator. This project will deliver a smart, scalable, and low-carbon "Prime" generation system—combining conventional standby generation "Prime Rated" with renewable integration (e.g. solar PV), battery energy storage systems (BESS), and high-efficiency Combined Heat and Power (CHP). The upgraded system will ensure regulatory compliance, support critical operations during outages, and align with net-zero objectives. ***Exhibit 1*** *– Terminal 2 Generator Room Provision for 3rd Generator* 

	Exhibit 2 *— Example of Typical Prime Generator Site* 
Key Deliverables	**1. Terminal 1 and Landside MV Ring Upgrade at Sub 8 Prime Generation Facility.** The project will either require a full redevelopment of the existing Sub 8 compound (utilising the 3no 2.5MVA LV generators on the Terminal 1 Ring) and the provision of 2no 2.5MVA generations compounds to support T1 and Landside Consisting of 4 new 2.5MVa containerised generators (1 for T1 Rin g, 3 for the Landside Rings) and associated equipment to be installed alongside 2no existing generators which require refurbishment works to run as Prime generators. **2. Airfield AGL and Non-critical MV Loops Prime Generation Facility.** Prime generation which will consist of 3 new 2.5MVa containerised generators and associated equipment. **3. Terminal 2 Generator Upgrade and Capacity Increase.** Rebuild and revise the rating of the existing Terminal 2 generators to Prime rating and the installation of a new third Prime rated generator into the allocated internal space and existing electrical infrastructure in the Terminal 2 Energy Centre. this will provide a permanent 50MVA of On-site Generation with an ability to provide 7.5MVA for shorter peak durations.
Primary Drivers	Efficiency, resilience, reliability, capacity.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		

Cost Certainty	Class 5			
Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	T2 Standby Generation Upgrade to Prime			
	1	Design	€ 0.13	5%
	2	Management	€ 0.07	3%
	3	Construction	€ 1.79	71%
	4	Construction Inflation	€ 0.27	11%
	5	Contingency	€ 0.25	10%
		Element Total	**€ 2.51**	**100%**
	T1 and Landside Airport Power Generation (Standby and Primary) Upgrade			
	1	Design	€ 0.95	5%
	2	Management	€ 0.52	3%
	3	Construction	€ 13.06	71%
	4	Construction Inflation	€ 2.01	11%
	5	Contingency	€ 1.82	10%
		Element Total	**€ 18.35**	**100%**
	Airport Airside Power Generation (Standby and Primary) Upgrade			
	1	Design	€ 0.52	5%
	2	Management	€ 0.29	3%
	3	Construction	€ 7.13	71%
	4	Construction Inflation	€ 1.10	11%
	5	Contingency	€ 0.99	10%
		Element Total	**€ 10.03**	**100%**
		Project Total (Rounded)	**€ 30.89**	

CIP27.04.18 Small Energy Projects

Project	Small Energy Projects
CIP Number	CIP.27.04.18
Project Summary	This programme continues from the successful Airport Small Projects, approved in the previous regulatory period. Dublin Airport will upgrade the extensive Airport Energy Billing system and replace circa 4,500 revenue quality meters. This project will also deliver upgrade works to Combined Heat and Power (CHP) 4 in Terminal 2 and CHP units 1 and 2 in Terminal 1, roll out of Smart Building Energy Management to campus buildings to reduce energy used by lighting, air conditioning in buildings upgrade of 40no early generation EV chargers and others. This project is separate to the larger sustainability projects and Asset Management M&E Upgrades and is focussed on: • LED upgrades and automatic controls/daylight sensing • Electricity and water meters replacement and platform upgrade • CHP4 mid-life rebuild and CHP 2 and 3 rebuilds • Smart building controls for AC, lighting and heating across the campus buildings • Micro-grid developments and expansion • LEV charger upgrade and charging load management solution ***Exhibit 1***– *LED Upgrades in Car Parks*  ***Exhibit 2***– *Existing CHP3* 

Exhibit 3– *Architecture for Grid-Tied Microgrids*

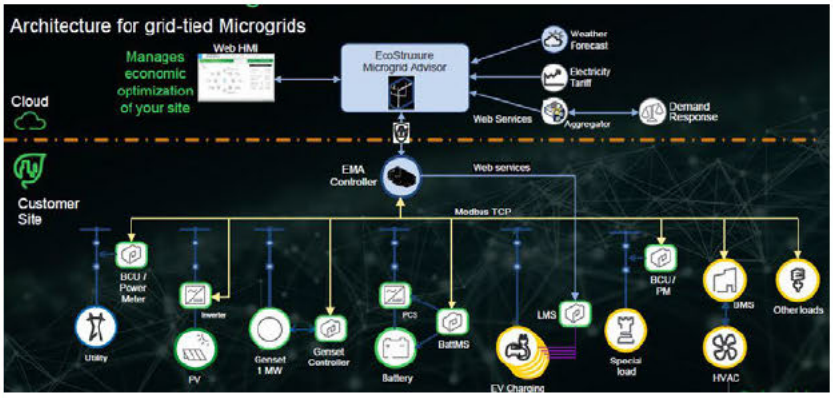


Exhibit 4–*Existing Dublin Airport Chargers*



Key Deliverables

1. Lighting

Dublin Airport is expecting to replace 8,000no general non bespoke general lights, including back of house and 3,000no bespoke lights during the regulatory period. Bespoke lighting are architectural fittings which require high level specialist access.

2. Energy Billing Metering and Platform Upgrade

This includes for 1,200no LV Electrical Meter upgrades and further 250no water meters upgrades.

3. Combined Heat and Power (CHP) Re-build

CHP 4 (3.8MW) will undergo a mid-life rebuild with the other two units- CHP 3 (2.7MW) and CHP2 (1.0MW) rebuilds provided by this project. These rebuilds include full engine, alternator and controls.

4. Smart Building Controls to Terminals and Campus Tenant Areas

The project will further provide for the existing end of life BMS replacement with smart controls in estimated 20 areas.

5. Microgrid Expansion and Development

Integration of estimated 45no MV Level power meters into Microgrid and the expansion of Microgrid to Lower Level Load Centres (100KW) at LV Level, includes estimated 150no meters.

6. Airport EV Charging Network Upgrade

As the existing assets are exceeding 15 years asset life, they are in need of replacement. This project will provide for 35no AC charger upgrade (22kW), 6no DC charger upgrade (50kW) and

	monitoring and charging solution with capability for 200no charging points, including IT comms and cabling.
Primary Drivers	Sustainability, NetZero 2050 Target, Replacement of End-Of-Life Asset
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	10- 15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Small Energy Projects			
	1	Design	€ 0.63	5%
	2	Management	€ 0.36	3%
	3	Construction	€ 8.98	71%
	4	Construction Inflation	€ 1.38	11%
	5	Contingency	€ 1.25	10%
		Element Total	**€ 12.59**	**100%**
		Project Total (Rounded)	**€ 12.59**	

CIP27.04.19 – Campus Buildings M&E and Life Safety Systems

Project	**Campus Buildings M&E and Life Safety Systems**
CIP Number	CIP.27.04.19
Project Summary	This capital investment project proposes the staged upgrade of Mechanical, Electrical, and Life Safety Systems (LSS) across campus buildings used by airport operators, multi-tenant offices, and single-tenant facilities. The programme of works is system and RAG based using respected asset management techniques and proposes various levels of intervention and upgrades depending on the remaining life of the facility, operational criticality etc. Many of these systems have become unreliable or are operating below performance standards. The investment will address system reliability, temperature conditioning, lighting performance, minor energy efficiencies, and statutory compliance across non-terminal campus facilities. The investment is required to maintain buildings that have reached end of life to provide for life extension. Additionally, this project will provide full sprinkler installation to Terminal 2 Multistorey Car Park (MSCP) and Block C MSCP in Terminal 1, full electrical and LSS upgrades to the Terminal 1 MSCPs, and LSS upgrade to the Terminal 2 MSCP. The project will also replace all Street Lighting Cabling across the campus (with the exception of Terminal 2), serving 2,000 streetlights which due to cable failure and particularly the earthing has led to local electric shocks. Essential energy upgrades and core compliance works, which are required to the Collinstown House and Castlemoate House are included in the two separate CIP27- Aviation Security Training Organisation Relocation and Platinum Services Collinstown House Upgrade. ***Exhibit 1*** *– Local Sub Main Electrical Distribution Replacements* 

***Exhibit 2**– Refurbishment of Services in Campus Building and LED Lighting Upgrade Installation*



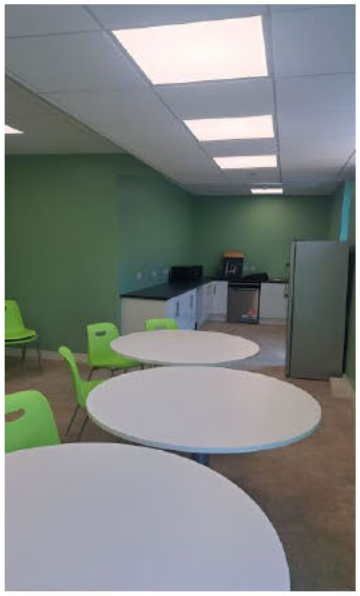


***Exhibit 3**– Example of Street Lighting Wiring Replacement*





Key Deliverables

1. Mechanical Systems Upgrade

Replace or refurbish HVAC plant (AHUs, FCUs, boilers, pumps) to ensure reliable heating, cooling, and ventilation.

2. Electrical Systems Refurbishment

Replace aged lighting, distribution boards, and small power circuits to reduce downtime and improve safety across all buildings with significant works required in 21 buildings.

3. Life Safety System Renewal

Upgrade emergency lighting, fire alarm systems, PAVA, and ensure compliance with relevant fire and safety codes across 21 facilities.

4. LED Lighting Upgrade

Install LED lighting with occupancy sensors and daylight dimming to improve energy efficiency and occupant comfort across all 100 Buildings.

5. LSS and M&E Upgrades

MSCP Sprinkler installation in Terminal 2 and Block C of Terminal 1, LSS upgrades to T1 and T2 MSCP, Electrical Lighting and General Services Upgrade to T1 MSCP.

	6. Campus Wide Street Lighting Re-wire Due to now non-compliant earthing that has led to local electric shocks.
Primary Drivers	Safety, reliability, compliance, end-of-life infrastructure replacement.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	Electrical Panels 20 Years HVAC 15 Years Lighting 10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
Airport Campus Buildings M&E and Life Safety (Minimal Intervention) IA Buildings			
1	Design	€ 0.20	5%
2	Management	€ 0.11	3%
3	Construction	€ 2.82	71%
4	Construction Inflation	€ 0.43	11%
5	Contingency	€ 0.39	10%
	Element Total	**€ 3.96**	**100%**
Airport Campus Buildings (Full M&E and HVAC Upgrade)			
1	Design	€ 0.10	5%
2	Management	€ 0.06	3%
3	Construction	€ 1.43	71%
4	Construction Inflation	€ 0.22	11%
5	Contingency	€ 0.20	10%
	Element Total	**€ 2.00**	**100%**
Airport Campus Buildings M&E and Life Safety (Core Life Extension)			
1	Design	€ 0.10	5%
2	Management	€ 0.06	3%
3	Construction	€ 1.43	71%
4	Construction Inflation	€ 0.22	11%
5	Contingency	€ 0.20	10%
	Element Total	**€ 2.00**	**100%**

T1 and T2 MSCP Electrical, LSS and Sprinkler				
1	Design	€	1.19	5%
2	Management	€	0.68	3%
3	Construction	€	16.97	71%
4	Construction Inflation	€	2.60	11%
5	Contingency	€	2.36	10%
	Element Total	**€**	**23.80**	**100%**
Airport - Campus Lighting Rewire				
1	Design	€	0.48	5%
2	Management	€	0.27	3%
3	Construction	€	6.87	71%
4	Construction Inflation	€	1.05	11%
5	Contingency	€	0.95	10%
	Element Total	**€**	**9.64**	**100%**
	Project Total (Rounded)	**€**	**41.40**	

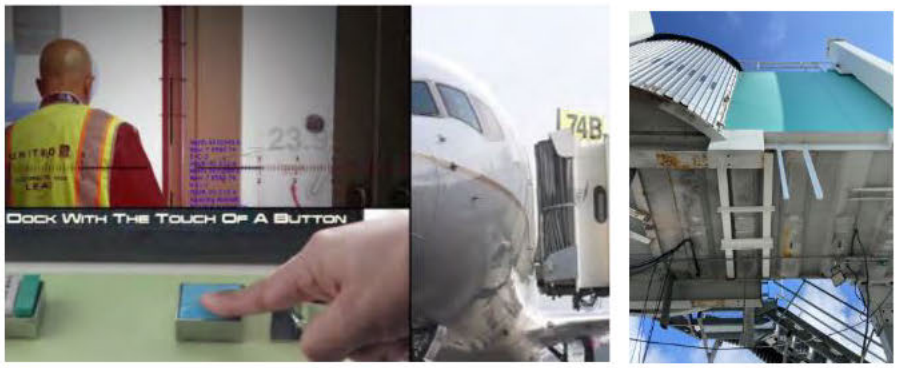
CIP27.04.20 – Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades

Project	**Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades**
CIP Number	CIP.27.04.20
Project Summary	Dublin Airport will deliver programme of upgrade works for Passenger Boarding Bridges (PBBs)- Piers 3 and 4 and replacement of Pier 1, Pier 3 and 4 Fixed Electrical Ground Power (FEGP). **Passenger Boarding Bridges** Passenger Boarding Bridges (PBBs) provide a covered walkway between airport buildings and aircraft, for transferring embarking and dis-embarking passengers between the two. PBBs are generally made up of telescopic tunnels that can move both horizontally and vertically to accommodate the various sizes of aircraft. Dublin Airport provides and maintains 27no PBBs for operation by airlines and ground handling agencies- 19no on Pier 4 and 8no on Pier 3. The requested investment for PBBs is to carry out essential mid-life upgrades via capital maintenance for 19no Pier 4 PBBs in addition to the implementation of autonomous docking features across all PBBs. The mid-life upgrades will consist of a comprehensive tunnel corrosion repair scheme, complete cab and electrical controls replacements, replacement vertical and horizontal drive systems including motors and structural steel, and ground clearance upgrades to existing under tunnel equipment. The mid-life upgrades proposal includes a PBB swap in / swap out arrangement to expedite upgrade works via utilisation of an offsite workshop to minimise ramp and stand operations during the works. For all 8no Pier 3 PBBs, the requested investment includes the implementation of autonomous docking features in addition to complete cab and electrical controls replacements, replacement steel transition ramps and replacement tunnels rollers. **Fixed Electrical Ground Power** The Fixed Electrical Ground Power (FEGP) requested investment consists of all existing FEGP cables and plug tops replacement and standard to ensure a consistent equipment quality and to align equipment asset service times, across units on Piers 1, 3 and 4 – 65no in total. Where possible, the addition of the ITWGSE Power share to the existing FEGP installed at each stand will allow for charging of On-Stand GSE, utilising surplus power not utilised by the FEGP. ***Exhibit 1*** *–Pier 3 Passenger Boarding Bridge* 

Exhibit 2 *–Passenger Boarding Bridge Corrosion*



Exhibit 3 *–Passenger Boarding Bridge Autodock*



Key Deliverables

1. Pier 4 PBBs (19no)

- Tunnel corrosion repairs: This element will address the ongoing corrosion issues experienced on the external steel elements of PBB tunnels, and sub flooring.
- Lower drive column replacements: The package addresses the existing horizontal drive system which have been in service for over 15 years and shall be replaced with a modern system requiring less maintenance.
- Replacement horizontal drive systems: All Pier 4 PBBs operate on hydraulic rams to provide horizontal movement. This horizontal system is no longer supported by the OEM Oshkosh (JBTC). This design will be replaced by a ball screw mechanism which align with the existing arrangement on Pier 3 PBBs.
- PBB cab and electrical control replacements: This requirement will replace the obsolete PBB electrical control systems including the PBB cab with a new modern cab complete with aircraft proximity sensors and modern operator controls.
- Ground clearance upgrades: These upgrades will increase the under-tunnel clearance for all Pier 4 PBBs via the introduction of dedicated pantograph containment housing new electrical controls cabling and significantly the reducing risk of vehicle impact/damage during ramp operations.

	• Autonomous docking features: Autonomous docking capabilities to ensure the PBBs are equipped for all future autonomous/AI aided docking functionality. **2. Pier 3 PBBs (8no)** • Autonomous docking features: Autonomous docking capabilities to ensure the PBBs are equipped for all future autonomous/AI aided docking functionality. • Steel transition ramps: The existing ramps have been in service for over 30 years in some cases on Pier 3 PBBs. These ramps will be replaced with new modern ramps reducing drag on PBB floors during operation. • Replacement tunnel rollers: All tunnel rollers within the Pier 3 PBBs shall be replaced to ensure efficient and smooth operation for PBB movements. **3. Fixed Electrical Ground Power (65no)** • FEGP cables and plug tops: All existing 65no FEGP (24no on Pier 1, 14no Pier 3 and 27no Pier 4) cables and plug tops will be replaced and standardised to ensure a consistent equipment quality and to align equipment asset service times. This will allow for more efficient maintenance planning and help expedite plug top replacements via modern plug top replacement technology. • Power share – the addition of the ITWGSE Power share to the existing installed FEGP at each stand allow for charging of On-Stand GSE (tugs, Hi-Loaders, Steps etc) utilising surplus power not utilised by the FEGP.
Primary Drivers	Reliability from end-of-life infrastructure, efficiency and continuous improvement
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	Passenger Boarding Bridges 20 - 25 Years Fixed Electrical Ground Power units 15 - 20 Years Control systems 10 - 15 Years FEGP Cabling 5 - 10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

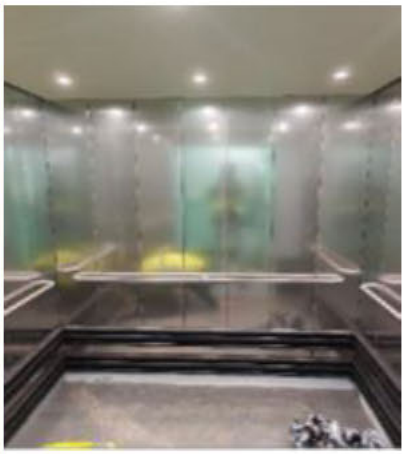
Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Airport Passenger Boarding Bridges (PBB) Pier 4			
	1	Design	€ 0.99	4%
	2	Management	€ 0.66	3%
	3	Construction	€ 16.57	73%

4	Construction Inflation	€	2.52	11%
5	Contingency	€	2.00	9%
	Element Total	**€**	**2.00**	**100%**
Airport Passenger Boarding Bridges (PBB) Pier 3				
1	Design	€	0.27	4%
2	Management	€	0.18	3%
3	Construction	€	4.46	73%
4	Construction Inflation	€	0.68	11%
5	Contingency	€	0.54	9%
	Element Total	**€**	**6.12**	**100%**
Airport Fixed Electrical Ground Power (FEGP) Core				
1	Design	€	0.13	4%
2	Management	€	0.08	3%
3	Construction	€	2.11	73%
4	Construction Inflation	€	0.32	11%
5	Contingency	€	0.26	9%
	Element Total	**€**	**2.90**	**100%**
	Project Total (Rounded)	**€**	**31.77**	

CIP 27.04.21 – Lifts and Escalators Modernisation Programme

Project	**Lifts and Escalators Modernisation Programme**
CIP Number	CIP.27.04.21
Project Summary	This project proposes the staged modernisation of the airport's lift and escalator portfolio, which currently includes assets ranging from 10 to 35 years old. Many of the assets have outdated controllers, poor energy efficiency, and limited fault monitoring. The investment will focus on replacing legacy control systems, introducing full remote monitoring, and upgrading key mechanical elements to ensure regulatory compliance, passenger safety, and improved reliability. This project will also include installation of modern controllers and energy efficiency enhancements.

Exhibit 1 *– Terminals Lifts and Escalators*



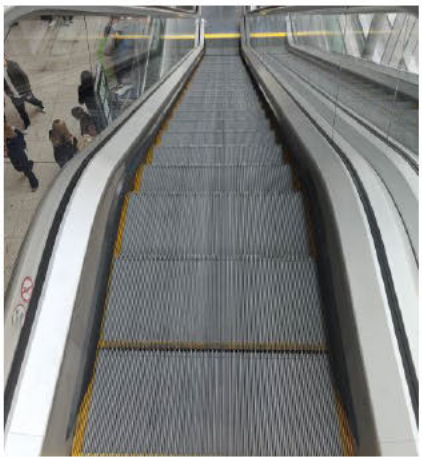
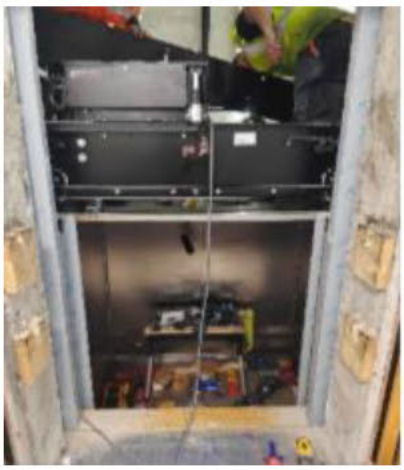
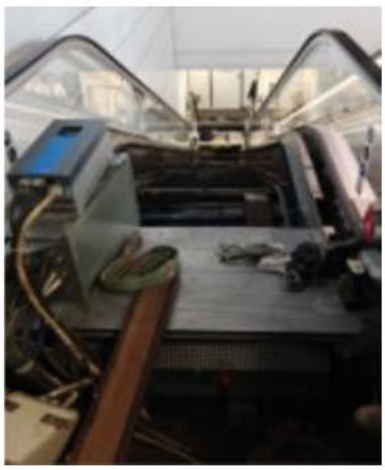


Exhibit 2 *– Example of Terminals Lifts and Escalators Modernisation Works*





Key Deliverables

1. Common Lift Controller Replacement
Standardised controller upgrade across all legacy lifts for reliability, spare parts availability and remote monitoring.

	2. Remote Monitoring and Telemetry Install centralised control and diagnostics system to enable fault detection, usage analytics, and lifecycle monitoring. **3. Drive and Control System Upgrades** Upgrade VVVF drives, door controllers, and PLC logic where ageing or obsolete. **4. Lift Car Refurbishments** Replace or modernise lift cars in high-traffic areas including finishes, lighting, and indicators. **5. Safety and Compliance Upgrades** Replace non-compliant shaft lighting, machine guards and fire-rated components. **6. Upgraded Heavy Duty Goods Lifts** Install heavy-duty impact protection infrastructure within lift cars and landings to protect against pallet truck impact and reduce equipment downtime. **7. Escalator Controller Standardisation** Upgrade older escalators with modern controllers for energy performance and smooth operation. **8. Energy Efficiency Enhancements** Introduce standby modes, regenerative braking, and efficient drives to reduce energy consumption. **9. Documentation and Asset Data Capture** Establish updated asset register, technical specifications, and O and M manuals for each unit.
Primary Drivers	Reliability, compliance and end of life infrastructure replacement.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	Passenger lifts, Escalators / Moving Walks 20 - 25 Years Goods lifts 15 - 20 Years Lift controller-drive units, Escalator controller-drive units 10 - 15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2029	Q3 2029-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Airport Terminals and Piers Lift and Escalators Core - T1			
	1	Design	€ 1.10	6%
	2	Management	€ 0.49	3%

	3	Construction	€	12.22	70%
	4	Construction Inflation	€	1.91	11%
	5	Contingency	€	1.73	10%
		Element Total	**€**	**17.45**	**100%**
	Airport Terminals and Piers Lift and Escalators Core - T2				
	1	Design	€	1.03	6%
	2	Management	€	0.46	3%
	3	Construction	€	11.42	70%
	4	Construction Inflation	€	1.78	11%
	5	Contingency	€	1.61	10%
		Element Total	**€**	**16.30**	**100%**
		Project Total (Rounded)	**€**	**33.74**	

CIP27.04.22 – Potable and Foul Water Upgrades

Project	**Potable and Foul Water Upgrades**
CIP Number	CIP.27.04.22
Project Summary	This programme supports the staged renewal and upgrade of the airport's potable and foul water networks, some of which are between 15 and 50+ years old. It aims to reduce leakage, improve water quality and network pressure, ensure foul drainage compliance, and integrate infrastructure upgrades with wider terminal and airfield projects. The programme will also replace end of life potable water pumps, hot water generators and pipework within Terminal 1 and areas of Terminal 2. ***Exhibit 1*** *– Installation of Resilience Route for Reservoir to Airport Ring Trunk Main*  ***Exhibit 2*** *– Installation on the Roof of Whitehouse* 

Exhibit 3 *– Hot Water Generators in Terminal 1, from 1972*



Key Deliverables

1. Campus Mains Replacement and Diversions

Replacement of aged pipework that include asbestos cement, cast iron, or undersized PVC pipes, improvement of flow, pressure, and resilience. Development of Local DMA's allowing for better network manages, reduction in network pressures and reduction in leaks and overall airport usage.

2. Foul Water Rerouting and Relining

Replacement of local areas of collapsed or surcharging sections and relining, where structurally sound, improve compliance and reduce infiltration/ exfiltration.

3. Smart Metering and Leak Detection

Installation of meters and sensors for pressure, flow, and leakage alerts to enable water efficiency and early fault detection.

4. Replacement of End if Life Domestic Water

Replacement of end-of-life domestic water booster pumps and hot water generators in the terminals. Terminal 1 primary domestic water services upgrade, which includes primary booster pumps, hot water generators and mains water network (potable water, cold water, hot water and hot water return) from the entry point in the Terminal 1 basement to the 5 primary risers and vertically within the risers.

5. Validate As- Built Records

Conduct CCTV, pressure testing, and pipe sampling to establish age, material, condition, and hydraulic constraints.

6. Hydraulic Modelling

Develop potable and foul water models to simulate flows, pressures, surcharging risks, and future demands to inform sizing, risk areas, and intervention points.

7. Opportunity Coordination

Identify integration opportunities with terminal refurbishments, apron works, landside roadworks, and utilities corridors, to reduce reinstatement costs and project overlap.

Primary Drivers	Aging infrastructure, reliability, environmental compliance.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	Mains Pipework 30 Years Equipment 15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2029	Q3 2029-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	**Description**	**Total (millions)**	**%**
Potable and Foul Water Upgrades			
1	Design	€ 0.79	5%
2	Management	€ 0.45	3%
3	Construction	€ 11.30	71%
4	Construction Inflation	€ 1.73	11%
5	Contingency	€ 1.57	10%
	Element Total	**€ 15.84**	**100%**
	Project Total (Rounded)	**€ 15.84**	

CIP27.04.23 – Terminals and Piers M&E and Life Safety Systems

Project	**Terminals and Piers M&E and Life Safety Systems**
CIP Number	CIP.27.04.23
Project Summary	The Airport Terminals and Piers Life Safety Systems (LSS) project addresses the urgent need to modernise critical life safety systems across the airport's terminals, piers, and operational buildings. Existing systems, including fire alarms, emergency lighting, UPS, PAVA (public address and voice alarm), and sprinklers, range in age and compliance status, with many components nearing obsolescence or failing to meet modern standards. The programme will deliver a standardised, resilient, and regulatory-compliant life safety infrastructure addressing many areas of Terminal 1 that have not been upgraded recently, inclusive of Pier 2, Pier 2 Link, Pier 3 Link. Terminal 1 Energy Centre and Service yards. ***Exhibit 1*** *– Static Invertors*  ***Exhibit 2*** *– Existing Life Safety Systems and Controls* 
Key Deliverables	**1. Fire Alarm System Replacement** Replace legacy fire alarm panels and field devices with addressable, networked systems supporting airport-wide integration across Terminal 1, replacement of 10,500no field devices, and upgrade of 60no panels. **2. Emergency Lighting Upgrade** Install self-testing LED emergency lighting compliant with IS3217 and integrated into the building management system, the primary areas are Terminal 1 basement, Terminal 1 Pier 2, Pier2 Link, Pier 3 Link, Terminal 1 Energy Centre and Terminal West and Suncity.

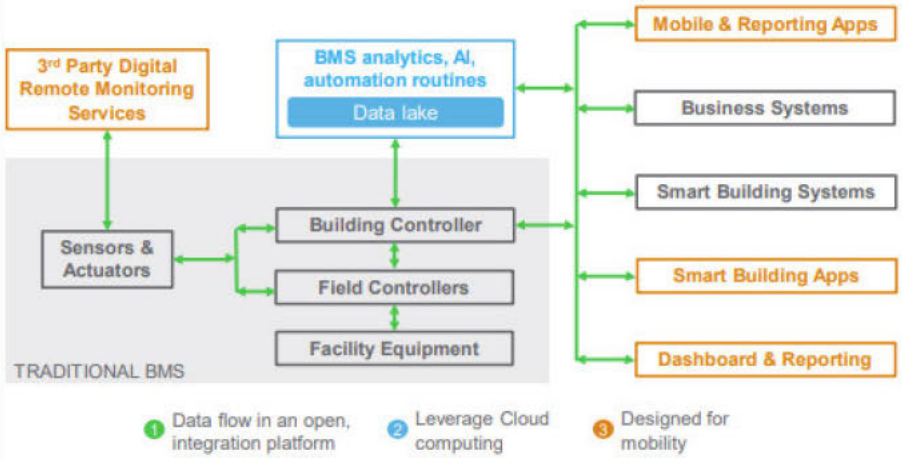
	3. UPS Replacement Replace aged or undersized UPS systems supporting life safety circuits and systems (e.g., alarms, lighting, security)., including Terminal 2 primary comms room. **4. Terminal 1 and Terminal 2 PAVA System Modernisation** Upgrade legacy PA/VA systems with zone control, automated messaging, and integration with fire alarm triggers. **5. Sprinkler and Suppression System Works** Replace end of life pumps upgrade pipework, heads, valves, and tanks in compliance with NFPA and FM global standards. **6. Centralised Monitoring** Expand integrated dashboards for real-time visibility of fire detection, PAVA alerts, and UPS battery health. **7. Terminal 2 Fire Damper** Terminal 2 fire damper replacement, the fire dampers in Terminal 2 (900 and 100) panels require replacements due to actuator failure and de-coupling from the Terminal 2 fire alarm system to a standalone fire damper system.
Primary Drivers	Regulatory compliance and critical IT systems resilience.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	Fire Alarm Systems, PAVA and Sprinkler Systems 15 Years Emergency Lighting, Static Invertors and UPS 10 Years Minor UPS 5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2029	Q3 2029-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
Terminals and Piers M&E and Life Safety Systems			
1	Design	€ 1.84	5%
2	Management	€ 1.05	3%
3	Construction	€ 26.34	71%
4	Construction Inflation	€ 4.04	11%
5	Contingency	€ 3.66	10%
	Element Total	**€ 36.94**	**100%**
	Project Total (Rounded)	**€ 36.94**	

CIP27.04.24 – Terminals and Piers HVAC Upgrade

Project	**Terminals and Piers HVAC Upgrade**
CIP Number	CIP.27.04.24
Project Summary	This capital investment programme targets the phased renewal of the airport's heating, ventilation, and air conditioning (HVAC) systems, with specific focus on assets exceeding 30 years in operation and Building Management System (BMS) infrastructure that is over 15 years old. The investment will address aged plant, poor system efficiency, operational unreliability, and lack of digital integration. Modernised systems will ensure energy performance, thermal comfort, and regulatory compliance across the terminal and operational estate. The main focus areas are within Terminal 1 that have not been upgraded during the last number of years, including Pier 2 and Pier 2 Link, Pier 3 Link, Terminal West, Terminal 1 basement, primary Terminal 2 and Terminal 1 end of life chillers. ***Exhibit 1*** *– Example of Chiller Replacements in 2021*  ***Exhibit 2*** *– Next Generation BMS* 

Key Deliverables	**1. BMS Platform Modernisation** Replace the no longer supported Cylon BMS platforms with an integrated, open-protocol system to enable building-wide control, analytics, and energy optimisation. **2. AHU and Fan Coil Unit Upgrades** Replace aged Air Handling Units (AHUs), fan coils, and associated dampers and drives with modern energy-efficient models. **3. Major Chiller Replacement** Major chillers to be replaced in Terminal 2 (4 x 2MW) and Terminal 1 (2 x 2MW) and 2 x 0.75MW. **4. Boiler Replacement** Boilers replacement serving Pier 2 and OCTB and Terminal 1 X (T1X). **5. Pipework Renewal** Replace sections of primary and secondary pipework networks (heating, chilled water) showing degradation, leaks, or flow inefficiencies. **6. Valve and Pump Upgrades** Upgrade control valves, balancing valves, and pumps to variable speed technology with smart controls. **7. Smart Controls and Sensors** Introduce occupancy, CO2, temperature, and humidity sensors to enable zone-based control and monitoring. **8. Asset Digitisation and Documentation** Develop updated digital schematics, asset tagging, and data collection for lifecycle management and BMS integration.
Primary Drivers	Obsolescence, efficiency, Net Zero 2050 end of life asset replacement.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	Boilers and Chillers, AHUs and FCUs 20 Years BMS 10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement or upgrade of selected elements only with no increase of on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Terminals and Piers HVAC Upgrade			
	1	Design	€ 0.94	5%
	2	Management	€ 0.54	3%
	3	Construction	€ 13.45	71%
	4	Construction Inflation	€ 2.06	11%
	5	Contingency	€ 1.87	10%
		Element Total	**€ 18.86**	**100%**
		Project Total (Rounded)	**€ 18.86**	

CIP27.04.25 – Asset Management Monitoring and Control Systems

Project	**Asset Management Monitoring and Control Systems**
CIP Number	CIP.27.04.25
Project Summary	This programme supports the ongoing development of an integrated, airport-wide asset monitoring and control platform. It focuses on integrating with BMS and supervisory control to cover all current and future assets that impact operational service levels, safety, or quality. It ensures real-time alerting, centralised asset visibility, and multi-user access for engineering, operations, and safety teams. The project will also provide primary communication networks or other communication equipment to provide communication from passenger sensitive equipment that effects primarily the passenger journey. ***Exhibits 1 and 2***– *Asset Monitoring*  
Key Deliverables	**1. Asset telemetry, alarms, dashboards, SCADA/BMS interfaces, remote access** **2. Integration** Integration to BMS, SCADA and other proprietary equipment control systems.

	3. Integration Modules Installation Installation of data and integration modules to critical passenger journey equipment such as lifts, escalators, PIL gates. **4. Asset Telemetry and Real-Time Fault Monitoring** Multi-user access and control, supporting operational readiness across the airport campus. **5. User Interface and Multi-User Access Enablement** Digital integration of life safety systems (e.g. lift intercom, PAVA, fire alarms) into unified dashboards. **6. Asset Quality and Performance Analytics** Reduced fault response time, improved compliance traceability, and enhanced investment planning. **7. Foundation for predictive analytics and Digital Twin development**
Primary Drivers	Fault detection, data-driven planning, multi-user asset visibility.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2029	Q3 2029-Q4 2031	Q1 2032
Opex Impact	The addition of new switchgear and controls equipment may introduce additional operational expenditure through increased repair and maintenance and monitoring. The estimate for this increase, based on current proposal is approximately €5k - €15k per annum but subject to change as requirements are refined.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
Asset Management Monitoring and Control Systems			
1	Design	€ 0.23	0%
2	Management	€ 0.17	0%
3	Construction	€ 5.69	0%
4	Construction Inflation	€ 0.84	0%
5	Contingency	€ 0.37	0%
	Element Total	**€ 7.29**	**0%**
	Project Total (Rounded)	**€ 7.29**	

CIP27.04.26 - Baggage Handling System Terminal 2 Critical Asset Re-Life Programme

Project	**Baggage Handling System Terminal 2 Critical Asset Re-Life Programme**
CIP Number	CIP.27.04.26
Project Summary	Terminal 2's Baggage Handling and automation systems, as an asset group are approaching 16 years old. There are 7km of conveyor system with increasing operational expenditure and an increase in end-of-life components and obsolescence. There has also been a significant increase in baggage volumes, and compression of flights schedules results in peak waves which puts a huge pressure on the assets and any asset related interruption can result in a poor service for our passengers, ultimately increasing the risk associated with breaching our requirements under the regulator's quality of service metrics, and the subsequent penalties. To address these challenges, the airport is proposing a mid-life asset upgrade to a 'targeted suite' of assets within the Terminal 2 BHS. Area of focus relate to assets which have the potential for highest impact, areas with highest throughput, where the risk of obsolescence is deemed too great and where the trend of faults demands an asset improvement or replacement. They key focus areas relate to: • Carousels motor, drive and chain upgrade • Critical Conveyor motor replacement • Security and fire door replacement • Switchgear obsolesces in critical BHS controls • Departures Super OOG output improvements • Departures Conveyors High Speed Divert (HSP) upgrade • Departures Collector Belts Replacement • Tilt tray sorter upgrade • Additional Arrivals Carousel **Terminal 2 Tilt Tray Sorter Obsolescence Upgrade** The Terminal 2 Sorter, central to accurate baggage delivery, is now 16 years in service and increasingly unreliable. Upgrades to carriage controls, inverters, scanning systems, and other components will extend life, reduce breakdowns, and ensure resilience for future throughput growth. The approach is designed to provide the improvements needed for the increased baggage throughput, maximise overall BHS asset life and reduce the potential for passenger impact from system defects. On a daily operational basis, it is intended to reduce the mean time between failure on critical assets and improve bag flows for our customers. **Terminal 2 Additional Arrivals Carousel** Six arrival carousels in Terminal 2 are aging and under increasing pressure due to rising baggage volumes and tighter flight schedules, leading to a higher risk of service disruption and regulatory penalties. To maintain reliable baggage delivery and meet future demand, the airport proposes installing a seventh double-stacked carousel (AFC07), along with supporting infrastructure and system integration. This upgrade will increase capacity, reduce operational strain during peak periods, and ensure continued service quality for arriving passengers.

Exhibit 1– *Existing Baggage System*

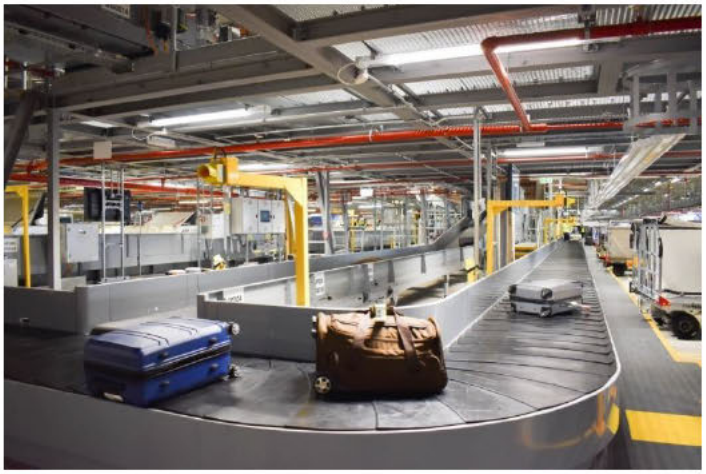
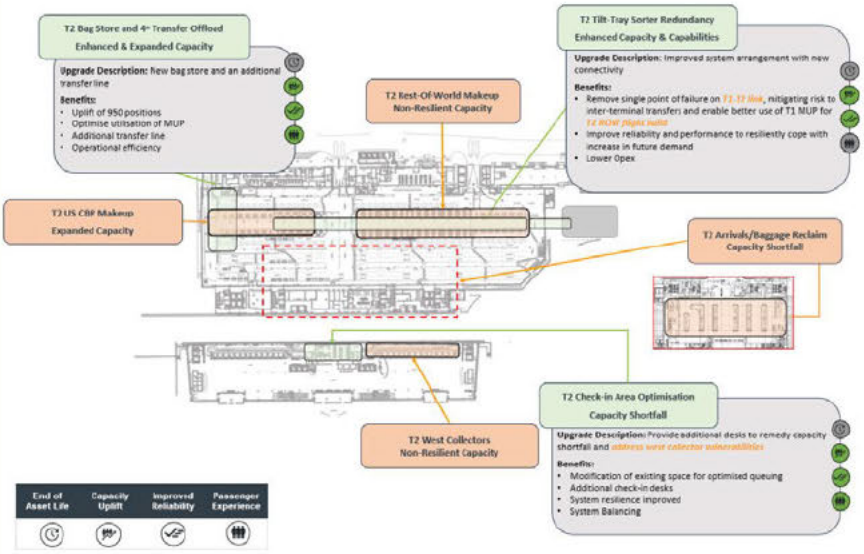


Exhibit 2– *Terminal 2 Projects (Indicative)*



Key Deliverables

1. Critical Conveyor Motor Group Replacement

Replacement and standardisation of obsolete motor gearbox units in critical areas. There are over 1,200 motors/ drives in Terminal 2. Of these up to 30% are on assets of a criticality factor of 1 (High Risk). These motors will be 17 and 22 years during CIP27 period. They are also obsolete in many cases and will require replacement with a suitable alternative. This project is designed to identify and design changes required for alternative motors, delivery and improvement, rehabilitation, replacement of obsolete equipment to improve delivery of services and extend the life of critical assets to 2032. Reduce operating costs related to asset failures. There are circa 1020 direct shaft mounted motors including controllers and associated wiring and installation which will require replacement, varying from 1.5kW to 4kW.

2. Terminal 2 Carousel Chain Improvements

Complete modification, replacement and improvements to the Terminal 2 carousels, including application of condition monitoring equipment to extend the asset life, as well as the full replacement of all chains, including slat carriers and slats. This project also includes full drive

station replacement x 2 for each carousel. As mid-life review, the drives are also to be replaced during the works.

Benefits of this project are to extend the asset life and ensure that we can reliably and sustainably meet the service quality measures from the Regulator. There are 11 carousels which would be in scope of this. 5 off flat departures carousels and 6 off arrivals incline carousels.

3. Departures Super OOG Output Improvements

Integration of existing DOOG03 line into DOOG01 and existing not fit for purpose SOOG system to increase resilience and optimise safety. This project will deliver essential improvement, rehabilitation and replacement of obsolete equipment to maintain delivery of services and extend the life of critical assets to 2032. Primary driver is to improve the customer experience as an output of the Super OOG departures product, but additionally to reduce operating costs associated with operational downtime of the existing design. Installation of a vertical divert conveyor, and a small number of straight conveyors will be required.

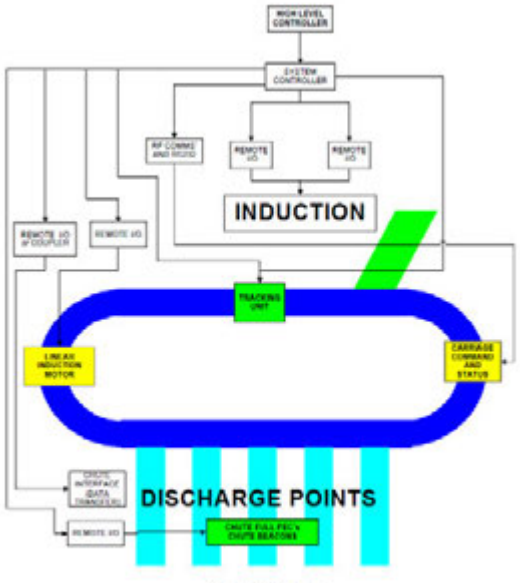
4. Terminal 2 Tilt Tray Sorter Obsolescence Upgrade

Full Sorter Carriage Controls Upgrade: upgrade software and hardware to allow real time carriage communications, replace all wiring, new wi-fi RCOAX network, improved fault reporting.

Secondary Main LIM Inverter Upgrade: Replace KEB F5 (EOL) with new control solution utilising i550 Lenze inverter with Profinet interface.
New Test Rig Upgrade: Install new carriage test panel to allow set and testing of upgraded carriages.

Scanning and Image Capture Upgrade: replacing obsolescent MSC800 scanners, line scanners and surveillance hoop arrays with modern equipment.

Exhibit 3– *Tray Control Schematic*



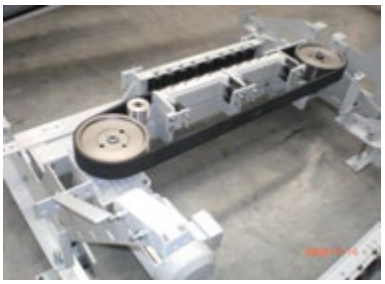
MODEL 700 R
PRINCIPLES OF THE CONTROL SYSTEM

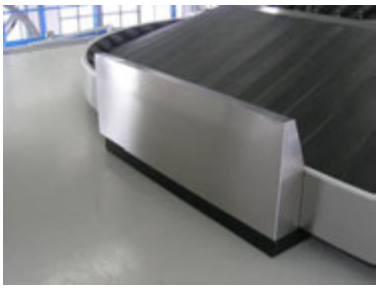
5. Terminal 2 Additional Arrivals Carousel

T2 Full Arrivals Carousel: Double stacked carousel on new loading plinth, with security and fire doors, fencing, controls and ancillary systems integration. T2 Arrivals Carousel Delivery Lines: two lines of conveyors for in-gauge baggage, ATRs for sortation as required, appropriate control and detection, security, fire shutters, installation within the asset management design policy for BHS.

Electrical and Controls Infrastructure: Replacement of MCP panels and associated power supply, emergency stop systems, comms network for asset monitoring, modification of existing SCADA system.

Exhibit 4– *Arrivals Carousel*





6. Terminal 2 Conveyor Fire and Security Door Upgrade

Full replacement of Terminal 2 security and fire doors (80no), including controllers and BHS integration. Primary driver is to ensure the compliance of our integrated fire and security shutters across Terminal 2 BHS. Door widths are generally 1,000mm to 1,200mm and with clearance heights for passing baggage traffic of at least 1m.

7. Terminal 2 Check In Collector Conveyor Replacements

Dublin Airport will undertake full replacement / refurbishment of all collector conveyors (~ 180no) in Terminal 2 Check In, inclusive of 8 off collector belts and associated delivery conveyors, which are essential end-of-life assets and under a risk of single point of failure resulting in Regulator fines. Each collector conveyor has 7 check-in desks feeding it. As a minimum Dublin Airport would replace the 4 collector belts on the area with the highest throughput. Additionally, the collector conveyors from these areas to the nearest resilience position should ideally also be replaced (150m of conveyor line). This project will also reduce operating costs because of breakdown reduction.

8. Terminal 2 'Divert Conveyor' High Speed Replacement Programme

Replacement and modernisation of ~15 high speed conveyor routing diverters, including controls, electrical and commissioning of the integration to our BHS. Routing divert is to an output conveyor at 90 degrees to the inline system and across ~1,200mm conveyor width. These assets are end of life; they have had an extremely high action rate and are fully embedded into the BHS. The BHS is heavily reliant upon these units for accurate routing and resilience. However, the failure rate is increased significantly and is linked to original design. An alternative solution is required in the existing locations. Modernisation will improve effectiveness of the diverts and reduce downtime, associated operational expenses.

9. Terminal 2 Switchgear Obsolesce in Critical BHS Controls Equipment and Asset Monitoring

58no of obsolete AS-i masters and OLM in critical PM panels will be replaced with 11no critical panel control gear contactors and switchgear upgrade. This project will further provide for the modernisation of 6 VSU SEW servo drives and replacement of 12 HSD Siemens Si-mover with SEW or equivalent and a wireless control panel temperature monitoring system.

Primary Drivers	Asset age and design requirements due to increased load factors and increased compliance requirements.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	20 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	An allowance of €45k - €60k per annum has been assessed as a suitable operational expenditure allowance for increased costs arising from the asset re-life project. Having this allowance provides flexibility around design solutions and options around life-cycle maintenance.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Baggage Handling System Terminal 2 Critical Asset Re-Life Programme			
	1	Design	€ 6.58	9%
	2	Management	€ 3.51	5%
	3	Construction	€ 43.89	63%
	4	Construction Inflation	€ 7.46	11%
	5	Contingency	€ 8.10	12%
		Element Total	**€ 69.55**	**100%**
		Project Total (Rounded)	**€ 69.55**	

CIP27.04.27 - Baggage Handling System Efficiency and Resilience Upgrades

Project	**Baggage Handling System Efficiency and Resilience Upgrades**
CIP Number	CIP.27.04.27
Project Summary	Dublin Airport is advancing a targeted programme of Baggage Handling System (BHS) asset replacement and resilience projects to address obsolescence, strengthen reliability, and meet rising passenger demand. These works include the system upgrades, elements replacements, improved monitoring and renewal of critical identification and control systems. Collectively, they ensure that baggage processing remains resilient, secure, and capable of supporting growth in line with regulatory and operational standards, reduce operational risk, support peak performance, and protect service quality for passengers and airlines, while aligning with long-term asset management and compliance requirements. **Terminal 1 and Terminal 2 Baggage Handling IT Resilience (OCR)** The airport's baggage sortation in both terminals is currently vulnerable to IT and airline system outages, leading to manual processing and delays. Dublin Airport is proposing introduction of Optical Character Recognition (OCR) technology, which will reduce reliance on Baggage Source Messages (BSMs), ensuring uninterrupted baggage sortation and improved operational resilience. **Terminal 1 and 2 Baggage Hall Rapid Roller Doors Replacement** There are currently 13no roller doors that require replacement due to end of life, together with the replacement of the controller. **Terminal 2 Departures and Arrivals Out Of Gauge Lift Replacement** The OOG lifts are critical for processing non-standard baggage. Due to aging and obsolete components, they now experience frequent failures. Full replacement is required to restore reliability, support growing baggage volumes, and mitigate operational disruption. **Airport Baggage Handling Controls and Equipment Asset Monitoring** Obsolete and unsupported components within the control systems present a growing reliability risk. Replacement of bus masters, contactors, switchgear, servo drives, and temperature monitoring will strengthen system resilience, enable predictive maintenance, and align with long-term asset management strategies.
Key Deliverables	**1. BHS Terminal 1 and Terminal 2 ATR-OCR Upgrade** Software: OCR engine configuration, performance monitoring interfaces, fallback analytics and reporting / video encoding integration framework. Low Level Integration: PLC and SCADA system integration, real-time data exchange, sortation logic enhancements. Upper-Level Integration: Baggage handling systems (BHS) integration, data and reporting connectivity, future compatibility for remote encoding.

Exhibit 1– *OCR Camera*



2. Terminal 1 and 2 Baggage Hall Rapid Roller Doors Replacement

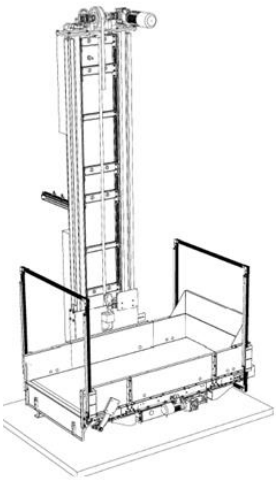
13no rapid roller doors will be replaced, with the project including for the isolation, disconnection, removal and disposal of existing units, supply and install or replacement units and their controllers.

3. Terminal 2 Departures and Arrivals OOG Lift Replacement

Full Departures OOG Lift Replacement: of lift, security and fire shutters, fencing, optimisation of existing controls and ancillary systems integration, procurement of spare parts required for upgrades, replacements or changes.

Full Arrivals OOG Lift Replacement: of lift, security and fire shutters, fencing, optimisation of existing controls and ancillary systems integration, procurement of spare parts required for upgrades, replacements or changes.

Exhibit 2– *Example of OOG Lift*



4. Airport Baggage Handling Controls and Equipment Asset Monitoring

Replacement of obsolete AS-i masters in critical PM panels to ensure reliable field-level communication and system compatibility.

Upgrade of contactors and switchgear in critical control areas to reduce failure risk and improve maintainability.

Modernisation of SEW servo drives in vertical sorting units, including performance tuning to enhance throughput, function, and reliability.
Deployment of wireless temperature monitoring within control panels to enable real-time thermal diagnostics and support predictive maintenance strategies.

Exhibit 3– *Drive and Switch Gear Modernisation*



Primary Drivers	Improving resilience, improving luggage flow, enabling of supporting growth, reduction of operational risk of failure and protect service quality for passengers and airlines.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	20 Year

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €45k - €55k per annum which comprises increased costs to operate and maintain the new baggage infrastructure		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs

Item	Description	Total (millions)	%
BHS Terminal 1 and Terminal 2 ATR-OCR Upgrade			
1	Design	€ 0.47	9%
2	Management	€ 0.25	5%
3	Construction	€ 3.15	63%
4	Construction Inflation	€ 0.53	11%
5	Contingency	€ 0.58	12%
	Element Total	**€ 4.98**	**100%**
Terminal 1 and 2 Baggage Hall Rapid Roller Doors Replacement			
1	Design	€ 0.16	9%
2	Management	€ 0.08	5%
3	Construction	€ 1.05	63%
4	Construction Inflation	€ 0.18	11%
5	Contingency	€ 0.19	12%
	Element Total	**€ 1.66**	**100%**

Terminal 2 Departures and Arrivals OOG Lift Replacement				
1	Design	€	0.26	9%
2	Management	€	0.14	5%
3	Construction	€	1.73	63%
4	Construction Inflation	€	0.29	11%
5	Contingency	€	0.32	12%
	Element Total	**€**	**2.73**	**100%**
Airport Baggage Handling Controls and Equipment Asset Monitoring				
1	Design	€	0.66	9%
2	Management	€	0.35	5%
3	Construction	€	4.39	63%
4	Construction Inflation	€	0.75	11%
5	Contingency	€	0.81	12%
	Element Total	**€**	**6.96**	**100%**
	Project Total (Rounded)	**€**	**16.34**	

CIP27.04.28 - Baggage Handling System Asset Replacements and Upgrades

Project	**Baggage Handling System Replacements and Upgrades**
CIP Number	CIP.27.04.28
Project Summary	Renewal and upgrade of Dublin Airport's Baggage Handling System (BHS) assets is critical to maintaining a reliable, efficient, and secure operation. Baggage systems are fundamental infrastructure- they ensure luggage is sorted, transferred, and delivered accurately and on time. Approval of this investment in Baggage Handling Systems will extend asset lifecycles, improve system uptime, and deliver a more reliable passenger journey. This programme of works will directly enhance baggage reliability and protect the airport's ability to scale sustainably. **Terminal 1 BHS and Check-in Systems Replacement** Given the uncertainty surrounding the future of Terminal 1 and differing opinions among stakeholders on the options presented, it would be premature to invest significant funds in the total optimisation and refurbishment of the check-in area. Consequently, this project, which was previously proposed, has not been included in the final submission. However, due to the age of the existing systems, which are approaching end of life, the requisite asset management M&E project has been augmented with additional funding to allow for reactive maintenance and equipment replacement, ensuring continuity of service and resilience throughout the regulatory period The Terminal 1 baggage system is 27 years old and most of the elements, such as controls and conveyors are at the end of their asset life. It is therefore becoming increasingly unreliable and costly to maintain, with no support for future requirements. A targeted replacement with a modern, flexible system is planned, prioritizing the renewal of critical controls and communications to support higher passenger volumes. ***Exhibit 1***– *Terminal 1 Check In Area* 

	Terminal 1 BHS 8 Bay and 6 Bay to Area 14 Connection As passenger numbers grow, the single-direction connection to Area 14's baggage system presents a risk and limits flexibility. This project will create a resilient link between Terminal 1 and Area 14, assess additional routing options, and ensure the design supports both current and future operational needs.
Key Deliverables	**1. Terminal 1 BHS and Check-in Systems Replacement** This project will provide for a replacement of legacy conveying systems, and controls, electrical infrastructure including MCP panels, power supplies and modification of the existing SCADA system as these are end of life, unreliable and prone to failure. This project will further include targeted end of life replacement of existing check in islands, including new FIDS and illuminated signage, replacement of raised access flooring, containments and routing for data and power as required. **2. BHS Terminal 1 8 Bay / 6 Bay to Area 14 Connection** Architectural and Civil Works: provision of loading plinths, containment and routing of cables/services. Conveying Systems: Installation of conveyors, ATRs as required, appropriate control and detection, security, fire shutters, installation within the asset management design policy for BHS. Electrical and Controls Infrastructure: Replacement of MCP panels and associated power supply, emergency stop systems, comms network for asset monitoring, modification of existing SCADA system.
Primary Drivers	Improving resilience, improving luggage flow and replacement of end-of-life assets.
Regulatory Treatment	StageGate
Trigger Project	No
Asset Life	15 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €15k - €25k per annum which comprises increased costs to operate and maintain the new baggage infrastructure.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Terminal 1 BHS and Check-in Systems Replacement			
	1	Design	€ 4.57	9%
	2	Management	€ 2.43	5%
	3	Construction	€ 30.43	63%

	4	Construction Inflation	€ 5.17	11%
	5	Contingency	€ 2.62	12%
		Element Total	**€ 48.22**	**100%**
	Terminal 1 BHS 8 Bay and 6 Bay to Area 14 Connection			
	1	Design	€ 0.85	9%
	2	Management	€ 0.45	5%
	3	Construction	€ 5.67	63%
	4	Construction Inflation	€ 0.96	11%
	5	Contingency	€ 1.05	12%
		Element Total	**€ 8.98**	**100%**
		Project Total (Rounded)	**€ 57.21**	

CIP27.04.29 – Terminal Operational Improvements

Project	Terminal Operational Improvements
CIP Number	CIP.27.04.29
Project Summary	Dublin Airport faces challenges relating to the ongoing maintenance of passenger-facing architectural finishes throughout its piers and terminals. These finishes including flooring, wall surfaces and ceilings, experience high levels of wear and tear due to constant foot traffic, luggage movement, environmental exposure, and daily operational demands. Over time, this degradation diminishes the overall passenger experience and can reduce operational efficiency. Regular and well-coordinated maintenance is essential to preserve the airport's image, ensure traveller comfort and safety, and maintain compliance with design and accessibility standards. The airport is also contending with challenges in maintaining the finishes within its back-of-house logistic areas, which are critical to daily operations but often overlooked in long-term maintenance planning. These areas include utility corridors, storage rooms and staff access routes, and are subject to intense use, exposure to heavy equipment, and frequent movement of materials and personnel. As a result, finishes such as flooring, wall protection, and ceilings in these zones deteriorate rapidly, leading to potential safety hazards, reduced operational efficiency, and increased maintenance costs over time. Ensuring these spaces remain functional, safe, and compliant with health and safety standards requires consistent upkeep and investment, even though they are not visible to the traveling public. Proactive maintenance in these areas supports the overall reliability and performance of airport operations. To address these maintenance challenges across both passenger-facing and back-of-house areas, the airport aims to implement a proactive, zone-based maintenance strategy that includes the use of durable, low-maintenance materials tailored to each environment. In public areas the refurbishment is proposed of matwells, walls and floor finishes and the provision of passenger amenities such as smart bins, sense of place installations and Flight Information Displays (FIDS). For logistic zones, industrial-grade finishes, and safety-focused upgrades can improve durability and operational efficiency. Across all areas, preventive maintenance, digital asset tracking, and clear protocols will ensure timely repairs, extend the life of finishes, and support a safe, efficient, and visually appealing airport environment. This project particularly concentrates on refurbishment of finishes and improvements to Terminal 1 front and back of house, Pier 1 and 3 and Terminal 1 external areas., for Terminal 2 it looks at Front and Back of House and Pier 4.

Exhibit 1 *– T1 Apron Level Plan*

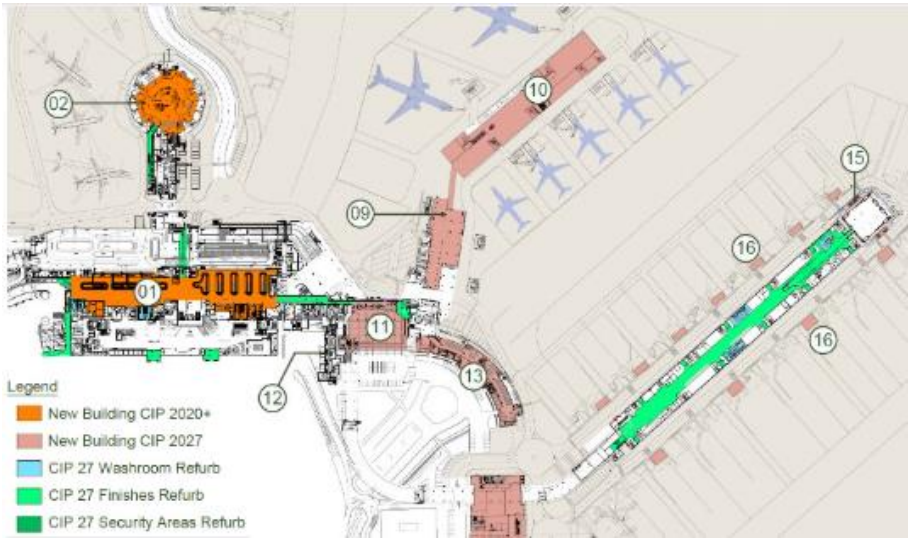


Exhibit 2 *–T1 IDL Floor Plan*



Exhibit 3 *– Flooring at Pier 1 Arrivals Level*



Exhibit 4 – T2 *Apron Level Plan*



Exhibit 5 –T2 *IDL Floor Plan*



Key Deliverables

1. Terminal 1 Front of House

- Check In Floor
- Arrivals Hall
- Departures Hall
- Post Immigration corridor to Baggage hall
- IDL – Street and Terminal 1 X

2. Terminal 1 Back of House

- Terminal 1 X logistics routes and corridors
- Terminal 1 Basement Landside Service Yard

3. Terminal 1 External Works

- Airport Police Yard

4. Pier 1 Front of House

- Arrivals

	• Departures **5. Pier 3 Front of House** • T1 Arrivals • T2 Arrivals • Departures **6. Terminal 2 Front of House** • Check In Floor • Arrivals Hall Departures Hall • Bag Reclaim Hall • IDL – Level 30 and 35 • Security Preparation Area • Terminal 1/ Terminal 2 Link Corridor • Gates 332-335 • Gates 336-337 **7. Terminal 2 Back of House** • Level 00, 30 and 35 Logistic routes and corridors • Terminal 2 Airside Service Yard **8. Pier 4 Front of House** • Arrivals • Departures • Fixed Nodes
Primary Drivers	Preserve the airport's image, ensure passenger comfort and safety, maintain compliance with design and accessibility standards.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	Given the nature of the project, these works not expected to increase the operational expenditure as a result.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	T1 Front of House			
	1	Design	€ 0.21	4%

2	Management	€	0.18	4%
3	Construction	€	3.56	71%
4	Construction Inflation	€	0.55	11%
5	Contingency	€	0.49	10%
	Element Total	**€**	**5.00**	**100%**
T1 Back of House				
1	Design	€	0.02	4%
2	Management	€	0.02	4%
3	Construction	€	0.40	71%
4	Construction Inflation	€	0.06	11%
5	Contingency	€	0.06	10%
	Element Total	**€**	**0.57**	**100%**
T1 External				
1	Design	€	0.01	4%
2	Management	€	0.01	4%
3	Construction	€	0.24	71%
4	Construction Inflation	€	0.04	11%
5	Contingency	€	0.03	10%
	Element Total	**€**	**0.34**	**100%**
Pier 1 Front of House				
1	Design	€	0.08	4%
2	Management	€	0.06	4%
3	Construction	€	1.27	71%
4	Construction Inflation	€	0.19	11%
5	Contingency	€	0.18	10%
	Element Total	**€**	**1.78**	**100%**
Pier 3 Front of House				
1	Design	€	0.13	4%
2	Management	€	0.11	4%
3	Construction	€	2.17	71%
4	Construction Inflation	€	0.33	11%
5	Contingency	€	0.30	10%
	Element Total	**€**	**3.04**	**100%**
T2 Front Of House				
1	Design	€	0.20	4%
2	Management	€	0.16	4%
3	Construction	€	3.27	71%
4	Construction Inflation	€	0.50	11%
5	Contingency	€	0.45	10%
	Element Total	**€**	**4.59**	**100%**

T2 Back Of House				
1	Design	€	0.03	4%
2	Management	€	0.02	4%
3	Construction	€	0.49	71%
4	Construction Inflation	€	0.08	11%
5	Contingency	€	0.07	10%
	Element Total	**€**	**0.69**	**100%**
Pier 4 Front of House				
1	Design	€	0.20	4%
2	Management	€	0.17	4%
3	Construction	€	3.35	71%
4	Construction Inflation	€	0.51	11%
5	Contingency	€	0.47	10%
	Element Total	**€**	**4.70**	**100%**
	Project Total (Rounded)	**€**	**20.71**	

4.11 Security Projects for Consideration

Our Security envelope is primarily focused on supplying the necessary equipment and supporting infrastructure to ensure a safe and secure airport operation for both passengers and airport personnel. This is achieved while adhering to mandated regulatory requirements for screening individuals and baggage, as well as securing and overseeing the campus with an emphasis on safeguarding the airfield's critical areas.

Additionally, other important initiatives included in the Security envelope involve the training of security personnel and the screening of goods entering the airside environments.

Exhibit 4.41 presents 11 projects, of which one is proposed as a StageGate and two as Trigger projects, where remuneration will only enter the RAB at defined trigger points. For each project, a proposed asset lifespan has been specified for the purposes of determining the remuneration period.

The project CIP27.05.06 Hold Baggage System Version Upgrade has initially been treated as a Flexible project, representing a best-case scenario requiring minimal intervention. However, there is a possibility that the mandated Level 3.2 upgrade could increase false positives, potentially diverting more bags to Level 3 and necessitating additional software, hardware, or handling capacity to maintain throughput. Due to limited data from the system provider, the scale of these impacts is currently uncertain, so costs beyond the base best-case scenario are excluded.

Dublin Airport therefore proposes transitioning to a StageGate approach if Standard 3.2 materially affects system throughput. This would allow for further assessment of scope, costs, and delivery once operational impacts are clear, with the impacts, solutions, and costs subsequently reviewed through the StageGate process. Exhibit 4.42 presents a high-level delivery programme, outlining the indicative timeline for planning, design, construction, and target operational commencement.

Exhibit 4.41 –Security Projects

Number	Project Title	Regulatory Treatment	Trigger Project	Asset Life Yr	Est Cost (millions)
CIP27.05.01	Intrusion Detection System	Flexible	No	10	€15.27
CIP27.05.02	Aviation Security Training Organisation Relocation	Flexible	Yes	20	€27.49
CIP27.05.03	Damage by Vehicle Risk Mitigation	StageGate	Yes	15	€16.44
CIP27.05.04	Access Control System Replacement	Flexible	No	10	€17.47
CIP27.05.05	Security Operations Systems and Equipment	Flexible	No	3-10	€43.61
CIP27.05.06	Hold Baggage System Version Upgrade	Flexible	No	5	€3.74
CIP27.05.07	Vehicle Control Post 11 and 32 Replacement	Flexible	No	20	€10.31

CIP27.05.08	Terminal 2 Staff Screening Expansion	Flexible	No	10	€1.29
CIP27.05.09	Remote Screening Centre	Flexible	No	15	€7.03
CIP27.05.10	Security Operations Refurbishments	Flexible	No	7	€9.88
CIP27.05.11	Security Innovations and Technology	Flexible	No	7	€7.03
				Total Trigger Projects	€43.93
				Total Non Trigger Projects	€116.12
				Envelope Total	€160.05

Exhibit 4.42 – Security High Level Delivery Programme

CIP No.	Project	Design / Planning / Precurement	Construction	Operational	2027	2028	2029	2030	2031	2032	2033	2034
Security												
CIP27.05.01	Intrusion Detection System	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.05.02	Security Training Organisation Relocation	26-Jan-28	01-Jan-31	31-Dec-32								
CIP27.05.03	Damage by Vehicle Risk Mitigation	01-Sep-29	01-Jan-31	01-Apr-32								
CIP27.05.04	Access Control System Replacement	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.05.05	Security Operations Systems & Equipment	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.05.06	Hold Baggage System Version Upgrade	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.05.07	Vehicle Control Post 11 & 32 Replacement	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.05.08	Terminal 2 Staff Screening Expansion	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.05.09	Remote Screening Centre	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.05.10	Security Operations Refurbishments	01-Jul-27	01-Jul-27	31-Dec-31								
CIP27.05.11	Security Innovation & Technology	01-Jul-27	01-Jul-27	31-Dec-31								

CIP27.05.01 – Intrusion Detection System

Project	**Intrusion Detection System**
CIP Number	CIP.27.05.01
CIP Roll Over	This project received approval under CIP2020, identified by the project number CIP.20.06.015, with a budget allocation of €4.5 million. The functional requirements of the project remain unchanged; however, they now include the need for a longer perimeter to be protected due to the introduction of the North Runway. The original project was developed at a conceptual level, and since then, we have approached several suppliers to gain a better understanding of the necessary systems, cabling, and civil works. The costs have been reassessed and revised to account for inflation and the additional requirements.

Element	Increase	Increase Percentage
CIP2020 Allowance	€4.5 m	
Increase	€10.8 m	
Inflation	€0.8 m	7%
Design Refinement	€10 m	93%
Updated Total Cost	**€15.3 m**	

Project Summary

EU regulations require Dublin Airport to have a physical boundary around the airfield which prevents unlawful interference. The issue of boundary intrusion has been exacerbated by the increasing presence of civilian drones which pose a considerable new threat to the safe operation of flights.

Surveillance, patrols and other physical controls are required at airports in order to identify suspicious behaviour of persons, to identify vulnerabilities which could be exploited to carry out an act of unlawful interference and to deter persons from committing such acts.

Dublin Airport is planning to augment the perimeter fencing with a second line of integrated intrusion detections sensors and systems, regardless of the weather or light quality, by installation of intrusion detection radar type devices along the perimeter fence, with estimated quantity of 17 together with the 21 Pan/ Tilt/ Zoom cameras. This system is designed to detect, verify, track, and respond to unauthorised intrusions in real time, enhancing situational awareness and reducing security risks.

Exhibit 1 *– Example of radar intrusion detection system installation*





	Exhibit 2 *– Example of PTZ camera installation* 
Key Deliverables	**1. Intrusion Detection System (IDS)** Implementation of the all-weather intrusion security system will aim to ensure that there is 360 surveillance and intrusion detection around the airfield, specifically intrusion into the Critical part, Apron and Runway. This will be implemented by use of appropriate ground-based radar systems which are supplemented by boundary fence detectors (at specific locations where airfield topology negates the formers' usage). It is planned that the IDS system will be integrated into the existing security systems, such as CCTV and lazar-detector breach systems (as present in the CHC location). Dublin Airport expects, based on preliminary examination to install up to 17 intrusion detection radar type devices along the perimeter fence, together with the estimated 21 Pan/ Tilt/ Zoom cameras. Cameras and radar devices will be co-located and therefore mounted on the same poles. The project will require essential power supply systems, supported by the uninterrupted power supplies, cabling and required ducting. Dublin airport will also look to explore the ability to enhance FOD detection capabilities on the airfield with the IDS system.
Primary Drivers	Security compliance, improved perimeter penetration and monitoring, increased safety and security
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project is expected to result in an increase in operational expenditure of approximately €350k –€400k per annum. This estimate includes allowances for technology operating costs, as well as routine inspections, periodic maintenance, and equipment calibration.		
Planning Approval	Planning not applicable.		

Cost Certainty	Class 5			
Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Intrusion Detection System			
	1	Design	€ 0.88	6%
	2	Management	€ 0.62	4%
	3	Construction	€ 10.35	68%
	4	Construction Inflation	€ 1.64	11%
	5	Contingency	€ 1.78	11%
		Element Total	**€ 15.27**	**100%**
		Project Total (Rounded)	**€ 15.27**	

CIP27.05.02 – Aviation Security Training Organisation Relocation

Project	**Aviation Security Training Organisation Relocation**
CIP Number	CIP.27.05.02
CIP Roll Over	This project has been approved under CIP2020, designated by the project number CIP.20.06.022, with a budget allocation of €1.8 million. The original project primarily concerned the upgrade and expansion of the existing facility, which was accommodated across several sites. Since then, these sites have either been earmarked for demolition or repurposed to facilitate the proposed developments under CIP27, such as Pier 1 East and Pier 5. Consequently, a new location for the Aviation Security Training Organisation is necessary, and it must be sufficiently sized to accommodate the needs of an expanded security workforce since the project's original inception. Therefore, for the purpose of CIP27, this project has been reviewed, designed, and costed from a clean sheet perspective.

Element	Increase	Increase Percentage
CIP2020 Allowance	€1.8 m	
Increase	€25.7 m	
Clean Sheet Design	€25.7 m	100%
Updated Total Cost	**€27.5 m**	

Project Summary

Dublin Airport's Aviation Security Training Organisation (ASTO) centre provides security training. The training centre is presently located in the Whitehouse on Corballis Road. ASTO has a mandatory remit to train and certify all security screening staff at Dublin Airport campus, therefore the training centre has been equipped with screening equipment, computer-based training systems, lecture and exam rooms and welfare facilities.

The centre's existing location, the Whitehouse, will be demolished to accommodate Pier 5 development, therefore the centre needs to be relocated to the new location of Castlemoate House. As the Castlemoate House is a listed structure, Dublin Airport is limited with the possible structural and architectural changes to this building. It will be therefore refurbished with some minor internal changes. Additionally, works will be undertaken to improve essential energy and core compliance upgrade works, as Castlemoate House is one of the 9 worst energy performing campus buildings.

The training centre requires larger footprint to accommodate increased number of trainees and installation of C3 with ATRS standard lane and a Vehicle Control Point (VCP) C1 standard horseshoe screening lane, therefore a new two storey building of est. 1,500 sqm, is proposed to be built, on the Castlemoate House site.

Exhibit 1 *– Castlemoate House site (Indicative)*



Exhibit 2 *–Proposed new building for ASTO (Indicative)*

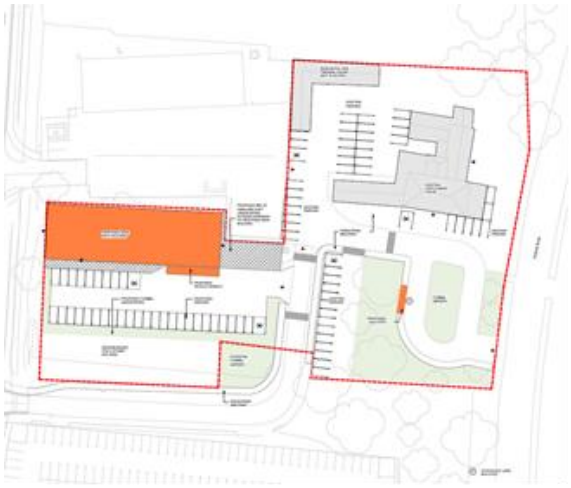
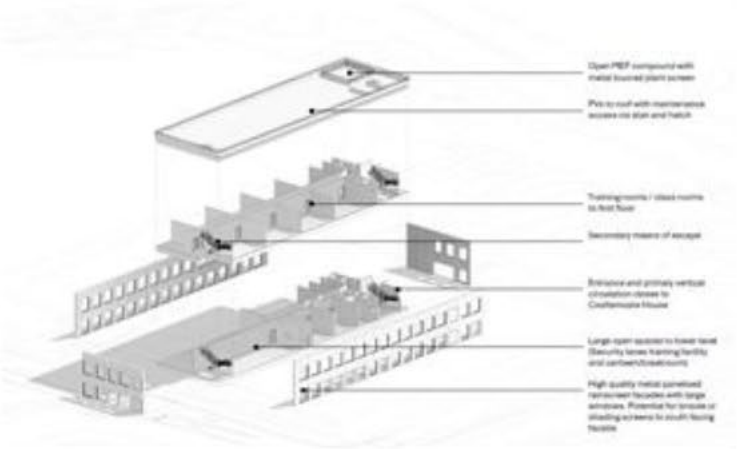


Exhibit 3 *– Proposed Castlemoate House changes on ground and upper floor (Indicative)*



Exhibit 4 *– New proposed two storey building (Indicative)*



Key Deliverables	**1. Castlemoate House Renovations** Castlemoate House, of estimated size 630 sqm, is a listed building, therefore there are limited ways to manage the envelope upgrade. External doors will be reconditioned and windows will be refurbished with secondary glazing. Insulation under the timber floor and in the attic spaces will be installed. External lime plaster will be applied to the façade. Internally, works are required to floor and wall finishings, washrooms and canteen, as well as overall office space re-arrangement to allow for efficient use of the space. The building requires full M&E system upgrade, together with existing heating system replacement. **2. New two storey building** New two storey building, with estimated size of 1500 sqm will be constructed on the green site adjacent to the Castlemoate House car park. Access roads as well as hardstanding outside of the new building and provision for additional car parking spaces will be included. An all-weather canopy will be attached to the building to allow for search of 1 large vehicle outside. This project also safeguards for a provision of additional second two-storey building of similar size. **3. Car park rehabilitation and landscaping** Pavement rehabilitation of est. 420sqm car park adjacent to the Castlemoate House will be included in the scope of this project, together with landscaping of 1600sqm formal gardens which are part of listed and protected structure. A new bus shelter and a pickup/ drop off point for shuttle transfer from terminals will also be provided.
Primary Drivers	Security Training continuity, improved staff experience
Regulatory Treatment	Flexible
Trigger Project	Yes
Asset Life	20 Years

Delivery Programme	Planning	Construction	Operational
	Q1 2028	Q1 2031-Q4 2032	Q1 2033

Opex Impact	The transfer of the ASTO training facility is expected to generate an increase in operational expenditure of €80,000 - €90,000 associated with increased training activity and the operation of a new building.
Planning Approval	Standard planning application.
Cost Certainty	Class 4

Level 1 Costs

Item	Description	Total (millions)	%
Works to Existing Castlemoate House			
1	Design	€ 0.39	8%
2	Management	€ 0.23	5%
3	Construction	€ 2.82	58%
4	Construction Inflation	€ 0.59	12%
5	Contingency	€ 0.86	17%
	Element Total	**€ 4.89**	**100%**
New Modular Building			
1	Design	€ 1.68	8%
2	Management	€ 0.96	5%
3	Construction	€ 12.05	58%
4	Construction Inflation	€ 2.52	12%
5	Contingency	€ 3.67	17%
	Element Total	**€ 20.89**	**100%**
Car Park Rehabilitation and Landscaping			
1	Design	€ 0.14	8%
2	Management	€ 0.08	5%
3	Construction	€ 0.98	58%
4	Construction Inflation	€ 0.21	12%
5	Contingency	€ 0.30	17%
	Element Total	**€ 1.70**	**100%**
	Project Total (Rounded)	**€ 27.49**	

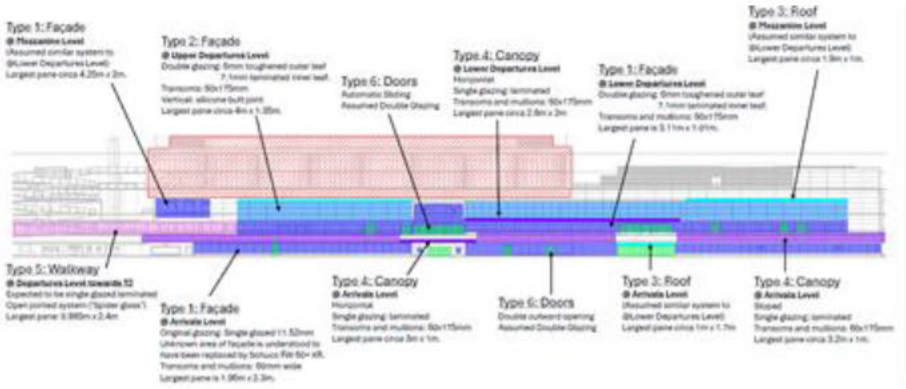
Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.84m

CIP27.05.03 – Damage by Vehicle Risk Mitigation

Project	**Damage by Vehicle Risk Mitigation**
CIP Number	CIP.27.05.03
CIP Roll Over	This project has been approved under CIP2020, designated by the project number CIP.20.06.046, with a budget allocation of €13.9 million. The functional requirements of the project remain unchanged; the original intention being the placement of vehicle bollards along the Terminal 1 and Terminal 2 drop-off kerbs, as well as the replacement of glazing and supporting structures at the front of Terminal 1. The bollard component has been advanced and is expected to be completed by the end of the current regulatory period, with the glazing element progressing in the upcoming CIP27 period. Consequently, the costs associated with the glazing have been reviewed and updated to reflect a more accurate understanding of the structural requirements, temporary works needed during construction, and to account for inflation.
Project Summary	This project is a continuation of Terminal Kerb Security Mitigation, which implemented several risk evaluation recommendations as a result of an assessment of potential threats to persons and property at the landside areas of the campus in the event of a targeted attack. This assessment considered the threat from person borne improvised explosive devices (PBIED) and vehicle borne improvised explosive devices (VBIED) both external to and inside the terminal buildings. Additionally, Dublin Airport analysed the impact of vehicle ramming. In the recent years, Dublin Airport implemented all of the PBIED mitigations including landside ceilings and internal glazing replacement, free standing unit mitigations and hostile surveillance in both terminals. Deployment of anti-vehicle as a weapon (VAW/ vehicle ramming) systems for both terminals' facade is currently being undertaken. Dublin Airport proposes glazing and frame replacement and mitigations on both levels in Terminal 1- arrivals and departures- adjacent to their respective landside forecourts, which will replace or reinforce where possible the glazing element in Terminal 1 to reduce the secondary effects of an explosion, minimising the risk of VBIED. The project looks to complete a thorough structural survey of Terminal 1, to identify any underlying structures of the terminal building.

Element	Increase	Increase Percentage
CIP2020 Allowance	€13.9 m	
Increase	€2.5 m	
Inflation	€1.8 m	71%
Design Refinement and Rate escalation	€0.7 m	29%
Updated Total Cost	**€16.4 m**	

Exhibit 1 *– Overview of Terminal 1 existing glazed areas and types (Indicative)*



Exhibits 2 *– Examples of glazing in scope to be replaced*





Key Deliverables

1. Terminal 1 external glazing upgrade

A VBIED detonation on either the arrivals or departures road would fracture and project the majority of the glass façade into the terminal building, causing wide-spread injuries. Dublin Airport will replace Terminal 1 glazing, on both levels adjacent to their respective landside forecourts, and supporting frames, aligned to the façade upgrades on levels 4 and 5 in existing regulatory period and to the long-term Terminal 1 Masterplan.

2. Terminal 1 structural survey

Structural survey of Terminal 1 will be undertaken, to establish potential effects of VBIED, analysing the internal construction and potential core structural damage to the building in such an event.

To determine the level of risk on the existing structure from a blast load on the new blast-resistant façade, a High-Level Bomb Blast Analysis (BBA) shall be undertaken. The analysis will determine the effect of an external vehicle borne explosive. The analysis will consider the collective and individual responses to each threat for key structural and secondary components identifying performance and possible damage levels.

Primary Drivers	Replacement of end-of-life asset, improved security, mitigation to vehicle borne improvised explosive devices attack
Regulatory Treatment	StageGate
Trigger Project	Yes
Asset Life	15 Years

Delivery Programme	Planning	Construction	Operational
	Q3 2029	Q1 2031-Q2 2032	Q3 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement of obsolete equipment with no increase on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Damage by Vehicle Risk Mitigation			
	1	Design	€ 1.17	7%
	2	Management	€ 0.75	5%
	3	Construction	€ 9.37	57%
	4	Construction Inflation	€ 2.32	14%
	5	Contingency	€ 2.82	17%
		Element Total	**€ 16.44**	**100%**
		Project Total (Rounded)	**€ 16.44**	

CIP27.05.04 – Access Control System Replacement

Project	**Access Control System Replacement**
CIP Number	CIP.27.05.04
Project Summary	Dublin Airport is required to ensure that there are systems and procedures in place which provide authorised access for staff members, suppliers and agencies to the appropriate areas of the campus, according to their role and location. The cornerstone of compliance in relation to this requirement is the Access Control system which is operated by the Dublin Airport Police to ensure that the entire cycle from initial entry to the campus to final departure is managed, controlled, monitored and reported for all restricted areas (airside and landside). The current Access Control system is approaching end of life and has functional limitations. Dublin Airport will therefore implement its full replacement with a new integrated management system for all service elements, such as temporary vehicle pass, visitor passes, security training notification, automated access enforcement through integrations with HR applications services. The scope also includes supporting infrastructure, such as physical access readers on the doors and car parks, data cabling and applications. The Access Control integrates with several other systems and this integration will also be part of the scope.
Key Deliverables	**1. Access Control System Replacement** Provision of the entire Access Control System replacement including associated software, hardware, with estimated 3300 door controllers and specialised readers and any other associated IT and security equipment, supporting infrastructure such as ducting and cabling, power supply and battery backup. Many of the existing network components will also require replacement and updating.
Primary Drivers	Replacement of end-of-life asset, improved Access Control system functionality
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement of obsolete equipment with no increase on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Access Control System Replacement			
1	Design	€ 0.71	4%
2	Management	€ 0.95	5%
3	Construction	€ 11.90	68%
4	Construction Inflation	€ 1.87	11%
5	Contingency	€ 2.03	12%
	Element Total	**€ 17.47**	**100%**
	Project Total (Rounded)	**€ 17.47**	

CIP27.05.05 – Security Operations Systems and Equipment

Project	**Security Operations Systems and Equipment**
CIP Number	CIP.27.05.05
Project Summary	As a critical element of Dublin Airport's mandate to prevent acts of unlawful interference is the provision of security screening systems and supplemental Airport Police and Security Operations equipment. This equipment is essential to screen passengers and baggage and to support the staff on the airport's campus. Dublin Airport proposes to replace end of life security screening equipment (which is mandated by the IAA and EU regulations), and to provide additional new security screening systems which are mandated (or expected to be mandated during the next CIP period) and supplemental security equipment to support the operations. Additionally, this project also includes security equipment, which is required to support expansion and relocation projects, such as CBP Extension, Consolidated Security and Screening Centre, OCTB Refurbishment for Platinum Services relocation, Gate Post 4 Relocation, new MRO Gate Post, and Security Training Centre (ASTO) Relocation. Replacement of end-of-life screening and police mandatory equipment includes Liquid Explosive Detection (LEDs) systems, Explosive Threat Detection (ETD) systems, Handheld Metal Detectors (HMD), Walk through metal detectors (WTMD), Mobile X-rays systems and handheld tablets. Amongst supplementary equipment belong handheld mobile radios, ruggedised tablets used for vehicle and airside inspections, Tetra radio handsets and others. Addition of new technologies, such as shoe scanners is needed to address forthcoming mandated and anticipated regulatory requirements.

Exhibit 1 *– Liquid explosive detection systems.*



Exhibit 2 *– SSC Body Scanner.*



Exhibit 3 *– Shoe Scanner.*



Key Deliverables

1. Security Operations Systems and Equipment

Dublin Airport is planning to provide range of security equipment, as end-of-life replacement for existing units, additional equipment required for Airport expansion and development projects as well as supplemental equipment. Some of the main and large equipment, and their estimated quantity is listed below.

This project will also provide and include for facilitation works and allowance, with respect to the installation of new security equipment, which shall include for associated builders works, M&E requirements, site setups such as hoarding, equipment logistics (storage/delivery of new equipment), PSCS, Health and Safety, equipment installation attendances, strip out, removal and disposal of old equipment.

Key equipment and the quantity are listed in the below table:

Agilent 200M LEDs	Liquid explosive detection system to detect and identify liquid IED threats for liquids, aerosols, and gels tested.	30
Smiths Detection 7755 C1 EDS X-Rays	C1 screening standard X-Ray machine.	6
Smiths Detection C3 EDS	C3 screening standard for carry-on baggage using Computed Tomography (CT) and automatic explosives detection algorithms. These systems eliminate the need to remove electronic devices, liquids and gels from hand luggage– expediting screening and making the whole process less stressful for passengers.	9
CEIA Ema 3 LED	Compact liquid explosive detection system device designed for the analysis of liquid containers and their contents with the goal of detecting the possible presence of explosive precursors and explosive liquids.	15
Smiths Detection 600 ETD	Explosive threat detection system that detects and identifies trace amounts of explosives and narcotics.	82
Shoe scanner	Shoe scanners are composed of Shoe explosive detection and/or Shoe Metal Detectors, used for screening passengers' shoes.	62
CEIA Walk through metal detectors (WTMD)	Walk through Metal Detector is an electromagnetic induction detection system which identifies metal objects on a passenger when passing through the gate field.	4
CEIA Handheld Metal Detectors	Portable inductive devices used to detect the presence of metal on passengers and people other than passengers.	17
Additional Smiths Detection Automatic tray return system (ATRS) modules	The automatic tray return system directs the x-rayed tray to the correct position in the process.	20
MIP	Identification Station used at screening stations and checkpoints throughout the airport campus to check the right to entry of people other than passengers.	11
Rohde and Schwarz QPS 102s Security Scanner SSCs	Scanners are based on microwave imaging technology, which helps to detect body-bound contraband, hidden or unwanted objects of all kind and material.	10
Dorma Kaba - Autopass/E-Gate	E-gates are used to confirm that all passengers wishing to enter in the Restricted Area of the campus have a legitimate purpose for doing so.	10
Dorma Kaba - PIL doors	Anti-pass back doors are used to prohibit passengers and people other than passengers from re-entering the Restricted Area of the campus without being re-screened.	5
Motorola - Mobile radios	Mobile licenced radios are used by screening staff throughout the difference screening checkpoints.	182

	Mobile X-rays	Mobile X-rays are used to screen suspicious items in situ without the need for relocation to determine if they are a threat.	2
	PVM escort pass terminals	Terminal station which are connected to the Access Control system to issue temporary passes to people other than passengers into the Restricted Area.	5
	Accessibility ladders	These enable screening officers to examine the tops of vehicles during the screening process.	20
	Entrance and exit barriers	Entrance and exit barriers	48
	Road blockers	Hydraulic road barriers for the entrance of vehicle access to the Restricted Area.	10
	VCP mirrors	Enable the screening officer to examine the undercarriage of a vehicle prior to entry in to the Restricted Area.	129
	VCP engine examination cameras	Digital low-light cameras which enable the screening offices to access, examine, record difficult to access areas of the vehicle as part of the vehicle screening processes.	64
Primary Drivers	Compliance with mandatory security screening requirements, replacement of end-of-life assets.		
Regulatory Treatment	Flexible		
Trigger Project	No		
Asset Life	3 - 10 Years		

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement of obsolete equipment with no increase on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Security Operations Systems and Equipment			
1	Design	€ 0	0%
2	Management	€ 0	0%
3	Construction	€ 35.22	81%
4	Construction Inflation	€ 4.87	11%
5	Contingency	€ 3.52	8%
	Element Total	**€ 43.61**	**100%**
	Project Total (Rounded)	**€ 43.61**	

CIP27.05.06 – Hold Baggage System Version Upgrade

Project	Hold Baggage System Version Upgrade
CIP Number	CIP.27.05.06
Project Summary	The Hold Baggage Screening (HBS) system is used to screen hold baggage in compliance with mandated detection standards, as required under EU aviation security regulations and enforced by the Irish Aviation Authority (IAA). The current HBS system has been operational since 2023. The next regulatory standard anticipated to apply to Dublin Airport is Standard 3.2, which is expected to be introduced in the forthcoming regulatory period. The principal changes associated with this upgrade are anticipated to include enhanced detection performance and increased decision time for Level 1 screening. There is a risk that these changes may lead to an increase in false positives, resulting in a higher proportion of bags being unresolved at Level 1 and subsequently diverted to Level 3 due to insufficient processing time at Level 2. This could necessitate additional software, hardware, or increased baggage handling system capacity to maintain throughput and service levels. At this stage, the scale and likelihood of these impacts cannot be quantified due to the absence of detailed performance data from the third-party system provider. Given the uncertainty and the current lack of reliable information to assess downstream capacity and infrastructure impacts, any potential consequences beyond the base upgrade are excluded from the project's estimated costs. Accordingly, Dublin Airport proposes that this project be treated as Flexible in the first instance, with costs presented on a best-case basis. Should the implementation of Standard 3.2 result in material adverse impacts on system throughput requiring additional infrastructure (for example, supplementary baggage belts or processing capacity), it is proposed that the project transition to a StageGate approach. This would allow the scope, costs, and delivery strategy for any additional works to be developed and assessed once the operational impacts of the upgrade are better understood. ***Exhibit 1 –*** *Dublin Airport Hold Baggage System* 

Key Deliverables	**1. Hold Baggage System version upgrade** Dublin Airport will upgrade the hardware and software on the 20 HBS EDS systems provided by Leidos HBS, in Dublin Airport to meet the 3.2 Standard when corresponding mandatory regulations are issued. This will not include any consequential baggage system changes to mitigate potential increases in the False alarm rates.
Primary Drivers	Security compliance, improved detection of HBS system
Regulatory Treatment	Flexible (Transitioning to StageGate if deemed necessary)
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement of obsolete equipment with no increase on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Hold Baggage System Version Upgrade			
1	Design	€ 0.1	0%
2	Management	€ 0.21	6%
3	Construction	€ 2.58	69%
4	Construction Inflation	€ 0.39	10%
5	Contingency	€ 0.56	15%
	Element Total	**€ 3.74**	**100%**
	Project Total (Rounded)	**€ 3.74**	

CIP27.05.07 – Vehicle Control Post 11 and 32 Replacement

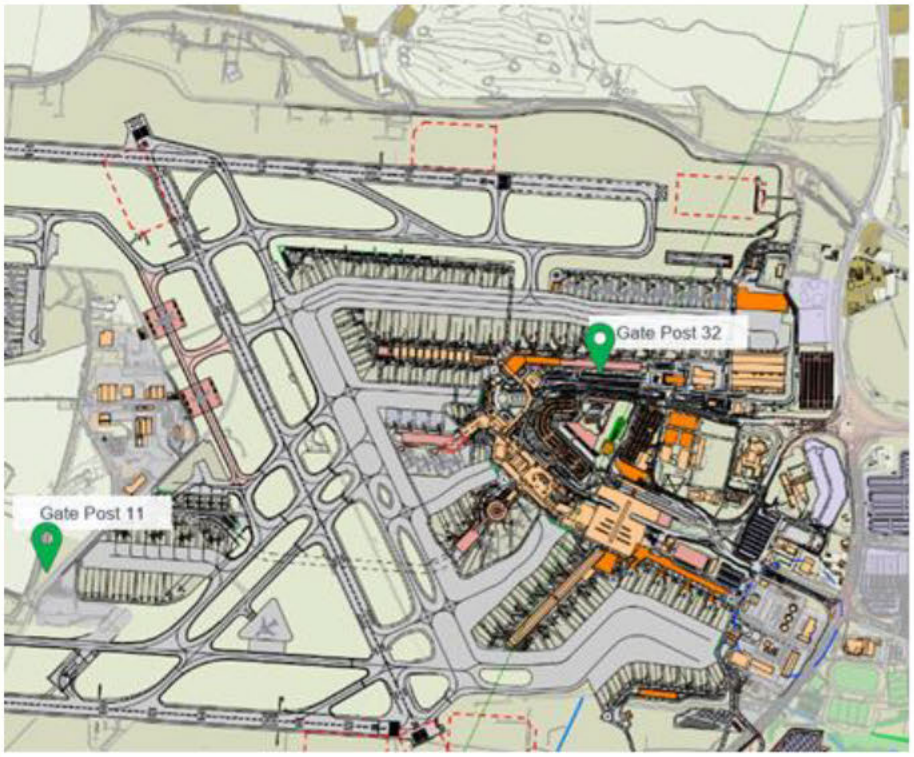
Project	**Vehicle Control Post 11 and 32 Replacement**
CIP Number	CIP.27.05.07
Project Summary	Dublin Airport is mandated to screen all airport supplies and persons other than passengers at specified points of entry to the Critical Part of the Security Restricted Area. This project is an example of the occasional maintenance and upgrade works required to fulfil this function on an on-going basis. Based on 2024 traffic statistics, security gate posts are responsible for the clearance of 340,000 vehicles and over 1,000,000 staff annually, the vast majority of which is related to the provision of airport supplies and services to Dublin Airport campus and the corresponding staff need to deliver them. Both the services and supplies traffic are expected to increase due to the expected increase in passenger flight numbers over the coming CIP cycle by a minimum of 30% by 2032, and this will correspondingly impact the related staff transits in the CPSRA proportionally in the same period. This project subsequently proposes to replace both Gate Post 11 (pedestrian traffic) and Gate Post 32 (pedestrian and vehicular traffic). ***Exhibit 1 –*** *Gate Post 11 and 32 site location (Indicative)* 

Exhibit 2 – *Proposed Gate Post 11 layout (Indicative)*

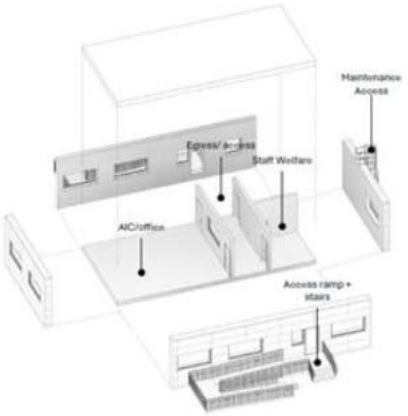
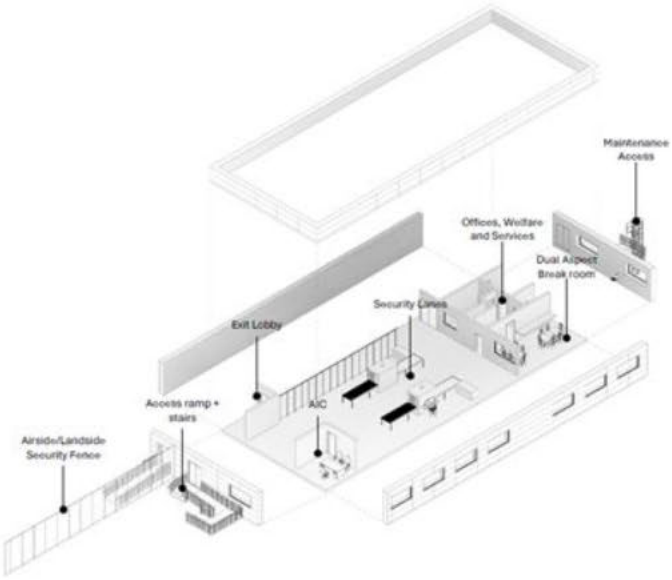


Exhibit 3 – *Proposed Gate Post 32 layout (Indicative)*



Key Deliverables

1. Gate Post 11

This project includes demolition and replacement of the existing temporary Gate Post 11 cabin with a permanent modular building designed to support the screening of Persons Other Than Passengers (POTP). The new facility will be for pedestrian screening only and will function as an AIC station during VIP movements to and from the West Apron.

The proposed structure will be of single storey, approximately 150 sqm in size, with dedicated space for one accessible washroom of 10sqm, a breakroom of 10 sqm, and the remaining area allocated for AIC operations and access, and the project will also include the installation of necessary utilities which are presently absent from the existing structure such as new foul and water connections.

2. Gate Post 32

Demolition and replacement, with partial minor expansion of Gate Post 32 as age and increased demand have brought the existing Gate Post 32 to the end of its useful life. The Gate Post 32 will be a single storey with footprint of 330 sqm and will provide a dedicated Access Control area, secure exit lobbies, accessible washroom, staff breakroom, private search room and supervisor's office. The works also include re-aligned security boundary fence.

	The extended footprint will accommodate a total of 3 vehicle security lanes with enhancements to include under-lane vehicle screening cameras and overflow / resilience screening inside the facility. Further expansion of the footprint is heavily restricted by the adjacent buildings. A separate CIP27 Security Equipment project lists and includes the provision for the security equipment, inclusive of installation of under-lane vehicle screening camera.
Primary Drivers	Control of access to the CPSRA is a highly regulated and sensitive responsibility requiring appropriately equipped facilities to ensure safety and security of the airside environment.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	20 Years

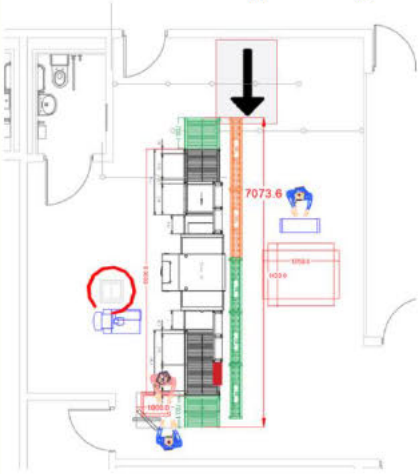
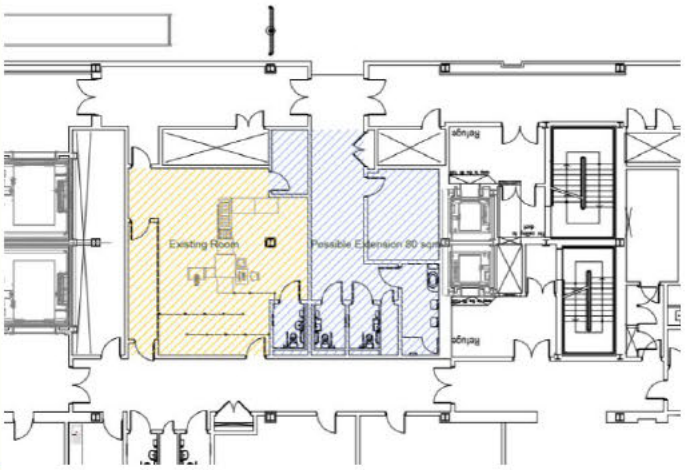
Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €160k - €200k per annum which comprises operation of additional security screening, increased maintenance demand and energy use.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Vehicle Control Post 11 and 32 Replacement			
1	Design	€ 0.80	8%
2	Management	€ 0.49	5%
3	Construction	€ 6.14	59%
4	Construction Inflation	€ 1.03	10%
5	Contingency	€ 1.86	18%
	Element Total	**€ 10.31**	**100%**
	Project Total (Rounded)	**€ 10.31**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.09m

CIP27.05.08 – Terminal 2 Staff Screening Expansion

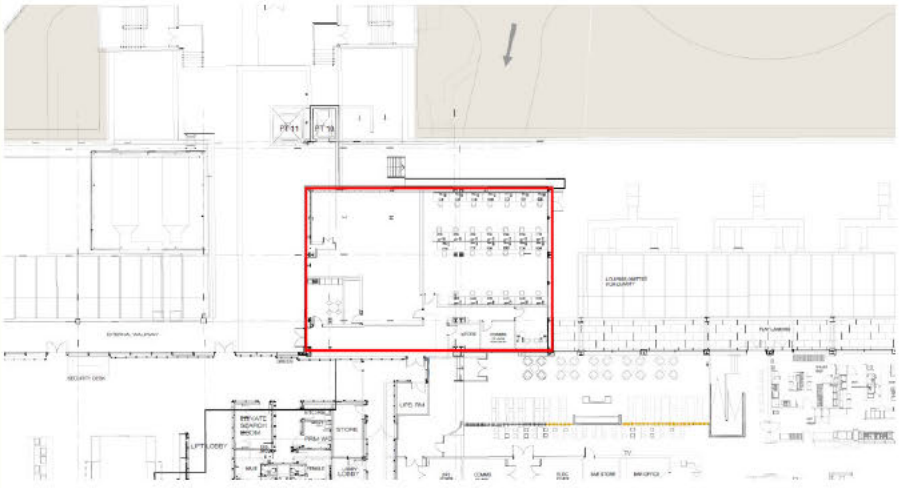
Project	**Terminal 2 Staff Screening Expansion**
CIP Number	CIP.27.05.08
Project Summary	With the forecast increase in passenger numbers over the duration of the next CIP period, there will be a corresponding increase in the number of staff (persons other than passengers (POTP)) who will need to be screened for entry into the CPSRA. As a consequence, the existing Terminal POTP screening checkpoints will not have adequate capacity to process persons wishing to enter airside which will lead to longer queuing and delays for staff. Presently, there are three terminal staff screening checkpoints: • Terminal 1 at Departures level with two screening lanes • Terminal 2 at Departures level, also with two screening lanes • Terminal 2 at Arrivals level with one screening lane This project proposes to add capacity by duplicating the existing screening lane at Terminal 2 Arrivals. The new lane will be a seven (7) metre C1 standard lane. ***Exhibit 1 –*** *Terminal 2 Staff Screening Lane Layout (Indicative)*  ***Exhibit 2 –*** *Proposed Staff Screening Expansion (and revised lane layout) (Indicative)* 

Key Deliverables	**1. Terminal 2 Staff Screening Expansion at Arrivals Level** This project will provide an expansion of the existing area into the adjacent toilet block and storage area, allowing for expansion of the area by 80sqm, relocation of the entrance/ exit, demolition works and removal of toilets and storage room, walls, and associated works. Re-instatement of the area and finishes, including painting works, floors, ceiling will also be included.
Primary Drivers	Forecast increases in staff numbers will require additional screening capacity to avoid queueing and delays to staff access to airside areas of work. This is in line with Dublin Airport's drive to increase passenger satisfaction by delivering a pleasant airport experience.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, this project is unlikely to generate any increase in operational expenditure. The project is a replacement of obsolete equipment with no increase on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Terminal 2 Staff Screening Expansion			
	1	Design	€ 0.09	7%
	2	Management	€ 0.06	5%
	3	Construction	€ 0.78	60%
	4	Construction Inflation	€ 0.13	10%
	5	Contingency	€ 0.23	18%
		Element Total	**€ 1.29**	**100%**
		Project Total (Rounded)	**€ 1.29**	

CIP27.05.09 – Remote Screening Centre

Project	**Remote Screening Centre**
CIP Number	CIP.27.05.09
Project Summary	In light of the anticipated rise in passenger traffic at Dublin Airport during the upcoming regulatory period and considering the spatial limitations of the Security Screening in Central Search areas in both terminals, Dublin Airport's aim is to ensure the optimal efficiency in screening processes for each lane while continuing to adhere to cabin baggage screening compliance and standards. Therefore, a Remote Screening Centre, in Terminal 1, was identified as a designated facility for cabin baggage screening with dedicated systems and staff. This centre proposes consolidating the cabin baggage screening personnel from the existing terminals lanes as well as the central search and screening of Persons other than passengers (POTP) areas, into a unified central facility. This new location will be equipped with the necessary systems to transmit X-ray and CT images of cabin baggage from the screening lanes. The subsequent analysis and decision-making processes for each image will largely mirror the methodology currently employed in Dublin Airport's hold baggage screening operations, allowing staff to view, manipulate, and determine the outcomes for the X-ray and CT images generated by the cabin baggage screening systems, irrespective of their point of origin within the Dublin Campus. This screening strategy, informed by similar projects at comparable airports across Europe, is expected to enhance the screening capacity of the existing lanes through the specialisation of remote staff dedicated solely to image interpretation and threat detection. ***Exhibit 1*** *– Proposed Remote Screening Centre, Terminal 1 Mezzanine Level. (Indicative)* 
Key Deliverables	**1. Remote Screening Centre** The project will deliver fit-out and internal finishes to an area with capacity for 60 desks.
Primary Drivers	Improved cabin baggage screening capacity and efficiency
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	15 Years

Delivery Programme	Planning	Construction	Operational
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €90k - €110k per annum which comprises third party maintenance contracts and additional energy and water use.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 5		

Level 1 Costs	Item	Description	Total (millions)	%
	Remote Screening Centre			
	1	Design	€ 0.37	5%
	2	Management	€ 0.35	5%
	3	Construction	€ 4.40	63%
	4	Construction Inflation	€ 0.62	9%
	5	Contingency	€ 1.28	18%
		Element Total	**€ 7.03**	**100%**
		Project Total (Rounded)	**€ 7.03**	

CIP27.05.10 – Security Operations Refurbishments

Project	Security Operations Refurbishments
CIP Number	CIP.27.05.10
Project Summary	Many of the facilities for both Security Operations and Airport Police have been in extensive use for over 10 years without any or little refurbishment and are in considerable need of a refresh in relations to painting, flooring, furniture, utilities. These locations include, the Gate Posts, specifically 1 Bravo and 9, breakrooms, washrooms, locker rooms and general areas in both terminals, BCB building, Central Search in Terminal 1 and 2 and Dog Training Facilities. The aim of this project is to refresh and maintain the existing facilities to operable condition and extend their lifespan. In the scope of works will be refurbishment, inclusive of replacing the wall covering, painting, flooring, decoration, furniture, fittings and facilities such as canteens, inclusive of white goods and furnishings, washrooms and replacement of lockers.
Key Deliverables	**1. Gate Posts 1 Bravo and 9** Refurbishment of Gate Post 1 Bravo and Gate Post 9 to include repainting, new flooring, tiling, facilities (bathrooms, kitchens), replacement of white goods and furniture etc. **2. Security Operations Refurbishment** The following locations require medium level of refurbishment, such as painting and repair to walls and ceiling, replacement of flooring, replacement of furniture and fittings, including lockers, washroom cubicles, upgrade dated light fittings and re-fit of tea station, replacement of wall protection, lockers and washrooms upgrade/ replacement: • BCB Building Break and Locker Room, inclusive of washrooms with total size of 260 sqm • Terminal 1 and 2 Central Search, general areas showing sign of wear. • Terminal 1 Airport Search Unit Staff Facilities, including washrooms, locker room and breakroom, 570 sqm • Terminal 2 Airport Search Unit Staff Facilities and Briefing Room, including washrooms, locker room and breakroom, 415 sqm • Terminal 2 Airport Search Unit Staff Break (Old Transfer Hall), 75 sqm **3. Dog Training (K9) Facilities** Significant refurbishment of existing building of estimated 230 sqm is required to allow for full replacement of primary and secondary roof structure, including new finishes and associated membranes and insulation and rainwater goods, windows replacement and new external insulation system to improve thermal performance of the building envelope. Full refurbishment of finishes internally, paint, flooring and ceilings, including new tea station and associated areas for dog handling, such as washing area.
Primary Drivers	Improve staff welfare, extension of asset lifespan.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years

Delivery Programme	Planning	Construction	Operational
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	This project is unlikely to generate any increase in operational expenditure. The project is a replacement of obsolete equipment with no increase on-going costs.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	Item	Description	Total (millions)	%
	Security Operations Refurbishments			
	1	Design	€ 0.76	8%
	2	Management	€ 0.47	5%
	3	Construction	€ 5.88	59%
	4	Construction Inflation	€ 0.98	10%
	5	Contingency	€ 1.78	18%
		Element Total	**€ 9.88**	**100%**
		Project Total (Rounded)	**€ 9.88**	

CIP27.05.11 – Security Innovations and Technology

Project	**Security Innovations and Technology**
CIP Number	CIP.27.05.11
Project Summary	Given the forecasted growth in passenger numbers in the next regulatory period, Dublin Airport is investigating opportunities for linear expansion of screening capacity to augment the existing number of operational lanes. This will be achieved by introducing series of advanced passenger and cabin baggage screening technologies which will maximise the passenger throughputs in Terminal 1 and 2 Central Search Areas. This project will therefore allow for improved resource allocation through better measurement and forecasting of passengers in both terminals, improved passenger flows using improved passenger modelling, reduction in screening process cycle times through better recognition and automation, standardisation and improved efficiency of all screening procedures across the various screening locations. Series of analysis and trials will be undertaken before the full roll-out and implementation of each solution. Together with the software and applications, specialised hardware and supporting infrastructure such as specialised kiosks, smart screens and their integration with the existing systems will be required. ***Exhibit 1*** *– Threat Image Protection example*  HIT MISS
Key Deliverables	**1. Passenger measurement systems upgrade and enhancements** Upgrade and enhancements to the existing Blip-track system, used in Central Search Areas in both terminals will be implemented as the existing system does not provide sufficient flexibility. The upgrade will provide enhanced passenger queuing measurement and virtual queuing system, by implementation of Passenger Flow Monitoring using sensors and cameras to monitor passenger flow in real-time and Crowd Density Analysis utilising AI-powered systems to analyse crowd density in key areas. **2. Passenger Virtual Queuing Systems** Several systems and applications to improve the passenger experience are envisaged to be implemented in both terminals. Digital Queuing solution will enable passengers to join virtual queues via mobile apps or kiosks, reducing the need for queuing in physical lanes across the check-in, security, and boarding processes. Dynamic passenger routing technology will direct passengers awaiting to be screened to the shortest queue and consequently optimise screening lanes.

	3. AI assisted cabin baggage processing Implementation of an Oversized items detection, which affects the flow of cabin baggage trays, will detect and present oversized items before entering into C3 X-Ray to avoid potential significant downtime. Automatic Empty Tray Loading technology enables empty trays to be automatically reloaded into the ATRS system, preventing delays in passengers preparing their trays due to starvation of a lane. Out of Tray Detection system prevents the associated delay caused by re-screening of the tray's contents. **4. Threat Image Protection** This project will provide for a series of Security competence and skills trials related to the C3/ATRS systems rolled out on the Dublin Airport Campus over the past 7 years, to evaluate their applicability to Dublin Airport, prior to committing to full rollout. This will include implementation of Threat Image Protection (TIP) trials for C1 and C3 CT image testing, providing 3D high resolution image interpretation assessments for screening staff in a live environment.
Primary Drivers	Improve passenger experience, enhanced cabin baggage screening process and improved capacity.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2027	Q3 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €450k - €500k per annum which comprises the operation of additional security equipment, staffing and associated software licences.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 5		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Security Innovations and Technology			
	1	Design	€ 0.42	5%
	2	Management	€ 0.37	5%
	3	Construction	€ 4.63	62%
	4	Construction Inflation	€ 0.75	10%
	5	Contingency	€ 1.36	18%
		Element Total	**€ 7.53**	**100%**
		Project Total (Rounded)	**€ 7.53**	

4.12 IT Projects for Consideration

The IT envelope offers a range of initiatives focused on cybersecurity, which has emerged as a significant issue in recent years. It also supplies the necessary hardware and software to support airport operations, alongside the implementation of new initiatives aimed at optimised self-service and biometric technologies designed to enhance the passenger experience while improving overall efficiency and minimising processing and queue times.

The Capital Investment Programme (CIP) for 2020–2026 placed a strong emphasis on delivering secure, reliable, and resilient airport operations, with roughly half of the total investment dedicated to this objective. Key initiatives included lifecycle upgrades to network and data centre infrastructure, as well as operational hardware such as FIDS, CUPPS, CUSS, CCTV, Wi-Fi, and cellular connectivity within the terminals. These investments enabled us to consistently achieve a 99.95% SLA across critical technology services, surpassing this benchmark year after year with performance exceeding 99.98%. This commitment significantly reduced operational disruptions, safeguarding the experience for airlines, handlers, passengers, and staff.

IT implemented a modern data platform built on Microsoft technologies, incorporating advanced analytics to deliver real-time operational insights. Predictive models were developed to accurately forecast demand and resource needs at critical processing points, such as security checkpoints. This capability enabled proactive management, preventing queue time breaches and avoiding associated penalties throughout 2025.

Cyber resilience was a key priority throughout the CIP period, ensuring that critical infrastructure and systems remained protected against evolving threats. Our strategy continues to focus on the four core pillars of cyber security: Prevent, Protect, Detect, and Respond to areas where we will maintain and strengthen investment.

Some further examples of technology investment that has driven efficiencies are outlined here.

- The extension of Self-service bag in T1 and T2, and the planned Airware first phase rollout in have significantly benefited airlines.

- Self Service technology has the potential to reduce the number of airline and handler staff required for passenger processing.

- New baggage technology, implemented during this CIP, including BILS and BRS systems, provides real-time visibility of bags from induction to aircraft loading, minimising lost baggage and reducing handler processing time.

- Airfield investment including SESAR program, drone technology and AI driven Smart turn trials are all focussed on optimising Airfield, stand and gate efficiency for all stakeholders.

- The delivery of a resilient network for critical systems used by IAA and Airnav protects the Airport for everyone.

- A new rostering and time and attendance systems ensure optimal resource planning across Dublin Airport.

- A new Fix to Fly app automates IT support ticketing for airlines and handlers, streamlining issue resolution.

Looking ahead to 2027–2031, the planned investment will reinforce Dublin Airport's commitment to secure, reliable, and resilient operations, with approximately 50% of the total funding dedicated to this objective. The programme will embed Zero Trust principles across all new technologies and re-architect platforms to align with modern security standards.

- AI and Data Analytics will expand to include stand planning, optimising the use of existing infrastructure while additional stand capacity is developed.

- Mobile Technology Enhancements, such as Airware boarding agent apps, will further streamline passenger processing and improve efficiency.

- Baggage Systems investment will continue in partnership with Brock, prioritising incremental upgrades over disruptive, high-cost major changes.

- Airfield Innovations will feature smart turn trials and automated Foreign Object Debris (FOD) detection.

- Sustainability Initiatives will introduce EV charging and billing solutions, ESG reporting, and third-party emissions tracking.

- Innovation Programmes will be driven through trials and strategic partnerships, including biometric solutions.

- ERP Enhancements will leverage AI and automation to deliver efficiency gains.

- Training Transformation will include AI-generated content and a digital platform to simplify compliance for third-party providers.

- Cloud Expansion will extend disaster recovery capabilities to offsite data centres

Exhibit 4.43 presents 14 projects, for each project, a proposed asset lifespan has been specified for the purposes of determining the remuneration period. Exhibit 4.44 presents a high-level delivery

programme, outlining the indicative timeline for planning, design, construction, and target operational commencement.

Exhibit 4.43 – IT Projects

Number	Project Title	Regulatory Treatment	Trigger Project	Asset Life Yr	Est Cost (millions)
CIP27.06.01	Airport Passenger Journey	Flexible	No	5	€10.50
CIP27.06.02	Digital Passenger Experience	Flexible	No	5	€8.60
CIP27.06.03	Airfield Technology	Flexible	No	7	€10.0
CIP27.06.04	IT Innovation and AI	Flexible	No	5	€7.0
CIP27.06.05	Sustainability- Digitalisation and Reporting	Flexible	No	5	€6.50
CIP27.06.06	Commercial Technology Upgrades	Flexible	No	7	€6.50
CIP27.06.07	Operational Devices	Flexible	No	5	€9.90
CIP27.06.08	Cyber Security and Cyber Resilience	Flexible	No	5	€10.0
CIP27.06.09	Operational Reliability, Safety, Security and Compliance	Flexible	No	7	€22.50
CIP27.06.10	Networks and Infrastructure	Flexible	No	7	€17.60
CIP27.06.11	Servers and Storage	Flexible	No	5	€8.30
CIP27.06.12	Business Efficiency and Enterprise Applications	Flexible	No	5	€9.90
CIP27.06.13	Cloud, Data Centre, Disaster Recovery and Infrastructure	Flexible	No	5	€7.20
CIP27.06.14	Data and Integrations	Flexible	No	5	€11.60
				Total Trigger Projects	€0.0
				Total Non Trigger Projects	€146.10
				Envelope Total	€146.10

Exhibit 4.44 – IT High Level Delivery Programme

CIP No.	Project	Design / Planning / Procurement	Construction	Operational	2027	2028	2029	2030	2031	2032	2033	2034
IT												
CIP27.06.01	Airport Passenger Journey	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.02	Digital Passenger Experience	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.03	Airfield Technology	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.04	IT Innovation & AI	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.05	Sustainability- Digitalisation & Reporting	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.06	Commercial Technology Upgrades	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.07	Operational Devices	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.08	Cyber Security & Cyber Resilience	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.09	Operational Reliability, Safety, Security & Compliance	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.10	Networks & Infrastructure	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.11	Servers & Storage	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.12	Business Efficiency & Enterprise Applications	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.13	Cloud, Data Centre, Disaster Recovery & Infrastructure	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.06.14	Data & Integrations	01-Apr-27	01-Apr-27	31-Dec-31								

CIP27.06.01 – Airport Passenger Journey

Project	**Airport Passenger Journey**
CIP Number	CIP.27.06.01
Project Summary	Passenger processing at Dublin Airport is heavily reliant on the Common Use Passenger Processing (CUPPS) and Common Use Self Service (CUSS) platforms. These systems are approaching the end of their lifecycle and are no longer sufficient to meet growing passenger and airline demands. This project proposes a comprehensive refresh and expansion of these platforms, alongside the introduction of advanced technologies such as biometrics and dynamic passenger routing. The goal is to enhance operational efficiency, improve passenger experience, and ensure compliance with regulatory requirements. The project also supports Dublin Airport's broader digital transformation and sustainability goals. ***Exhibit 1*** *– Self Service Kiosk* 
Key Deliverables	**1. Hardware and Software Refreshes** Upgrade CUPPS and CUSS platforms with new hardware and peripherals (e.g. cameras, payment devices) to maintain service levels. **2. Expansion of Self-Service Solutions** Extend Check-In, Bag Tag, Bag Drop, and Self-Service Boarding to meet increasing demand and improve efficiency. **3. Flexible Passenger Processing** Enable self-service options outside terminal buildings (e.g. car parks, bussing areas) to optimise passenger flow. **4. Advanced Technologies** Implement biometric systems (e.g. facial recognition) and dynamic routing to streamline processing and reduce queue times.

	5. Real-Time Notifications and Time Slot Booking Allow passengers to pre-book processing slots and receive real-time updates to manage wait times and congestion.
Primary Drivers	Lifecycle replacement of aging CUPPS and CUSS infrastructure, increased demand for self-service and off-terminal processing, compliance with contractual and regulatory obligations, enhanced passenger experience and operational efficiency.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	This project involves significant investment in additional passenger facing equipment presenting an increase in operational expenditure of approximately €400k - €430k per annum. The additional costs arise from updates and refreshes to new SSKs and maintenance of new biometric validation tools.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Airport Passenger Journey			
1	Design	€ 0	0%
2	Management	€ 0	0%
3	Construction	€ 10.50	100%
4	Construction Inflation	€ 0	0%
5	Contingency	€ 0	0%
	Element Total	**€ 10.50**	**100%**
	Project Total (Rounded)	**€ 10.50**	

CIP27.06.02 – Digital Passenger Experience

Project	**Digital Passenger Experience**
CIP Number	CIP.27.06.02
Project Summary	This project continues Dublin Airport's strategic investment in digital technology to enhance the passenger journey and drive commercial performance. Building on the success of the Dublin Airport mobile app and web platforms, the initiative will deliver a programme of enhancements across Business-to-Consumer (B2C) digital channels, focusing on personalisation, real-time information, and seamless user experience. The programme will leverage cloud infrastructure to support scalable and cost-effective digital delivery, while also enabling a 360-degree view of the customer across all digital and physical touchpoints. It will also establish digital relationships with non-Irish passengers, supporting both their arrival and return journeys. ***Exhibit 1*** *– Dublin Airport Mobile Phone App* 
Key Deliverables	**1. Annual Enhancements to B2C Web and Mobile Channels** Ongoing development of new features and integrations to improve the digital passenger experience and support commercial growth. **2. Cloud Consumption and Optimisation** Scalable cloud infrastructure to support digital services, with a focus on cost efficiency and performance. **3. Personalisation and Geo-Based Services (Departing Journey)** Use of the Salesforce platform to deliver tailored content and services based on passenger location and journey stage. **4. Customer 360 View** Integration of data across all digital and physical touchpoints to create a unified view of the passenger. **5. Arriving Passenger Digital Experience** Establish digital engagement with non-Irish passengers to support their onward and return journeys.
Primary Drivers	Enhanced passenger experience through digital engagement, increased commercial revenue via digital channels, improved operational communication during irregular events, scalable and cost-effective digital infrastructure, alignment with Dublin Airport Net Zero 2050 commitments.

Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years
Business Case	**Strategic Justification** Modern travellers expect seamless, personalised digital experiences. Airports are stressful environments, and passengers increasingly rely on mobile technology for information and control. By investing in best-in-class digital solutions, Dublin Airport will reduce passenger stress, improve operational efficiency, and strengthen its reputation for customer service excellence. The Dublin Airport Passenger App is already a top-ranking travel app in Ireland, and continued investment will ensure the airport remains at the forefront of digital innovation. **Key Benefits** • Enhanced Passenger Experience: Personalised, contextual information at every stage of the journey, including support during unexpected events. • Commercial Growth: Improved digital channels will drive ancillary revenue through targeted product and service offerings. • Operational Efficiency: Cloud-based solutions and analytics will optimise costs and enable rapid response to new requirements. • Customer Insights: A 360-degree view of passengers across all touchpoints will enable better support and engagement, especially for non-Irish travellers. **Investment and Value** The project requires an estimated €8.55 million over five years, covering enhancements, cloud costs, personalisation, customer insights, and engagement for arriving passengers. This investment will future-proof Dublin Airport's digital infrastructure.

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	At the current level of design, this project is expected to increase operational expenditure by approximately €80k - €90k per annum. These costs are directly associated with the expansion in levels of hardware, associated cloud and software costs and maintenance of same.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Digital Passenger Experience			
	1	Design	€ 0	0%
	2	Management	€ 0	0%
	3	Construction	€ 8.60	100%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 8.60**	**100%**
		Project Total (Rounded)	**€ 8.60**	

CIP27.06.03 – Airfield Technology

Project	**Airfield Technology**
CIP Number	CIP.27.06.03
Project Summary	This project supports the modernisation and lifecycle management of critical airfield systems at Dublin Airport. It addresses the need to optimise apron operations, improve aircraft turnaround performance, and ensure compliance with Single European Sky ATM Research (SESAR) regulations. The programme includes upgrades to core systems such as the Airport Operations System (AOS), Advanced Visual Docking Guidance System (A-VDGS), and Airfield Visual Display (AVD), as well as the rollout of smart apron technologies across 50 stands. These investments will enhance operational efficiency, safety, and sustainability. ***Exhibit 1*** *– AVDGS* 
Key Deliverables	**1. Lifecycle System Upgrades** Modernisation and replacement of core airfield systems including the Airport Operations System (AOS), Advanced Visual Docking Guidance System (A-VDGS), Airfield Visual Display (AVD), and the Integration Platform. These systems are essential for managing aircraft movements, stand allocation, and turnaround coordination. **2. SESAR Compliance (2027–2031)** Implementation of initiatives aligned with the Single European Sky ATM Research (SESAR) programme, including the Extended Airport Operations Plan (eAOP). SESAR compliance is a regulatory requirement and a strategic opportunity. It ensures Dublin Airport remains interoperable with European air traffic systems and eligible for SESAR funding. **3. Apron Efficiency Technologies** Deployment of Smart Stand solutions (CCTV analytics, FOD detection, remote controlled airbridges, telematics for equipment tracking and usage) across 50 stands. These technologies aim to reduce aircraft turnaround times, improve stand utilisation, and enhance safety. **4. Proof of Concept and Trials** Execution of trials for smart turnaround monitoring and other next-generation technologies. These trials are conducted in collaboration with airlines and operational teams, with full rollout contingent on successful outcomes.

Primary Drivers	Increased airfield operational efficiency, compliance with SESAR regulations, enhanced turnaround performance and stand utilisation, support for sustainability and digital transformation.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €140k - €160k per annum which comprises the provision of licences and in-house and third-party system support.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Airfield Technology			
	1	Design	€ 0	0%
	2	Management	€ 0	0%
	3	Construction	€ 10.0	100%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 10.0**	**100%**
		Project Total (Rounded)	**€ 10.0**	

CIP27.06.04 – IT Innovation and AI

Project	IT Innovation and AI
CIP Number	CIP.27.06.04
Project Summary	This project builds upon the previous CIP2020+ project "Innovation and AI investment" and aims to trial and implement emerging technologies that enhance the digital passenger experience and operational efficiency at Dublin Airport. With forecasted growth in passenger numbers and physical infrastructure constraints, this initiative will support Dublin Airport's ambition to lead in airport innovation while optimising the existing airport campus. The programme will include trials and phased rollouts of Artificial Intelligence (AI), Biometrics, Augmented and Virtual Reality (AR/VR), Robotics, and other next-generation technologies. It will also support value scoping studies for future infrastructure concepts such as vertiports, remote terminals, and innovation incubators. ***Exhibit 1*** *– Biometric Gates*  ***Exhibit 2*** *– Intelligent CPMS* 
Key Deliverables	**1. Technology Trials and Implementation** Pilot and deploy AI, Biometrics, Touchless, AR/VR, Robotics, and other advanced technologies to improve passenger experience and operational performance. **2. Digital Passenger Enhancements** Integration of third-party software into digital channels for wayfinding, real-time offers, flight

	and baggage updates, and onward transport services. **3. Dynamic Staff Parking Allocation** Optimise staff car park capacity through intelligent allocation systems. **4. Terminal Hardware and Robotics** Deploy new hardware such as kiosks, holograms, and robotics for passenger assistance, cleaning, and airside logistics. **5. Sensor and Beacon Infrastructure** Implement sensor networks for people-counting, asset tracking, cleanliness monitoring, and access control. **6. Value Scoping Studies** Conduct feasibility and value assessments for future innovation projects including vertiports, remote terminals, and startup incubators.
Primary Drivers	Enhance passenger experience through emerging technologies, increase non-aeronautical revenue, improve operational efficiency and safety, position Dublin Airport as a leader in airport innovation, align with Net Zero 2050 commitments.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €130k - €150k per annum which comprises the provision of licences and in-house and third-party system support.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	IT Innovation and AI			
	1	Design	€ 0	0%
	2	Management	€ 0	0%
	3	Construction	€ 7.0	100%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 7.0**	**100%**
		Project Total (Rounded)	**€ 7.0**	

CIP27.06.05 – Sustainability- Digitalisation and Reporting

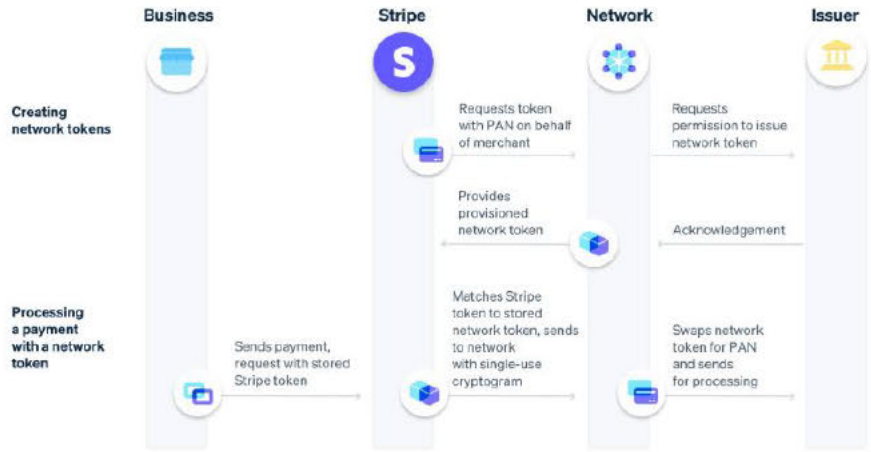
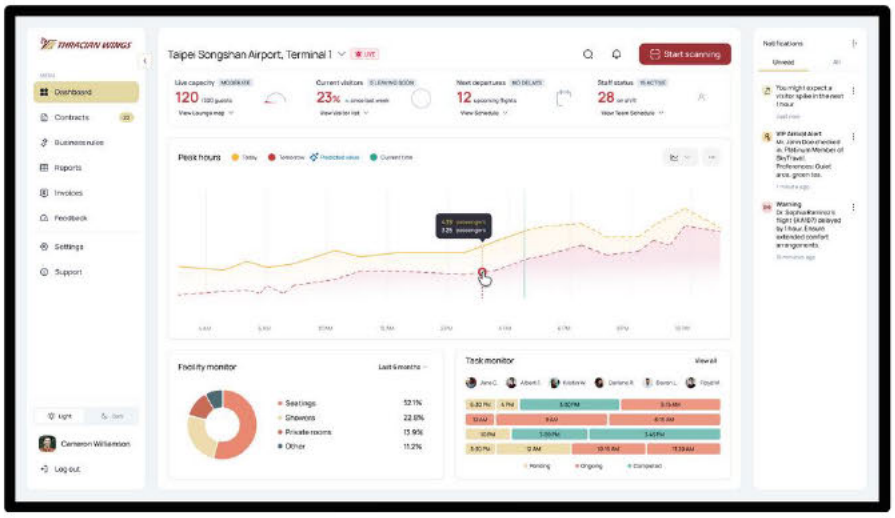
Project	**Sustainability- Digitalisation and Reporting**
CIP Number	CIP.27.06.05
Project Summary	This project supports Dublin Airport's strategic sustainability objectives by enabling the digital acquisition, integration, and reporting of ESG (Environmental Social and Governance) data across Dublin Airport. As regulatory requirements and stakeholder expectations increase, the need for accurate, real-time, and auditable ESG data becomes critical. The programme will deliver a centralised digital platform to capture data across key ESG domains—carbon, energy, water, noise, air quality, biodiversity waste and human rights—while digitising mandated ESG documentation and enabling third-party carbon emissions reporting. This investment will ensure Dublin Airport can meet its 2030 and 2050 ESG targets and comply with EU regulatory requirements including Corporate Sustainability Reporting Directive (CSRD) obligations. ***Exhibit 1*** *– CSRD Requirements* 
Key Deliverables	**1. ESG Data Acquisition and Reporting** Deployment of digital solutions to capture and report on carbon, energy, water, noise, air quality, biodiversity waste, and other environmental metrics. Digital solutions also required for social metrics including human rights and integration with other Environmental, Social and Governance (ESG) systems. **2. Digitisation of ESG Documentation** Conversion of manually produced compliance and reporting documents into structured digital formats to improve traceability and audit readiness. **3. Third-Party Carbon Emissions Reporting** Integration with airline systems to acquire and report Scope 3 carbon emissions data for Dublin Airport.
Primary Drivers	Enhanced ESG data accuracy and transparency, compliance with CSRD and other regulatory frameworks, improved operational decision-making through real-time analytics, support for Dublin Airport's Net Zero 2050 commitments.

Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €50k - €70k per annum which comprises the provision of licences and in-house and third-party system support.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Sustainability- Digitalisation and Reporting			
	1	Design	€ 0	0%
	2	Management	€ 0	0%
	3	Construction	€ 6.50	100%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 6.50**	**100%**
		Project Total (Rounded)	**€ 6.50**	

CIP27.06.06 – Commercial Technology Upgrades

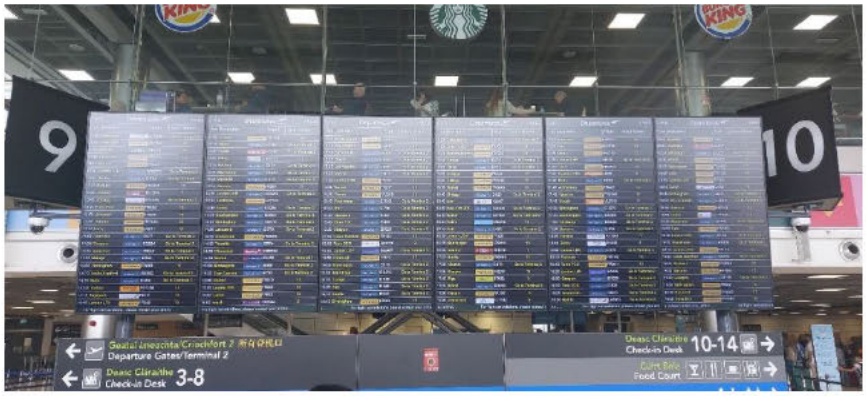
Project	**Commercial Technology Upgrades**
CIP Number	CIP.27.06.06
Project Summary	This project supports the ongoing modernisation of Dublin Airport's commercial and retail technology platforms to ensure secure, scalable, and compliant services for passengers, airlines, and commercial partners. As digital expectations and payment regulations evolve, the airport must continue to invest in flexible, integrated systems that enhance the passenger experience and drive commercial value. The project includes the migration of the retail platform to the cloud, consolidation of e-commerce systems, full integration with Stripe for payment processing, and the deployment of a next-generation lounge management system. These investments will enable Dublin Airport to deliver seamless digital services, maintain regulatory compliance, and deliver an improved passenger experience. ***Exhibit 1*** *– Stripe payment system integration and workflow*  ***Exhibit 2*** *– Example of Lounge Management System, Taipei Airport* 

Key Deliverables	**1. Retail Platform Migration and Integration** Migration of the Navision Business Central Enterprise Resource Planning (ERP) system to the cloud and integration with Business-to-Consumer (B2C) digital channels. **2. Payment Technology Compliance** Full transition to Stripe as the unified payment platform to ensure compliance with evolving payment regulations and enhance transaction security. **3. E-Commerce Platform Consolidation** Replacement of multiple booking engines with a single, flexible e-commerce platform to streamline the customer journey and support digital passenger experience initiatives. **4. Lounge Management System** Deployment of an end-to-end lounge management tool with real-time check-in, access control, Customer Relationship Management (CRM), and integration with revenue management systems.
Primary Drivers	Enhanced digital passenger experience, compliance with payment regulations, operational efficiency and platform consolidation, support for commercial growth and innovation.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years
Business Case	**Strategic Justification** Dublin Airport's commercial and retail businesses rely on a diverse range of technology platforms, from car park management and lounges to retail ERP and payment systems. With the rapid evolution of digital solutions, mobile technology, AI, and payment regulations, ongoing investment is essential to remain compliant, competitive, and responsive to market opportunities. These projects will enable Dublin Airport to deliver relevant, accessible, and intuitive products and services, enhancing the passenger experience and supporting commercial growth. • Operational Excellence: Up-to-date hardware and applications will ensure reliable service delivery and maximise value from previous technology investments. • Compliance and Security: Payment solutions will be kept compliant with evolving regulations, reducing risk and supporting business continuity. • Commercial Growth: Enhanced platforms and integrations will enable new products and services to be brought to market quickly, benefiting customers, concessionaires, and the airport's commercial and retail businesses. • Customer Experience: Consolidation of e-commerce platforms will provide a seamless shopping experience for all airport customers, further enhancing the digital passenger journey. **Investment and Value** The total investment required is €6.5 million, covering upgrades to the retail ERP (Navision Business Central), migration to cloud, payment technology enhancements (Stripe), consolidation of e-commerce platforms, and a new operating system for lounges. This investment will ensure Dublin Airport remains at the forefront of commercial technology, delivering measurable benefits for passengers, partners, and the business.

Delivery Programme	Planning	Construction	Operational
	Q2 2027	Q2 2027-Q4 2031	Q2 2032
Opex Impact	The proposed Commercial Technology and IT Upgrades project has is expected to generate a potential increase in operational expenditure of approximately €130k - €150k per annum which comprises the support for new e-commerce platforms across lounge and retail units.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	Item	Description	Total (millions)	%
	Commercial Technology Upgrades			
	1	Design	€ 0	0%
	2	Management	€ 0	0%
	3	Construction	€ 6.50	100%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 6.50**	**100%**
		Project Total (Rounded)	**€ 6.50**	

CIP27.06.07 – Operational Devices

Project	**Operational Devices**
CIP Number	CIP.27.06.07
Project Summary	This project ensures the continued reliability, security, and performance of operational devices across Dublin Airport through structured lifecycle management. These devices are critical to the daily functioning of airport operations, enabling staff, passengers, and stakeholders to interact with digital services efficiently. The project includes the replacement and upgrade of workstations, laptops, mobile devices, handheld scanners, telephone and radio systems, digital signage, and meeting room technology. It also introduces centralised governance and asset management to improve oversight and reduce risk. ***Exhibit 1 and 2*** *– Flight Information Displays*  
Key Deliverables	**1. Workstations and Mobile Devices** Structured lifecycle management for Line of Business (LOB) devices, including procurement, configuration, deployment, maintenance, and replacement. **2. Digital Screens (Flight Information Display Systems and Wayfinding)** Ongoing replacement of over 800 display units on a rolling five-year cycle to ensure clarity, reliability, and compliance. **3. Handheld Scanners** Lifecycle upgrades for 340 handheld devices used in baggage, operations, and retail, ensuring

	operational continuity and efficiency. **4. Telephone and Radio Infrastructure** Replacement and upgrade of telephone and radio handsets and backend systems to maintain secure and reliable communication. **5. Laptops, Desktops, and Mobile Devices** Compliance-driven lifecycle management to support business enablement, operational efficiency, and regulatory standards. **6. Meeting and Conference Rooms** Upgrade and enablement of next-generation video conferencing facilities to support collaboration and reduce travel-related emissions.
Primary Drivers	Enhanced operational efficiency and business enablement, reduced cybersecurity risk through lifecycle compliance, improved service reliability and user experience, centralised governance and asset visibility, alignment with Dublin Airport's Net Zero 2050 commitments.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	The proposed Operational Devices IT project has is expected to generate a potential increase in operational expenditure of approximately €80k - €110k per annum which comprises the provision of licences and in-house and third-party system support.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	**Description**	**Total (millions)**	**%**
Operational Devices			
1	Design	€ 0	0%
2	Management	€ 0	0%
3	Construction	€ 9.90	100%
4	Construction Inflation	€ 0	0%
5	Contingency	€ 0	0%
	Element Total	**€ 9.90**	**100%**
	Project Total (Rounded)	**€ 9.90**	

CIP27.06.08 – Cyber Security and Cyber Resilience

Project	**Cyber Security and Cyber Resilience**
CIP Number	CIP.27.06.08
Project Summary	This project supports Dublin Airport's strategic objective to strengthen its cyber security posture and operational resilience in the face of increasing cyber threats. It addresses the critical need to protect both Information Technology (IT) and Operational Technology (OT) systems from cyber-attacks that could severely disrupt airport operations, passenger processing, and business continuity. The programme includes enhancements to the Cyber Security Operations Centre (CSOC), migration to a new Security Information and Event Management (SIEM) platform, and the implementation of Zero Trust security technologies across the IT and OT estate. These investments will ensure Dublin Airport can detect, respond to, and recover from cyber incidents while maintaining minimum viable services during an attack.
Key Deliverables	**1. Cyber Security Operations Centre (CSOC) Enhancements** Expansion of monitoring capacity and migration to a next-generation SIEM platform to improve threat detection and response across on-premises and cloud environments. **2. Cyber Resilience / Zero Trust Implementation** Deployment of advanced security technologies across Microsoft, Oracle, and Cisco platforms to protect critical IT and OT systems and reduce the likelihood and impact of cyber-attacks.
Primary Drivers	Protection of critical IT and OT systems enhanced cyber threat detection and response, business continuity and operational resilience, regulatory compliance and risk mitigation, alignment with Dublin Airport's Net Zero 2050 commitments.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	The proposed Cyber Security and Cyber Resilience IT project has is expected to generate a potential increase in operational expenditure of approximately €380k - €420k per annum which comprises the provision of licences and in-house and third-party system support.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Cyber Security and Cyber Resilience			
1	Design	€ 0	0%
2	Management	€ 0	0%
3	Construction	€ 10.0	100%
4	Construction Inflation	€ 0	0%
5	Contingency	€ 0	0%
	Element Total	**€ 10.0**	**100%**
	Project Total (Rounded)	**€ 10.0**	

CIP27.06.09 – Operational Reliability, Safety, Security and Compliance

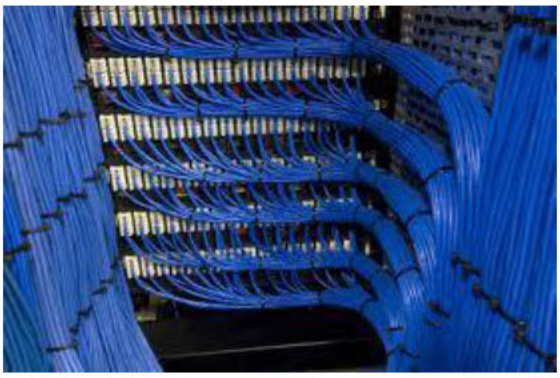
Project	**Operational Reliability, Safety, Security and Compliance**
CIP Number	CIP.27.06.09
Project Summary	This project addresses the critical need to modernise and maintain essential operational systems that underpin safety, security, and compliance at Dublin Airport. Ageing infrastructure, evolving threats, and increasing regulatory demands place pressure on existing systems. The project includes lifecycle upgrades and enhancements across baggage systems, access control, CCTV, queue management, airside safety, and perimeter security. It also introduces new capabilities such as drone detection, robotics for perimeter inspection, and service recovery systems to ensure operational resilience in the event of cyber incidents. ***Exhibit 1*** *– CCTV System* 
Key Deliverables	**1. Baggage Systems** Lifecycle upgrades to hardware and infrastructure to ensure reliability and compliance. **2. Asset Maintenance and GIS Platforms** Enhancements to support predictive maintenance, automation, and Internet of Things (IoT) integration. **3. CCTV Infrastructure** Expansion and upgrade of over 3,000 cameras to support innovation and lifecycle compliance. **4. Queue Management and Access Control** Upgrades to sensors, scanners, and software to improve passenger flow and security. **5. Airside Technical Safety** Implementation of automated systems for anomaly detection, speed control, and perimeter safety. **6. Passenger Boarding and C3 Screening Systems** Lifecycle upgrades to boarding scanners and C3 screening technology, including image storage.

	7. Service Recovery Systems Design and deployment of standby systems to reduce recovery time from cyber incidents from 7 days to under 24 hours. **8. Training and Compliance Platforms** Development of an online training system to manage and verify airside staff compliance. **9. Drone Detection and Perimeter Monitoring** Deployment of advanced sensors, robotics, and camera systems for real-time perimeter surveillance and drone threat mitigation.
Primary Drivers	Enhanced operational safety and reliability, compliance with regulatory and security standards, improved incident response and service recovery, modernisation of critical infrastructure, alignment with Dublin Airport's Net Zero 2050 commitments.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	The proposed reliability and compliance IT project has is expected to generate a potential increase in operational expenditure of approximately €280k – €320k per annum which comprises the provision of licences and in-house and third-party system support.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Operational Reliability, Safety, Security and Compliance			
	1	Design	€ 0	0%
	2	Management	€ 0	0%
	3	Construction	€ 22.50	100%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 22.50**	**100%**
		Project Total (Rounded)	**€ 22.50**	

CIP27.06.10 – Networks and Infrastructure

Project	**Networks and Infrastructure**
CIP Number	CIP.27.06.10
Project Summary	This project addresses the critical need to maintain a secure, resilient, and high-performance network infrastructure across Dublin Airport. As network hardware reaches end of life, the risk of failure increases and supportability declines. This initiative ensures that all core, access, and edge network components remain within their supported lifecycle, while also enhancing capacity, speed, and monitoring capabilities. The programme includes the replacement of ageing switches, firewalls, routers, and wireless infrastructure, as well as upgrades to cabling, ducting, and communications rooms. These investments will ensure the continued delivery of reliable campus-wide services and support future digital transformation initiatives. ***Exhibit 1*** *– Network Data Cabling* 
Key Deliverables	**1. Access Layer Network Switches** Replacement of switches exceeding their 7-year lifecycle and extension of support for remaining units. **2. Core and Edge Switches** Replacement of end-of-life Data Centre Core and Campus Physical Edge Switches. **3. Firewalls, Routers, and Load Balancers** Upgrade of Wide Area Network (WAN) routers, firewalls, and load balancers to maintain security and performance. **4. Wi-Fi Infrastructure** Replacement and upgrade of wireless access points and backend systems to support modern standards and increased demand. **5. Network Monitoring Platform** Enhancement of monitoring tools to improve visibility, diagnostics, and proactive management. **6. Cabling and Communications Rooms** Replacement of outdated cabling and ducting, with upgrades to comms rooms to support increased capacity and resilience.

Primary Drivers	Maintain a fully supported and secure network environment, improve network performance and capacity, reduce risk of hardware failure and service disruption, support future digital and operational initiatives, align with Dublin Airport's Net Zero 2050 commitments.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	Subject to final design and operational planning, the proposed project has resulted in a potential increase in operational expenditure of approximately €160k - €180k per annum which comprises the provision of licences and in-house and third-party system support.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Networks and Infrastructure			
	1	Design	€ 0	0%
	2	Management	€ 0	0%
	3	Construction	€ 17.60	100%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 17.60**	**100%**
		Project Total (Rounded)	**€ 17.60**	

CIP27.06.11 – Servers and Storage

Project	Servers and Storage
CIP Number	CIP.27.06.11
Project Summary	This project ensures the continued reliability, performance, and security of Dublin Airport's core IT infrastructure by upgrading the on-premises server and storage environment. As part of Dublin Airport's lifecycle policy, server and storage components are maintained on a five-year refresh cycle to mitigate risks associated with ageing hardware, unsupported software, and increasing operational costs. The programme includes upgrades to blade servers, storage arrays, operating systems, backup and recovery platforms, event monitoring tools, and telephony backend infrastructure. These investments will ensure Dublin Airport's IT services remain resilient, scalable, and compliant with regulatory and cybersecurity standards.
Key Deliverables	**1. Blade Chassis, Blade and Physical Servers** Upgrade of on-premises server infrastructure to support critical airport services and maintain compliance with lifecycle policy. **2. Storage Arrays and Fibre Channel Switches** Upgrade of storage infrastructure to ensure sufficient capacity and performance for Dublin Airport's operational needs. **3. Operating Systems, Backup and Event Monitoring** Upgrade of core systems to enhance resilience, security, and observability across the IT estate. **4. Telephony Backend Infrastructure** Upgrade of Private Automatic Branch Exchange (PABX) and backend systems to maintain reliable telephony services.
Primary Drivers	Maintain a fully supported and secure IT infrastructure, reduce risk of service disruption and cybersecurity threats, improve operational efficiency and scalability, ensure compliance with regulatory and vendor standards.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	Planning	Construction	Operational
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	The proposed works to servers and storage has is expected to generate a potential increase in operational expenditure of approximately €70k - €90k per annum which comprises the provision of licences and in-house and third-party system support.		
Planning Approval	Planning not applicable.		

Cost Certainty	Class 4			
Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Servers and Storage			
	1	Design	€ 0	0%
	2	Management	€ 0	0%
	3	Construction	€ 8.30	100%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 8.30**	**100%**
		Project Total (Rounded)	**€ 8.30**	

CIP27.06.12 – Business Efficiency and Enterprise Applications

Project	**Business Efficiency and Enterprise Applications**
CIP Number	CIP.27.06.12
Project Summary	This project addresses the lifecycle management and enhancement of Dublin Airport's core business software systems to ensure they remain secure, efficient, and fit for purpose. As technology evolves, outdated systems pose risks including cybersecurity vulnerabilities, increased operational costs, and reduced productivity. This initiative focuses on upgrading and modernising enterprise applications, introducing automation, and leveraging emerging technologies such as Artificial Intelligence (AI) and Digital Twins to support agile delivery and operational excellence. The programme includes the migration from Oracle E-Business Suite to Oracle Fusion, upgrades to the ServiceNow platform, implementation of IT Operations Management (ITOM), and the development of digital simulation capabilities. These enhancements will ensure Dublin Airport's systems are future-proofed, compliant, and aligned with its Net Zero by 2050 sustainability goals. ***Exhibit 1*** *– Oracle Fusion Cloud Applications*  ***Exhibit 2*** *– MS Azure DevOps* 
Key Deliverables	**1. Oracle Fusion Migration** Upgrade from Oracle E-Business Suite to Oracle Fusion Cloud, enabling AI-driven analytics, real-time visibility, and future-proofed innovation. **2. Service Management Enhancements** Upgrade and enhance the ServiceNow platform to support IT Infrastructure Library (ITIL)-based service delivery and customer service management. **3. Enterprise Architecture Platform** Extend ServiceNow to incorporate enterprise architecture capabilities. **4. IT Operations Management (ITOM)** Implement tools for asset discovery, service mapping, event management, and orchestration to automate IT infrastructure management. **5. Small Business Requests (SBRs)** Annual allocation for internal small-scale enhancements and system improvements. **6. HR and Time and Attendance Systems** Lifecycle upgrade of workforce planning and scheduling systems. **7. Small Application Upgrades**

	Consolidation or replacement of legacy business applications. **8. Digital Twins and Advanced Simulation** Develop real-time virtual replicas of airport operations for scenario planning and optimisation. **9. DevOps Automation** Implement agile delivery support systems for automated testing and deployment.
Primary Drivers	Lifecycle management of critical business systems, enhanced cybersecurity and compliance, operational efficiency and automation, support for agile and scalable IT delivery, alignment with Net Zero 2050 goals.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	The proposed applications to be procured in CIP27 are expected to generate a potential increase in operational expenditure of approximately €230k - €260k per annum which comprises the provision of licences and in-house and third-party system support.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Business Efficiency and Enterprise Applications			
1	Design	€ 0	0%
2	Management	€ 0	0%
3	Construction	€ 9.90	100%
4	Construction Inflation	€ 0	0%
5	Contingency	€ 0	0%
	Element Total	**€ 9.90**	**100%**
	Project Total (Rounded)	**€ 9.90**	

CIP27.06.13 – Cloud, Data Centre, Disaster Recovery and Infrastructure

Project	Cloud, Data Centre, Disaster Recovery and Infrastructure
CIP Number	CIP27.06.13
Project Summary	This project supports Dublin Airport's hybrid cloud strategy by enhancing both cloud and on-premises infrastructure to ensure resilience, performance, and scalability. It addresses the need for secure and compliant cloud infrastructure, modernised on-site data centres, and robust disaster recovery capabilities to mitigate risks such as cyber-attacks and natural disasters. The initiative includes the delivery of a secure cloud platform, upgrades to existing data centres, deployment of a cloud-based disaster recovery solution, and implementation of virtual desktop infrastructure. These upgrades will ensure business continuity, support future digital transformation, and align with Dublin Airport's Net Zero 2050 sustainability goals.
Key Deliverables	**1. Cloud Infrastructure** Delivery of secure, compliant, and high-performance cloud infrastructure to support current and future business needs. **2. On-Premises Data Centre Upgrades** Modernisation of existing data centres, including enhancements to power, cooling, and monitoring systems, and improved connectivity via additional Public Network Operator (PNO) access points. **3. Disaster Recovery (DR) Solution** Implementation of a cloud-based disaster recovery platform to ensure rapid recovery from cyber incidents or natural disasters. **4. Remote Desktop Infrastructure** Deployment of Windows 365 virtual desktop services to support end-user access to Office365 and on-premises applications.
Primary Drivers	Enhanced business continuity and disaster recovery, scalable and secure infrastructure for future growth, modernisation of legacy systems, support for hybrid working and digital service delivery, alignment with Dublin Airport's Net Zero 2050 commitments.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	Planning	Construction	Operational
	Q2 2027	Q2 2027-Q4 2031	Q1 2032

Opex Impact	The proposed cloud and recovery infrastructure is expected to generate a potential increase in operational expenditure of approximately €140k - €160k per annum which comprises the provision of licences and in-house and third-party system support.			
Planning Approval	Planning not applicable.			
Cost Certainty	Class 4			
Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Cloud, Data Centre, Disaster Recovery and Infrastructure			
	1	Design	€ 0	0%
	2	Management	€ 0	0%
	3	Construction	€ 7.20	100%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 7.20**	**100%**
		Project Total (Rounded)	**€ 7.20**	

CIP27.06.14 – Data and Integrations

Project	Data and Integrations
CIP Number	CIP.27.06.14
Project Summary	This project builds upon the successful migration to Microsoft Azure and the consolidation of Dublin Airport's data estate under the previous Capital Investment Plan. The next phase focuses on expanding the airport's data and analytics capabilities to support predictive modelling, real-time insights, and advanced automation across operational and commercial domains. The initiative will deliver a unified data architecture, enhanced integration services, and scalable infrastructure to support Artificial Intelligence (AI), Machine Learning (ML), and advanced analytics. It will also include upgrades to core database platforms, containerised integration services, and business intelligence tools. These investments will enable Dublin Airport to optimise operations, improve passenger experience, and maintain its position as a data-driven leader in the aviation sector.
Key Deliverables	**1. Oracle and Microsoft Structured Query Language (SQL) Database Upgrades** Lifecycle upgrades to Oracle and Microsoft SQL Server platforms supporting critical systems such as Security Access Control, Enterprise Resource Planning (ERP), Baggage Handling, and Retail. **2. Red Hat OpenShift Platform Upgrade** Major upgrade of the Kubernetes-based container platform that underpins Dublin Airport's integration services, including real-time flight data feeds to internal and external stakeholders. **3. Advanced Analytics and AI Models** Expansion of predictive modelling capabilities across airfield, baggage, and operational processes to support capacity planning and scenario analysis. **4. Business Intelligence (BI) Platform Development** Continued development of BI tools and dashboards to support data-driven decision-making across the organisation. **5. Corporate Data Platform Enhancements** Integration of new Azure services and tools such as Microsoft Fabric to improve data accessibility, performance, and visualisation. **6. Cloud Infrastructure and Cost Management** Reservation and utilisation of Azure and Databricks cloud services to support scalable and cost-efficient data operations.
Primary Drivers	Expansion of predictive analytics and AI capabilities, integration of real-time data across operational systems, improved data governance, security, and compliance, scalable infrastructure to support future growth, alignment with Dublin Airport's Net Zero 2050 commitments.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	The proposed project has is expected to generate a potential increase in operational expenditure of approximately €90k - €120k per annum which comprises the provision of licences and in-house and third-party system support.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Data and Integrations			
	1	Design	€ 0	0%
	2	Management	€ 0	0%
	3	Construction	€ 11.60	100%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 11.60**	**100%**
		Project Total (Rounded)	**€ 11.60**	

4.13 Other Projects for Consideration

The "Other" envelope addresses projects and initiatives that do not easily fit into the other categories. It generally seeks funding for ongoing studies related to long-term development initiatives; while not allowing for construction to begin in this new regulatory period, it is intended to ensure the advancement of design and feasibility to inform the preparation of future CIPs.

Similarly, "Other" projects encompass provisions for Minor Works and Terminal Enhancements, which, similar to previous CIPs, are designed to flexibly fund unexpected smaller initiatives and the deployment of new assets or infrastructure that were not known at the time of the CIP27 submission. These projects typically address requirements requested by airlines and partners to accommodate unforeseen needs.

The "Other" envelope will additionally encompass initiatives for the continuous oversight of the Development Portfolio Programme, along with revisions to the airport's masterplan and the formulation any large-scale future Infrastructure Planning Applications. These applications are crucial for securing authorisation for the airport to surpass any prospective cap restrictions that might be established after the results and endorsement of the current application in process by Fingal County Council, which pertains to the larger projects currently underway and included in CIP2020+.

Exhibit 4.45 presents four projects, for each project, a proposed asset lifespan has been specified for the purposes of determining the remuneration period. Exhibit 4.46 presents a high-level delivery programme, outlining the indicative timeline for planning, design, construction, and target operational commencement.

Exhibit 4.45 – Other Projects

Number	Project Title	Regulatory Treatment	Trigger Project	Asset Life Yr	Est Cost (millions)
CIP27.07.01	Minor Works	Flexible	No	7	€33.0
CIP27.07.02	Construction Accommodation	Flexible	No	10	€15.68
CIP27.07.03	Capital Planning Studies	Flexible	No	5	€18.11
CIP27.07.04	Programme Management	Flexible	No	5	€30.26
				Total Trigger Projects	€0.00
				Total Non Trigger Projects	€97.06
				Envelope Total	**€97.06**

Exhibit 4.46 – Other High Level Delivery Programme

CIP No.	Project	Design / Planning / Precurement	Construction	Operational	2027	2028	2029	2030	2031	2032	2033	2034
Others												
CIP27.07.01	Minor Works	01-Apr-27	01-Apr-27	31-Dec-31								
CIP27.07.02	Construction Accommodation	01-Jul-27	01-Jul-27	30-Jun-29								
CIP27.07.03	Capital Planning Studies	01-Jan-27	01-Jan-27	31-Dec-31								
CIP27.07.04	Programme Management	01-Jan-27	01-Jan-27	31-Dec-31								

CIP27.07.01 – Minor Works

Project	Minor Works
CIP Number	CIP.27.07.01
Project Summary	Dublin Airport serves as a significant hub within Europe and has experienced substantial growth over the last ten years. With such a large campus, including large number of buildings and passenger facing assets in the two terminals, cargo operations and extensive landside facilities, several small capital projects with generally low capital spend are required in each regulatory period. These projects address normal continuous operation, processing of passengers and minimise operational disruption, allowing the airport to respond to essential minor stakeholder and passenger requirements. These minor projects usually fall under one of the following categories: 1. General Maintenance: • General upkeep, upgrade and refurbishment of the external and internal elements of the terminals, piers, airside and landside operational buildings • Unforeseen reactive works including maintenance, refurbishment and upgrades to the runways, taxiways, aprons, parking stands or critical services in the Airside operational area. 2. Efficiency- minor projects to improve both energy and operational efficiency. 3. Response to ongoing operational, safety and security infrastructural requirements, such as purchase of radios for security, renewing passenger seat coverings, improving apron line markings, road signage. Some of the Minor projects, that were delivered in previous regulatory period are: improving water hydration stations, POD tower refurbishment such as air conditioning and blinds maintenance, alterations to bussing lounge 332-335, furniture recovering and replacement, Gallery Terminal 1 Mezz expansion, BHS core asset upgrade in Terminal 1 arrivals carousels, Terminal 1 scissors lift refurbishment, Pier 3 Passenger boarding bridge M&E upgrade, South Gates Duty Free, Ignition central asset monitoring system, GIS development (ESRI), Upgrade of sensors and additional people counters at Terminal 2 Staff screening, South Gates CCTV, Installation of safety barriers at South Gates and Pier 2, Security screens, Hangar 6 apron road lighting, Pier 1 barriers minor works, Installation of biometric readers at Comms room, ATRS upgrade, Security bins provision and many others. It is envisaged that with the increase of passenger numbers, there will be higher demand and requirement for general maintenance and efficiency projects, as well as improvements driven by operations (landside and airside), safety and security.
Key Deliverables	**1. General Maintenance** Dublin Airport will upgrade and refurbish passenger facing internal elements of the terminals, together with staff and third-party facilities, car parks and other campus wide assets and undertake repairs. **2. Efficiency** Dublin Airport is envisaging to increase provision of airside potable water filling points to dual and installation of additional filling point. **3. Operational, safety and security** Dublin Airport will act on the operational requirements to support implementation of new infrastructure, improve passenger experience, such as bussing from OCTB gates, stands

	optimisation and re-alignment to increase the capacity. Moreover, Dublin Airport will deliver projects like Ground Support Equipment (GSE) Impound Facility on the airside to temporarily store unused, unserviceable or impounded GSE, Apron Speed Restrictions installing in-vehicle monitoring system for all the airside vehicles to increase safety and ensure automated speed control. Safety Operations requirements are outcome from Local Runway Safety Team (LRST) and Safety Action Group (SAG) forums, and might include future installation of rigid pavement on all Tug Release Points (TRP) and roll-out of new TRP paint marking standard across the airfield.
Primary Drivers	Ensuring operational efficiency and continuity of operations, replacement and upkeep of smaller end of life assets, reacting to immediate stakeholder requirements and demands.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	7 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q2 2027	Q2 2027-Q4 2031	Q1 2032
Opex Impact	No allowance for an increase in operational expenditure has been made for this project. Minor works projects consist mainly of replacement / refurbishment works which are unlikely to generate an increase in operational expenditure.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	Description	Total (millions)	%
Minor Works			
1	Design	€ 0	0%
2	Management	€ 0	0%
3	Construction	€ 33.0	100%
4	Construction Inflation	€ 0	0%
5	Contingency	€ 0	0%
	Element Total	**€ 33.0**	**100%**
	Project Total (Rounded)	**€ 33.0**	

CIP27.07.02 – Construction Accommodation

Project	Construction Accommodation
CIP Number	CIP.27.07.02
Project Summary	The North Apron and South Apron (NASAH) project at Dublin Airport involves a complex, multi-site construction programme requiring a coordinated and well-structured approach to site accommodation and logistics. The strategy has been developed to ensure efficient delivery, safe operations, and minimal disruption to the surrounding environment and airport activities. **Project Headquarters – South Apron** The former Ryanair Headquarters, known as the "White House," has been identified as the central project office. With approximately 1,500 sqm of usable space across three floors, the building will undergo light refurbishment to accommodate the design and management teams. Its proximity to the site and existing infrastructure makes it a practical and cost-effective solution. **Temporary Site Accommodation** Modular buildings will be installed at both the South and North Aprons to provide essential office and welfare facilities for Dublin Airport staff, contractors, and subcontractors. These will include: • Site management offices • Canteens and welfare blocks • Changing and drying rooms The South Apron will accommodate approximately 3,000 sqm of temporary facilities, while the North Apron will require around 1,000 sqm. The Blue Staff Car Park has been earmarked as a potential location for the North Apron accommodation and material set down. **Construction Compounds** Construction Consolidation Centre (CCC) – Eastlands: A dedicated CCC will be established on a greenfield site in Eastlands to support material logistics and personnel movement. Key functions include: • Centralised material and plant storage • Secure parking and welfare facilities • Training and screening areas • Just-in-time delivery coordination Extending to 30,600 sqm, this facility is designed to reduce pressure on the public road network and streamline construction logistics. The area is a greenfield site and development will require earthworks, placement of hardcore surfacing, establishment of site boundaries and enclosures, utilities (water, 3 phase electricity and broadband). Recycling Compound (R108): (46,300sqm) A new facility to be developed for compliant material recycling, supporting sustainability goals. Development to include earthworks, gravel surfacing and establishment of site enclosures, a small welfare / security cabin and access control infrastructure. Recommissioned North Runway Compound: (38,000 sqm) to be recommissioned primarily as a transport and parking hub for site personnel, with potential for additional site accommodation and material handling as required. This will involve some works to improve the hardcore surface, improvements to fencing and access control barriers.

Exhibit 1 *– An example of modular temporary accommodation*



Exhibit 2 *– Site Location Plan Displaying Compound locations*
1: White House, 2: Construction Consolidation Centre - Eastlands, 3: Compound - Recycling, 4: Compound – Western, 5: Compound – Blue Staff Car Park (Indicative)

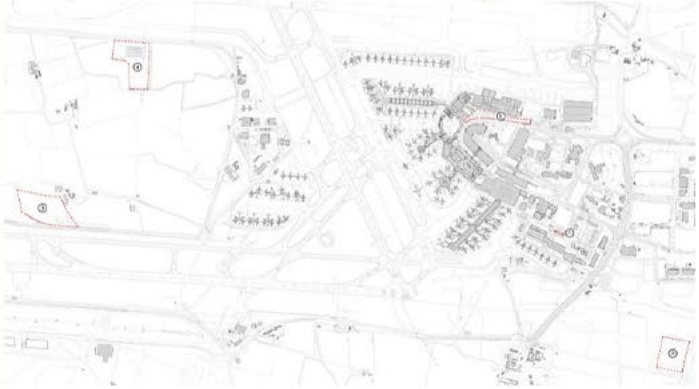


Exhibit 3 *– Blue Staff – Compound (Indicative)*



Key Deliverables

1. Demolitions / Refurbishment of the White House
Light refurbishment (1,500sq.m over 3 floors) with some modifications to internal partitions layout – painting, replacement of carpets, upgrade of dated light fittings, refresh in washrooms and kitchens and maintenance / recommissioning works to lifts.

	Securing and preparing a space(s) for temporary buildings (3,000 sqm) including installation of required utilities and fencing as well as any adjustments to airside/landside boundaries arising from placement of these buildings. **3. Temporary Accommodation – North Apron** Securing and preparing a space(s) for temporary buildings (1,000 sqm) including installation of required utilities and fencing as well as any adjustments to airside/landside boundaries arising from placement of these buildings. **4. Construction Consolidation Centre - Eastlands** The Construction Consolidation Centre (CCC) (30,600sqm) is based on a philosophy that provides for material deliveries remote from the site to support and underpin the construction and delivery of multi-disciplinary infrastructure projects at Dublin Airport. The strategy provides a well-balanced approach to minimise the impacts of the Eastlands Construction Compound and its facilities on the local community, environment and road network. Its key objectives are to: • Provide central, co-located and shared landside offices, training, and welfare facilities to accommodate the Dublin Airport and our contractors' project management staff and personnel. • Provide a safe and secure centralised landside car park facilities for Dublin Airport workers to park their vehicles within easy access and connectivity with the local motorways and regional road network. • Provide centralised landside material and plant storage compounds with logistical and screening facilities within easy access and connectivity of the motorways, regional road network and the airfield gate posts. This facility will promote an efficient logistical support base and accommodate just-in time deliveries for the construction of the Infrastructure Projects. • Minimise the impacts to the public road network during the construction phase of the Projects and ensure that transport related activities are undertaken in a safe and controlled manner to minimise disruption to road users and passengers travelling to and from the airport. **5. Compound - Recycling** Creation of a gravel surface compound (46,300sqm) area with temporary offices, stores, utilities, parking and processing/storage of materials. **6. Compound - Western** Recommissioning of the North Runway compound (38,000sqm) area with temporary offices, stores, utilities, parking and set/down storage areas for personnel and materials. **7. Compound – Blue Staff Car Park** Commissioning of the Blue Staff Car Park as a temporary compound are (6,500 sqm) with temporary offices, stores, utilities, parking and set down/storage areas for personnel and materials.
Primary Drivers	This project a key enabler of the North and South Apron extensions, adding greater stand capacity through the development of Pier 1 East and Pier 5 as well as the relocation of the South Apron Pre-Boarding Zone.
Regulatory Treatment	Flexible

Trigger Project	No
Asset Life	10 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q3 2027	Q3 2027-Q2 2029	Q3 2029
Opex Impact	Whilst this project may provide the capital cost of delivering the site compound and accommodation works, the project will be delivered to facilitate management teams for further CIP27 capital contracts which shall bear the operational cost of these facilities. An allowance of €90k - €100k shall be made to cover adjustments and transition costs should the occupier change during the CIP period.		
Planning Approval	Standard planning application.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Construction Accommodation			
	1	Design	€ 1.45	9%
	2	Management	€ 0.87	5%
	3	Construction	€ 9.38	60%
	4	Construction Inflation	€ 1.06	7%
	5	Contingency	€ 2.93	19%
		Element Total	**€ 15.68**	**100%**
		Project Total (Rounded)	**€ 15.68**	

Environmental Risk	There is a potential risk of PFAS contamination at the project site, which, if identified, will require mitigation and treatment. Associated costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites, ensuring funding is only released where contamination is confirmed and only final, verified costs are included in the RAB. Dublin Airport will manage any PFAS risks in line with EPA guidance and its ESG Strategy, ensuring full environmental compliance.
CIP27.20.50 Allowance	€ 0.42m

CIP27.07.03 – Capital Planning Studies

Project	Capital Planning Studies
CIP Number	CIP.27.07.03
Project Summary	Dublin Airport serves as a significant hub within Europe and has experienced substantial growth over the last ten years. The rising demand for travel and increasing passenger volumes necessitate the expansion of airport's infrastructure. **Masterplan** Dublin Airport uses Masterplan to provide greater clarity on the direction of its future investment plan. The Masterplan Update for Dublin Airport presents a comprehensive analysis of airport facilities and infrastructure, future requirements, and the options for short-, medium-, and long-term development needed to accommodate future aviation demand. The primary objectives of the Masterplan Update are to formulate a balanced long-term development program for Dublin Airport that will position it to quickly respond to future capacity requirements while maintaining superior levels of customer service and to secure the Airport's role as a local and regional driver of future economic growth. The existing Masterplans were completed in 2017. Before that, 2035 Masterplan was completed in 2009. While some minor changes have been reflected in the Masterplan internally, Dublin Airport now requires a full Masterplan revision to expand on the opportunities and to address the future needs. Historically, Dublin Airport's Masterplan has been updated every 7-9 years. IAA also recommends full Masterplan update every 5 years. **Infrastructure Application** In order to deliver the required infrastructure to serve 40mppa, Dublin Airport submitted Infrastructure Application (IA) in December 2023. The IA seeks planning permission for 10 projects, ranging from North Apron Expansion, relocation of Terminal 1 Central Search to Mezzanine level, South Apron Expansion, new Apron 7, Underpass, Surface Water Management, Surface access improvements by implementation of Integrated Transport Hub (ITH), Terminal 2 Car park Upgrades, Additional long-term passenger car parking and new staff car park, which will deliver capacity, international connectivity, improved passenger experience, and support achievement of sustainability goals. The duration of construction is to be phased across 10 to 15 years. The decision has not yet been made on the planning application by Fingal County Council. In the upcoming regulatory period, a similar Planning Application to deliver the expansion projects serving beyond 40mppa may be required. **Fuel Farm Relocation** Existing Corballis fuel storage facility was built in 1980s with upgrade works during 2014-2019. It consists of three fuel storage tanks with 5,000m^3 each, with one tank allowing for one day's supply. It is forecasted, that from 2030, the three-day's supply, which is recommended by IATA to mitigate any supply disruption, will be exceeded and that 25,000m^3 of storage or five tanks will be required. This will then increase to the requirement of 35,000m^3 around year 2040. A separate Fuel Farm Expansion project, which is included in this regulator period, includes 3 additional tanks, which will bring the total fuel storage to 25,000m^3. Aligned to the existing Masterplan and due to the limited opportunities of the growth on East Campus, a study and analysis to relocate the fuel farm to its final location to support the airport's growth beyond 40mppa. Heavy fleet and large Ground Support Equipment (GSE) will most likely be hydrogen operated in the future. This and other hydrogen use opportunities will also drive need for hydrogen

storage and its location and therefore will be included in the scope of the Fuel Farm Relocation's study.

Alternative Fuels

Dublin Airport's Net Zero plan is heavily reliant on electrification which increases already stretched energy demand. Implementation of alternative fuels, such as hydrogen, would allow the airport divestment of fossil fuels and progression towards net zero and to support sustainable air traffic growth over the long-term, without additional energy requirements from the national grid. Hydrogen is considerably lighter than conventional jet fuel and has less volumetric density. Consequently, it requires four times more storage room. It is envisaged, that hydrogen could be used to power both GSE and aircraft in the future. Dublin Airport would also like to investigate opportunity to use biomethane or hydrogen to replace natural gas for heating the terminals.

Over 220 airports have signed on to the Hydrogen Hubs at Airports project, underlining their stake in the significant infrastructure investments that will be required to enable hydrogen operations and flight. Delta Air Lines, Scandinavian Airlines (SAS), EasyJet, Wizz Air, Iberia, Air Nostrum, Air New Zealand, ANA, Korean Air and some undisclosed partners have all joined the Hydrogen Hubs at Airports programme. While Airbus has significantly delayed its plans for commercial hydrogen-powered aircraft from 2035 to 2040s, Dublin Airport is planning to undertake a feasibility study for use of hydrogen and other alternative fuels, such as SAF, to establish storage and fuel network requirements.

Terminal 1 Replacement

Terminal 1 opened in 1972 to handle six million passengers per year. Together with Piers 2 and 3, this infrastructure is now over 60 years old and close to requiring major refurbishment or replacement to meet customer expectations, and mandatory sustainable objectives. Terminal 1 will also be approaching peak capacity shortly after Dublin Airport reaching 40mppa. Dublin Airport commissioned an initial study to determine the "Future Path for T1" in 2024, with the main targets being the support of growth beyond 40mppa and meeting sustainability and energy targets. At the time of preparation of this Consultation document, the study is still ongoing. Further detailed planning and construction designs are required in the next Regulatory Period to allow for phased construction in the following CIP32.

Key Deliverables

1. Masterplan

The updated Masterplan will include capacity assessment and optioneering to establish the long term airport development strategy. It shall take into account and identify future capacity needs, establish a conceptual framework to deliver balanced capacity in line with demand along with flexibility to adapt to changing needs. It will also establish further land use and land requirements, considering options for retaining Runway 16/34, expansion of existing piers to the west vs. expansion on the west campus, Terminal 1 Replacement and others.

2. Infrastructure Application (Post 40mppa)

On high-level, this study will include preparation of planning, design and supporting information for infrastructure required to support airport growth beyond 40mppa and will include terminal, airfield, surface access, utilities and environmental support studies, application fees, printing of drawings and supporting material.

3. Fuel Farm Relocation

This study shall examine the long-term location of the fuel farm considering phasing and implementation challenges, inclusive of demand analysis, site optioneering, land use and land purchase, associated required relocations, demolitions and decontamination of existing fuel

	farm site, construction options, pollution control, phased construction approach and commissioning, integration into existing fuel network and future operating model. The study will also include operator welfare facilities, storage for alternative fuels such as hydrogen. **4. Alternative Fuels** This study will be coordinated with the Fuel Farm Relocation and will provide for development of a holistic plan for network, storage and supply of hydrogen or other alternative fuel for aircraft, equipment and vehicles across campus. This study will also be coordinated with other projects, such as PV Solar and Battery Storage and Renewable heating in both terminals. **5. Terminal 1 Expansion and Modernistion** This study will build on the previously commissioned work and will be informed by stakeholder feedback received as part of the CIP27 consultation. This phase of work will involve further planning assessment of the options for the expansion and modernisation of Terminal 1, including feasibility analysis, concept development, and planning design.
Primary Drivers	Continuity of operations, supporting and safeguarding for future growth and expansion of the airport
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2027	Q1 2027-Q4 2031	Q1 2032
Opex Impact	There is no foreseeable operational expenditure associated with these projects.		
Planning Approval	Planning not applicable.		
Cost Certainty	Class 4		

Level 1 Costs

Item	**Description**	**Total (millions)**	**%**
Capital Planning Studies			
1	Design	€ 18.11	100%
2	Management	€ 0	0%
3	Construction	€ 0	0%
4	Construction Inflation	€ 0	0%
5	Contingency	€ 0	0%
	Element Total	**€ 18.11**	**100%**
	Project Total (Rounded)	**€ 18.11**	

CIP27.07.04 – Programme Management

Project	Programme Management
CIP Number	CIP.27.07.04
Project Summary	This submission seeks approval for funding to support the establishment and operation of a dedicated Portfolio Management Team over the 5-year Capital Investment Programme (CIP) at Dublin Airport. This team will serve as the central Centre of Excellence responsible for overseeing, standardising, and optimising the delivery of a large, complex portfolio of interdependent infrastructure projects. The Portfolio Management Team will ensure consistency, control, and coordination across the CIP through the implementation of best-practice portfolio, programme, and project management methodologies. All capital projects within the CIP will be governed, supported, and delivered through this central function to ensure alignment with strategic objectives and value-for-money outcomes. This process will drive strategic alignment across the capital programme, ensure delivery within approved budgets and timelines, enhance transparency and accountability to stakeholders, reduce programme risk through standardised governance and reporting and provide assurance to funders and regulators on programme delivery performance. This outline order of magnitude cost is based on forecast Dublin Airport Infrastructure resource and IT requirements for the period 2027 - 2031, required to deliver CIP27 programme.
Key Deliverables	**1. Portfolio Optimisation and Prioritisation** Evaluate, prioritise, and balance the project portfolio based on strategic alignment, value, and resource constraints. Ensure delivery of the right projects at the right time. **2. Cost and Schedule Integration** Establish robust project control frameworks that integrate cost and schedule management across all projects. Develop and maintain Earned Value Management (EVM) systems and performance metrics. **3. Risk and Change Control** Lead proactive risk identification, assessment, and mitigation across the portfolio. Enforce rigorous change control procedures to manage scope, budget, and timeline changes effectively. **4. Standards and Compliance** Ensure consistent application of project and programme controls in line with Dublin Airport procedures and industry best practices. Monitor compliance and provide assurance on delivery performance. **5. Procurement Strategy and Governance** Define and manage procurement strategies to achieve commercial best value while ensuring timely delivery. Support contract packaging, market engagement, and vendor performance management. **6. Operational Integration and Interface Management** Oversee interface coordination between project teams and airport operations to minimise disruption to passengers and business-as-usual activities.

	7. Environmental and Health and Safety Management Provide dedicated personnel and systems to ensure compliance with environmental, health, and safety standards across all projects. **8. Stakeholder Management** Drive coordinated engagement across internal and external stakeholders, ensuring alignment, communication, and buy-in across all phases of the programme. **9. Procedural Governance and Continuous Improvement** Regularly review and update programme and project procedures to align with evolving regulatory, operational, and strategic requirements. **10. IT and Systems Enablement** Implement and maintain a fit-for-purpose portfolio management IT platform to support planning, monitoring, reporting, and control across all projects.
Primary Drivers	Ensure CIP27 delivery within approved budgets and timelines, enhance transparency and accountability to stakeholders, provide assurance to funders and regulators on programme delivery performance.
Regulatory Treatment	Flexible
Trigger Project	No
Asset Life	5 Years

Delivery Programme	**Planning**	**Construction**	**Operational**
	Q1 2027	Q1 2027-Q4 2031	Q1 2032
Planning Approval	Planning not applicable.		
Opex Impact	There is no foreseeable operational expenditure associated with Programme Management.		
Cost Certainty	Class 4		

Level 1 Costs	**Item**	**Description**	**Total (millions)**	**%**
	Programme Management			
	1	Design	€ 30.26	100%
	2	Management	€ 0	0%
	3	Construction	€ 0	0%
	4	Construction Inflation	€ 0	0%
	5	Contingency	€ 0	0%
		Element Total	**€ 30.26**	**100%**
		Project Total (Rounded)	**€ 30.26**	

DublinAirport

Capital Investment Programme 2027 - 2031

Appendix 1 - Airport Development Options Report



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1 Introduction

This section outlines the objectives of this optioneering report, detailing the background and context for a number of the proposed Airport Development projects as part of the CIP27 Submission.

1.1 Purpose of the Optioneering Report

This Optioneering Report has been prepared in response to queries and requests for further clarification raised by airlines and other key stakeholders during the recent CIP27 consultation. Stakeholders sought greater transparency and assurance regarding the range of options considered, the rationale for preferred solutions, and the extent to which alternative approaches had been evaluated prior to the presentation of the proposed capital programme.

The purpose of this report is therefore to provide a clear and structured overview of the optioneering exercises that underpin a number of the proposed larger airport capital projects. It aims to demonstrate that a robust and proportionate optioneering process has been undertaken, and to explain how the outcomes of that process informed the development of the preferred project solutions.

Some projects presented during the consultation process have not been included in the final CIP27 submission. Following consultation, these projects were reviewed in light of stakeholder feedback and assessed against priority, need, deliverability, and affordability. In order to ensure that the programme remains focused on projects that can realistically commence within the regulatory period, a number of projects have been deferred to future CIP periods.

Notwithstanding this, and in the interest of transparency and assurance, this report presents both the projects included in the final CIP27 submission and those that have been deferred, demonstrating that all options were fully considered as part of the decision-making process.

1.2 Background and Context

The capital projects referenced in this report have been developed to address identified operational, capacity, safety, resilience, and regulatory compliance requirements at the airport, while supporting forecast demand and longer-term strategic objectives. Ahead of developing CIP-level design detail and cost estimates, individual optioneering exercises were undertaken for each project or project group, reflecting their specific scope, constraints, risks, and delivery drivers.

Although these optioneering activities were completed prior to the consultation process, feedback from stakeholders highlighted the need for the analysis to be collated and presented in a more coherent and aligned manner. This report responds directly to that feedback by bringing together the

relevant optioneering outputs into a single, consistent narrative, enabling airlines and stakeholders to clearly understand the rationale for the preferred solutions and the basis on which investment decisions have been proposed.

1.3 Scope and Structure of the Report

This Optioneering Report collates the high level optioneering exercises and applies a consistent analytical framework to them. It does not introduce new project proposals or materially alter the scope of the proposed airport development projects; rather, it combines existing optioneering work to provide greater clarity on:

- The problem statements and investment drivers for each capital project.
- The range of options that were considered, including "do minimum" and alternative solutions.
- The high-level assessment criteria used to evaluate options, such as operational performance, deliverability, cost, risk, sustainability, and passenger and airline impact.
- The reasoning behind choosing the preferred option for each project which was subsequently developed at a CIP level of detail concerning design and cost estimation.

Where appropriate, the report also highlights common themes, constraints, and trade-offs across projects to ensure alignment and consistency in the overall capital programme.

1.4 Use of the Report

This report is intended to support the CIP27 Submission to the IAA and ongoing engagement with airlines and stakeholders by providing a transparent account of the optioneering process that informed the proposed projects. It should be read alongside the broader CIP27 Submission documents.

By setting out the optioneering in a structured and accessible manner, the report aims to facilitate informed discussion, address stakeholder queries raised during consultation, and provide confidence that the proposed airport capital projects are supported by a robust and proportionate assessment of reasonable alternatives.

2 Airport Development Projects

This section outlines the top 17 Airport Development projects based on complexity and cost, and presents the alternative solutions evaluated along with the rationale for the chosen option, which was subsequently refined with concept design and costs prepared to a CIP level of detail.

2.1 CIP27.02.01 – T1 Immigration Optimisation

1. Executive Summary

This initiative suggests a redesign of the layout for the Pier 1 and 2 immigration facilities to improve circulation and prioritise the arrivals flow from the larger existing Pier 1. Additionally, the project seizes the opportunity to optimise capacity and to future-proof the facility to accommodate the anticipated expansion of Pier 1 with the addition of Pier 1 East.

Two credible options have been identified and assessed against strategic, operational, financial, deliverability, and regulatory criteria. The preferred option is Option 1; reconfiguration of the immigration facility layout, which best balances capacity enhancement, affordability, operational resilience, and planning risk.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032.
- Immigration Hall hourly capacity increasing from the current 3,950 passengers per hour to 4,190 passengers per hour with the introduction of Pier 1 East, impacting:
    - E-Gate Usage
    - Immigration Booth Usage
    - Hall Queue Space with queues backing up onto respective arrivals piers and Skybridge

The following outlines key Regulatory and service quality requirements: -

- EU safety and security compliance
- PRM accessibility standards
- Airline service level agreements

2.2 Investment Objectives

The project seeks to:

- Provide sufficient peak-hour immigration processing capacity.

- Provide adequate queueing space
- Optimise passenger routes from Pier 1 to E-Gates
- Improve operational resilience and on-time performance
- Minimise queue backing up onto the Sky Bridge
- Maintain affordability for airlines and passengers
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum case involves no major capital intervention. Instead, it focuses on minor operational and procedural improvements, with an increased reliance on E-Gate processing and longer queue time. Under this scenario, peak-hour congestion is expected to continue once Pier 1 East comes online and is efficiently utilised.

The impact of a Do-Nothing approach would likely result in declining passenger experience and airline satisfaction, increased delay risk and operational costs, and non-compliance with service quality targets. In conclusion, the Do-Nothing option is not viable and fails to meet strategic objectives.

4. Long List of Options

An initial long list of options was developed, including:

- Reconfiguration of Immigration Hall internally
- Expansion of Immigration Hall within terminal footprint
- Expansion of Immigration Hall externally

After conducting a high-level assessment of feasibility, two internal reconfiguration options were selected for further consideration.

5. Shortlisted Options

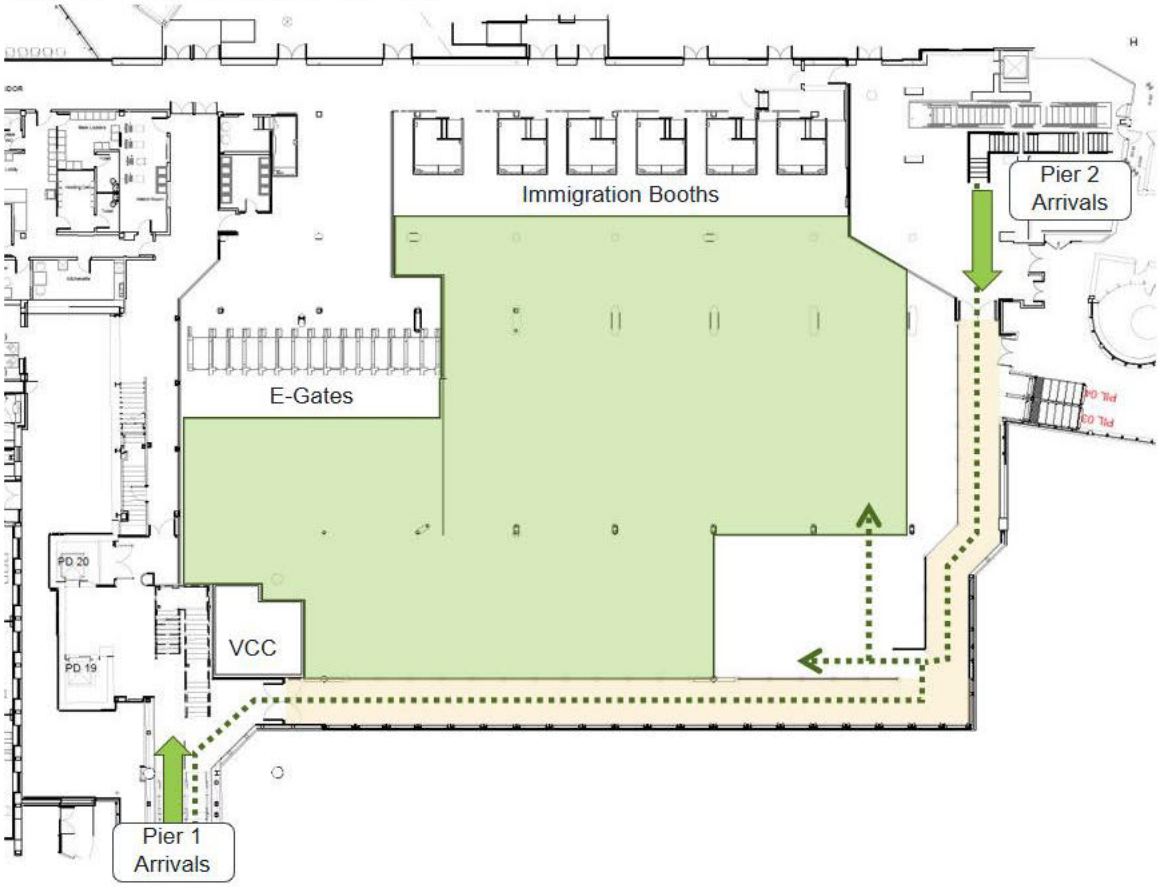
Option 1: Reconfiguration of Immigration Hall – Linear (Preferred)

- Relocate existing immigration booths and E-Gates
- Install additional new Immigration Booths to northern side of Hall
- Install additional new E-Gates to southern side of Hall offset from booths
- Capacity Gain: Additional Immigration Booth and 5 additional E-Gates
- Capital Cost (ROM): Expected marginally lower than Option 02 due to smaller project footprint

Exhibit 1 – Pros and Cons

Pros	Cons
Meets Capacity Requirements	Impact on current Operations, requires phased delivery
No Building Expansion - Minimal planning risk	
Improves Pax route from Piers 1 to E-Gates	
Quick delivery	

Exhibit 2 – Concept Layout Option 1



Option 2: Reconfiguration of Immigration Hall – L Shape

- Relocate existing immigration booths and E-Gates
- Install additional new Immigration Booths to northern side of Hall
- Install additional new E-Gates to southern side of Hall perpendicular to the booths
- Capacity Gain: Additional Immigration Booth and 5 additional E-Gates
- Capital Cost (ROM): Expected marginally higher than Option 01 due to smaller project footprint

Exhibit 3 – Pros and Cons

Pros	Cons
Meets Capacity Requirements	Impact on current Operations – requires phased delivery
No Building Expansion - Minimal planning risk	Reduces overall queue space
Quick delivery	

Exhibit 4 – Concept Layout Option 2



6. Option Assessment Summary

Criteria	Option 1	Option 2
Strategic Fit	High	Medium
Capacity Delivered	High	High
Passenger Experience	High	Medium
Safety Impact	n/a	n/a
Sustainability Impact	Medium	Medium
Deliverability	Medium	Medium
Planning Risk	High	High
Affordability	Medium	Medium

7. Preferred Option

Option 1 Linear Reconfiguration of the Immigration Hall is recommended as the preferred solution as it meets forecast capacity requirements within the planning horizon, maximises available queue space, and improves the overall passenger experience. The option enhances operational resilience and service quality while enabling delivery aligned with forecast demand and available funding. It represents the best value for money and carries the lowest overall delivery risk, while fully meeting anticipated immigration processing requirements.

2.2 CIP.27.02.02 – Pier 1 East

1. Executive Summary

This initiative seeks to enhance the capacity of the Terminal 1 gate and stands in order to alleviate congestion at the current Pier 1, while also providing additional opportunities for airline expansion.

Two credible options have been identified and assessed against strategic, operational, financial, deliverability, and regulatory criteria. The preferred option is Option 2: Full-Service Concept, which best balances capacity enhancement, affordability, operational resilience, and planning risk.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032
- To maximise new NB and WB contact stands (MARS configuration) and gates to facilitate growth for both our based low-cost carriers and full-service short and long-haul carriers operating from Terminal 1
- Provide for optimal two-way Code C taxiway flow to avoid cul-de-sac congestion.

The following outlines key Regulatory and service quality requirements: -

- EU safety and security compliance
- OLS Limitations
- PRM accessibility standards
- Airline service level agreements
- Environmental and carbon-reduction commitments

2.2 Investment Objectives

The project seeks to:

- Provide sufficient Terminal 1 Gate and Stand capacity.
- Provide Bus Gates for remote operations on Aprons 5G and 5H
- Relocation of Hangars 1-5
- Improve passenger amenities including provision of lounge, retail and F&B
- Improve operational resilience and on-time performance
- Maintain affordability for airlines and passengers
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum option involves no major capital intervention and instead relies on minor operational and procedural improvements, with an increased dependence on remote stand and bussing operations. Under this scenario, peak-hour congestion is expected to persist and worsen over time.

The likely impacts of a Do-Nothing approach include a deterioration in passenger experience and airline satisfaction, increased operational complexity, higher delay risk, and rising operating costs, alongside a heightened risk of non-compliance with service quality targets. Furthermore, as Piers 2 and 3 continue to age, they will require extensive refurbishment or eventual replacement, which would necessitate temporary closures during construction periods.

During such closures, the availability of sufficient spare pier capacity is critical to maintain operational resilience and accommodate displaced demand in the interim years. The Do-Nothing option fails to provide this resilience.

In conclusion, the Do-Nothing / Do-Minimum option is not viable, does not support forecast demand, and fails to meet the airport's strategic, operational, and regulatory objectives.

4. Long List of Options

An initial long list of options was developed, including:

- North Apron PBZ 5H
- Pier 1 East Module 1
- Pier 1 East Full Build Out (Mod,1,2,3)

After conducting a high-level assessment of feasibility, two options were selected for further consideration.

5. Shortlisted Options

Option 1: Pier 1 East Walkout Concept

- Remove Hangars 1-5
- Extend North apron, create new stands with associated infrastructure
- Create dual Code C Taxilane's
- Create single sided LCC pier with departures gates at apron level and arrivals at first floor level.
- Capacity Gain: 14 new additional NB Gates and Stands (7 WB), 6 new additional Bus Gates
- Capital Cost (ROM): Expected lower than Option 02 due to reduced footprint at arrivals level

Exhibit 1 – Pros and Cons

Pros	Cons
New 14 NB Stands (6WB)	Impact on current Operations – requires phased delivery
Provides bus gates	Single sided pier
Provides Dual Code C taxilane's	All Stands are walkout only (non-contact)
Improves Pax Experience – F&B and retail	No lounge provision
Lower Capital Cost	Lacks airline allocation flexibility – solely designed for LCC operations.

Exhibit 2 – Option 1 Concept GA Layout

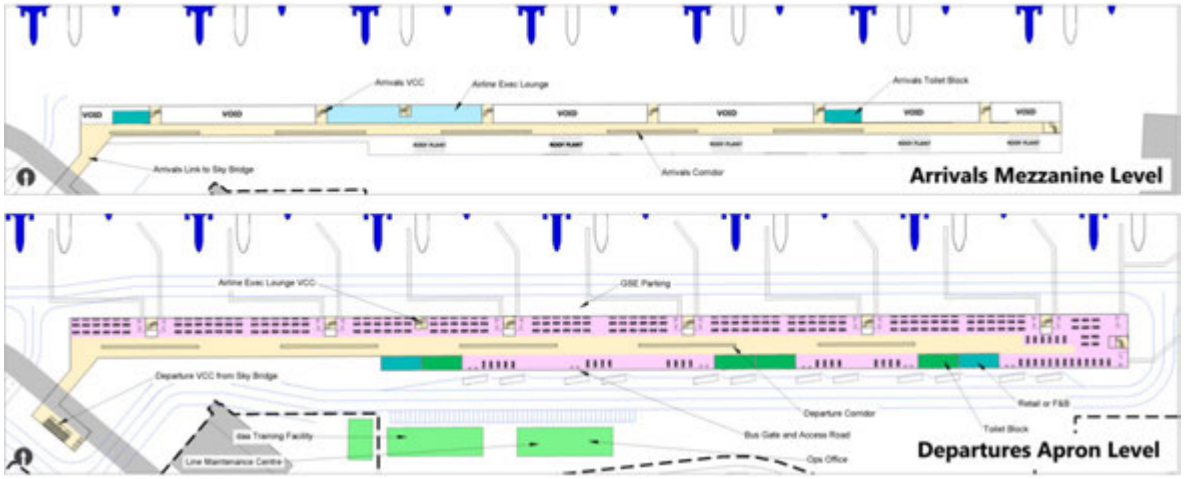
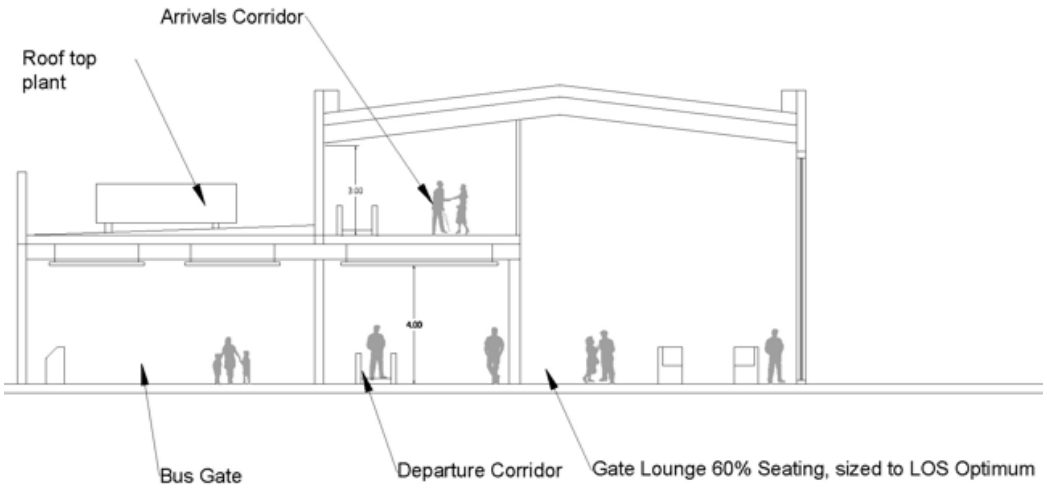


Exhibit 3 – Option 1 Concept Section Layout



Option 2: Pier 1 East Full Service Concept (Preferred)

- Remove Hangars 1-5
- Extend North apron, create new stands with associated infrastructure
- Create dual Code C Taxilane's
- Create single sided full service pier with arrivals and bus gates at apron level and departure gates at first floor level.
- To include airbridges and fixed links.
- Options for supporting airline business lounge.
- Capacity Gain: 14 new additional NB contact Gates and Stands (7 WB), 6 new additional Bus Gates
- Capital Cost (ROM): Expected higher than Option 01 due to increased footprint at arrivals level and additional lounge footprint

Exhibit 4 – Pros and Cons

Pros	Cons
New 14 NB Contact Stands (6WB)	Impact on current Operations – requires phased delivery
Provides bus gates	Single sided pier
Provides Dual Code C taxilane's	Higher Capital Cost
Improves Pax Experience – F&B and retail	
Lounge Provision	
Provides additional gate space to serve existing stand transforming this into a contact stand	
Enhance the flexibility of airline allocation to ensure efficient utilisation of new infrastructure. Designed to accommodate both LCC and Full Service Airlines.	

Exhibit 5 – Option 2 Concept GA Layout – Departures Level

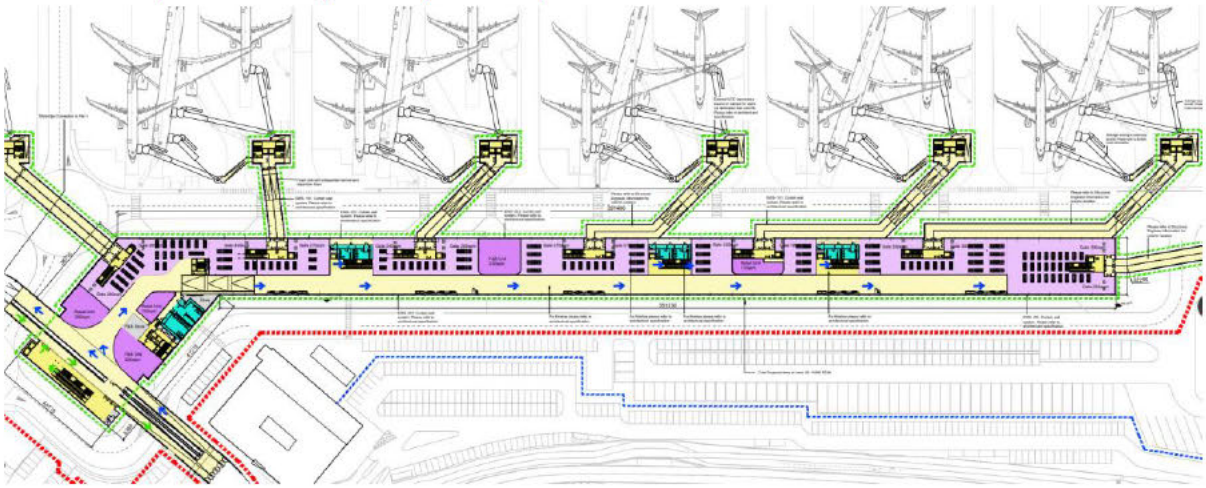


Exhibit 6 – Option 2 Concept GA Layout – Arrivals / Apron Level

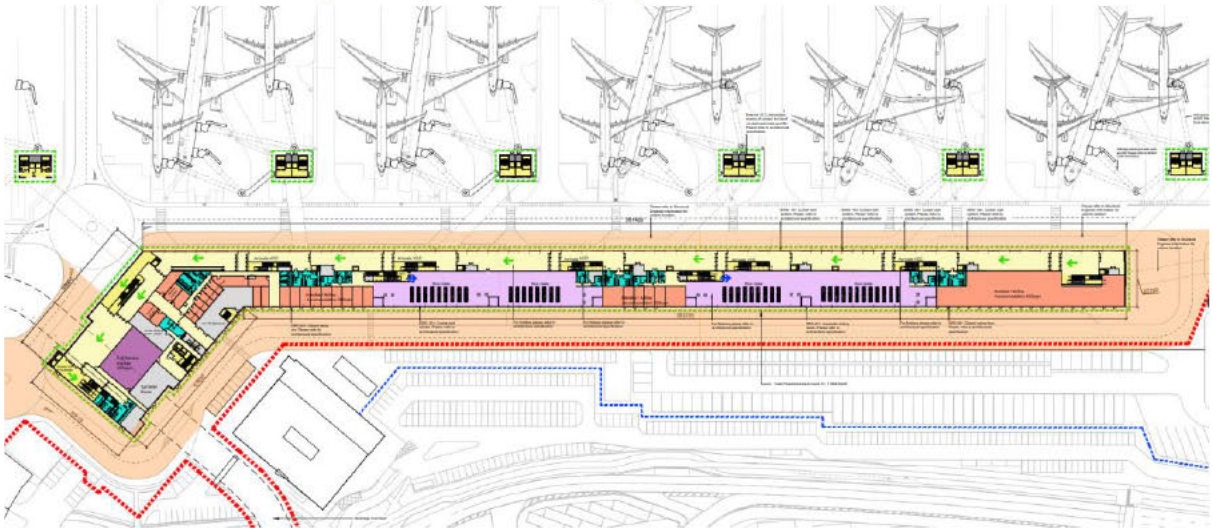
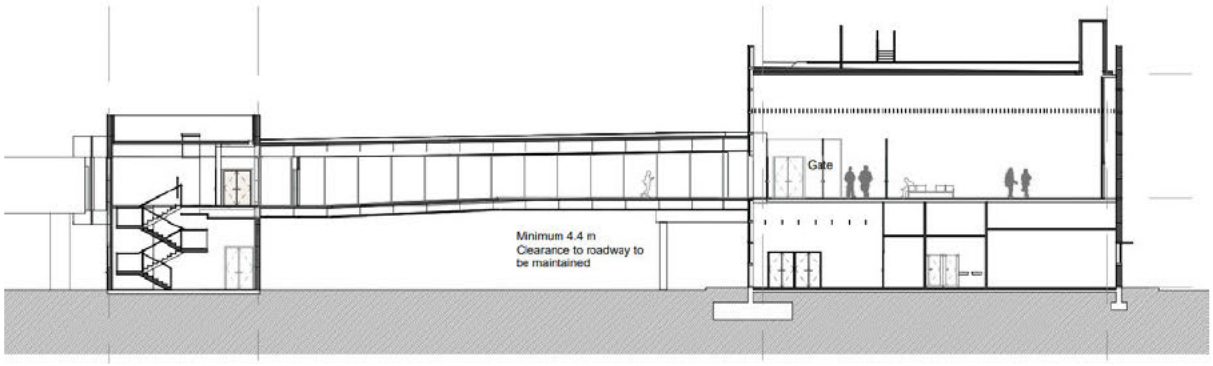


Exhibit 7 – Option 2 Concept Section Layout



6. Option Assessment Summary

Criteria	Option 1	Option 2
Strategic Fit	Medium	High
Capacity Delivered	High	High
Passenger Experience	Medium	High
Safety Impact	n/a	n/a
Sustainability Impact	Medium	Medium
Deliverability	Medium	Medium
Planning Risk	High	High
Affordability	Medium	Medium

7. Preferred Option

Option 2, Full-Service Concept, is recommended as the preferred solution because it meets forecast capacity requirements within the planning horizon, enhances operational resilience and service quality, and enables delivery aligned with both demand and available funding. This approach also represents the best value for money and carries the lowest overall risk while allowing for enhanced airline allocation flexibility to ensure efficient utilisation of new infrastructure.

2.3 CIP27.02.02 – MRO Relocation

1. Executive Summary

This report presents a high-level assessment of options to provide alternative accommodation for the existing MRO tenants who currently conduct their business in existing hangars which will be demolished to make way for the proposed Pier 1 East.

Several credible options have been identified, all of which involve relocating the maintenance hangars to the west of the airport campus. These have been assessed against strategic, operational, financial, deliverability, and regulatory criteria. The preferred option is Option 2, relocation to a site north of the 10R threshold which meets all assessment criteria at a masterplan level of detail.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032
- Development of Pier 1 East (in stages) to meet stand and gate demand in line with growing passenger numbers
- Need to maintain maintenance and painting operations as a service offering at a busy international airport

2.2 Investment Objectives

The project seeks to:

- Provide a serviced site to allow existing hangar tenants to construct their own maintenance buildings
- Create taxiway access from new hangars to existing taxiway network
- Modify the CPRSA boundary to include the new hangars

3. Do-Nothing / Do-Minimum Case

The Do-Nothing case is not an option as retaining the existing hangars would block development of Pier 1 East which is necessary to meet anticipated growth in passenger demand. Given the specialist nature of these buildings, there are no alternative accommodations and removing the hangars to allow the Pier 1 East development would mean a cessation of maintenance and painting activities at the airport and associated impact on local employment. The Do-Nothing option is not viable and fails to meet strategic objectives.

4. Long List of Options

An initial long list of options was developed, including:

- Constructing new hangars adjacent the north apron and Aer Lingus hangar 6 (A&B below)
- Constructing new hangars on existing car parks to the south of the R108 (E&F below)
- Constructing new hangars in Eastlands (C&D below)
- Construction of replacement hangars in the northwest area of the airfield (H below)
- Construction of replacement hangars in the southwest area of the airfield (G Below)

Exhibit 1 – Long List of Options



After conducting a high-level assessment of feasibility, three options were selected for further consideration.

5. Shortlisted Options

The shortlisted options were derived and assessed on 12 criteria as shown in 5.2 below

Exhibit 2 – Short Listed Options

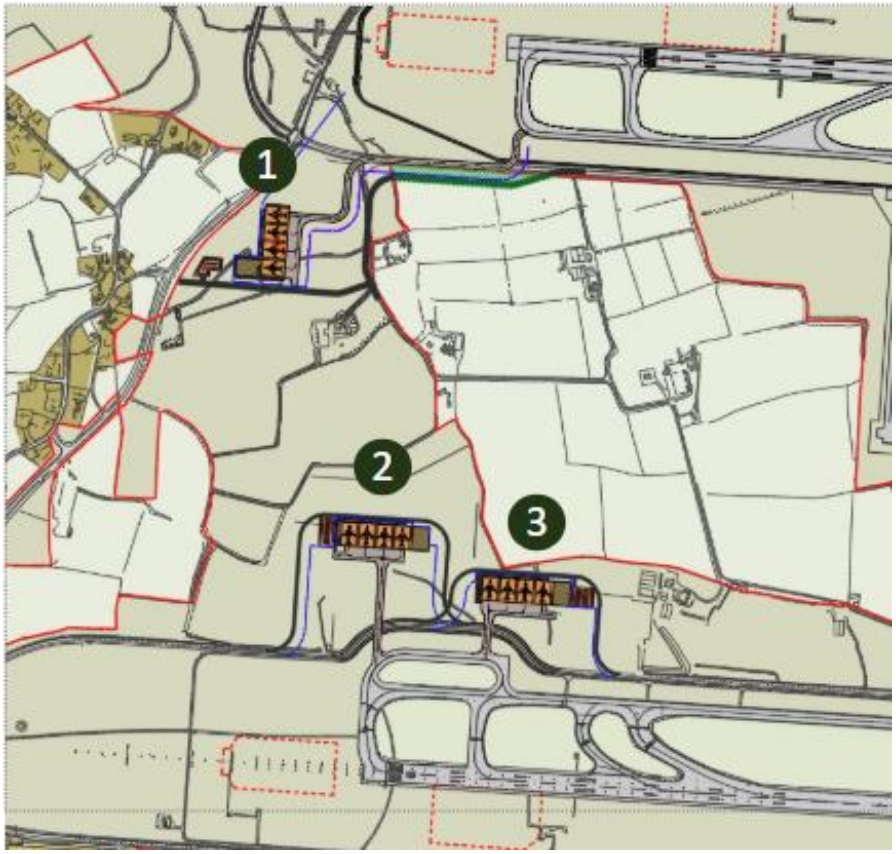


Exhibit 3 – Short Listed Options Criteria

Criteria	Description
Revised requirements	The updated stakeholder requirements, differ from those in the original DAP study, and require a larger footprint to that previously considered.
Land Ownership	Land ownership is an import factor, given the cost and programme implications that would result from a land acquisition process. Options to complete Phase 1 of the development within the existing land ownership boundary was considered as a priority
Programme	The ability to deliver the project efficiently will have a bearing on the business case
Local Planning Authority Requirements	Issues likely to complicate the planning process, such as impact on National Monuments and Natural Heritage sites
Impact on neighbouring receptors	Options that are likely to have greatest impact on neighbouring receptors (eg, light or noise pollution) were considered less desirable
Obstacle Limitation Surfaces	Aeronautical safeguarding surfaces designed to ensure the safety of aircraft
Public Safety Zones	Zones defined by risk of an aircraft accident and designed to minimise risk of injury or casualties in the event of an accident
Navigation Aids	Potential impact on existing navigation aids (Radar/Runway Landing Aids etc)
ATC Sightlines	Potential impact on ability of Air Traffic Controllers to see aircraft on the manoeuvring area and approach.
Concept of Operations	Ability to meet the operational needs of the operators
Safeguarding for future development	Ability to passively safeguard for future phases, and identify active safeguarding required
Phasing and Constructability	Ability to deliver in separate phases to meet demand

Option 1: Construction of Replacement Hangars southwest of the 10L Threshold

- Construction of new access road
- Development of site to provide earthworks, utilities etc
- Construction of new Gate Post for airside / landside security
- Construction of new hangars
- Demolition of existing hangars

Exhibit 4 – Pros and Cons

Pros	Cons
Meets technical criteria (clear of OLS, no NavAid interference, acceptable sight lines etc)	Does not allow for MARS stands
	Limited space for expansion and external parking
	Land purchase required for link taxiway
	In close proximity to St Margarets and listed monument.

Option 2: Construction of Replacement Hangars north of the 10R Threshold

- Realignment of existing R108 along northern edge of 10R/28L
- Development of site to provide earthworks, utilities etc.
- Construction of new Gate Post for airside / landside security
- Construction of new hangars
- Demolition of existing hangars

Exhibit 5 – Pros and Cons

Pros	Cons
Meets Capacity Requirements	New policy required for Twy S access, but no material impact anticipated
Meets technical and safety criteria (clear of OLS, no NavAid interference, acceptable sight lines etc)	
Safeguarding for future expansion	
MRO organisations agreement with proposal	

Option 3: Construction of Replacement Hangars north of the 10R Threshold (east of Option 2)

- Realignment of existing R108 along northern edge of 10R/28L
- Development of site to provide earthworks, utilities etc
- Construction of new Gate Post for airside / landside security
- Construction of new hangars
- Demolition of existing hangars

Exhibit 6 – Pros and Cons

Pros	Cons
Meets Capacity Requirements	Land purchase required
Meets planning authority requirements	Breaches the Obstacle Limitation Surface and ATC sight lines
Meets operational requirements	New policy required for Twy S access, but no material impact anticipated
	Does not align with safeguarding for future development

6. Option Assessment Summary

Criteria	Option 1	Option 2	Option 3
Revised Requirements	Low	High	Medium
Land Ownership	Low	High	Low
Programme	Medium	High	Medium
Local Planning Authority Requirements	High	High	High
Impact on Neighbouring Receptors	Low	High	High
Obstacle Limitation Surfaces	High	High	Low
Public Safety Zones	High	High	High
Navigation Aids	High	High	High
ATC Sightlines	High	High	Low
Concept of Operations	Medium	High	High
Safeguarding for Future Development	Low	High	Low
Planning and Constructability	Medium	High	Low

7. Preferred Option

Option 2 involves the construction of replacement hangars on the site north of the 10R threshold, abeam the S7 taxiway. This option satisfies all evaluated criteria and includes development of the site, the construction of a new security gate post, and the realignment of the R108, alongside daa hangars to be constructed by the existing MRO tenants.

This is the preferred solution as it meets all operational and strategic requirements, allows for future expansion, and balances risk and cost equitably across the parties, while minimising the operational impact on aircraft movements.

8. Apron 7 Site Assessment

In late 2025, a second review of the MRO location options was undertaken. This included a further study to assess whether the proposed MRO hangars could be accommodated within lands associated with the proposed Western Apron 7 development. The rationale for this assessment was to identify potential construction and utility synergies and to explore opportunities to reduce costs through programme efficiencies and accelerated delivery.

Following detailed technical assessment, the Western Apron 7 location was deemed unfeasible. The site was found to introduce unacceptable sight-line constraints between the Air Traffic Control tower and the North Runway. In addition, concerns were identified regarding the potential impact of building turbulence and airflow disturbance on landing aircraft due to the proximity of the hangars to both the North Runway and the Cross Runway.

The assessment also concluded that the proposed hangar structures would adversely affect existing ground radar coverage, necessitating additional radar installations and associated mitigation works.

In conclusion, given the aviation safety and operational risks associated with development at this location, combined with the relatively marginal cost savings identified, Option 2 was reconfirmed as the preferred solution. This option locates the MRO hangars significantly further from runway centrelines and outside Air Traffic Control sight-line constraints, thereby reducing operational risk and ensuring compliance with aviation safeguarding requirements.

Exhibit 7 – Apron 7 Site



2.3 CIP27.02.03 – T2 Immigration Optimisation

1. Executive Summary

This initiative suggests a redesign of the layout for the Terminal 2 immigration facilities to improve circulation and prioritise the arrivals flow from the Pier 3, Pier 4 and the proposed Pier 5.

Two credible options have been identified and assessed against strategic, operational, financial, deliverability, and regulatory criteria. The preferred option is Option 1, reconfiguration of the immigration facility layout, which best balances capacity enhancement, affordability, operational resilience, and planning risk.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032
- Immigration Hall hourly capacity increasing from the current 3,400 passengers per hour to 4,900 passengers per hour once Pier 5 is fully operational and optimally utilised, impacting:
    - E-Gate Usage
    - Immigration Booth Usage
    - Hall Queue Space with queues backing up onto respective arrivals piers

The following outlines key Regulatory and service quality requirements: -

- EU safety and security compliance
- PRM accessibility standards
- Airline service level agreements

2.2 Investment Objectives

The project seeks to:

- Provide sufficient peak-hour immigration processing capacity
- Provide adequate queueing space
- Reduce passenger crossflow routes into Immigration Hall
- Improve operational resilience and on-time performance
- Minimise queue backing up onto Piers 4 and future Pier 5
- Maintain affordability for airlines and passengers
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum case involves no major capital intervention. Instead, it focuses on minor operational and procedural improvements, with an increased reliance on E-Gate processing and longer queue time. Under this scenario, peak-hour congestion is expected to continue.

The impact of a Do-Nothing approach would likely result in declining passenger experience and airline satisfaction, increased delay risk and operational costs, and non-compliance with service quality targets. In conclusion, the Do-Nothing option is not viable and fails to meet strategic objectives.

4. Long List of Options

An initial long list of options was developed, including:

- Reconfiguration of Immigration Hall internally with relocation of Immigration Offices to floor above
- Reconfiguration of Immigration Hall internally with relocation of Immigration Offices to baggage hall
- Reconfiguration of Immigration Hall internally with relocation of Immigration Offices to floor above and provide direct arrivals connection from Pier 5

After conducting a high-level assessment of feasibility, two options were selected for further consideration.

5. Shortlisted Options

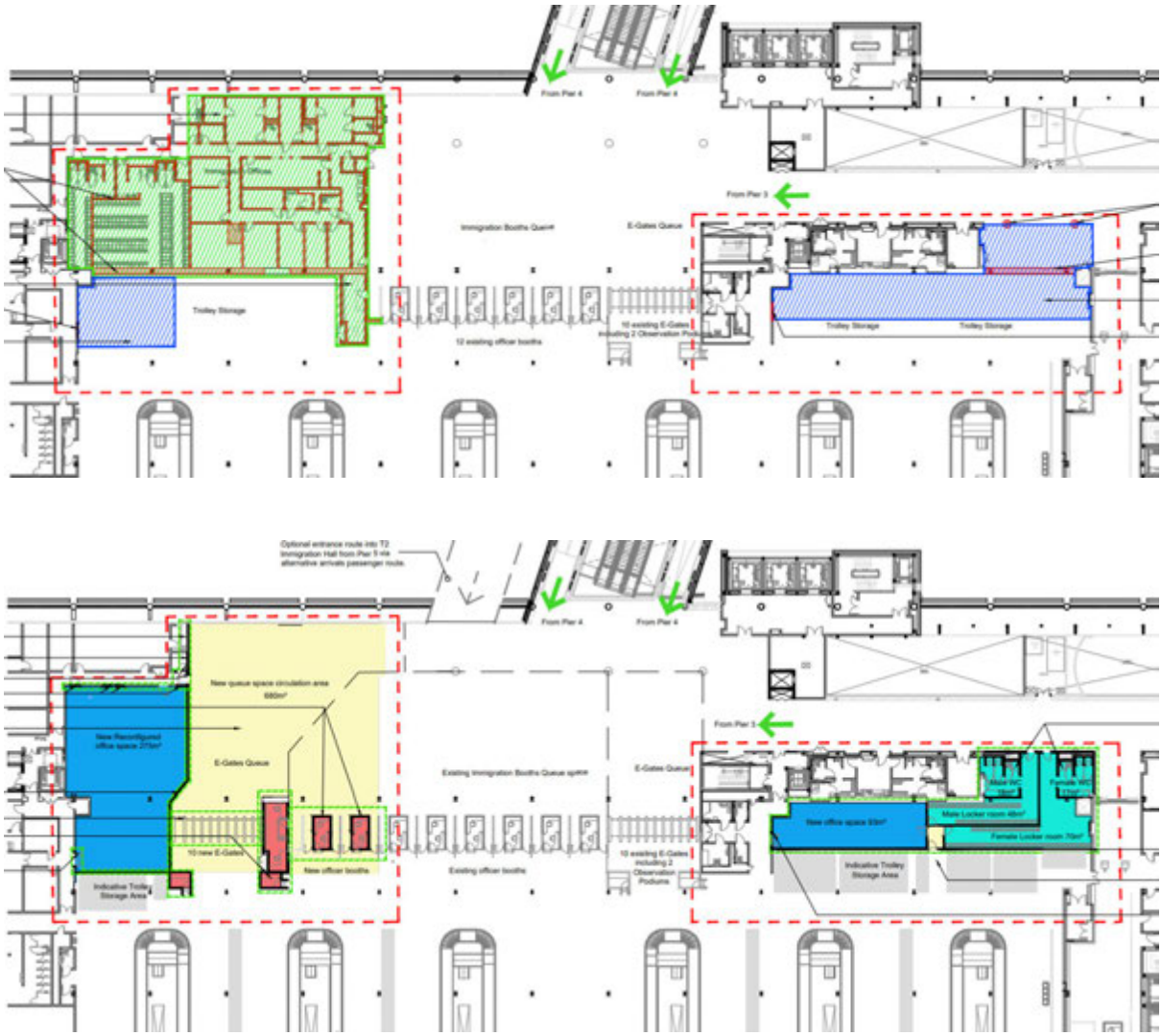
Option 1: Relocation of Immigration Offices to Baggage Hall (Preferred)

- Relocate the existing observation podium
- Relocate sections of Immigration Office, Holding Areas and Staff Break / Locker Rooms
- Create new/replacement Immigration Office Holding Areas and Staff Break / Locker Rooms
- Install new additional Immigration Booths, E-Gates and Observation Podium to southern side of Hall
- Capacity Gain: Additional 2 Immigration Booths, 10 additional E-Gates and enlarged queue space
- Capital Cost (ROM): Expected lower than Option 02 due to reduced construction footprint with no mezzanine floor required.

Exhibit 1 – Pros and Cons

Pros	Cons
Meets Capacity Requirements	Impact on current Operations – requires phased delivery
No Building Expansion - Minimal planning risk	Impacts GNIS
Improves Pax route from Piers 3,4 and 5	
Less construction/M&E/structural risk	
Quick delivery	
Lowest capital cost	

Exhibit 2 – Concept Layout Option 1



Option 2: Relocation of Immigration Offices to New Mezzanine Floor

- Relocate existing observation podium
- Relocate sections of Immigration Office, Holding Areas and Staff Break / Locker Rooms
- Create new Floor level and relocate Immigration Office Holding Areas and Staff Break / Locker Rooms
- Install new additional Immigration Booths, E-Gates and Observation Podium to southern side of Hall
- Capacity Gain: Additional 2 Immigration Booths, 10 additional E-Gates and enlarged queue space
- Capital Cost (ROM): Expected higher than Option 01 due to construction footprint for mezzanine floor required.

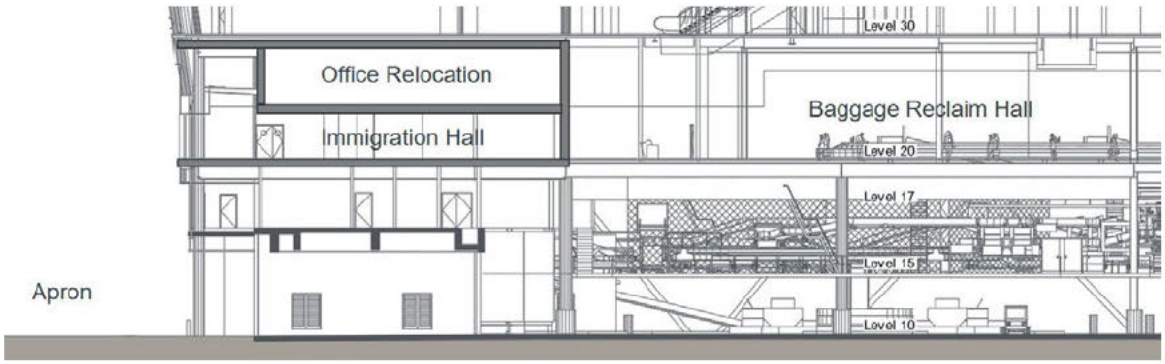
Exhibit 3 – Pros and Cons

Pros	Cons
Meets Capacity Requirements	Impact on current Operations – requires phased delivery
Improves Pax route from Piers 3,4 and 5	Impacts GNIS
Provides longer term space for GNIS	Length of construction delivery
	Requires new floor structure built above live operations
	Possible Fire Safety issues with additional floor level
	Highest capital cost

Exhibit 4 – Concept Layout Option 2 – Mezzanine Level



Exhibit 5 – Concept Section Option 2



6. Option Assessment Summary

Criteria	Option 1	Option 2
Strategic Fit	High	Medium
Capacity Delivered	High	High
Passenger Experience	High	Medium
Safety Impact	n/a	n/a
Sustainability Impact	Medium	Low
Deliverability	High	Low
Planning Risk	High	Low
Affordability	Medium	Low

7. Preferred Option

Option 1, Reconfiguration of Immigration Hall (Linear) is recommended as the preferred solution, as it meets forecast capacity requirements within the planning horizon, enhances operational resilience and service quality, and enables delivery aligned with both demand and available funding.

This option also represents the best value for money and carries the lowest overall risk, as all works are confined to the existing floor plates and there is no requirement for the construction of a mezzanine floor.

2.4 CIP27.02.04 – T2 CBP & Transfer Extension

1. Executive Summary

This initiative suggests a redesign of the location and layout for the Terminal 2 CBP and Transfer facilities to improve the overall CBP processor capacity, transfer capacity, connectivity to CBP enabled Piers and improve the overall passenger experience. Additionally, the project seizes the opportunity to optimise capacity and to future-proof the facility to accommodate the anticipated expansion with the addition of Pier 5.

Three credible options have been identified and assessed against strategic, operational, financial, deliverability, and regulatory criteria. The preferred option is Option 1; Pier 4 CBP Extension Southern Side, which best balances capacity enhancement, affordability, operational resilience, and planning risk.

2. Strategic Context

The following out times key drivers for investment: -

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032
- Peak-hour congestion impacting:
    - TSA processor increasing from current demand of approx. 250 pax/hour to approx. 480 pax/hour
    - CBP processor increasing from current hourly capacity of approx. 1,200 pax/hour to approx. 1,980 pax/hour (22 positions)
    - Transfer Facility increasing from current hourly capacity of approx. 970 pax/hour to approx. 1,670 pax/hour

The following outlines key Regulatory and service quality requirements: -

- EU safety and security compliance
- TSA and CBP Requirements
- PRM accessibility standards
- Airline service level agreements
- Environmental and carbon-reduction commitments

2.2 Investment Objectives

The project seeks to:

- Provide sufficient peak-hour TSA, CBP and Transfer capacity
- Improve CBP pax experience and provide improved post-CBP facilities
- Improve operational resilience and on-time performance
- Provide CBP connection to Pier 5
- Maintain affordability for airlines and passengers
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum case involves no major capital intervention. Instead, it focuses on minor operational and procedural improvements. Under this scenario, peak-hour congestion is expected to continue.

The impact of a Do-Nothing approach would likely result in declining passenger experience and airline satisfaction, increased delay risk and operational costs, and non-compliance with service quality targets. Furthermore, it would impose constraints on future Transatlantic route and fleet growth. In conclusion, the Do-Nothing option is not viable and fails to meet strategic objectives.

4. Long List of Options

An initial long list of options was developed, taking account of the current TSA operating model, under which only transfer passengers and selected departing passengers are subject to TSA screenin including:

- Remote CBP (Pier 3)
- Terminal 2 Extension
- New pier development North Side
- New pier development South Side

After conducting a high-level assessment of feasibility, qualitative cost magnitude, and planning risk, three options were selected for further consideration.

5. Shortlisted Options

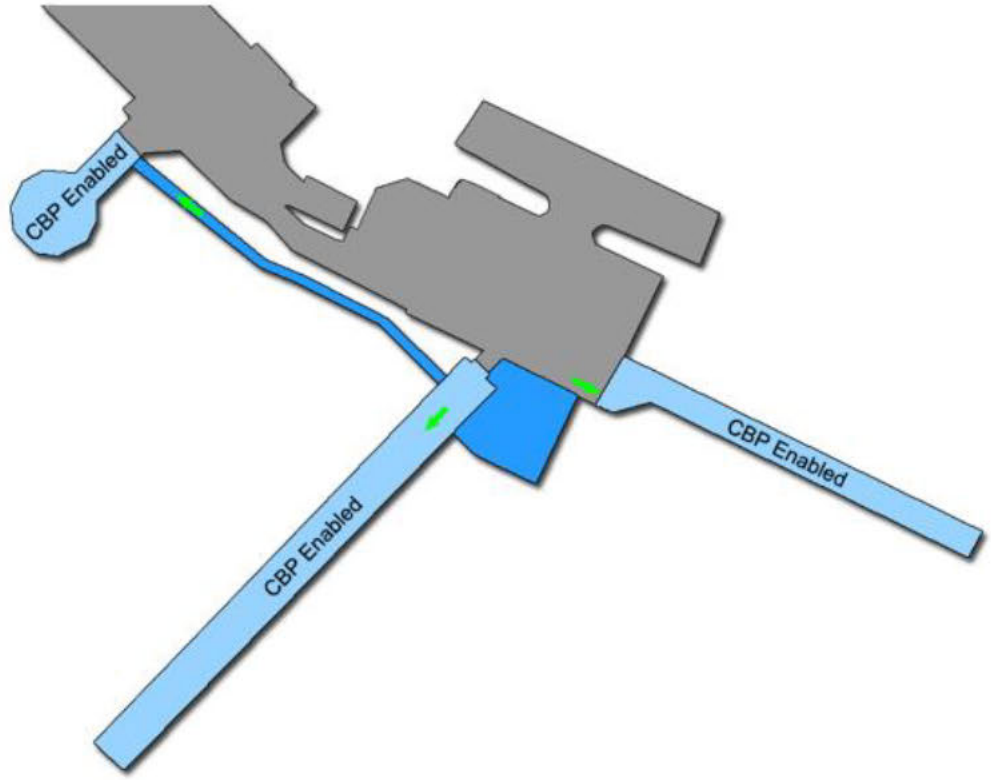
Option 1: Pier 4 CBP Extension – Southern Side (Preferred)

- Reconfigure stands
- Expand TSA & CBP Processors
- Provide post-CBP mini-IDL
- Expand Transfer Facility
- Provides CBP and arrivals connection to Pier 5
- Capacity Gain: High
- Capital Cost (ROM): Similar across all options

Exhibit 1 – Pros and Cons

Pros	Cons
Provides required future capacity (TSA, CBP, Transfer)	Temporary construction disruption
Provides mini IDL, improving post CBP pax experience	Requires careful phasing and stakeholder coordination
Connects to Pier 5	
Uses corner site created by development of Pier 5 without further loss of stands.	

Exhibit 2 – Concept Layout Option 1



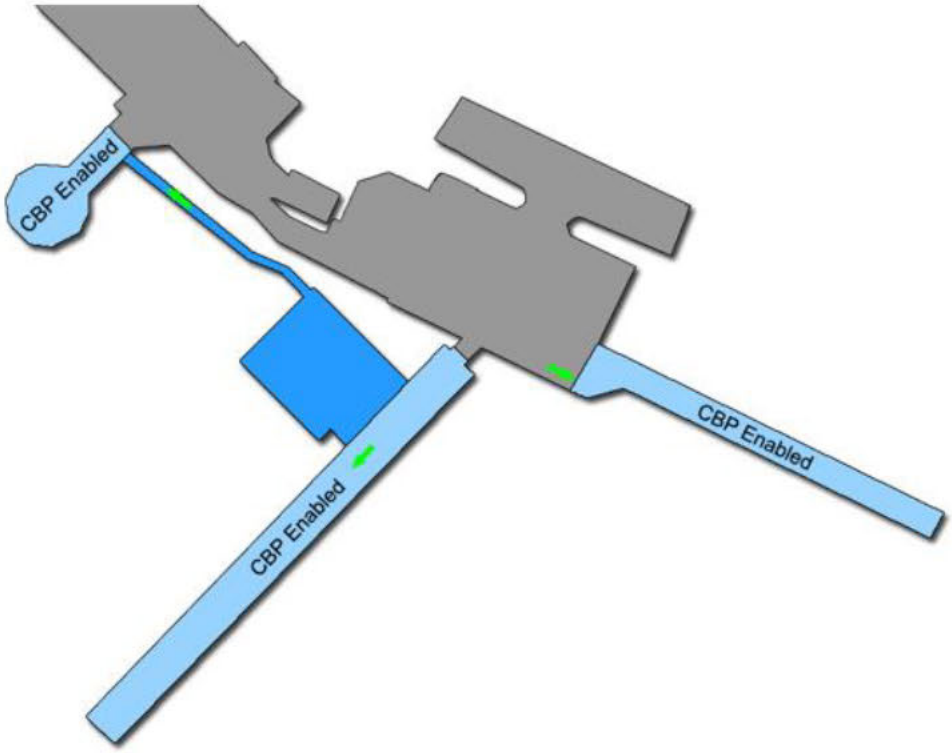
Option 2: Pier 4 CBP Extension – Northern Side

- Reconfigure stands
- Expand TSA & CBP Processors
- Provides CBP connection to Pier 3
- Capacity Gain: High
- Capital Cost (ROM): Similar across all options

Exhibit 3 – Pros and Cons

Pros	Cons
Provides required future capacity (TSA, CBP)	Does not provide CBP connection to Pier 5
Connects to Pier 3	Some temporary construction disruption
	Requires careful phasing and stakeholder coordination
	Does not provide mini IDL
	Loss of third state enabled WB stand

Exhibit 4 – Concept Layout Option 2



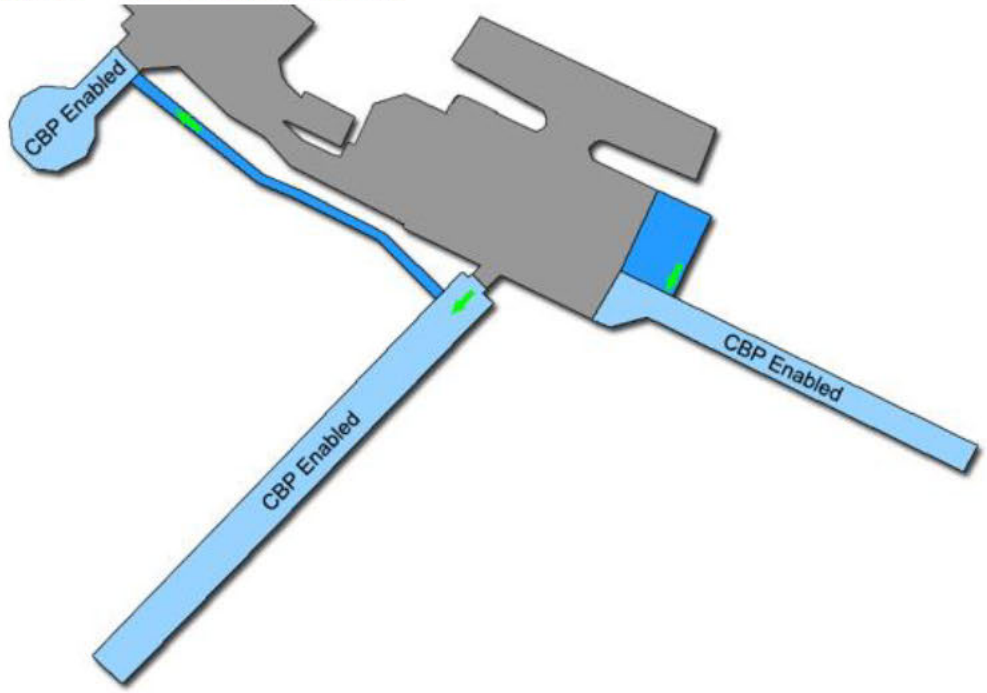
Option 3: Multi-Level Terminal 2 Extension

- Extend Terminal 2
- Expand TSA & CBP Processors
- Provides CBP connection to Pier 5
- Capacity Gain: Moderate to High
- Capital Cost (ROM): Expected highest due to relocations required for service yard and possible impact on energy centre

Exhibit 5 – Pros and Cons

Pros	Cons
Provides required future capacity (TSA, CBP)	Does not provide CBP connection to Pier 3
Connects to Pier 5	Temporary construction disruption
	Requires careful phasing and stakeholder coordination
	Does not provide mini IDL
	Coordination impact with current Pier 5 design
	Requires new secondary CBP facility.
	Relocations required for service yard and possible impact on energy centre

Exhibit 6 – Concept Layout Option 3



6. Option Assessment Summary

Criteria	Option 1	Option 2	Option 3
Strategic Fit	High	Medium	Medium
Capacity Delivered	High	Medium	Medium
Passenger Experience	High	Low	Low
Safety Impact	Medium	Medium	Medium
Sustainability Impact	Medium	Medium	Low
Deliverability	High	Medium	Low
Planning Risk	Medium	Low	Low
Affordability	High	High	Medium

7. Preferred Option

Option 1, Pier 4 CBP Extension Southern Side, is recommended as the preferred solution because it meets forecast capacity requirements within the planning horizon, provides the best CBP connection between Pier 4 and 5, provides post-CBP mini IDL enhancing passenger experience, enhances operational resilience and service quality, and enables phased delivery aligned with both demand and available funding.

This option also represents the best value for money and carries the lowest overall risk, as it affects a stand rather than the energy centre and avoids complex crossovers at Pier 4. Additionally, it is optimally located to provide CBP connectivity to Piers 4 and 5, the primary CBP-enabled piers. Furthermore, Stand 409 must be relocated to enable the development of Pier 5, creating an underutilised internal corner that presents an opportunity for the CBP extension.

2.5 CIP.27.02.05 – Pier 5 and South Apron Expansion

1. Executive Summary

This initiative seeks to enhance the capacity of the Terminal 2 gate and stands in order to alleviate congestion at the current Pier 3 and 4, while also providing additional opportunities for both transatlantic and short haul airline expansion.

Four credible options were identified and assessed against strategic, operational, financial, deliverability, and regulatory criteria. The preferred option is Option 1; Single Sided Pier Perpendicular Extension from T2, which best balances capacity enhancement, affordability, operational resilience, and planning risk. Following from this further detailed optioneering was undertaken to refine the pier layout itself.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032
- To maximize new widebody contact stands to facilitate US hub growth
- Provide for optimal two-way widebody taxiway flow to avoid replicating current cul-de-sac congestion while minimizing jet blast impacts
- Minimise impact on the Fuel Farm and Primary Dardistown substation.

The following outlines key Regulatory and service quality requirements: -

- EU safety and security compliance
- OLS Limitations
- PRM accessibility standards
- Airline service level agreements

2.2 Investment Objectives

The project seeks to:

- Provide sufficient Terminal 2 Gate and Stand capacity
- Provide Bus Gates for remote operations
- Provide for optimal two-way widebody taxiway flow to avoid replicating current cul-de-sac congestion.
- Minimise impact on the Fuel Farm and Primary Dardistown substation.
- Provide remote narrow-body stands
- Improve operational resilience and on-time performance
- Maintain affordability for airlines and passengers
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum case involves no major capital intervention. Instead, it focuses on minor operational and procedural improvements, with an increased reliance WB long haul flights at off peak times less suited to carriers' requirements. Under this scenario, peak-hour congestion is expected to continue.

Alternatively, a further increase in aircraft towing or utilisation of remote bussing could be considered; however, WB tow stands and bus gate availability are equally constrained, requiring the development of additional stands and bus gate infrastructure to accommodate growth during peak periods.

The impact of a Do-Nothing approach would likely result in declining passenger experience and airline satisfaction, increased delay risk and operational costs, and non-compliance with service quality targets. In conclusion, the Do-Nothing option is not viable and fails to meet strategic objectives.

4. Long List of Options

An initial long list of options was developed, including:

- Western Satellite Pier (Phase 01)
- Single Sided Pier
- Dual Sided Pier
- South Apron Remote Pier

After conducting a high-level assessment of feasibility, four options were selected for further consideration.

5. Shortlisted Options

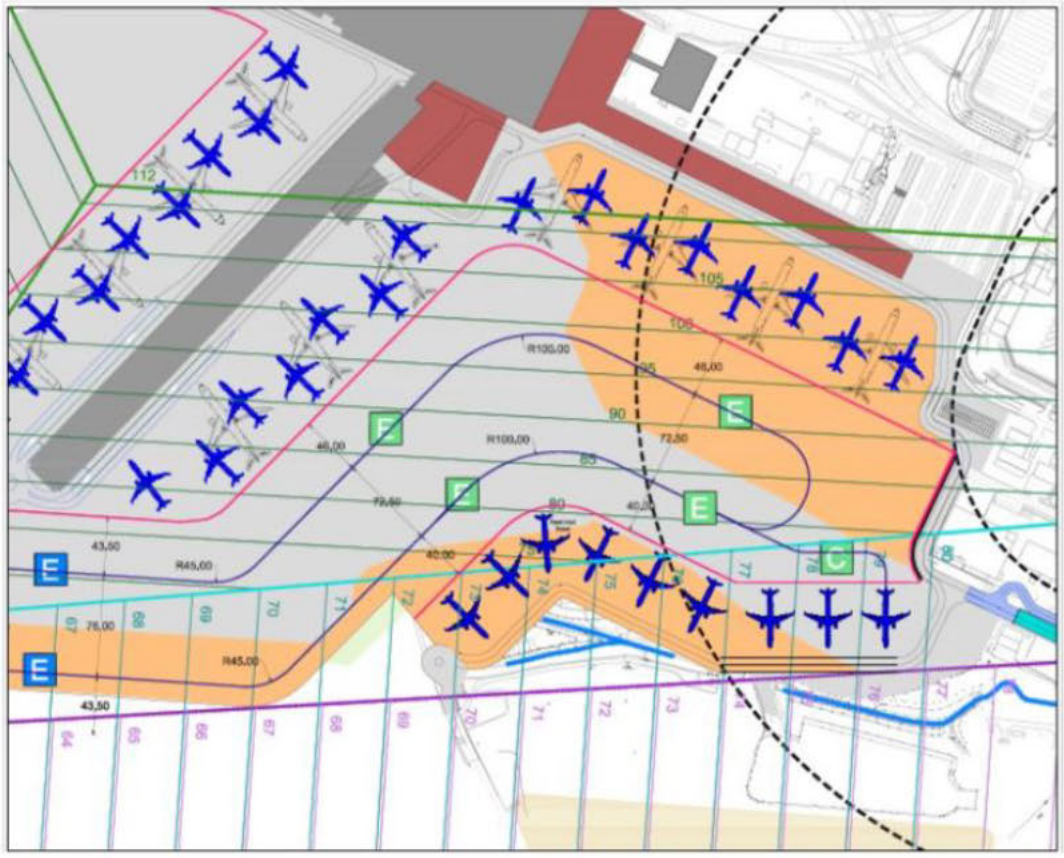
Option 1: Single Sided Pier – Perpendicular Extension from T2 (Preferred)

- Extend South Apron with Dual Code E taxilane's
- Provide Single sided Pier – CBP and Non-CBP Enabled
- Capacity Gain: 3 new additional WB contact Gates and Stands (6NBE), 6 new additional Bus Gates, 9 new additional NB remote stands
- Capital Cost (ROM): Expected lower due to minimising required relocations.

Exhibit 1 – Pros and Cons

Pros	Cons
New 3 WB Contact Stands (6NBE)	Impact on current Operations – requires phased delivery
Provides bus gates	Single sided pier
Provides remote stands	
Provides Dual Code E taxilane's	
Compliant OLS levels	
No impact on Fuel Farm and Dardistown substation	

Exhibit 2 – Concept Layout Option 1



Option 2: Single Sided Pier – Angled Extension from T2

- Extend South Apron
- Provide Single sided Pier – CBP and Non-CBP Enabled
- Capacity Gain: 3 new additional WB contact Gates and Stands (6NBE), 6 new additional Bus Gates, 12 new additional NB remote stands
- Capital Cost (ROM): Expected higher due to additional relocations.

Exhibit 3 – Pros and Cons

Pros	Cons
New 3 WB Contact Stands (6NBE)	Impact on current Operations – requires phased delivery
Provides bus gates	Single sided pier
Provides remote stands	No Dual Code E taxilane's
Compliant OLS levels	Jet Blast Impact
No impact on Fuel Farm and Dardistown substation	Impacts Shamrock House

Exhibit 4 – Concept Layout Option 2



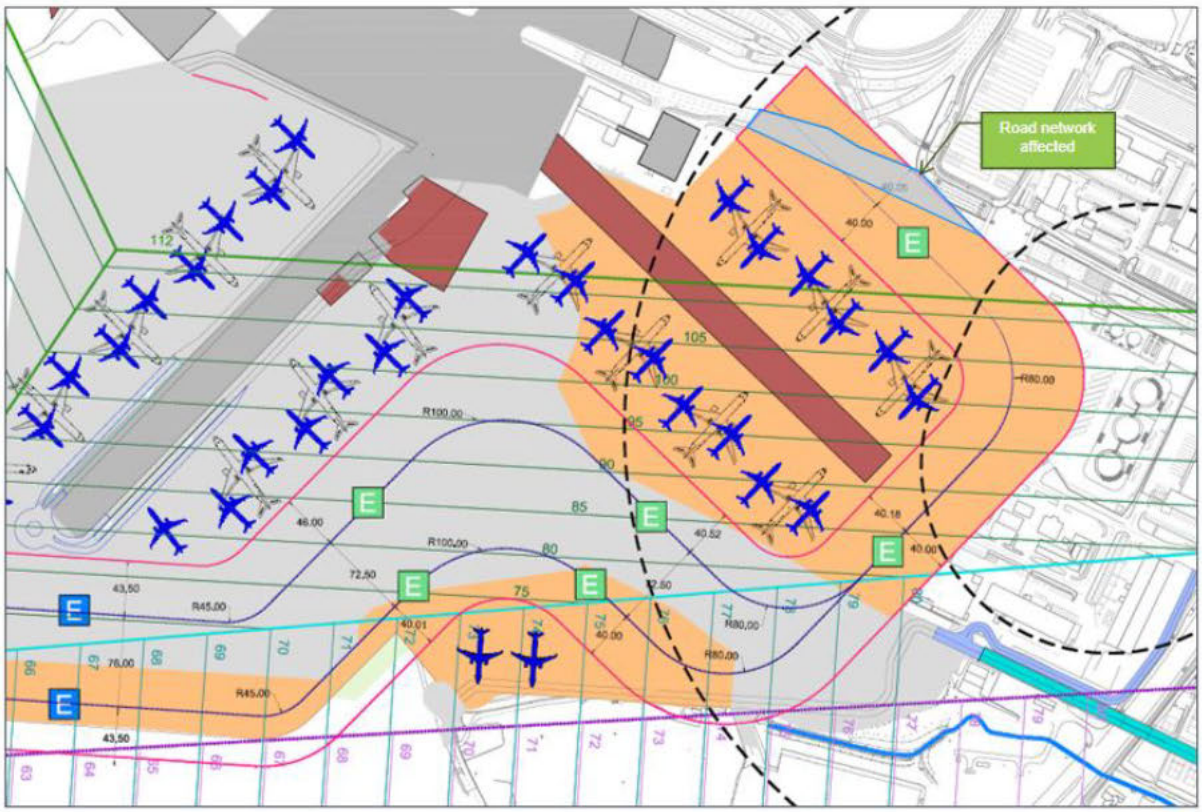
Option 3: Double Sided Pier – Offset Extension from T2

- Extend South Apron & realign T2 approach road
- Relocate Fuel Farm
- Provide Double sided Pier – CBP and Non-CBP Enabled
- Capacity Gain: 6 new additional WB contact Gates and Stands (12NBE), 6 new additional Bus Gates, 2 new additional NB remote stands
- Capital Cost (ROM): Expected higher due to additional relocations.

Exhibit 5 – Pros and Cons

Pros	Cons
New 6 WB Contact Stands (12NBE)	Impact on current Operations – requires phased delivery
Double sided Pier	No Dual Code E taxilane's to all stands
Provides bus gates	Jet Blast Impact
Provides remote stands	Impacts T2 Approach Road
	Impacts Shamrock House
	Impacts Fuel Farm and Dardistown substation
	Impacts OLS

Exhibit 6 – Concept Layout Option 3



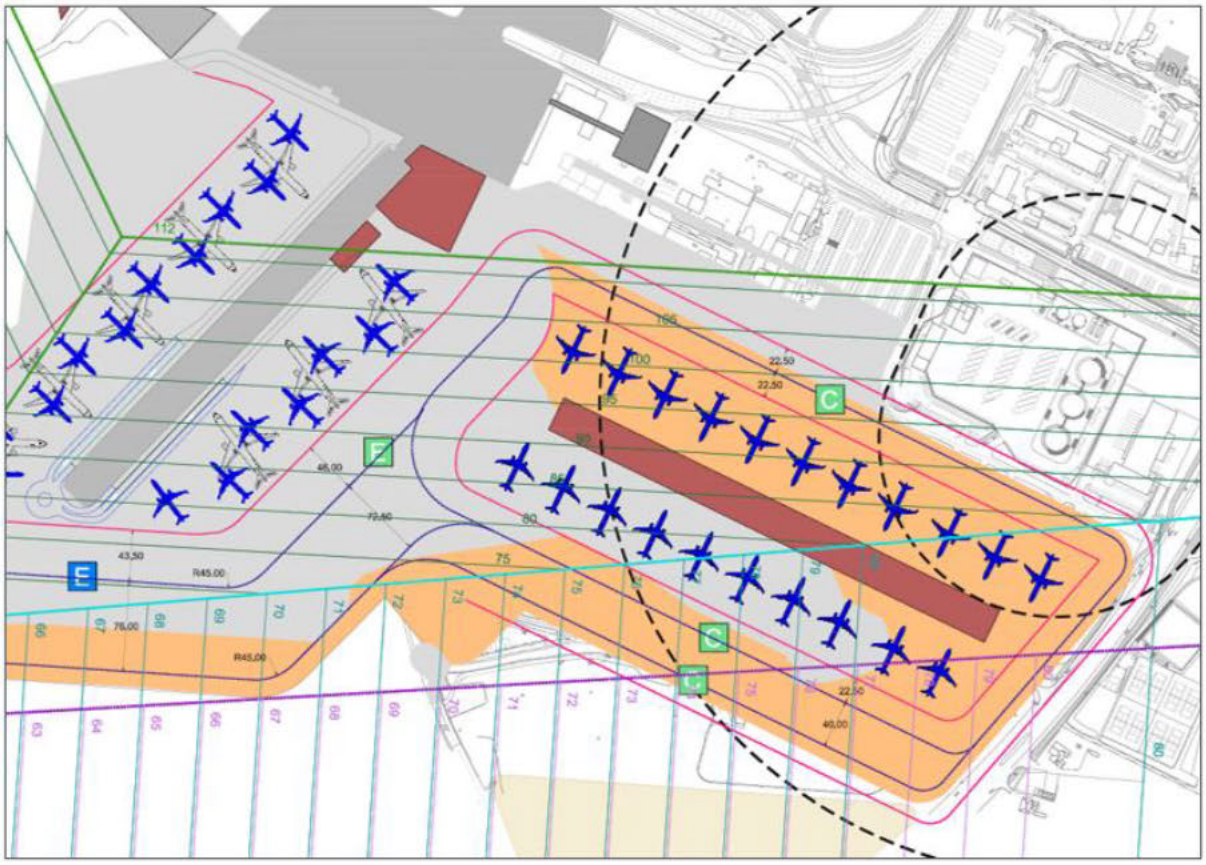
Option 4: Double Sided Pier – Remote Pier

- Extend South Apron
- Relocate Fuel Farm and Dardistown Substation
- Provide Single sided Pier – CBP and Non-CBP Enabled
- Capacity Gain: 21 new additional NB contact Gates and Stands, 6 new additional Bus Gates
- Capital Cost (ROM): Expected lower due to minimising required relocations.

Exhibit 7 – Pros and Cons

Pros	Cons
New 21 NB Contact Stands	No new WB Stands
Compliant OLS levels	Remote Pier
Double sided Pier	Impact on current Operations – requires phased delivery
Provides bus gates	No remote stands
	No Dual Code E taxilane's to all stands
	Jet Blast Impact
	Impacts T2 Approach Road
	Impacts Shamrock House
	Impacts Fuel Farm and Dardistown substation

Exhibit 8 – Concept Layout Option 4



6. Option Assessment Summary – Apron Layout

Criteria	Option 1	Option 2	Option 3	Option 4
Strategic Fit	High	Medium	Medium	Low
Capacity Delivered	High	High	High	High
Passenger Experience	High	High	High	Low
Safety Impact	Medium	Medium	Low	Medium
Sustainability Impact	Medium	Medium	Low	Low
Deliverability	High	Medium	Low	Low
Planning Risk	High	High	Low	Low
Affordability	Medium	Medium	Low	Low

7. Preferred Option – Apron Layout

Option 1, Single Sided Pier Perpendicular Extension from T2, is recommended as the preferred solution because it meets forecast capacity requirements within the planning horizon, provides the best number of contact WB stands while balancing disruption caused by demolitions, providing dual code E taxilane's while minimising the impact of jet blast, enhancing operational resilience and service quality, and enables delivery aligned with both demand and available funding. This approach also represents the best value for money and carries the lowest overall risk.

8. Further Optioneering – Pier Layout

With the preferred layout chosen additional optioneering was undertaken as part of the design development. As described below this looked at the overall Pier 5 building layout and its configuration. Option 3, 3 Storey Option Standard Fixed Links, was the best performing option overall and was selected to go forward to Preliminary Design and for inclusion in the IA Planning Submission.

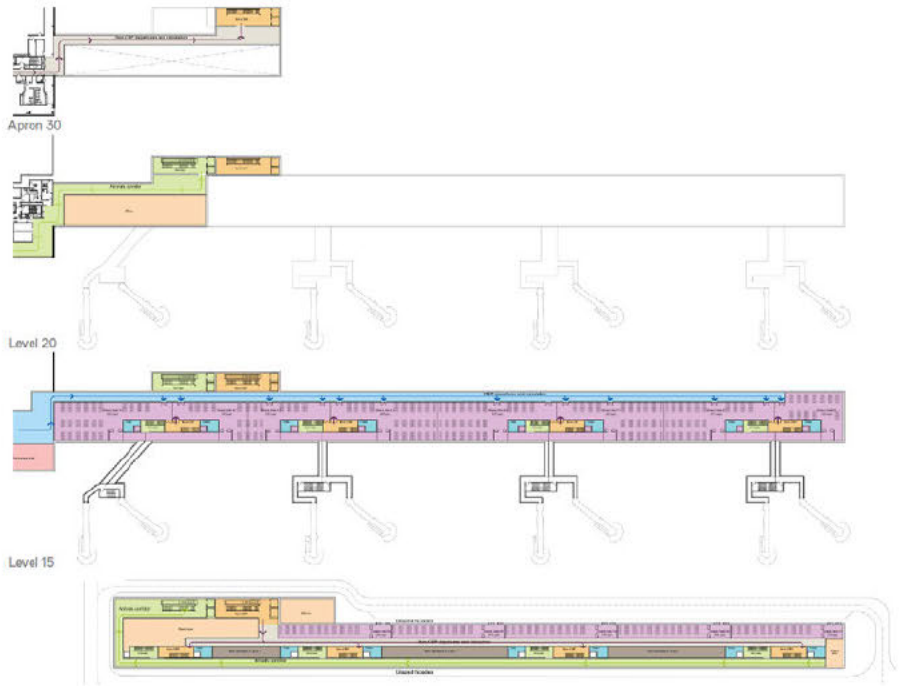
Option 1: 2 Storey Option

- Arrivals at apron level
- Departures at first floor level with enclosed CBP / Non-CBP gates
- Capital Cost (ROM): Expected lowest due to minimising required floor area.

Exhibit 9 – Pros and Cons

Pros	Cons
Provides adequate gate area	Long and poor-quality arrivals route
Gates can be either CBP or Non-CBP	Doesn't provide Bus Gates
Lowest capital cost	No F&B / retail

Exhibit 10 – Concept Layout Option 1



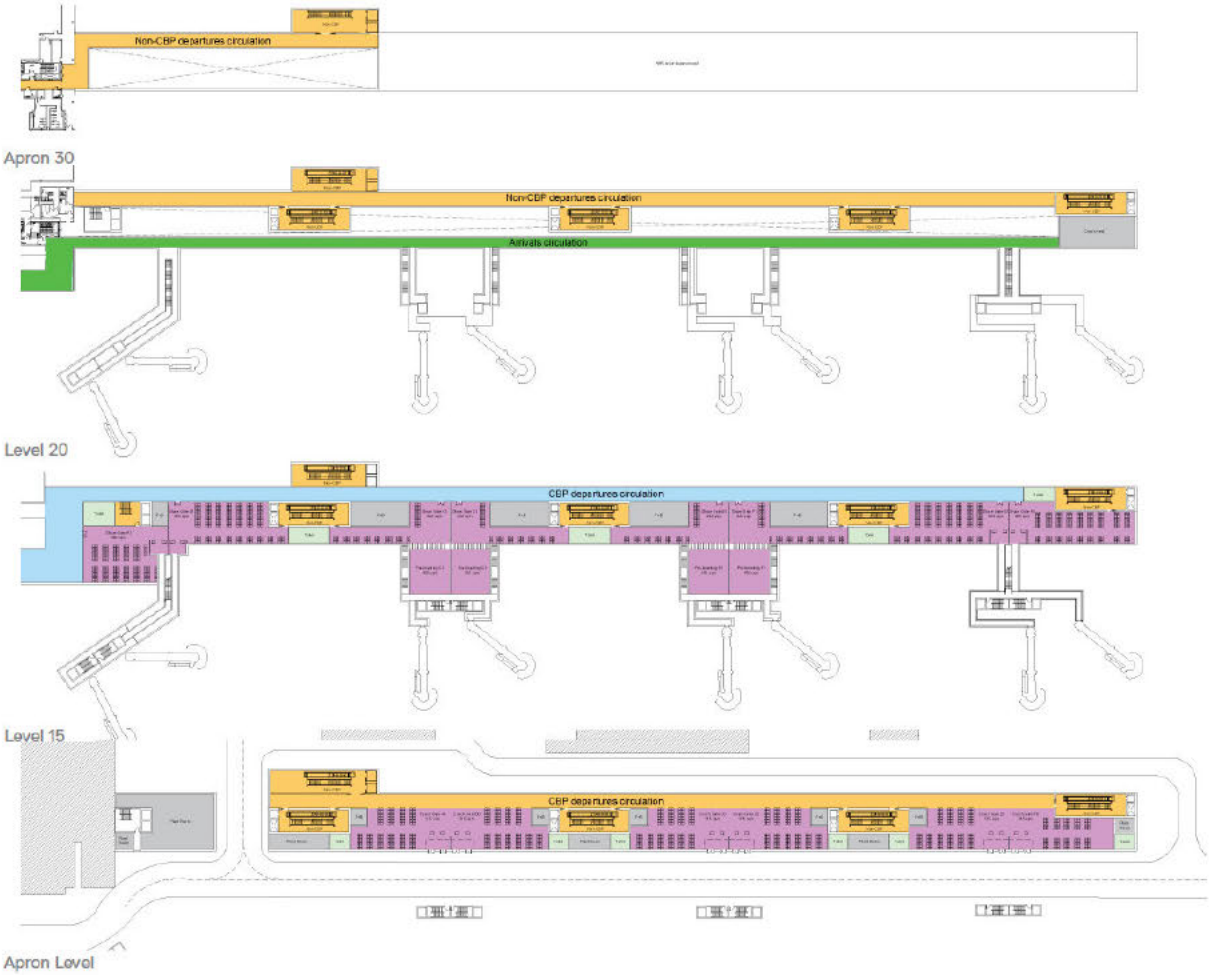
Option 2: 3 Storey Option – Larger Fixed Links

- Arrivals at second floor level
- Departures at first floor level with enclosed CBP / Non-CBP gates. Larger fixed links to facilitate pre-boarding
- Bus Gates at apron level
- Capital Cost (ROM): Expected highest due to largest floor area from larger fixed links

Exhibit 11 – Pros and Cons

Pros	Cons
Provides adequate gate area	No F&B / retail
Gates can be either CBP or Non-CBP	Costly Fixed Links
Provides Bus Gates	Highest capital cost

Exhibit 12 – Concept Layout Option 2



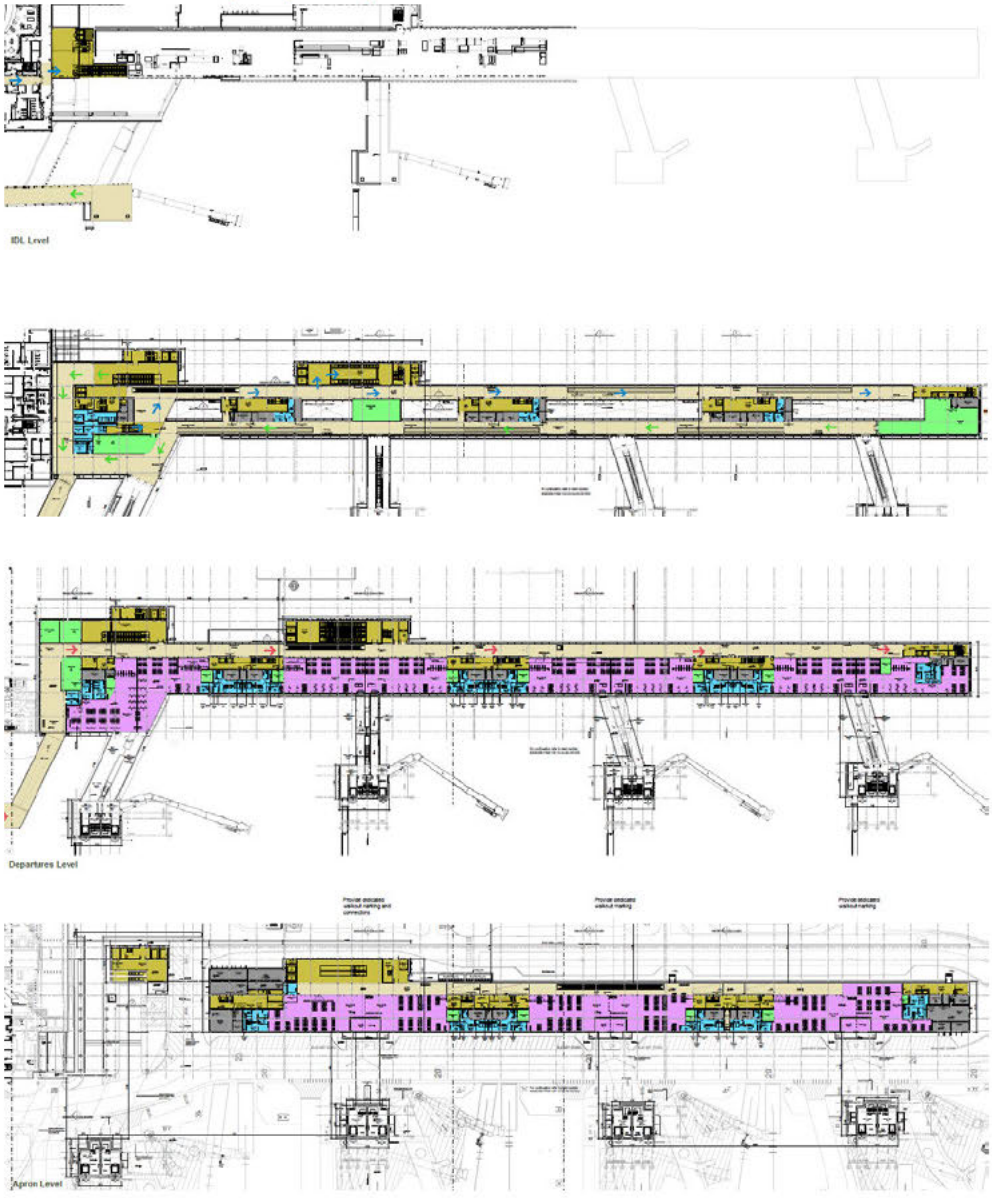
Option 3: 3 Storey Option – Standard Fixed Links

- Arrivals at second floor level
- Departures at first floor level with enclosed CBP / Non-CBP gates. Larger fixed links to facilitate pre-boarding
- Bus Gates at apron level

Exhibit 13 – Pros and Cons

Pros	Cons
Provides adequate gate area	No retail
Gates can be either CBP or Non-CBP	Reduced dwell area in pier
Provides Bus Gates	
Provides minimal F&B	

Exhibit 14 – Concept Layout Option 3



9. Further Optioneering – Pier Layout Option Assessment Summary

Criteria	Option 1	Option 2	Option 3
Strategic Fit	Low	Medium	High
Capacity Delivered	Low	High	High
Passenger Experience	Low	Medium	High
Bus Operations	Low	High	High
Sustainability Impact	Medium	Medium	Medium
Deliverability	Medium	Medium	Medium
Planning Risk	Medium	Medium	Medium
Affordability	High	Low	Medium

10. Preferred Option – Pier Layout

Option 3, 3 Storey Option Standard Fixed Links, is recommended as the preferred solution because it meets forecast capacity requirements, provides adequate CBP / Non-CBP segregation while balancing passenger requirements while minimising the impact on airline charges, enhancing operational resilience and service quality, and enables delivery aligned with both demand and available funding. This approach also represents the best value for money and carries the lowest overall risk.

2.6 CIP27.02.06 – Eastland's Cargo

1. Executive Summary

This report provides a high-level assessment of the options considered to deliver enabling facilities that support cargo growth and new warehouse opportunities. The initiative is designed to streamline cargo operations and enhance operational efficiency.

Four options have been identified and assessed against airport's long term development plans, stakeholder's preferences, scalability, and operational impact of the final solution. The preferred option is Option 3 Eastland's Cargo, which is the most suitable from long-term airport development and the proximity to the East Campus, taking stakeholders input on the location into the consideration.

2. Strategic Context

The following are the key drivers for the investment:

- Maximise utilisation of Eastern Campus
- Provide enabling infrastructure and space to support belly-hold cargo growth, including modern warehouses and associated supporting facilities.

The following outlines key regulatory and service quality requirements:

- Airline service level agreements

2.2 Investment Objectives

The project seeks to:

- Provide modern fit for purpose cargo facilities comparable to international counterparts
- Streamline existing cargo operations to improve efficiencies
- Provide sufficient existing cargo operations capacity
- Safeguard for future cargo demands
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum approach is not a viable option. Belly-hold cargo is forecast to grow, driven by increased US and Other World flight operations, much of which is only sustainable through a combination of passenger and cargo revenue. The existing facilities are outdated, lack sufficient space for expansion, and are approaching the end of their operational life without significant intervention or refurbishment.

Failure to plan for the expansion of infrastructure to enable third-party tenants to develop new cargo facilities would constrain growth for Dublin Airport and its partner stakeholders, while also limiting the wider Irish economy, which relies on Dublin Airport as a key hub for the movement of air freight and cargo.

4. Long List of Options

An initial long list of options was developed, including:

- Corballis Park (abeam Fuel Farm)
- Area of ALSAA Sports Centre
- Westlands
- Eastlands

The above 4 options were assessed against the long-term development plan, safeguarding, scalability, planning and operational impact. Corballis Park option, which was proposed in previous CIP period, was ultimately rejected due to expansion limitations. Due to the uncertainty of the Westlands development and the stakeholders' preferences to remain in the proximity to the East Campus, the Eastland's Cargo has been proposed for consideration in CIP27. Area of ALSAA Sports Centre has not been progressed further as a viable option.

5. Shortlisted Options

Option 1: Corballis Park (abeam Fuel Farm)

- Demolition of buildings and structures on the site of the new cargo buildings
- Construction of 3no Cargo Terminal Buildings and attendant service yards and access infrastructure, relocation of Cargo Terminal 1 and 2
- Change of use of Flight Catering Building to flexible office use
- Increase in belly hold cargo operations/ throughput
- Capacity Gain: Medium (no opportunity for expansion)
- Ultimately rejected by stakeholders due to the expansion limitation

Exhibit 1 – Pros and Cons

Pros	Cons
Relatively straight forward demolition works and delivery	Expansion limitations
Re-use of vacant property	Space constrained, particularly from an airside dolly manoeuvring perspective
Proximity to existing Cargo operations	Stakeholder preferences

Exhibit 2 – Concept Layout Option 1



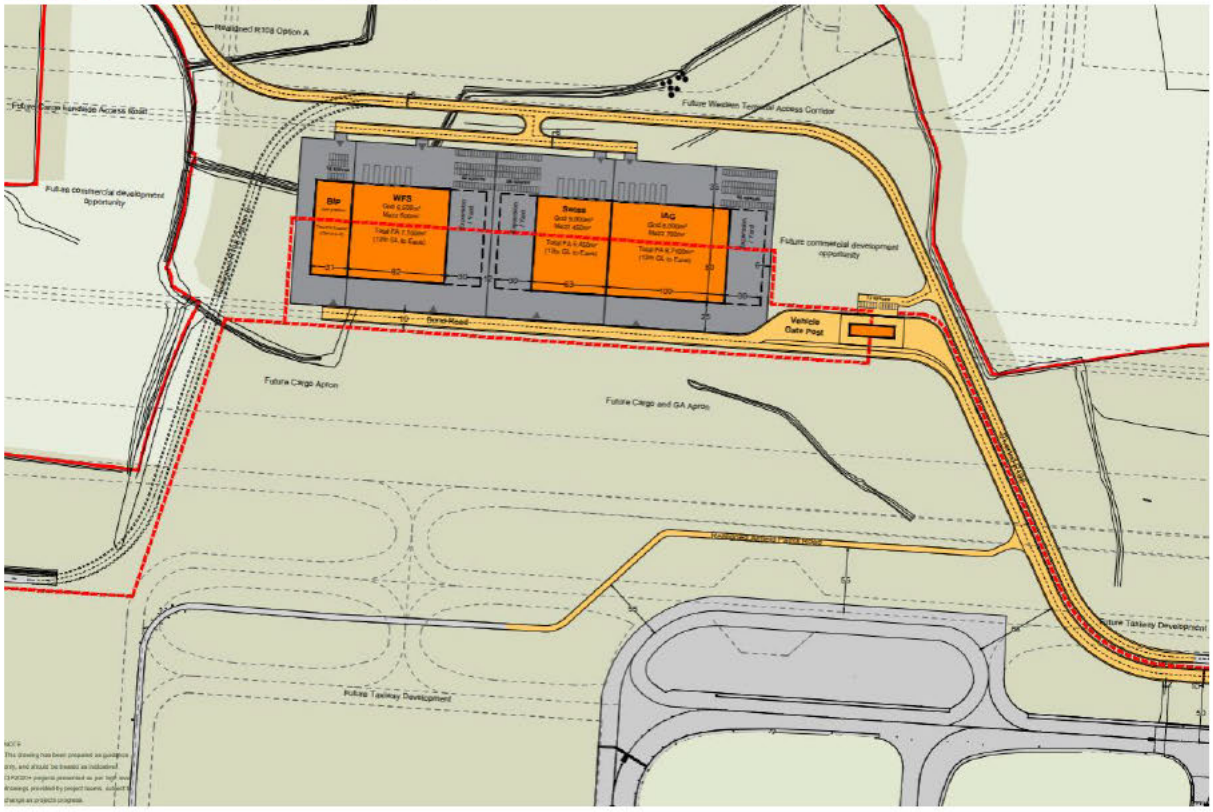
Option 2: Westlands

- Westlands, located north of the Runway 28L threshold and R108 on greenfield lands presently used for agriculture leasing
- Capacity Gain: High
- Capital Cost (ROM): Expected higher than Option 1 and 2 due to the lack of services in this area
- This option is not considered viable due to the uncertainty of the Westlands development and the stakeholders' preferences to remain in the proximity to the East Campus

Exhibit 3 – Pros and Cons

Pros	Cons
Sufficient site area to cater for future demand	Long distance between Eastern Apron and Western Cargo Facility via the Underpass/ Perimeter Road
	Requires dedicated Cargo Gate Post including welfare and staff car parking facilities
	Existing Border Control Post too far from the Cargo facility so would require relocation
	Section of landside R108 road diversion required
	Limited services in the vicinity
	Site required for MRO relocation

Exhibit 4 – Concept Layout Option 2



Option 3: Eastlands (Preferred)

- East of the R132 on greenfield lands currently used as sports playing fields
- New Cargo operations site that enhances the airport's logistics potential
- Connecting Eastlands to Corballis via a new bridge crossing R132, linked to Bond Road, landside access provided by a new entrance and exit on the R132
- Accommodates the development of a proposed Consolidated Screening Centre and Construction Logistics Compound
- Capacity Gain: High
- Due to the proximity to the East Campus and stakeholders' preferences, safeguarding for future cargo demands and expansion, this option is being proposed in the CIP27

Exhibit 5 – Pros and Cons

Pros	Cons
Long-term capacity solution	Proximity to future non-daa development
Safeguarded for future cargo demands and expansion	
Compliant with Masterplan safeguarding and land zoning	

Exhibit 6 – Concept Layout Option 3



6. Option Assessment Summary

Criteria	Option 1	Option 2	Option 3
Strategic Fit	Low	Medium	High
Capacity Delivered	Medium	High	High
Safety Impact	Low	Low	Low
Sustainability Impact	Low	Low	Low
Deliverability	Low	High	Medium
Planning Risk	Medium	High	Medium
Affordability	Medium	Medium	Medium

7. Preferred Option

Option 3, Eastland's Cargo, east of the R132 on greenfield lands, is recommended as the preferred solution because it exceeds the required area size, hence safeguarding for the future cargo expansion, involves relatively straight forward construction, has minimal operational impact during the delivery works, and enables continuity of operation in the East Campus via bond road and access bridge. This approach also represents the best value for money and carries the lowest overall risk.

2.7 CIP27.02.08 – Wide Body Engine Test Facility

1. Executive Summary

This section presents a high-level review of the options assessed to support the requirement for an adequate Engine Testing Site for aircraft of wingspan larger than 42 meters, as existing Engine Test Site 1 (ETS1) is restricted to 42 meters wingspan. Engine testing is a necessary part of routine engine maintenance, repair and commissioning works. Lack of the engine testing facility provision can directly result in inability of an aircraft to operate, which has direct impact on the airlines and MRO providers, airport's operations and can cause delays, flight cancellations and disruption to the passengers.

Various criteria and requirements were reviewed during the optioneering:

- AirNav's preference is to avoid engine testing on taxiways, impacting taxiways flows,
- Dublin Airport's preference to avoid testing on Blacktop/ MA surface due to the risk of damage of pavement by wheels or engines during testing on taxiways,
- due to the noise impact on neighbouring areas, central portion of the airfield location is required,
- prevailing wind, which is south- west at Dublin Airport and required headings (engine tests are undertaken heading into the wind).

Engine testing on Runway 16 (as till now), Taxiways W1 and S fillets and Expansion of existing ETS1 have been assessed, based on the above and further criteria. Expansion of the existing ETS1 is proposed for inclusion in the CIP27, as it does not impact flow of traffic, offers various headings, and fulfils the noise criteria from the location perspective.

2. Strategic Context

The following are the key drivers for the investment:

- Airlines and MRO operator's requirement for engine testing location
- Alleviate congestion on the airfield and avoid impacting taxiway flows by testing on taxiways
- Provide contingency on the airfield to allow delivery of multiple large-scale construction projects
- Increasing the value of the business by increasing connectivity for Ireland, attracting widebody operators
- Providing a high-quality service to operators as significant growth continues

The following outlines key regulatory and service quality requirements:

- EASA / ICAO regulations and standards
- Operators service level agreements

2.2 Investment Objectives

The project seeks to:

- Provide adequate and safe engine testing facility for all operators

- Resolve the existing insufficient provision of engine testing facility for aircraft with wingspan larger than 42m
- Provide operational resilience, contingency and continuity of operations
- Provide a safe and efficient infrastructure, accommodating future aircraft
- Safeguard for relatively simple and cost-effective future Masterplan compliant expansion
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum scenario requires no funding and operates "As Is" model, with engine testing undertaken on Runway 16, between 28L and the taxiways W1/H1 intersection, Taxiway W1 and Taxiway S between 16/34 and S2/W1 intersection as per Direction DIR.415 Aircraft Engine Runs, Testing and Training.

These locations are not suitable, as Runway 16 is unavailable for testing due to several expansion and development projects, such as South Apron Taxiway Widening, West Apron Underpass, Critical Taxiways South. This section is also primary taxiway route. The engine testing on the northern section of Runway 16 is also not suitable, as it is fully utilised to allow aircraft access and egress the Northern Runway and contradicts the North Runway planning permission, which states that the engine testing shall be relocated away from northern end populated neighbouring areas.

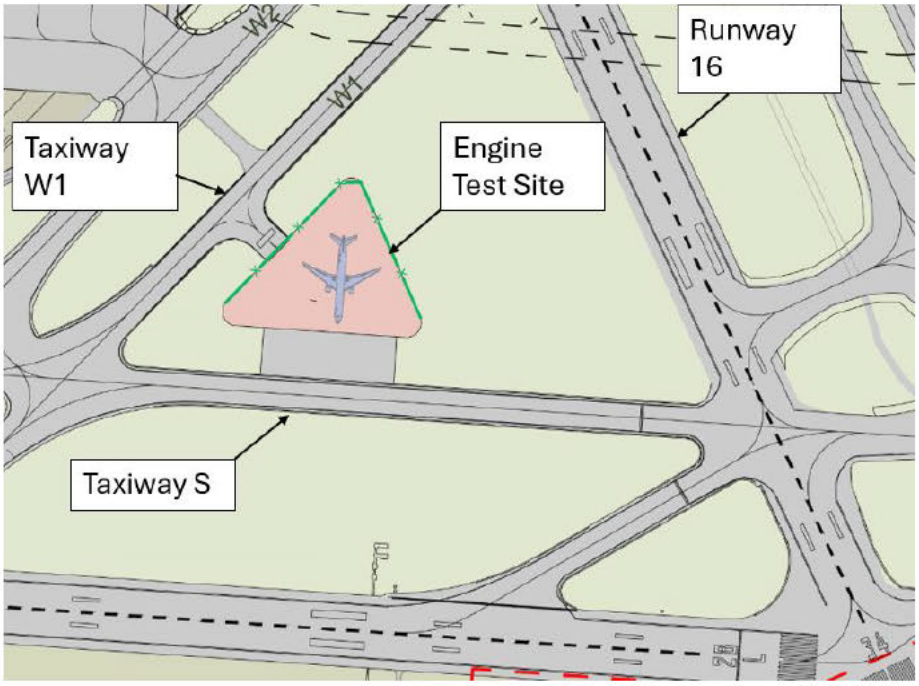
There is a risk of FOD ingestion during testing on Taxiways W1/ S, as these taxiways are not wide enough and certain aircraft models have engines overhanging the pavement edge. Therefore, Do Nothing scenario is not viable, as it does not meet strategic objective and operational requirements and carries safety risks.

4. Long List of Options

An initial long list of options was developed, including:

- Option 1- Taxiways W1 and S fillets
- Option 2- Expansion of ETS1
- Other options which were not progressed further as deemed unsuitable:
    - Taxiway November
    - Taxiway W3
    - Engine Test Site 4
    - Lima Stands
    - West Apron- TRP WS

Exhibit 1 –Runway 16 (Do Nothing scenario), Taxiways W1 and S and Expansion of ETS1 locations



5. Shortlisted Options

Option 1: Additional fillets for taxiways W1 and S

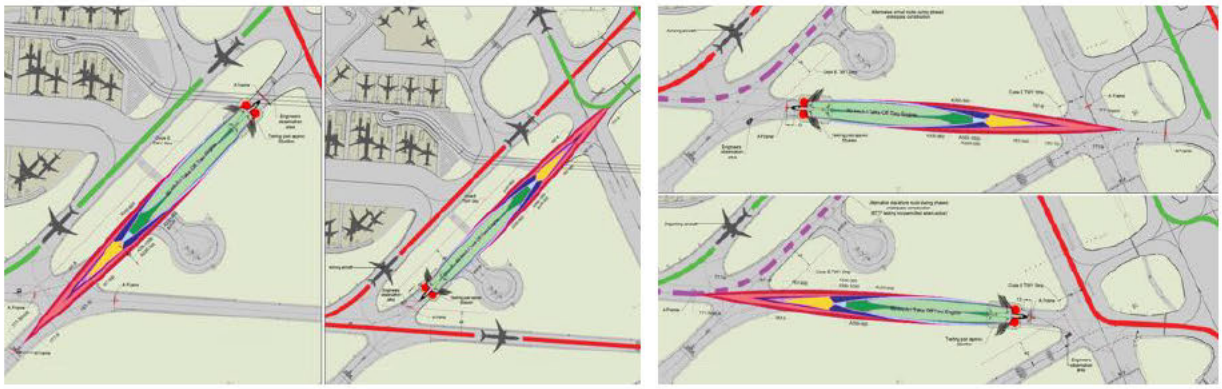
- Delivers fillets for each of the two taxiways to create testing pads with a combined total area of approximately 1,100sqm of new pavement
- It allows for headings of 360 degrees for wind of 15 knots or less and 020-130 and 200-310 headings available for wind of 30 knots
- Capital Cost (ROM): Expected lower than Option 2

Exhibit 2 – Pros and Cons

Pros	Cons
No major changes to infrastructure therefore Masterplan compliant	Does not cater for all the aircraft types, due to the jet blast (B777-300ER) and headings
Smaller investment	Suitable only in some of the runway operational modes due to the traffic flows
Suitable for A330 aircraft, which is the most commonly tested widebody aircraft type	Operationally, this option is complex and testing will require advanced planning

Potentially considered exempted development	Taxiway W1: • Key temporary holding location for early transatlantic arrivals, aircraft with technical issues or any regulated flights with slot issues. • Will become a critical Code E access route during planned major projects
	Taxiway S: • Impacted by major airfield projects in future • Key temporary holding locations for early transatlantic arrivals, aircraft with technical issues or any regulated flights with slot issues • Engines are close to the pavement edge posing risk of FOD ingestion hence fillets are necessary
	Not available during Runway 16/34 operations

Exhibit 3 – Code E aircraft modelled on taxiway W1 (050 and 230 degrees) and S (100 and 280 degrees heading) with additional fillets



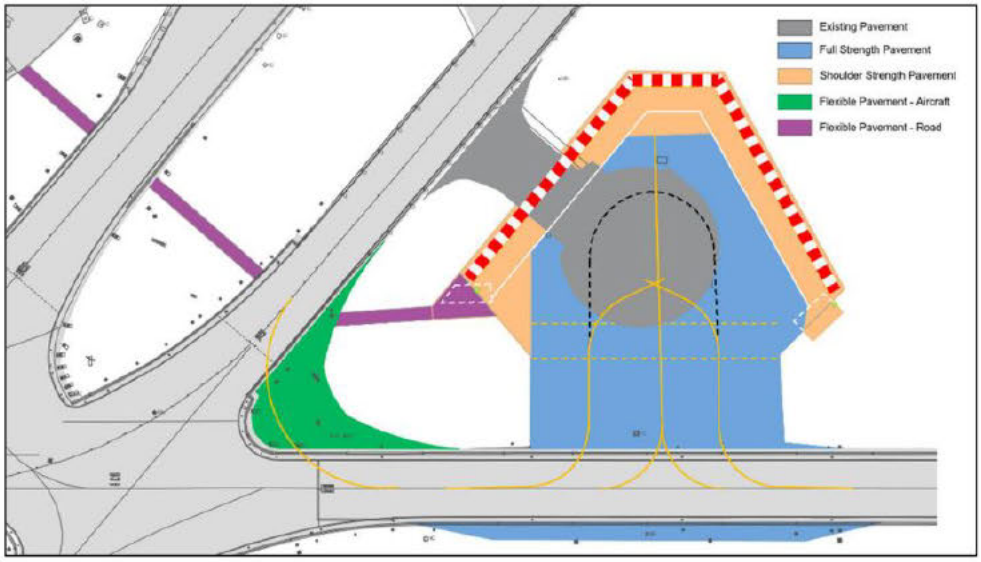
Option 2: Upgrade of ETS1 to code E test site (Preferred)

- Proposed design is maintaining the existing pavement that forms the current engine test, with addition of approx. 16,000 sqm of new pavement and new fixed jet blast fence
- Designed to accommodate aircraft up to the size of the Boeing 777X
- Configured to achieve a 99% usability factor, with headings ranging from 290 to 110 degrees
- Capital Cost (ROM): €22.4mil, higher than Option 1

Exhibit 4 – Pros and Cons

Pros	Cons
Already in progress through internal Governance for design and feasibility	Existing pavement is thinner than the Code E pavement of the extension and will require replacement sooner than it was designed for (designed for operations up to 757-200). Larger aircraft will overload the existing pavement.
This option provides for southeast, south and southwest directions wind, with estimated 99% of occasions availability	It is estimated that the test site will be unavailable for 8 weeks for any testing, including code C testing, during the construction
The site can accommodate B777-300, A330-200 and A330-300 and future aircraft B777X	Not available during Runway 16/34 operations (infringement on OLS by aircraft tails)
There is an opportunity to use this location as a snow dump during a snow event, with additional scope of this project.	
Suitable location from noise perspective-central airfield	
Operational complexity similar to current operation	

Exhibit 5 – Concept Layout Option 2



6. Option Assessment Summary

Criteria	Option 1	Option 2
Strategic Fit	Medium	High
Range of Aircraft Types Suitability	Medium	High
Noise Impact on Neighbourhood Community	Low	Low
Impact on Operations	High	Medium
Safety Impact	Medium	Low
Deliverability	Medium	Medium
Planning Risk	Low	Medium
Affordability	High	Medium

7. Preferred Option

Two options for provision of Engine Test Site, accommodating aircraft with wingspan larger than 42 meters, have been further explored and assessed against noise impact on neighbourhood communities, operational impact, suitability and affordability. The preferred option is Option 2, which provides extension of existing Engine Test Site 1, in the central portion of the airfield, subject to outcomes of the consultation feedback and overall programme affordability. This option provides the best suitability as allows for the most used aircraft types engine testing and is the best fit from the operational perspective, considering aircraft traffic. It avoids the impact of taxiway testing on traffic patterns particularly to and from Runway 10R/28L and avoids restrictive headings.

2.8 CIP27.02.14 – Integrated Transport Hub

1. Executive Summary

This proposed project address how Dublin Airport will facilitate a transition towards public transport instead of private vehicle usage. A substantial increase in bus services to and from the airport is therefore anticipated prior to the introduction of Metro North. The CIP27 proposed Integrated Transport Hub (ITH) designed in conjunction with the NTA aims to consolidate bus and coach facilities into a single location, thereby offering attractive and high-quality transport services, modern waiting areas, and an optimised layout for the bus apron and parking.

As part of the ITH planning design development, Aecom consultants, on behalf of the NTA and in conjunction with daa, undertook a number of optioneering exercises. For the overall ITH layout, a long list of options was prepared including remote bussing solutions and after a high level sift sortation 10 credible layout options emerged.

These 10 options were then developed further and a multi criteria assessment (MCA) was undertaken reviewing the options against the themes of Transport Integration, Customer Experience, Operations, Future Expansion, Structure and Cost Efficiency.

A short list of 3 options emerged from this MCA with the preferred layout option being LT7, which best balances these themes. Following from this further detailed optioneering was undertaken to choose the optimum building and concourse orientation, its integration into the existing atrium and link bridge design.

2. Strategic Context

The following outlines key drivers for investment: -

- The ITH is a critical enabler to securing sustainable growth of surface access to the airport to 40MPPA and beyond. Without this, planning authorities will not allow permission for capacity growth. This requirement was included in the Infrastructural Planning Application RFI. It was designed aligning with NTA and TII requirements and timetables for growth in bussing provision in local and regional bussing.
- NTA and TII objective to prioritise public transport.
- With projected increase in bus traffic movements, provide grade separation between pedestrians and busses to provide safe, intuitive and segregated passenger journeys from public transport to and from the terminal buildings by avoiding crossing multiple bus lanes.
- Facilitate connection with Metrolink station and onwards to T2.
- ITH is situated adjacent to a Church Protected Structure and must be designed to be sympathetic to its architectural character.

The following outlines key Regulatory and service quality requirements: -

- Local Authority Requirements
- PRM accessibility standards
- Airline service level agreements
- Environmental and carbon-reduction commitments

2.2 Investment Objectives

The project seeks to:

- Provide sufficient Coach Parking capacity (Local, Regional, Private & Hotel Shuttles) – 24 no. DIRO stands
- Provide sufficient Local Bus Capacity – 8 no. DIDO stands.
- Provide sufficient Layover Capacity – 13 no. stands
- Provide Bus pavilion to improve passenger experience
- Provide grade separation from bus pavilion to the Atrium building – Link Bridge
- Reorientate Atrium vertical circulation to facilitate Link Bridge
- Maintain affordability for airlines and passengers
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum case involves no major capital interventions. Instead, it focuses on minor operational and procedural improvements, relying more heavily on the existing GTC layout. Under this scenario, peak-hour congestion is expected to persist.

Adopting a Do-Nothing approach would likely have a negative impact on the current IA planning application, as planning authorities are unlikely to approve capacity growth without associated improvements to surface access and public transport.

This could result in a declining passenger experience and reduced airline satisfaction, increased delay risks and operational costs, and non-compliance with service quality targets. In conclusion, the Do-Nothing option is not viable and fails to meet strategic objectives.

4. Long List of Options

An initial long list of 10 options was developed, which investigated clockwise and counterclockwise bus access to the ITH. After conducting a high-level assessment of these against the optimum DIDO, DIRO arrangements, Bus and general traffic routing and passenger routing a short list of three options was chosen.

Exhibit 1 – Long List

Longlist of Options

Option	DIRO Arrangement	DIDO Arrangement	Bus Routing	General Traffic Routing	Short Term Layover
RT1	Right Turn 24 Bays split into two areas	5 bays along T1 MSCP	Access to ITH from South. Right turn into bus bays. Exit ITH at North.	Through the back of the ITH.	Accessible from North, no return lane provided
RT2	Right Turn 24 Bays split into two areas	5 bays adjacent to Metrolink	Access to ITH from South. Right turn into bus bays. Exit ITH at North. Buses routed adjacent to Metrolink adjacent to T2 MSCP to access DIDOs.	Through the back of the ITH.	Accessible from South, no return lane provided.
RT3	Right Turn 24 Bays split into two areas	5 bays adjacent to Metrolink	Access to ITH from South. Right turn into bus bays. Exit ITH at North. Buses routed adjacent to Metrolink adjacent to T2 MSCP to access DIDOs.	Through the back of the ITH.	Adjacent to T1 MSCP. No return lane provided.
LT1	Left Turn 24 Bays	5 bays along T1 MSCP	Access to ITH from South. Turn around to the North. Exit ITH at South	Through the back of the ITH.	Accessible from North but no access from ITH unless sharing with General Traffic Lane.
LT2	Left Turn 24 Bays	5 bays along T1 MSCP	Access to ITH from South. Turn around to the North then u-turn at south to exit to the North.	Anti clockwise in contraflow along Corbalis Road North	Accessible from South, no return lane provided.
LT3	Left Turn 24 Bays	5 bays along T1 MSCP	Access to ITH from South. Turn around to the North then u-turn at south to exit to the North.	Anti clockwise in contraflow along Corbalis Road North	Accessible from South, with return lane.
LT4	Left Turn 24 Bays	5 bays adjacent to Metrolink	Access to ITH from South. Turn around to the North. Exit ITH at South.	General Traffic bypass lane to rear of ITH	Accessible from North, with return lane.
LT5	Left Turn 24 Bays	5 bays adjacent to Metrolink	Access to ITH from South. Turn around to the North then u-turn at south to exit to the North.	General Traffic bypass lane to rear of ITH.	Accessible from South, with return lane.
LT6	Left Turn 24 Bays	5 bays to North of existing short term layover	Access to ITH from South. Turn around to the North. Exit ITH at South. DIDO accessible via anti clockwise route.	General Traffic bypass lane to rear of ITH.	Accessible from North, with return lane.
LT7	Left Turn 24 Bays	5 bays to North of existing short term layover	Anticlockwise routing accessible from North. Buses access from North and exit South.	General Traffic bypass lane to rear of ITH.	Accessible from North, with return lane.

5. Shortlisted Options

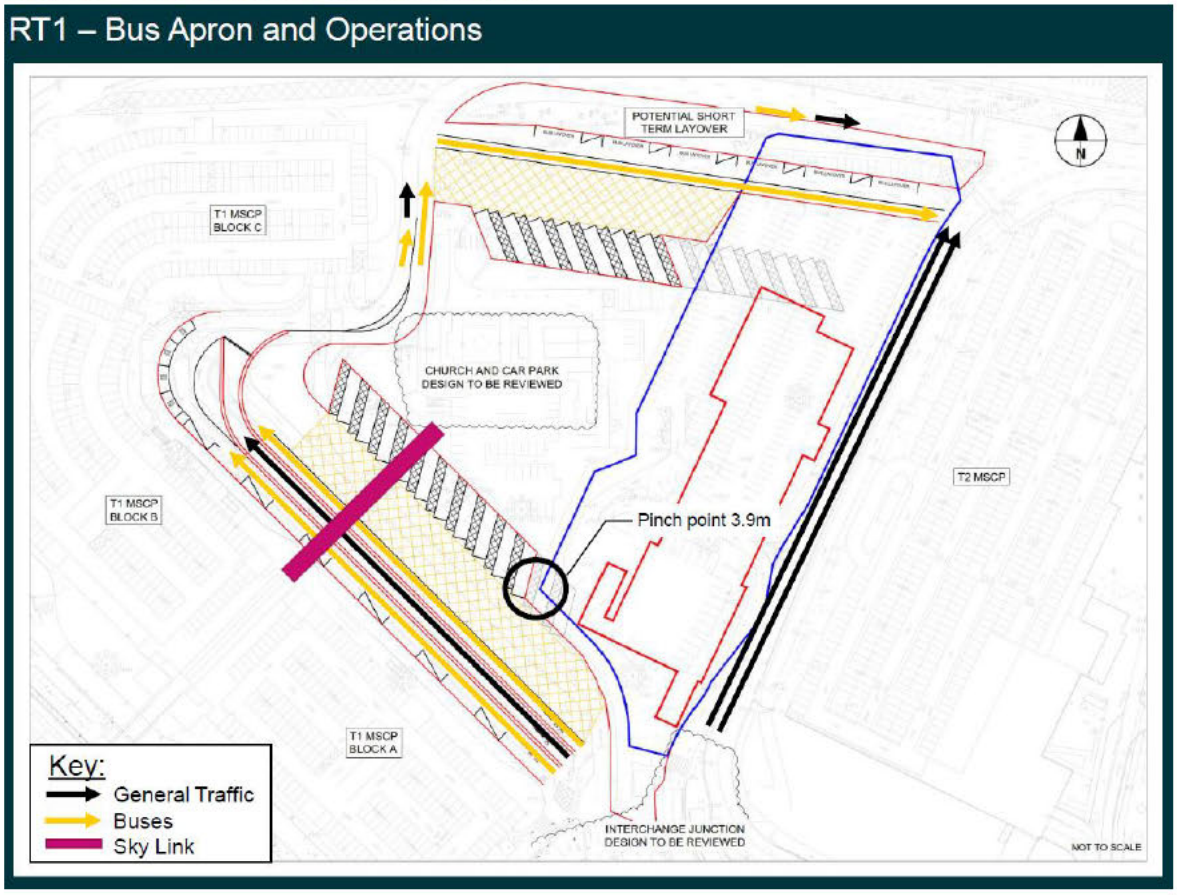
Option 1: RT1

- Maintained clockwise traffic routing
- Pedestrian access via link bridge
- Provided limited bus stand capacity gain - providing 22 bus stands

Exhibit 2 – RT1 Option Pros and Cons

Pros	Cons
BUS OPERATIONS	
Avoids using Westlink Road for busing operations.	Doesn't accommodate the required number of bus stands.
	Requires offsite Short Term Layover facilities, and as such requires substantial external recirculation.
	The ITH is split over two concourses.
PASSENGER FLOWS	
DIDO bays closer to Terminals	Concept of centralised Plaza with access to all means of transport compromised due to separate concourse for DIDO.
	Early decision point at Atrium entrance with impact on ped flows
	DIRO bays still close to Metrolink station entrance in Phase 1.
	Additional moving walkway in Atrium leading to loss of commercial space

Exhibit 3 – RT1 Option Bus Operation Layout



Option 2: LT3

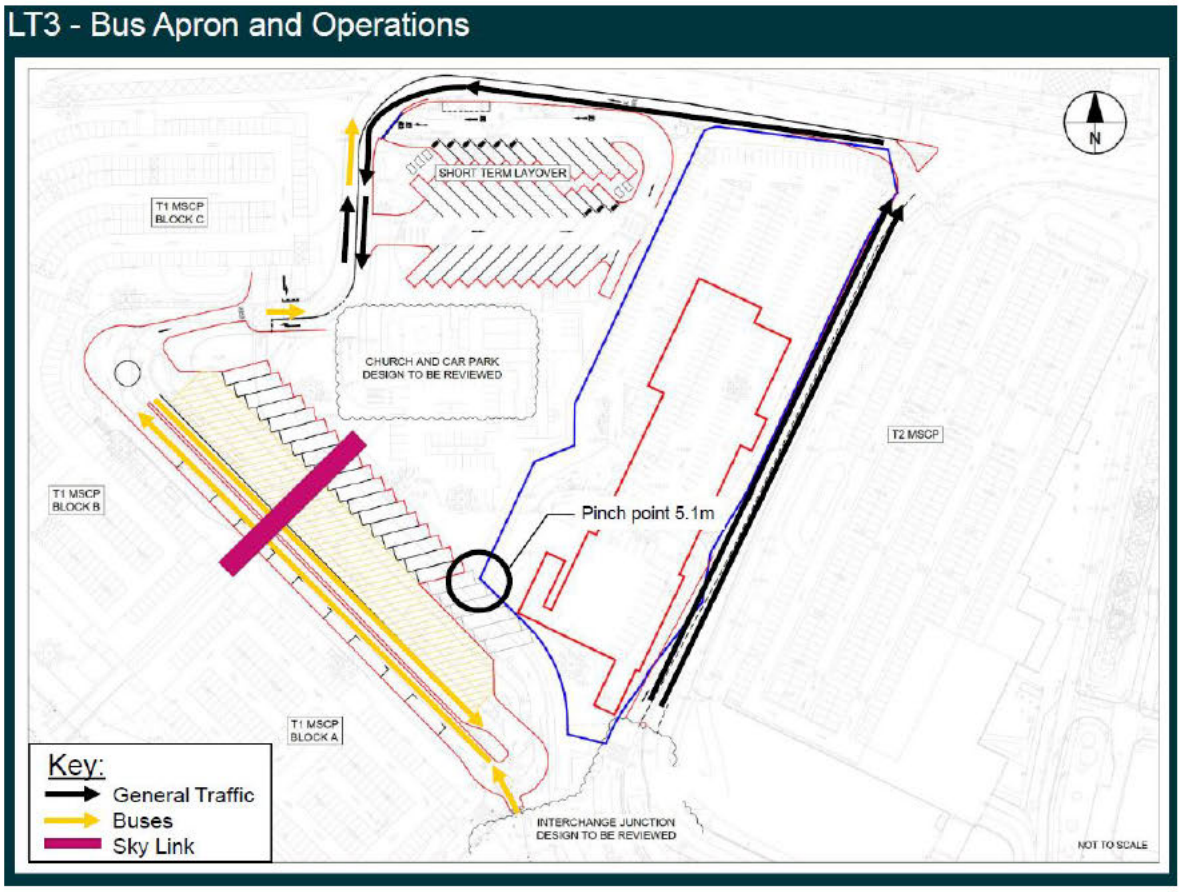
- Maintained clockwise traffic routing – buses to U-turn
- Pedestrian access via link bridge
- Provided limited bus stand capacity gain - providing 23 bus stands

Exhibit 4 – LT3 Option Pros and Cons

Pros	Cons
BUS OPERATIONS	
LT3 accommodates DIDO and ITH access efficiently.	Doesn't accommodate the required number of bus stands, space required from the south of the MetroLink construction boundary to accommodate required number of bus stands.
	Long and Short Term Layover access requires external recirculation.
	Bus U-turn required, complex movement.
PASSENGER FLOWS	
DIDO bays closer to Terminals	Concept of centralised Plaza with access to all means of transport compromised due to separate concourse for DIDO.

	Early decision point at Atrium entrance with impact on ped flows
	DIRO bays still close to Metrolink station entrance in Phase 1.
	Additional moving walkway in Atrium leading to loss of commercial space

Exhibit 5 – LT3 Option Bus Operation Layout



Option 3: LT7 (Preferred)

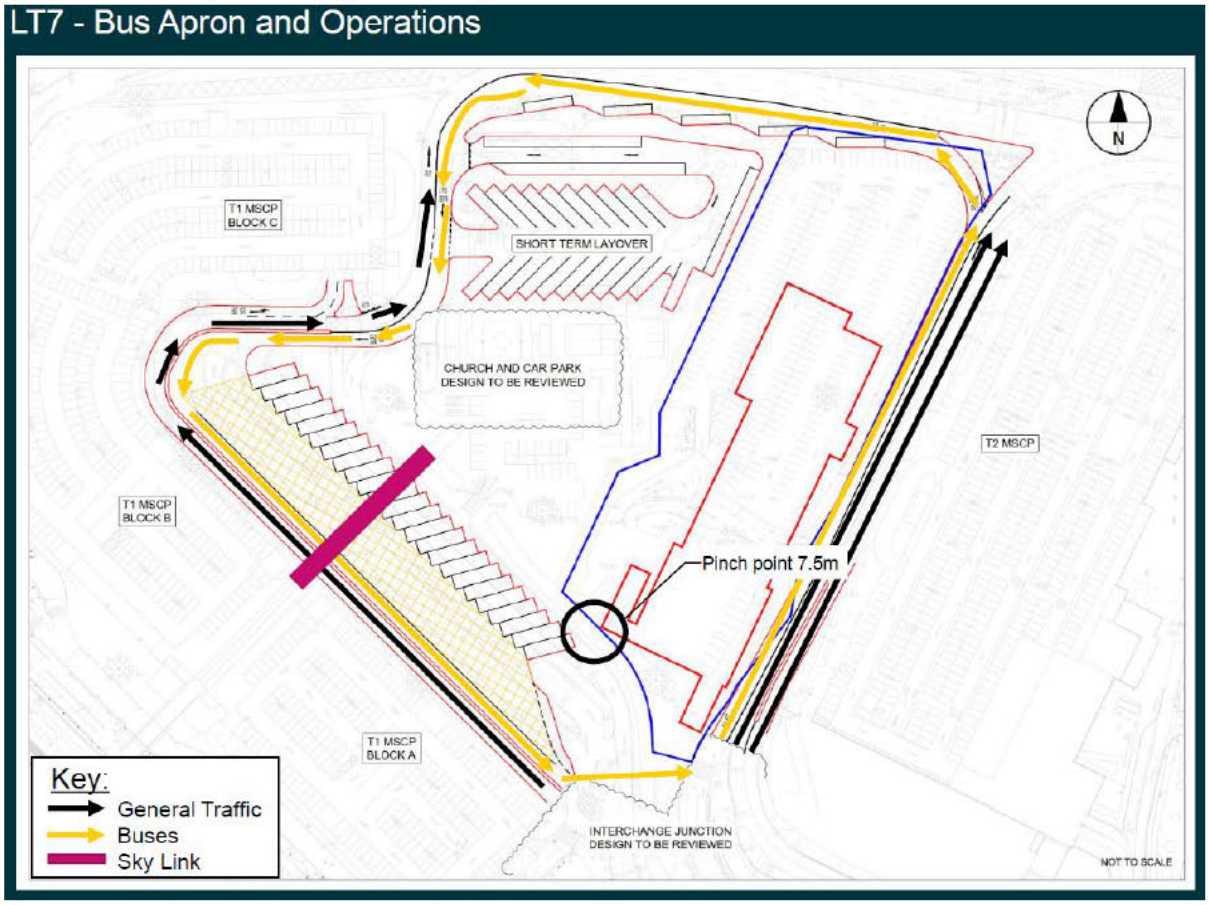
- Counterclockwise traffic routing
- Pedestrian access via link bridge
- Provides required bus stand capacity gain - providing 29 bus stands

Exhibit 6 – Pros and Cons

Pros	Cons
BUS OPERATIONS	
All bus movements circulate around MetroLink, new Short-Term Layover and the proposed central plaza, apart from accessing the external Long Term layover facility.	All traffic to use Westlink Road

LT7 accommodates the required number of bus stands with minimal space required from the north of the MetroLink construction boundary.	
PASSENGER FLOWS	
Most generous space around Metrolink entrance	DIDO in Phase 0 a bit remote due to Metrolink site boundary.
Concept of centralised Plaza with access to all means of transport well represented (DIDO fully integrated in Phase 1)	Layover close to the church.

Exhibit 7 – LT7 Option Bus Operation Layout



6. Option Assessment Summary

Criteria	Option 1 (RT1)	Option 2 (LT3)	Option 3 (LT7)
Strategic Fit	Low	Medium	High
Capacity Delivered	Low	Medium	High
Passenger Experience	Low	Low	High
Bus Operations	Low	Low	High
Sustainability Impact	Medium	Medium	Medium
Deliverability	Low	Medium	Medium
Planning Risk	Low	Medium	High
Affordability	Medium	Medium	Medium

7. Preferred Layout Option

Option 3, using Counterclockwise traffic routeing to maintain optimal left-handed access to bus stands is recommended as the preferred solution because it meets the bus stand capacity requirements, enhances passenger experience and level of service requirements, NTA requirements and enables future connection into the Metrolink and Terminal 2. This approach also represents the best value for money and carries the lowest overall risk.

8. Further Optioneering

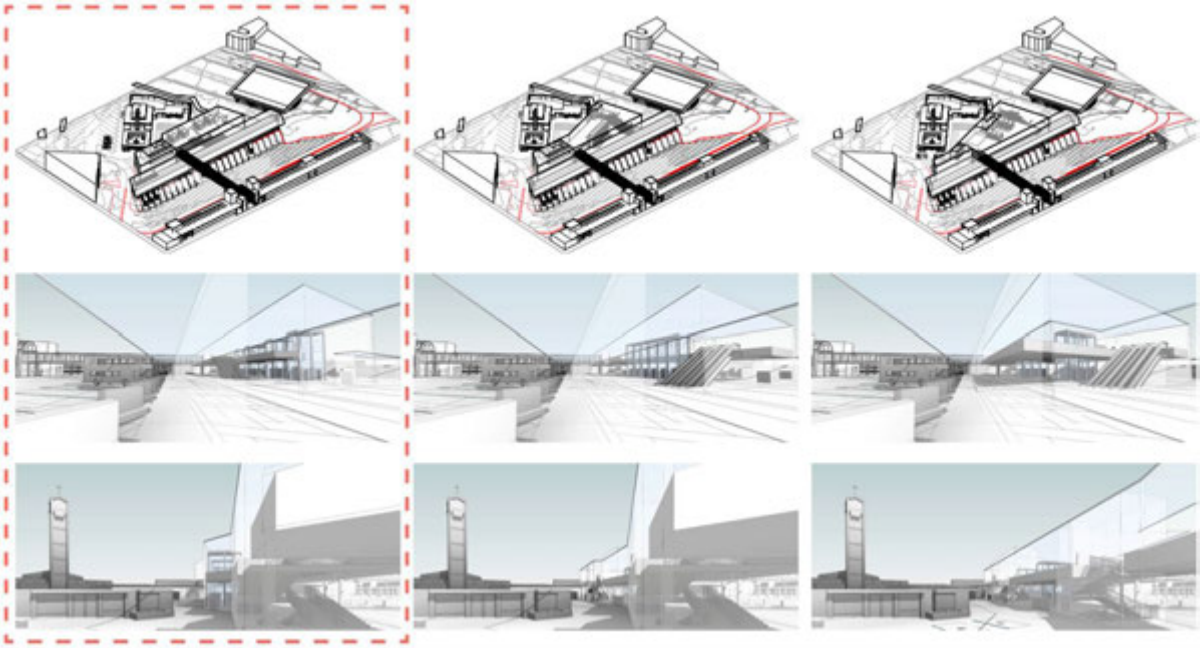
With the preferred layout chosen additional optioneering was undertaken as part of the design development. As described below this looked at the overall ITH building pavilion layout and the link bridge design.

For the ITH building various layout options were considered during the initial design phase and 3 options were subject to further design development during the conceptual design. They were subject to a multi-disciplinary review and scored in a Multi Criteria-Assessment (MCA) process, with the design assessed against criteria which included the following:

- Bus Apron Interface,
- T2 Link Flexibility,
- DIDO Link Flexibility,
- Operation,
- Buildability/ Engineering,
- Accessibility and Social Inclusion,
- Church Integration (Operation and Heritage),
- MetroLink Integration,
- Operational Safety Issues,
- Environment,
- Economy.

Option 2.4.2 had the best scoring option overall and was selected to go forward to Preliminary Design and for inclusion in the IA Planning Submission.

Exhibit 8 – ITH Optioneering

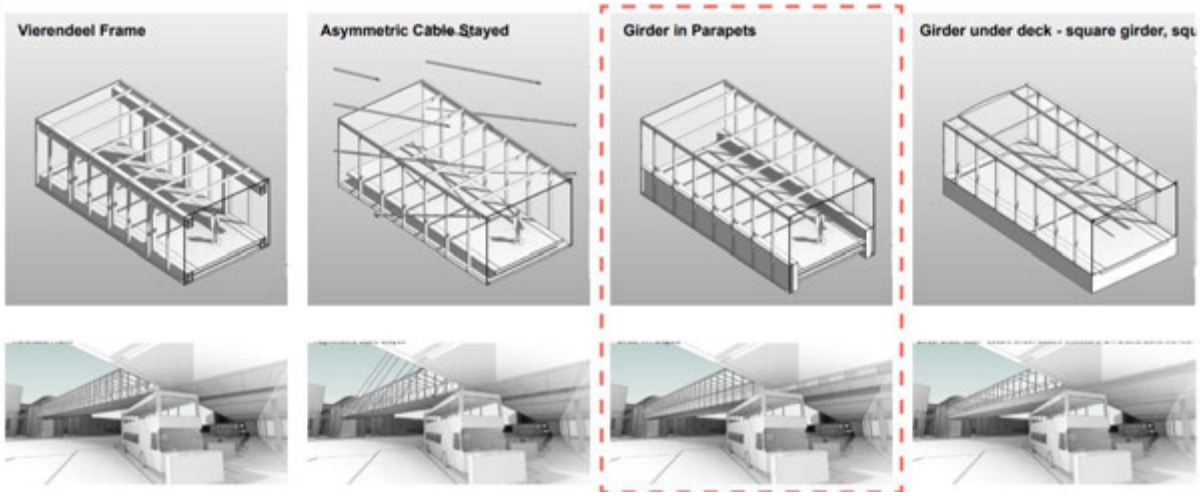


For the new above grade Link Bridge connecting the ITH to the Atrium various bridge form options were considered during the initial design phase and 4 options were subject to further design development during the conceptual design. They were subject to a multi-disciplinary review and scored in an MCA process, with the design assessed against the following criteria:

- Buildability/Engineering;
- Fire Performance;
- Bridge Structural Engineering Criteria;
- Setting Integration;
- Environment;
- MSCP and future T1 Extension Integration;
- Economy;
- Accessibility and Social Inclusion;
- Operational Safety Issues;
- Interfaces with Bus Apron and Phasing.

Option 'Girder in Parapets', also referred to as 'Half-through Girder', was the highest scoring option overall and has been selected to go forward to Preliminary Design and for inclusion in the IA Planning Submission.

Exhibit 9 – Link Bridge Optioneering



2.8 CIP27.02.17 – T1 Check-in Optimisation and Refurb

1. Executive Summary

This project as proposed in CIP27, consists of three elements, Terminal 1 check-in desks and systems replacement, US Carrier enablement and Baggage self-transfer. As the check-in desks and systems in Terminal 1 are at the end of life, it is proposed to fully replace them and optimise the layout.

This section presents a high-level overview of 2 options that were assessed to address the increased demand for check-in desks in Terminal 1, considering maximum utilisation to improve efficiencies and queuing space.

Two alternative layout options "Y" and "U" shape (Option 1) have been identified and assessed against the check-in hall and circulation area for passenger requirements. Additionally, an Open collector approach (Option 2) has been reviewed, which is implemented at Edinburgh airport.

At this time, the preferred option has not been identified and the existing layout will be further reviewed before the commencement of the check-in desks and systems replacement and if feasible and deliverable, additional check in desks will be installed.

2. Strategic Context

The following are the key drivers for the investment:

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032
- Provision of additional check-in processing capacity
- Circulation areas to service increasing passenger numbers

The following outlines key regulatory and service quality requirements:

- Airline service level agreements
- Passenger satisfaction

2.2 Investment Objectives

The project seeks to:

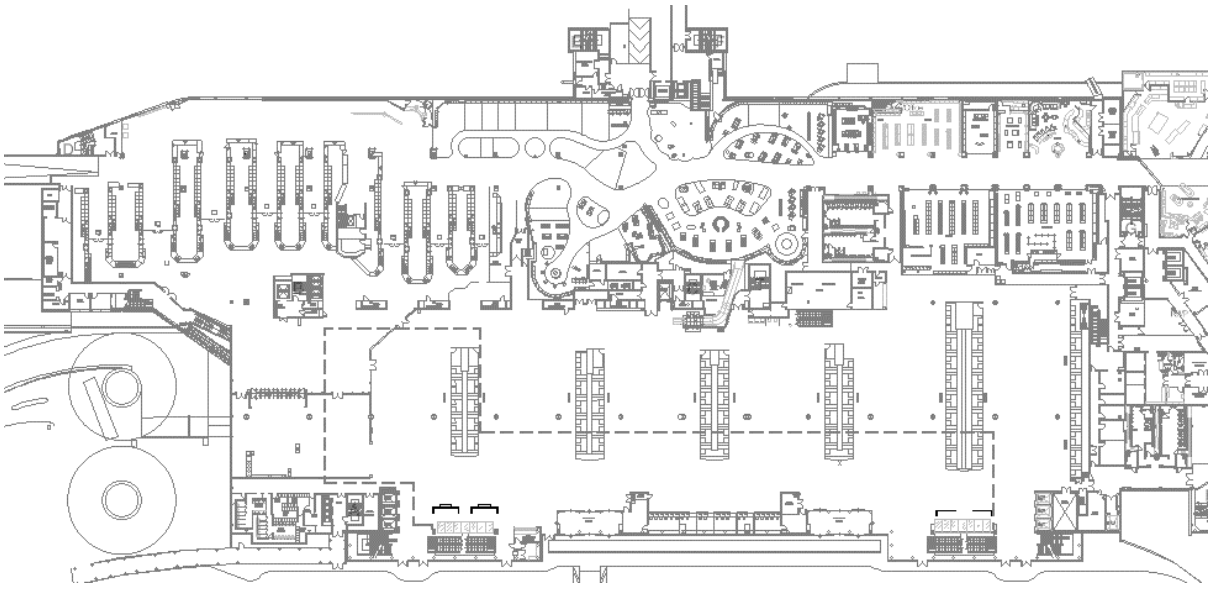
- Create better access, wayfinding and improve passenger flows within the Check-In facility
- Maximised capacity and utilisation of check-in process
- Design to accommodate passengers with reduced mobility
- Replacement of end-of-life assets
- Improved passenger experience
- Additional capacity for US carrier's check-in as part of overall Terminal 1 check-in project

3. Do-Nothing / Do-Minimum Case

The Do Nothing scenario is not an option given the asset life of the existing checkin equipment. The Do-Minimum scenario involves retaining the existing check-in layout and only replacing end-of-life assets as they fail. In this scenario, some optimisation could be achieved by further expanding the rollout of Self-Service and Bag Drop technology where opportunities arise. While the Do-Nothing approach is achievable, it will not result in a significant improvement in the passenger experience, and the intermittent downtime of equipment during ad-hoc replacements may lead to congestion and increased passenger delays during peak periods.

Although the Do-Nothing approach is not preferred, the cost of a full replacement must be carefully balanced against the cost and remaining asset life of the overall check hall, particularly when considered in the context of the ultimate plan to refurbish, extend, or replace Terminal 1 in the future.

Exhibit 1 – Existing layout of Terminal 1 check-in area



4. List of Options

An initial list of options was developed, including:

- Alternative layout maximising the desk numbers- "Y" shape
- Alternative layout maximising resilience- "U" shape
- Open collector system

The first two listed options are alternatives to existing layout and have not been progressed to further detailed feasibility. The last option Open collector system is similar to the baggage drop-off process implemented at Edinburgh airport.

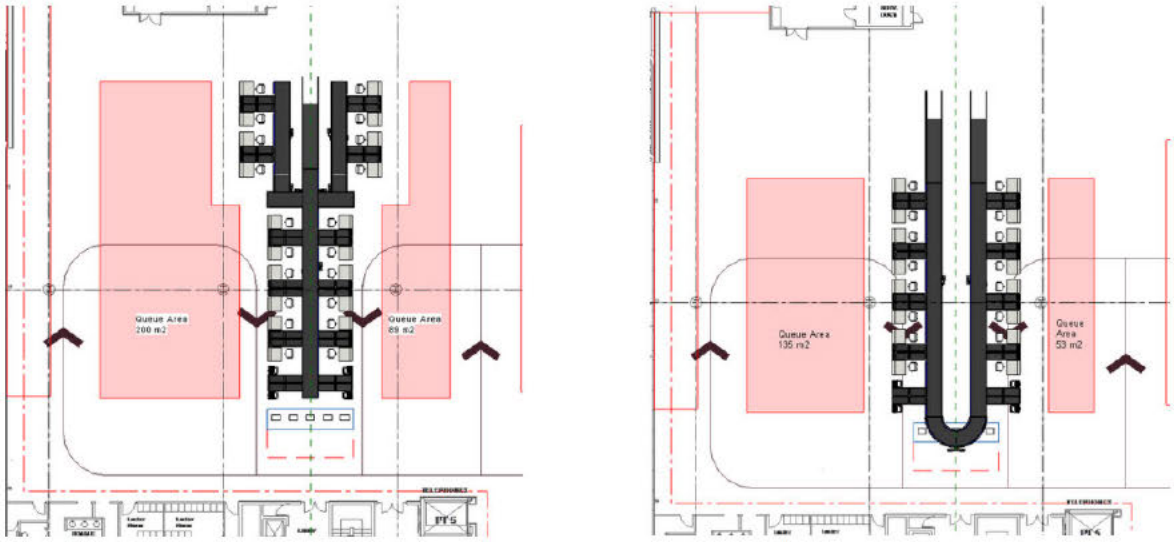
Option 1: Alternative Layouts

Two alternative check-in desks layouts were considered, "Y" and "U" shaped, which would replace the existing layout. These alternatives have not progressed further to the detailed feasibility yet.

Exhibit 2 – Pros and Cons

Pros	Cons
Increased capacity	Risk that the additional capacity of the check-ins will exceed the capacity of the baggage system
Increased resilience	Risk that this arrangement would not be able to accommodate the throughput of check-in bags
No Building Expansion - Minimal planning risk	Risk that this arrangement would not be able to accommodate the requirements for efficient circulation

Exhibit 3 – Alternative layout concepts- "Y" shape maximising the desk numbers and "U" shape maximising the resilience



Option 2: Open collector system

- Edinburgh Airport recently undertook a project to create more space and an improved experience for passengers by redesign of Check-in hall. This project involved addition of new self-service technology which added 50 new kiosks, improving the bag-drop process for passengers, together with digital wayfinding
- Open collector system involves a belt that passengers can put their bags on once checked in
- This approach removes finger-shaped islands with baggage belts in the check-in hall and reduces the spacing gaps between the check-in desks, allowing for more circulation space for passenger queuing and higher numbers of check-in desks and kiosk to be installed
- Capacity Gain: High for check in but Low for Queue Space

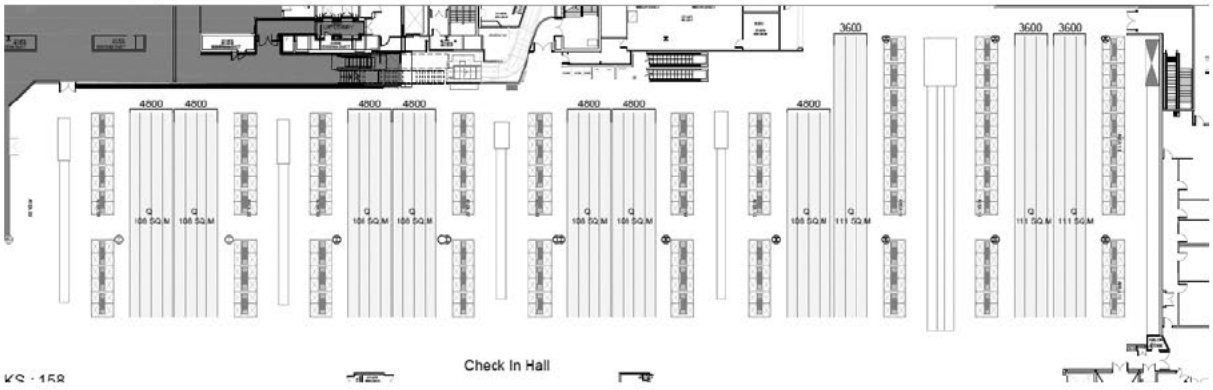
Exhibit 4 – Pros and Cons

Pros	Cons
Maximise the numbers of check-in facilities- both check-in desks and kiosks by reducing spacing gaps between the check-in desks	Risk that the additional capacity of the check-ins will exceed the capacity of the baggage system
No Building Expansion - Minimal planning risk	Risk that this arrangement would not be able to accommodate the throughput of check-in bags
	Large construction impact
	Inability to assign desk to specific carriers
	Does not provide adequate queue space

Exhibit 5 – Open collector system at Edinburgh Airport (Option 2)



Exhibit 6 – Open collector system overlaid on Dublin T1 Check In Hall



5. Option Assessment Summary

Criteria	Option 1	Option 2
Strategic Fit	High	High
Capacity Delivered	High	High
Passenger Experience	Medium	High
Operational Impact	High	High
Safety Impact	Low	Low
Sustainability Impact	Low	Low
Deliverability	Medium	Medium
Planning Risk	Low	Low
Affordability	Medium	Medium

6. Preferred Option

Two alternative layout options "Y" and "U" shape have been identified and assessed against the check-in hall and circulation area for passenger requirements. Additionally, an Open collector approach has been reviewed, which is implemented at Edinburgh airport.

At this time, the preferred option has not been identified and the existing layout will be further reviewed before the commencement of the check-in desks and systems replacement with potential to remove an island and replace it with self-service kiosks, and if feasible and deliverable, additional check in desks/ kiosks will be installed, subject to outcomes of the consultation feedback and overall programme affordability.

2.9 CIP27.02.18 – Existing Pier 1 West Extension

1. Executive Summary

This initiative suggests a redesign of the layout for the existing Pier 1 to provide additional gate hold room areas as Pier 1 currently only provides 16 gates and serves 22 stands, this leads to operational inefficiencies especially during peak times (first wave). Issues include frequent gate-sharing, complex towing logistics, stand unavailability due to passenger crossover, last-minute stand changes, aircraft holding and overall operational complexity.

Three credible options have been identified and assessed against strategic, operational, financial, deliverability, and regulatory criteria. The preferred option is Option 3; Existing Pier 1 West Extension, which best balances capacity enhancement, affordability, operational resilience, and planning risk.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032
- The existing Pier 1 currently provides 16 gates and serves 22 stands, this leads to operational inefficiencies especially during peak times (first wave)

The following outlines key Regulatory and service quality requirements: -

- EU safety and security compliance
- PRM accessibility standards
- Airline service level agreements

2.2 Investment Objectives

The project seeks to:

- Improve gate capacity to serve existing stands
- Avoid gate-sharing, complex towing logistics, stand unavailability due to passenger crossover
- Improve operational resilience and on-time performance
- Maintain affordability for airlines and passengers
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum case involves no major capital intervention. Instead, it focuses on minor operational and procedural improvements, with an increased reliance on gate-sharing, complex towing and stand unavailability. Under this scenario, peak-hour congestion is expected to continue.

The impact of a Do-Nothing approach would likely result in declining passenger experience and airline satisfaction, increased delay risk and operational costs, and non-compliance with service quality targets. In conclusion, the Do-Nothing option is not viable and fails to meet strategic objectives.

4. Long List of Options

An initial long list of options was developed, including:

- Widen departures gates along the whole Pier
- Localised extensions of Pier
- North Apron PBZ

After conducting a high-level assessment of feasibility, two options were selected for further consideration.

5. Shortlisted Options

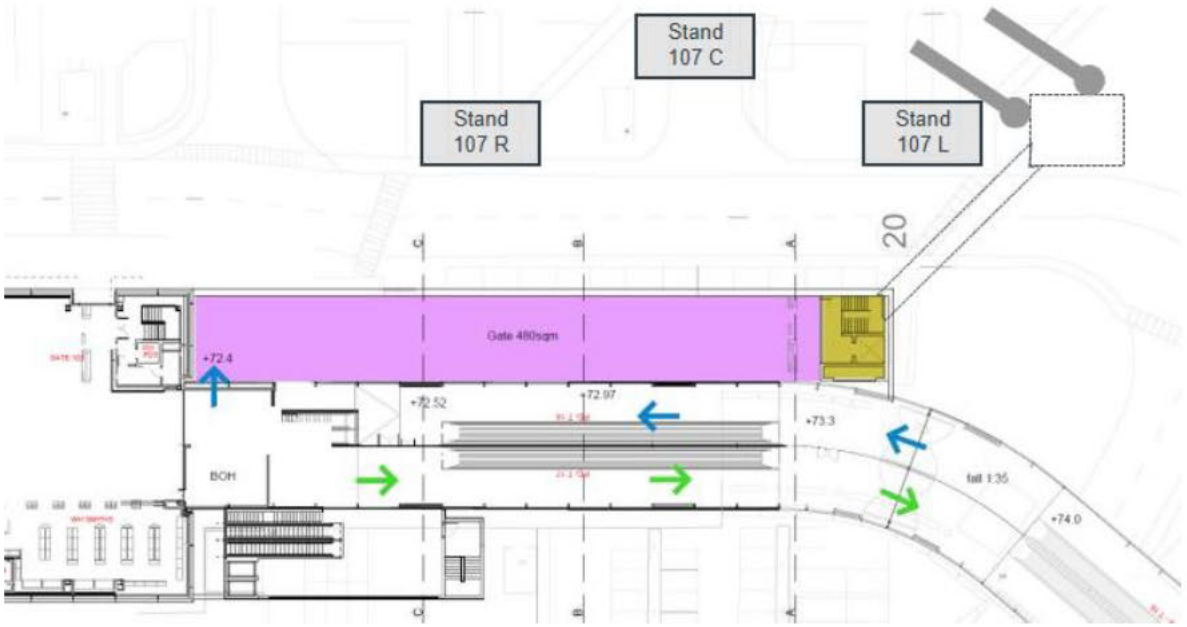
Option 1: Extend North East Pier 1 Corner at Stand 107C

- Construct 2 storey extension allowing for departure pax route from Skybridge
- Construct 1 additional gates (can accommodate WB)
- Provides possibility to create MARS stand with fixed airbridge
- Capacity Gain: Additional WB Gate hold room
- Capital Cost (ROM): Expected moderate as footprint kept to a minimum but cantilever and extension expected to be costly.

Exhibit 1 – Pros and Cons

Pros	Cons
Provides 1 additional WB Gate	Impact on current Operations – requires phased delivery
High Capital Cost	Not large enough for 2 NB gates
	Planning risk

Exhibit 2 – Concept Layout Option 1



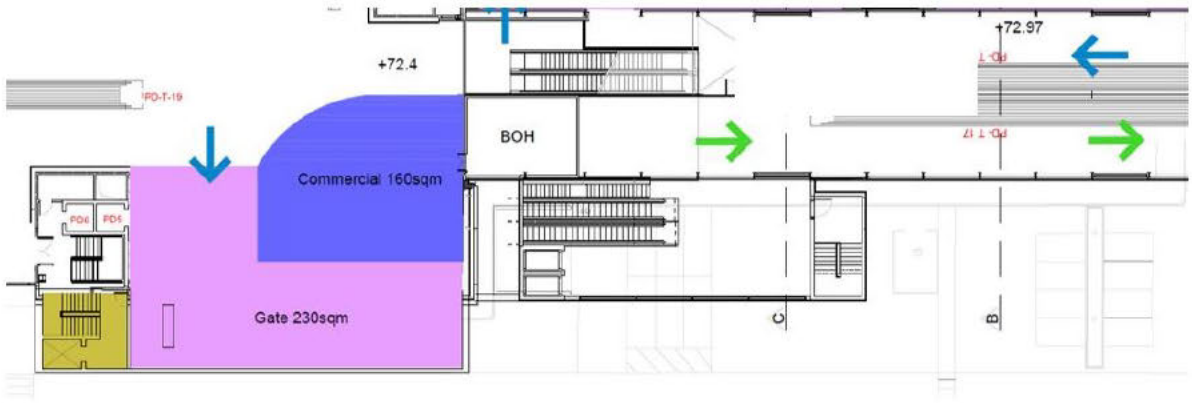
Option 2: Extend South East Pier 1 Corner at Stand 127

- Construct cantilevered extension creating new gate area
- Construct 1 additional NB gates
- Capacity Gain: Additional NB Gate hold room
- Capital Cost (ROM): Expected moderate as footprint kept to a minimum but cantilever and extension expected to be costly.

Exhibit 3 – Pros and Cons

Pros	Cons
Provides 1 additional WB Gate	Impact on current Operations – requires phased delivery
High Capital Cost	Not large enough for WB gate
	Planning risk

Exhibit 4 – Concept Layout Option 2



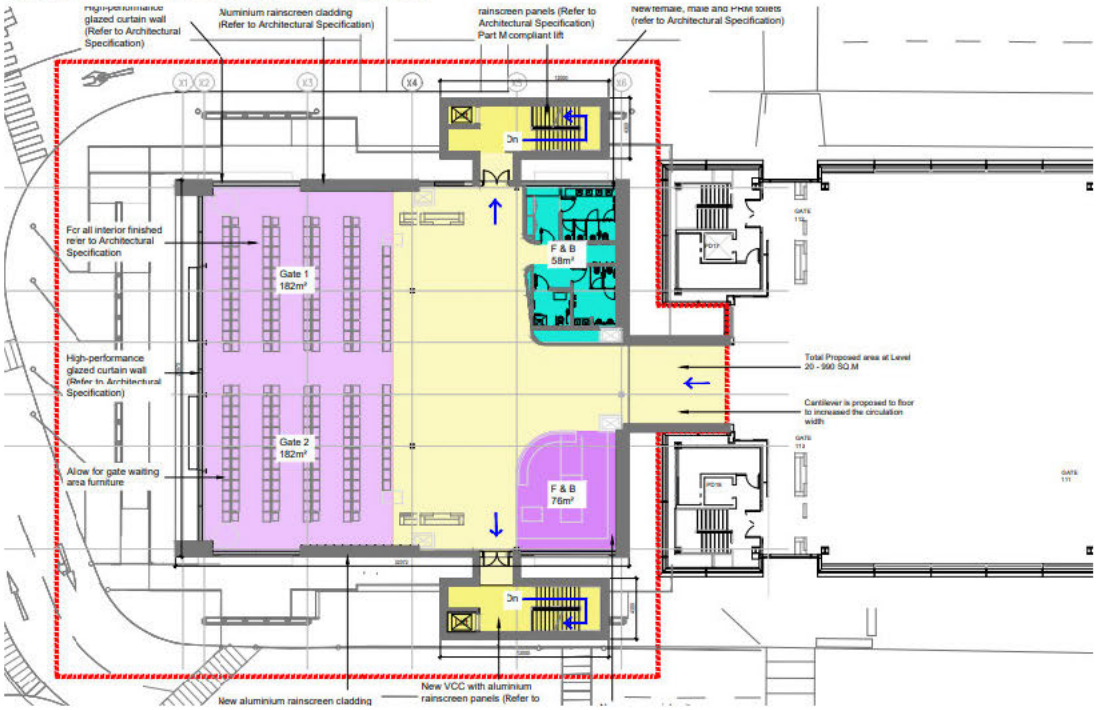
Option 3: Existing Pier 1 West Extension (Preferred)

- Construct additional floor and provide 2 additional gates
- Construct new VCCs
- Relocate existing plant to new roof.
- Capacity Gain: Additional NB Gate hold room
- Capital Cost (ROM): Expected moderate as footprint kept to a minimum but extension expected to be costly. Use of safeguarded ground floor structure expected to reduce cost.

Exhibit 5 – Pros and Cons

Pros	Cons
Provides 2 additional WB Gates	Impact on current Operations – requires phased delivery
High Capital Cost	Not large enough for WB gate
Maintains segregated departures / arrivals routes	

Exhibit 6 – Concept Layout Option 3



6. Option Assessment Summary

Criteria	Option 1	Option 1	Option 2
Strategic Fit	Medium	Medium	High
Capacity Delivered	Medium	Low	High
Passenger Experience	Medium	Medium	High
Safety Impact	n/a	n/a	n/a
Sustainability Impact	Medium	Medium	Medium
Deliverability	Medium	Medium	High
Planning Risk	High	High	High
Affordability	Medium	Medium	Medium

7. Preferred Option

Option 3, Existing Pier 1 West Extension, is recommended as the preferred solution because it meets forecast capacity requirements within the planning horizon, enhances operational resilience and service quality, and enables delivery aligned with both demand and available funding. This approach also represents the best value for money and carries the lowest overall risk, as the existing pier 1 west ground floor structure was designed to accommodate this additional floor above minimising disruption.

2.10 CIP27.02.23 – T2 Check-In Extension

1. Executive Summary

This initiative presents a high-level assessment of options to increase Terminal 2 check-in capacity to meet forecast passenger demand and avoid impacting service level requirements. This will be best achieved by extending the T2 check-in hall into open space east of the building.

The development will involve integration of new baggage lines between the check-in hall and the main baggage, additional check-in desks and a new passenger entrance. Several factors have been evaluated and together, make up possible options for the expansion. The preferred option is Option 3 Extension of the check-in hall.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand is forecast to grow from 36 mppa to 44 mppa by 2032 increasing T2 check-in demand to existing capacity.
- Capacity is strongly affected by 'peak hour' demand and queue space must be preserved
- Increasing check-in desks allows for higher passenger numbers beyond 2032 and will be required once Pier 5 comes online, ideally utilised during peak periods.
- Investigate possibility to consolidate operations for a large carrier in one end if the check-in hall whilst increasing capacity to grow or add additional airlines

2.2 Investment Objectives

The project seeks to:

- Expand the existing check-in hall in an easterly direction providing increased queuing space and flexibility to add alternative check-in technologies
- Install additional check-in desks and an initial phase of alternative check-in technology (SSKs or other check-in technology) to increase capacity
- Provide additional collector belts and add new baggage conveyors between the expanded check-in hall and the existing T2 baggage hall

3. Do-Nothing / Do-Minimum Case

The Do-Nothing scenario is not feasible given the already constrained nature of the check-in hall. The Do-Minimum scenario would defer larger, long-term expansion to the next regulatory period and optimise the existing hall to accommodate additional check-in desks in the central area; a project previously presented in CIP2020+ which could be carried over as an alternative to a full check-in hall extension. To support the additional baggage input, optimisation of the hold baggage system could be implemented to allow greater load sharing of bag sortation between Terminals 1 and 2, further expansion of the CIP2020+ Early Bag Store, and solutions to enable sharing of all Terminal 2 sortation carousels between US and EU flights. The Do-Minimum solution, subject to further assessment, may require the addition of extra bag screening devices.

Overall, the Do-Minimum scenario would allow some interim growth until the introduction of Pier 5 and its optimal utilisation during peak times, while also enabling more efficient allocation of airlines within the check-in hall, improving overall queue management and circulation flows.

4. Long List of Options

An initial long list of options was developed, including:

- Open Collector System
- T2 Check-in Hall Extension - Single storey
- T2 Check-in Hall Extension – Continuation of Building
- Additional SSKs

After conducting a high-level assessment of feasibility, the open collector and check-in hall extension options where selected for further consideration. The Open collector system is similar to the baggage drop-off process implemented at Edinburgh airport.

5. Shortlisted Option

Option 1: Open collector system

- Edinburgh Airport recently undertook a project to create more space and an improved experience for passengers by redesign of Check-in Hall. This project involved addition of new self-service technology which added 50 new kiosks, improving the bag-drop process for passengers, together with digital wayfinding
- Open collector system involves a belt that passengers can put their bags on once checked in
- In Terminal 2 this approach removes the existing shoreline check in desks and localised conveyors and replaces them with efficient check in desks reducing the spacing gaps between the check-in desks, allowing for more circulation space for passenger queuing and higher numbers of check-in desks and kiosk to be installed.
- Capacity Gain: Medium
- Capital Cost (ROM): Lowest due to no building expansion but risk due to check in desk works and operational impacts during construction.

Exhibit 1 – Pros and Cons

Pros	Cons
Maximise the numbers of check-in facilities- both check-in desks and kiosks by reducing spacing gaps between the check-in desks	Risk that the additional capacity of the check-ins will exceed the capacity of the baggage system
Provides more circulation space for passenger queuing	Risk that this arrangement would not be able to accommodate the throughput of check-in bags
No Building Expansion - Minimal planning risk	Construction impact on operations
Lowest capital cost	Inability to assign desk to specific carriers
	Non-compliant with TSA requirements

Exhibit 2 – Floor Layout, Open Collector System



Option 2: T2 Check-in Hall Extension - Single storey "Box Extension"

- Construction of a single storey "box" extension into the existing green space to the east of the building
- Installation of 20 new check in desks with associated baggage collector belts (including modifications to existing building and integration with existing collector belts)
- Modifications to connection bridge between T1 and T2 to accommodate additional baggage conveyor between the check-in and main baggage halls
- Installation of new baggage conveyor to main baggage hall and integration to existing baggage system (including provision for US bound bags)
- Capital Cost (ROM): Expected mid-range comparison to other options.

Exhibit 3 – Check-In Building "Box" Extension – North Elevation

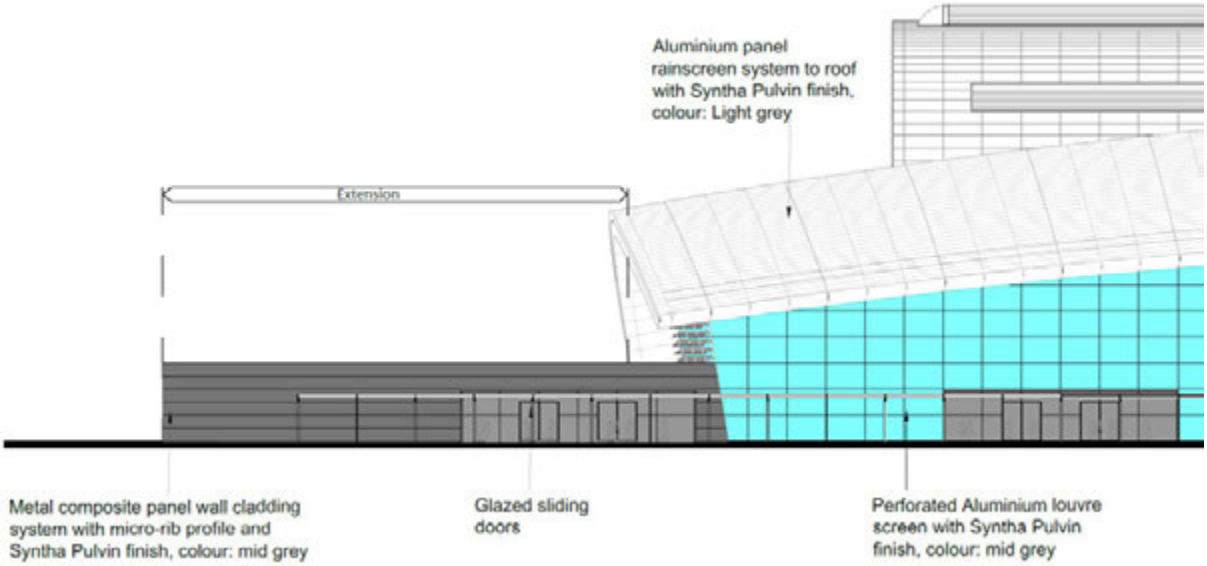


Exhibit 4 – Check-In Building "Box" Extension – North Elevation

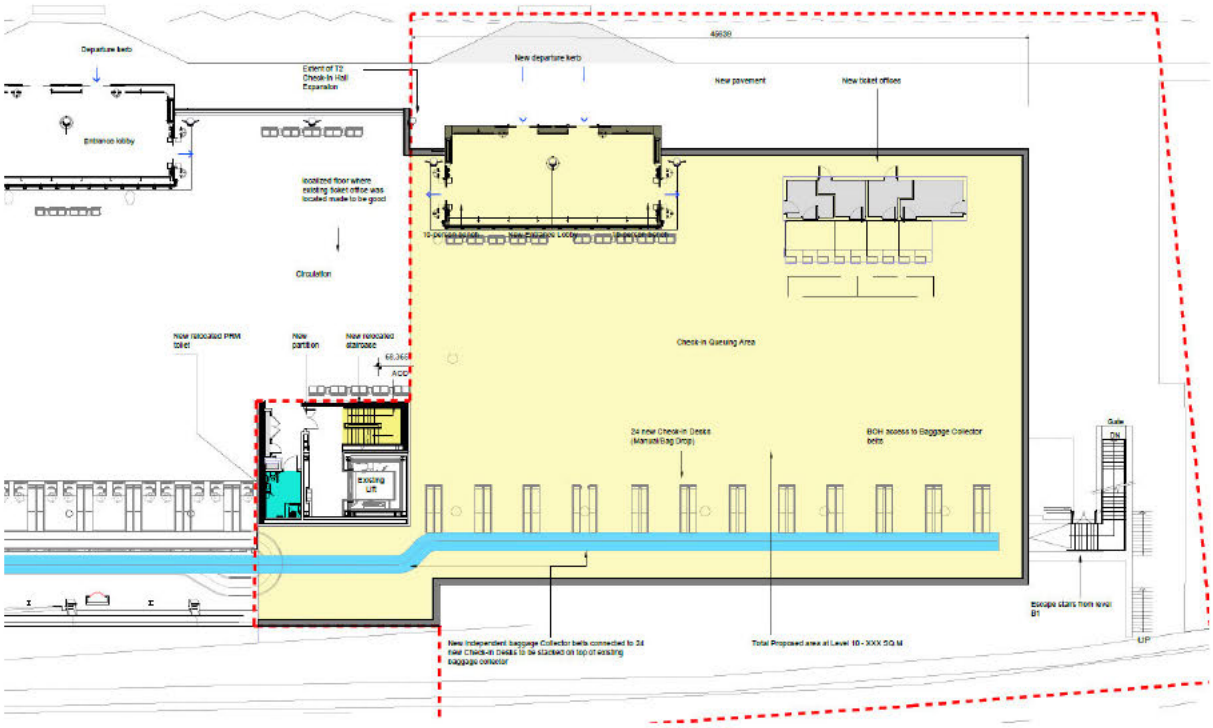


Exhibit 5 – Option 2 Pros and Cons

Pros	Cons
Meets capacity to 44mppa	High Capital cost
Increases passenger queue space to manage peak demand	High planning approval risk as not in keeping with Architecture of main building
Could facilitate consolidated carrier operations	Construction impact on operations
TSA compliant	
Aims to reduce planning risk by matching original terminal design extension	
Lower capital cost than option 02	

Option 3: Extension of the Check-In Hall

- Construction of an extension into the existing green space to the east of the building
- Installation of 20 new check in desks with associated baggage collector belts (including modifications to existing building and integration with existing collector belts)
- Modifications to connection bridge between T1 and T2 to accommodate additional baggage conveyor between the check-in and main baggage halls
- Installation of new baggage conveyor to main baggage hall and integration to existing baggage system (including provision for US bound bags)
- Installation of supplementary SSKs to provide an alternative check-in for solo/business travellers
- Capital Cost (ROM): Expected highest due to extension type and size to satisfy planning requirements

Exhibit 6 – Check-In Building Proposed Extension – North Elevation

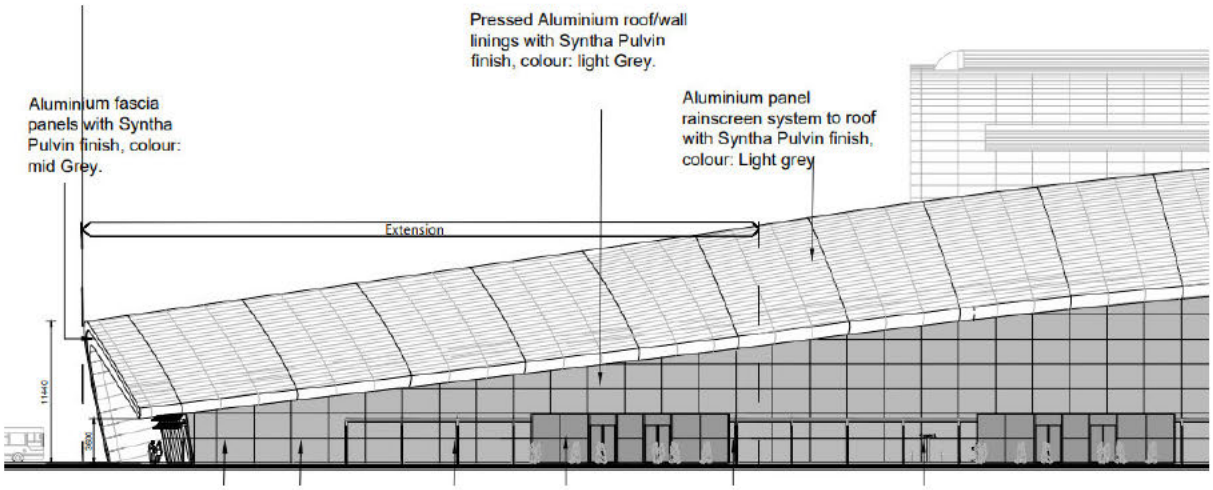


Exhibit 7 – Check-In Building Proposed Extension – Floor Plan

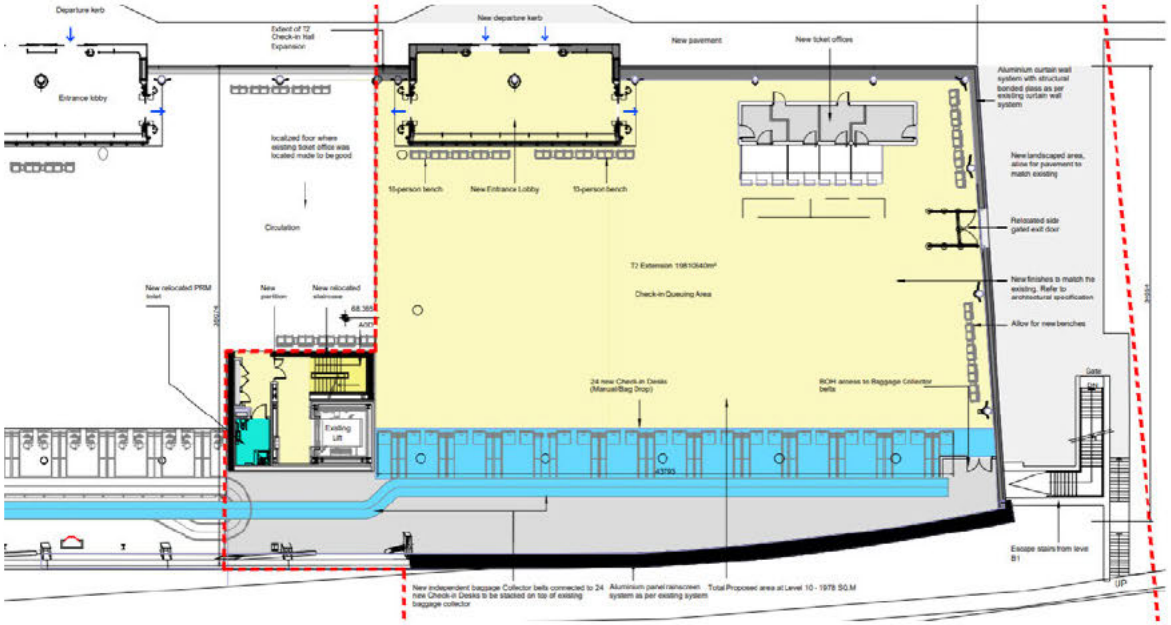


Exhibit 8 – Option 3 Pros and Cons

Pros	Cons
Meets capacity to 44mppa	Highest Capital cost
Increases passenger queue space to manage peak demand	Planning approval will add time/cost to delivery timeline
Could facilitate consolidated carrier operations	Construction impact on operations
TSA compliant	
Aims to reduce planning risk by matching original terminal design extension	

6. Option Assessment Summary

Criteria	Option 1	Option 2	Option 3
Strategic Fit	Low	Medium	High
Capacity Delivered	Low	High	High
Safety Impact	n/a	n/a	n/a
Sustainability Impact	High	Medium	Medium
Deliverability	Medium	Medium	Medium
Planning Risk	High	Low	High
Affordability	High	Medium	Medium

7. Preferred Option

Option 3, the construction of an extension to the check-in building, provides the best return on investment by accommodating passenger growth well into the next CIP period. It also delivers increased floor space, additional check-in desks, and a corresponding expansion of the existing baggage handling system. Furthermore, this option provides the infrastructure necessary for airlines to adopt new work practices and adapt their business models within the provided facilities.

2.11 CIP27.02.24 – Terminal 2 Sortation Building

1. Executive Summary

This section presents a high-level assessment of options to increase the capacity of the Terminal 2 baggage handling system, driven by growing passenger numbers associated with the construction of Pier 5.

The proposed development involves the construction of a new baggage sortation building to house baggage carousels and screening equipment, while also providing space for a future second Early Bag Store. The new building will accommodate ground handler offices and include high-speed conveyors to transfer bags between the new facility and the existing Terminal 2 baggage system.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand is forecast to grow from 36 mppa to 44 mppa by 2032. Current peak capacity is accommodated with 126 CBP and 144 Non CBP make up position but anticipated peak demand once Pier 5 becomes operation necessitates expansion of sortation up to 168 CBP and 162 Non CBP make up positions by 2032.
- Adjacent CIP projects will be displacing some existing ground handlers' facilities which will be accommodated in the new sortation building
- Growing demand for an early bag storage service requested by passengers and airlines
- Anticipated growth in transatlantic traffic and the need increase capacity and flexibility in the processing of CBP baggage

2.2 Investment Objectives

The project seeks to:

- Provide increased capacity for baggage handling and make up in Terminal 2
- Provide alternative / increased CBP bag processing
- Provide accommodation for future early bag store
- Provide ground handler offices, break rooms and GSE parking
- Provide a high-speed link to transfer baggage between the T2 bag hall and the new sortation building with associated integration to the existing handling system

3. Do-Nothing / Do-Minimum Case

Similar to the Terminal 2 check-in extension, the Do-Nothing scenario is not feasible given the already constrained nature of Terminal 2 sortation. The Do-Minimum scenario would defer larger, long-term expansion to the next regulatory period and optimise the existing baggage screening and handling systems through the implementation of greater load sharing of bag sortation between Terminals 1 and 2, further expansion of the CIP2020+ Early Bag Store, and solutions to enable sharing of all Terminal 2 sortation carousels between US and EU flights. The Do-Minimum solution, subject to further assessment, may require the addition of extra bag screening devices.

With regard to providing ground handler accommodation to enable the development of Pier 5, it may be opportune to relocate these facilities to ancillary cargo warehouses vacated once the main belly-hold cargo operation is relocated to the East Lands as part of the wider South Apron development.

4. Long List of Options

An initial long list of options was developed, including:

- Install an additional carousel in the existing baggage hall
- Extend the baggage hall into the existing service yard
- Displace the existing flight catering building
- Build over the existing baggage hall west projection

After conducting a high-level assessment of feasibility, three options were selected for further consideration.

5. Shortlisted Option

Option 1: Install New Carousel in existing baggage hall

- Demolish existing offices / storerooms
- Install new carousel and make up points
- Integrate new carousel with existing baggage system
- Construct replacement office / store accommodation

Exhibit 1 – Proposed Sortation Building and Conveyor Link

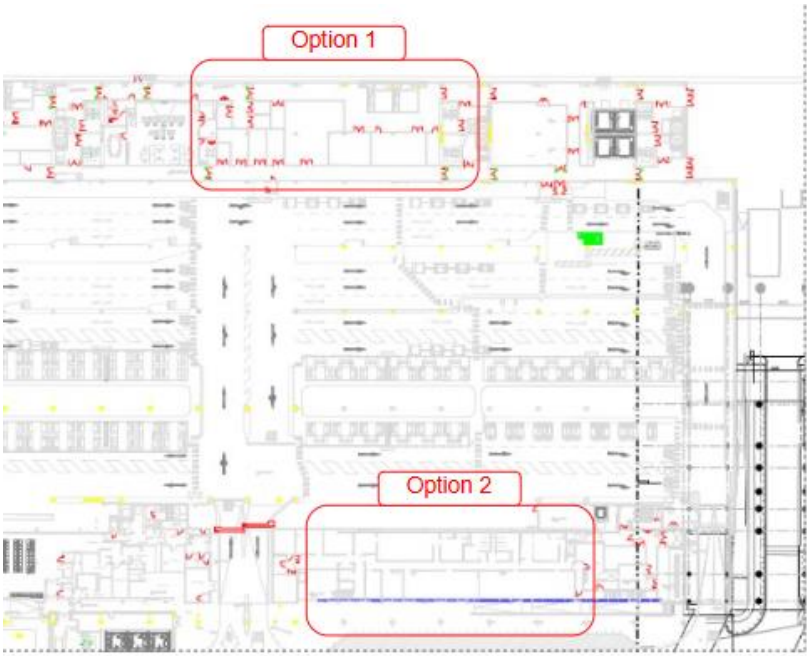


Exhibit 2 – Option 1 Pros and Cons

Pros	Cons
No expansion of existing baggage hall required	Shortened carousel with only single side access
Moist efficient means of integration with existing baggage system	Office / storage space assigned to key tenants and difficult to relocate
Allows existing baggage system to remain operational during construction	Not supported by baggage handling management team

Option 2: Extend the Baggage Hall Into the Service Yard

- Create new extension into existing service yard
- Install nee baggage carousel and make up
- Integrate new carousel with existing system
- Rearrange road access to energy centre

Exhibit 3 – Proposed Baggage Extension into the Service Yard

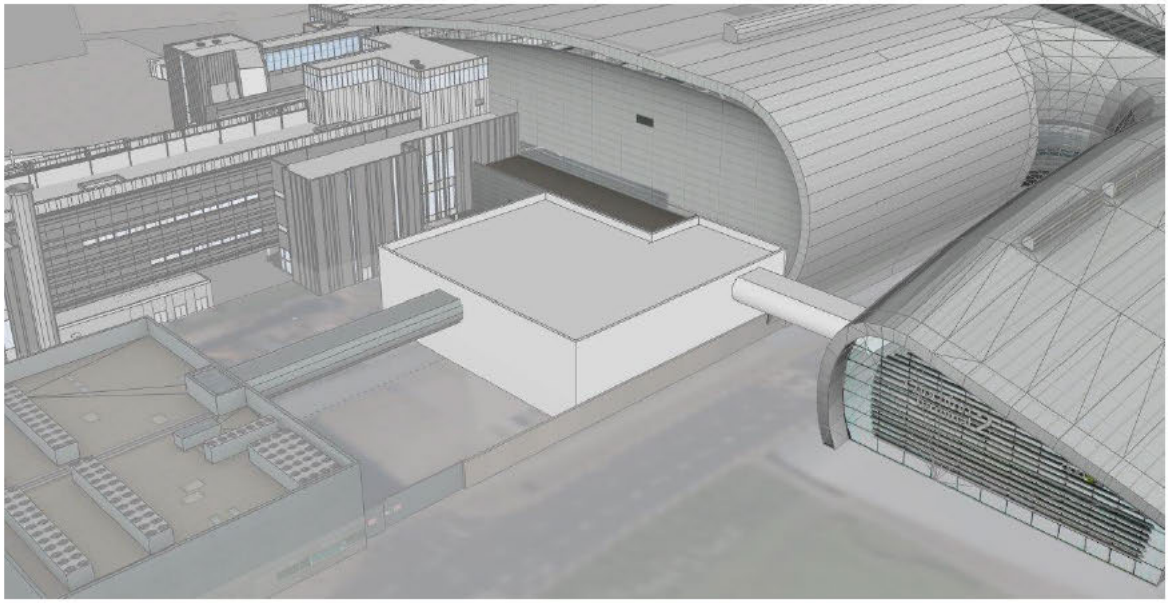


Exhibit 4 – Option 2 Pros and Cons

Pros	Cons
Location suitable for integration with existing baggage handling system	Service yard space is critical to operation and difficult to relocate
Suitable for new direct baggage bridge connection to check-in hall	New baggage link to check in hall is obstructive to design and difficult to construct
Supported by the baggage handling management team	Disruption and investment required does not match capacity delivered by preferred solution

Option 3: Displace the Existing Flight Catering Building

- Demolish the existing flight catering building
- Construct a new sortation building and link bridge for baggage conveyors
- Install new baggage handling infrastructure including carousels, security screening and baggage conveyors
- Fit-out new ground handler accommodation and GSE parking

Exhibit 5 – Proposed Sortation Building and Conveyor Link

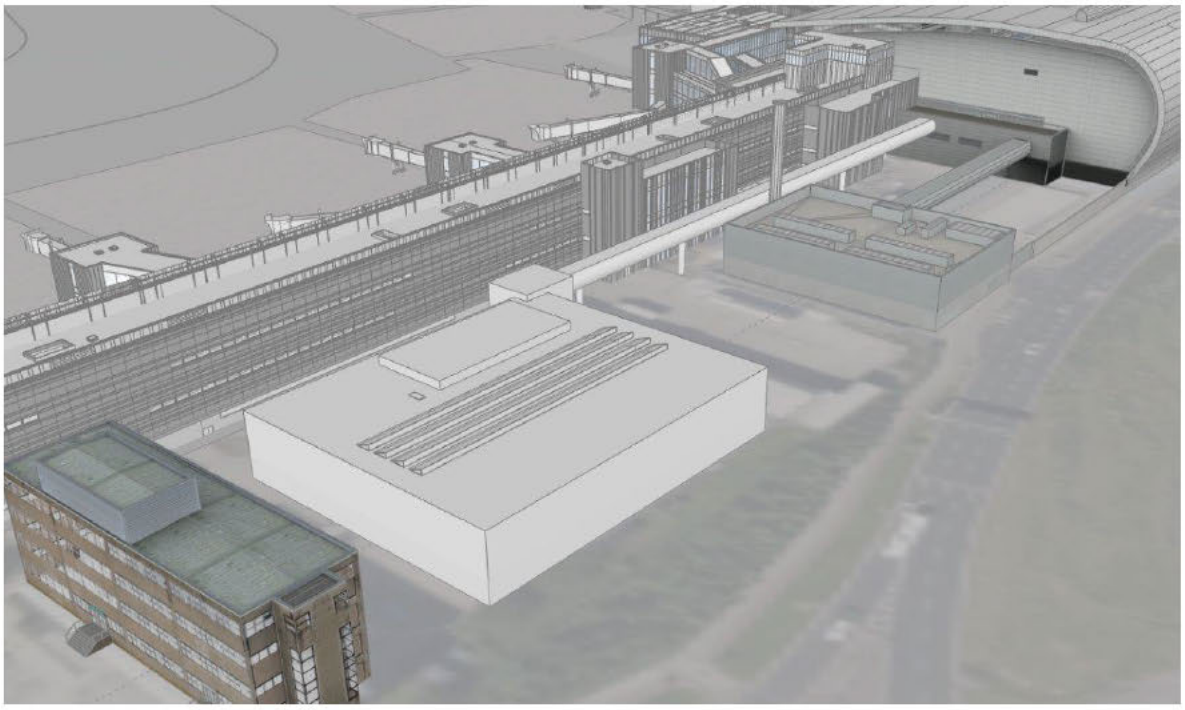


Exhibit 6 – Option 3 Pros and Cons

Pros	Cons
Flight catering building easily relocated and sufficient space exists for sortation building	'Isolated' from main baggage system and requires a link conveyor
Has the support of the baggage handling team	Does not meet capacity beyond end of the CIP period
Allows for integration with the existing baggage system	
Likely to gain Planning Authority approval	
Allows existing baggage system to remain operational during construction	

6. Option Assessment Summary

Criteria	Option 1	Option 2	Option 3
Strategic Fit	Low	Low	High
Capacity Delivered	Low	Medium	High
Safety Impact	n/a	n/a	n/a
Sustainability Impact	High	Medium	Medium
Deliverability	Medium	Low	High
Planning Risk	High	Medium	Medium
Affordability	High	Medium	Medium

7. Preferred Option

Option 3, the construction of a new sortation building on the site of the existing flight catering building, provides the best return on investment by delivering sufficient space to accommodate the required equipment in close proximity to the existing infrastructure, while also making provision for a future Early Bag Store and replacement accommodation for displaced ground handlers.

2.12 CIP27.02.29 – Apron 7

1. Executive Summary

This section presents a high-level review of the options assessed to support the airport's growth and increase in passenger traffic, which directly requires an increase in aircraft parking stand capacity. To address this requirement, a new apron is proposed for construction, accessible to apron vehicles, to accommodate non-passenger operations, overnight parking, cargo, General Aviation, maintenance, standby operations, and contingency requirements during airfield construction activities. This will directly alleviate apron congestion on the East Campus and allow stands in closer proximity to the terminals to be reserved for passenger operations.

Three location options for the new apron have been identified and assessed against constructability, deliverability, and affordability. The preferred option is Option 3 Apron 7, located northwest of the existing West Apron, with Phase 1 proposed for delivery in the CIP27 period. Option 3B provides the best cost–benefit outcome due to its reduced scope and phased delivery compared to the full Apron 7 build-out, improved operational efficiency, and greater provision of widebody aircraft stands than Option 3A, which was deferred in a previous CIP period.

2. Strategic Context

The following are the key drivers for the investment:

- Increase aircraft stand capacity to allow the airline network and transfer business to grow to 40mppa and beyond
- Alleviate congestion and associated pressures on the main Eastern Apron to allow it to operate more efficiently
- Provide contingency on the airfield to allow delivery of multiple large-scale construction projects
- Increasing the value of the business by increasing connectivity for Ireland
- Providing a high-quality service as significant growth continues

The following outlines key regulatory and service quality requirements:

- EASA / ICAO regulations and standards
- Airline service level agreements

2.2 Investment Objectives

The project seeks to:

- Unlock the capacity in the Western Campus to meet existing and future demand
- Resolve the existing insufficient provision of non-passenger remote apron stands to accommodate cargo, general aviation, contingency, standby, and ad-hoc event parking
- Provide operational resilience, contingency and continuity of operations
- Provide a safe and efficient apron layout with all associated infrastructure, accommodating future aircraft
- Safeguard for relatively simple and cost-effective future Masterplan compliant expansion

- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum scenario involves further optimisation of the existing allocation of western stands, particularly for cargo and non-passenger operations. The utilisation of eastern stands would need to be carefully managed and may result in constraints on overnight and peak-time parking. While not ideal, the capital costs associated with developing new aprons must be balanced against the immediate operational need within the period.

With the relocation of MRO facilities to the west, there may be opportunities to provide open hangar parking arrangements, allowing MRO operators to park aircraft closer to their hangar operations. This would reduce reliance on stands within the existing West or North Aprons, freeing up capacity for other operational uses during the interim period.

4. Long List of Options

An initial long list of options was developed, including:

- Option 1- new apron to the far west, near Saint Margarets
- Option 2- a site adjacent to the existing eastern campus, to the east of the R132
- Option 3- a site northwest from the existing West Apron
    - Option 3A- 2 rows of 5 narrowbody stands, as per previous CIP submission
    - Option 3B- single row of 8 narrowbody stands, Phase 1 of ultimate build out
    - Option 3C- Phase 2 of Apron 7 build out, providing 15 narrowbody stands

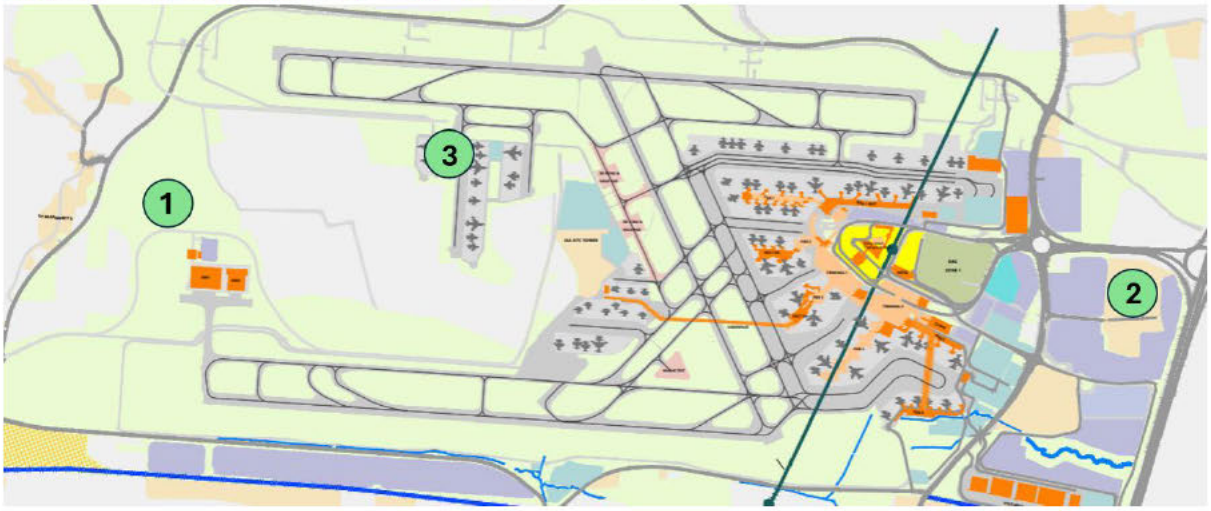
All the sites are within the land designated within the Fingal County Development Plan and outside the restrictions imposed by aviation obstacle limitation surfaces. Due to the Option 1 being located too far from the centre of gravity of the airport operations and Option 2 requiring a major road crossing (R132), Option 3- Apron 7 was selected as a preferred option.

It is consistent with the vision of long-term orderly development of the airport and uses the least resources in its implementation compared with the other 2 options.

Option 3 Apron 7, was further expanded into the phased approach delivery, listed as options 3A, 3B and 3C. Out of these three options, Option 3B single row of 8 narrowbody stands (Phase 1 of ultimate Apron 7 build out) has been selected as preferred option, due to the higher widebody aircraft stands increase, deliverability and cost constraints, with Option 3C being delivered as Phase 2 and listed as Optional in the CIP27 proposal.

There is potential for only the first phase to be completed during the upcoming regulatory period, with subsequent phases scheduled for later CIP periods, as necessary.

Exhibit 1 – Concept Layout depicting Options 1, 2 and 3



5. Shortlisted Options

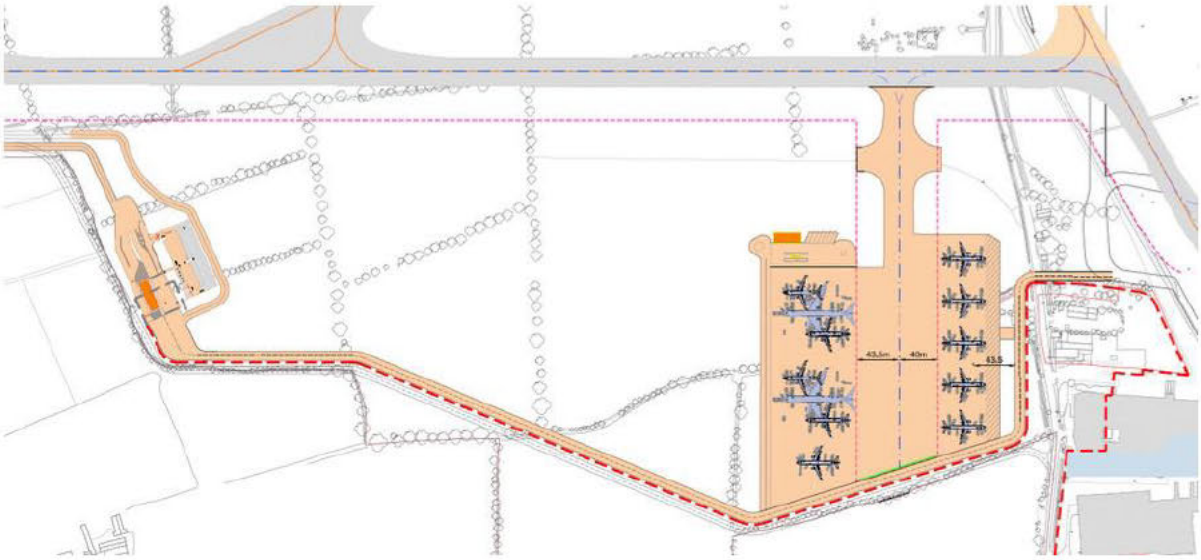
Option 3A: 2 rows of 5 narrowbody stands

- Delivers 10 narrowbody stands, with pavement area of est. 67,000sqm, which includes both apron and connecting taxiway
- The apron will be connected to Parallel Taxiway Mike via link taxiway
- This scheme has been deferred in the previous CIP period
- Capacity Gain: Medium
- Capital Cost (ROM): Expected similar to Option 3B

Exhibit 2 – Pros and Cons

Pros	Cons
Safeguards for scalable Masterplan compliant development of remote stands in-line with future demand	Will require the realignment of the R108 and perimeter road
Relatively simple and cost-effective future expansion, without multiple road diversions	
Can be constructed landside of the airside/ landside boundary which will reduce costs and duration of construction	

Exhibit 3 – Concept Layout Option 3A



Option 3B: Single row of 8 narrowbody stands, Phase 1 of ultimate build out (Preferred)

- Delivers 8 narrowbody stands (4 widebody in MARS configuration)
- Provides the required function with the optimum area of pavement (approx. 35,000 sqm apron) and associated taxi lane (approx. 47,500 sqm)
- Encompasses the most western taxiway link connecting taxiway M to the new apron
- This scheme is proposed in current CIP27 as Phase 1
- Capacity Gain: Medium

Exhibit 4 – Pros and Cons

Pros	Cons
Safeguards for scalable Masterplan compliant development of remote stands in-line with future demand	Will require the realignment of the R108 and perimeter road
Relatively simple and cost-effective future expansion, without multiple road diversions	
Can be constructed landside of the airside/ landside boundary which will reduce costs and duration of construction	
Improved operational efficiency comparing to Option 3A	
Phase 1 can be fully delivered separately from Phase 2	
Higher widebody stands net increase in MARS configuration than Option 3A	

Exhibit 5 – Concept Layout Option 3B



Option 3C: Phase 2 (optional) of ultimate Apron 7 build out

- Delivers the ultimate Apron 7 build out and its remaining scope, delivering 15 narrowbody stands to create 3 banks of stands and 23 narrowbody stands in total (incl. of Phase 1)
- Includes for the most easterly taxiway link that connects taxiway M along with the bypass taxiway component
- This scheme is proposed in current CIP27 as Phase 2 (Optional)
- Capacity Gain: High
- This option is considered Optional and there is a potential for only the first phase to be completed during the upcoming regulatory period, with Phase 2 scheduled for later CIP periods, as necessary.

Exhibit 6 – Concept Layout Option 3C



6. Option Assessment Summary

Criteria	Option 3A	Option 3B	Option 3C
Strategic Fit	High	High	High
Capacity Delivered	Medium	Medium	High
Safety Impact	Medium	Medium	Medium
Sustainability Impact	Medium	Medium	Medium
Deliverability	Medium	Medium	Low
Planning Risk	Medium	Medium	Medium
Affordability	Medium	Medium	Low

7. Preferred Option

Three location options for new apron have been identified and assessed against constructability, deliverability and affordability. The preferred option is Option 3 Apron 7, located northwest off the existing West Apron, with proposed Phase 1 being delivered in the CIP27 period, subject to outcomes of the consultation feedback and overall programme affordability. This Option 3B provides the best cost-benefit, due to the reduced scope and phased delivery comparing to the full Apron 7 build-out, and provides better operational efficiency and increased widebody aircraft stands provision comparing to Option 3A.

2.13 CIP27.02.40 – Pier 2 Bolt On Extension

1. Executive Summary

This initiative seeks to enhance the capacity of the Terminal 1 gate and stands in order to alleviate the sub-optimal service levels currently experienced in Pier 2, due to layout limitations. While also providing additional opportunities for the longer-term replacement of the pier.

Three credible options have been identified and assessed against strategic, operational, financial, deliverability, and regulatory criteria. The preferred option is Option 2: Bolt on Extension, which best balances capacity enhancement, affordability, operational resilience, and planning risk.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032
- According to IATA service levels Pier 2 currently operates at a Suboptimal Level (LOS E)
- Replace ageing asset
- Safeguard pier extension if RWY 16/34 removed.

The following outlines key Regulatory and service quality requirements: -

- EU safety and security compliance
- PRM accessibility standards
- Airline service level agreements

2.2 Investment Objectives

The project seeks to:

- Provide sufficient gate seating areas
- Create a modern fit for purpose pier that avoids congestion or overcrowding
- Improve stand layout and stand infrastructure
- Environmental and carbon-reduction commitments
- Maintain affordability for airlines and passengers
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum scenario involves minimal major capital intervention and instead focuses on internal operational improvements within the existing footprint. Under this scenario, the pier would be refreshed and modernised to improve passenger circulation, enhance gate-holding capacity, and deliver targeted upgrades to the pier façade while retaining the existing structure.

While not ideal, the cost and benefit of extending Pier 2 during this period require careful consideration when viewed against the longer-term ambition to fully replace Pier 2 in the future, alongside the potential decommissioning of Runway 16/34. Deferring full redevelopment to a future regulatory period is likely to result in greater efficiency of delivery, improved cost outcomes, and

reduced operational impact, particularly if delivered following the introduction of Pier 1 East and Pier 5.

4. Long List of Options

An initial long list of options was developed, including:

- Western Satellite Pier
- Full Pier Replacement – 2 storey
- Full Pier Replacement – 3 storey
- Phased incremental development - Bolt On Extension (retain rotunda)
- Phased incremental development - Bolt On Extension (remove rotunda)

After conducting a high-level assessment of feasibility, three options were selected for further consideration.

5. Shortlisted Options

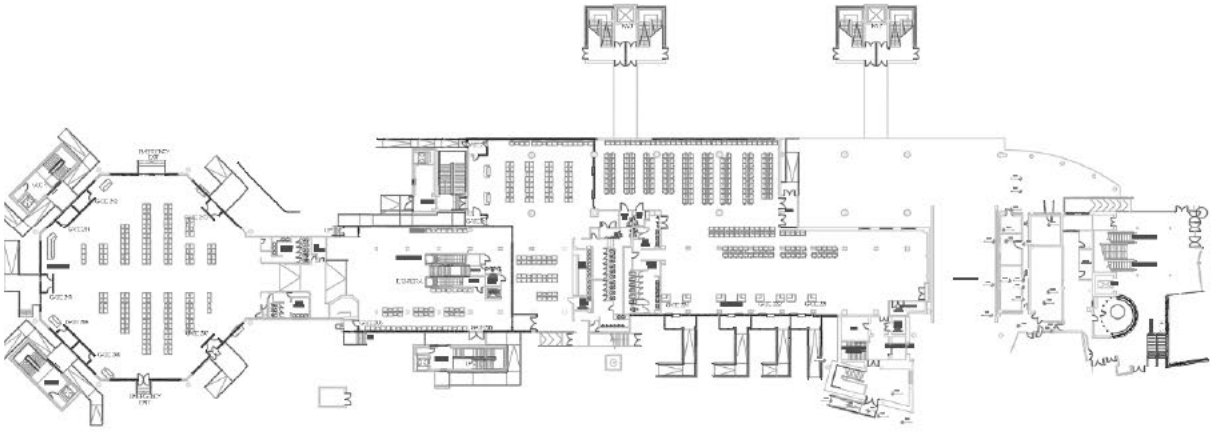
Option 1: Internal Improvements & Operational Optimisation Only

- Minor pier reconfiguration
- Increased use of remote stands and bussing
- Refresh architectural finishes
- Capacity Gain: Limited
- Capital Cost (ROM): Expected lowest

Exhibit 1 – Pros and Cons

Pros	Cons
Lowest Capital Cost	No Gate Capacity Increase - Sub optimal gate areas
Minimal planning risk	Poor Pax experience
Quick delivery	Building at End of Asset Life
	Bus gate hold rooms – sub optimal
	Doesn't meet Sustainability Requirements
	No improvement to sub optimal stand layouts
	Doesn't safeguard for future pier expansion

Exhibit 2 – Existing Layout Option 1



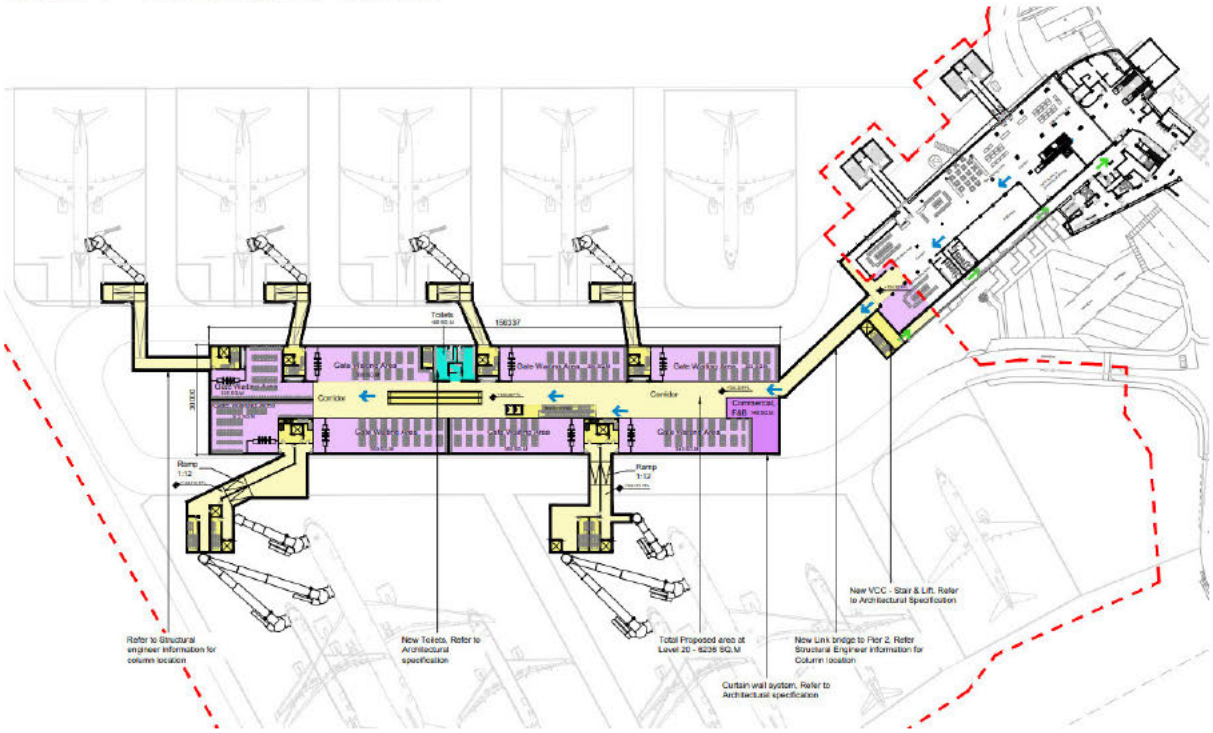
Option 2: Bolt on Extension (Preferred)

- Remove triangle stands and reconfigure apron, with modern facilities eg. AVDGS, FEGP etc.
- Remove rotunda and construct two-storey pier extension
- Connect to existing Pier 2 via new two-storey link corridor
- Provides dedicated bus gates and layby at ground floor
- Capacity Gain: Gate Area Increase – Provides LOS C / Optimum
- Capital Cost (ROM): Expected mid range of options.

Exhibit 3 – Pros and Cons

Pros	Cons
Strong balance of capacity and affordability	Construction disruption
Improves stand layout and operational performance	Planning and environmental risk
Provides modern stand infrastructure	Building at End of Asset Life (remaining section of pier)
Provides Gate Capacity Increase	No stand capacity gain
Provides dedicated bus gate holdroom's	
Meets partial sustainability requirements	
Safeguards for future pier expansion	

Exhibit 4 – Concept Layout Option 2



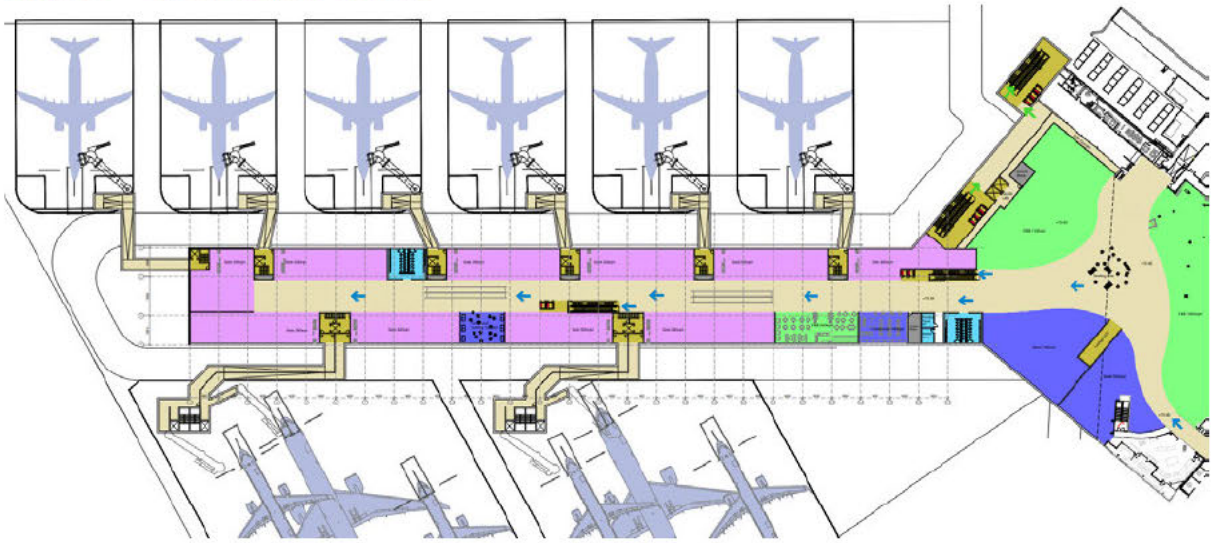
Option 3: Full Replacement

- Remove triangle stands and reconfigure apron, with modern facilities eg. AVDGS, FEGP etc.
- Remove existing Pier 2 and construct new two-storey pier
- Connect to T1X
- Provides dedicated bus gates and layby at ground floor
- Capacity Gain: Gate Area Increase – Provides LOS C / Optimum
- Capital Cost (ROM): Expected highest due to footprint.

Exhibit 5 – Pros and Cons

Pros	Cons
Improves stand layout and operational performance	Highest capital cost
Provides modern stand infrastructure	Significant construction disruption
Provides Gate Capacity Increase	Planning and environmental risk
Provides dedicated bus gate holdroom's	No stand capacity gain
Replaces end of life asset	
Meets sustainability requirements	
Safeguards for future pier expansion	

Exhibit 6 – Concept Layout Option 3



6. Option Assessment Summary

Criteria	Option 1	Option 2	Option 3
Strategic Fit	Low	High	Medium
Capacity Delivered	Low	High	High
Passenger Experience	Low	High	High
Safety Impact	n/a	n/a	n/a
Sustainability Impact	Low	High	High
Deliverability	High	Medium	Low
Planning Risk	High	Medium	Medium
Affordability	High	Medium	Low

7. Preferred Option

Option 2, Bolt on Extension, is recommended as the preferred solution because it meets forecast capacity requirements within the planning horizon, it has a reduced footprint and reduced operational impact when compared with full replacement, enhances operational resilience and service quality, and enables delivery aligned with both demand and available funding. This approach also represents the best value for money and carries the lowest overall risk.

That said, should overall CIP funding become constrained, the Do-Minimum option would still deliver meaningful improvements by extending the operational life of the existing structure. This approach would defer the need for major capital intervention until such time as a bolt-on extension or full replacement becomes more feasible from both a funding and delivery perspective.

2.14 CIP27.02.41 – Pier 3 Bolt On Extension

1. Executive Summary

This initiative seeks to enhance the capacity of the Terminals 1 and 2 gate and stands in order to alleviate the sub-optimal service levels currently experienced in Pier 3, due to layout limitations. While also providing additional opportunities for the longer-term replacement of the pier.

Three credible options have been identified and assessed against strategic, operational, financial, deliverability, and regulatory criteria. The preferred option is Option 2 Bolt on Extension, which best balances capacity enhancement, affordability, operational resilience, and planning risk.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032
- According to IATA service levels Pier 3 currently operates at a Suboptimal Level (LOS D)
- Replace ageing asset
- Safeguard pier extension if RWY 16/34 removed.

The following outlines key Regulatory and service quality requirements: -

- EU safety and security compliance
- PRM accessibility standards
- Airline service level agreements

2.2 Investment Objectives

The project seeks to:

- Provide sufficient gate seating areas
- Create a modern fit for purpose pier that avoids congestion or overcrowding
- Improve stand layout and stand infrastructure
- Environmental and carbon-reduction commitments
- Maintain affordability for airlines and passengers
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum scenario involves limited major capital intervention and instead focuses on internal and operational improvements to the existing space. Under this scenario, sub-optimal gate performance and asset life issues are expected to remain, albeit with some improvement.

While not ideal, the cost and benefit of extending Pier 3 during this period require careful consideration when viewed against the longer-term ambition to fully replace Pier 3 in the future, alongside the potential decommissioning of Runway 16/34. Deferring full development to a future regulatory period is likely to result in greater efficiency of delivery, improved cost outcomes, and

reduced operational impact, particularly if delivered following the introduction of Pier 1 East and Pier 5.

4. Long List of Options

An initial long list of options was developed, including:

- Western Satellite Pier
- Full Pier Replacement – 3 storey
- Full Pier Replacement – 4 storey
- Phased incremental development - Bolt On Extension

After conducting a high-level assessment of feasibility, three options were selected for further consideration.

5. Shortlisted Options

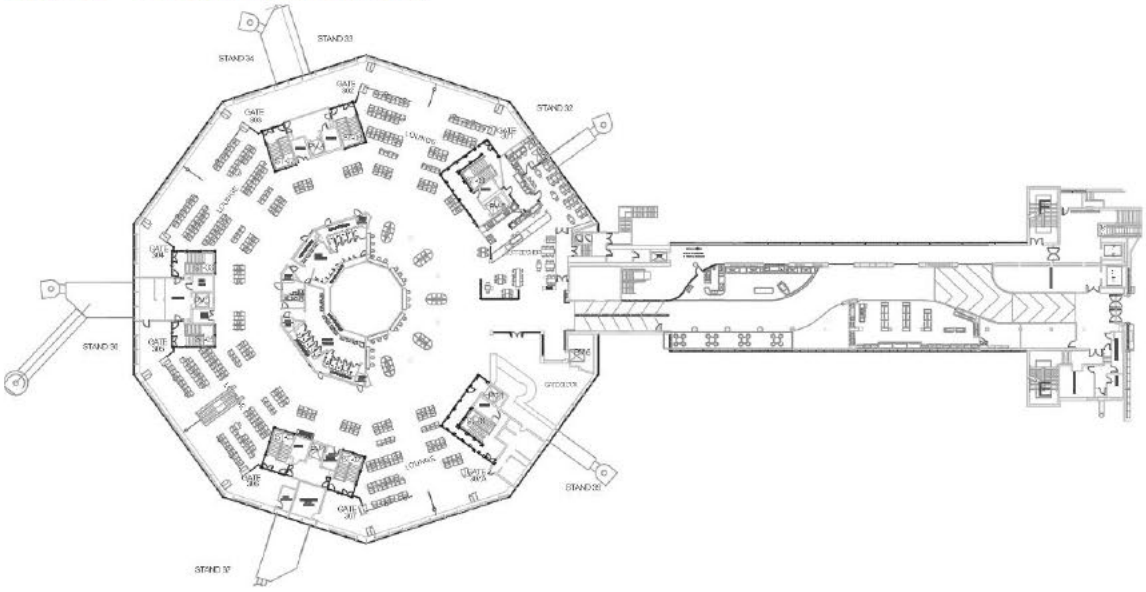
Option 1: Internal Improvements & Operational Optimisation Only

- Minor pier reconfiguration
- Refresh architectural finishes
- Capacity Gain: None
- Capital Cost (ROM): Expected lowest.

Exhibit 1 – Pros and Cons

Pros	Cons
Lowest Capital Cost	No Gate Capacity Increase - Sub optimal gate areas
Minimal planning risk	Poor Pax experience
Quick delivery	Building at End of Asset Life
	No Bus gate hold rooms
	Doesn't meet Sustainability Requirements
	Doesn't safeguard for future pier expansion

Exhibit 2 – Existing Layout Option 1



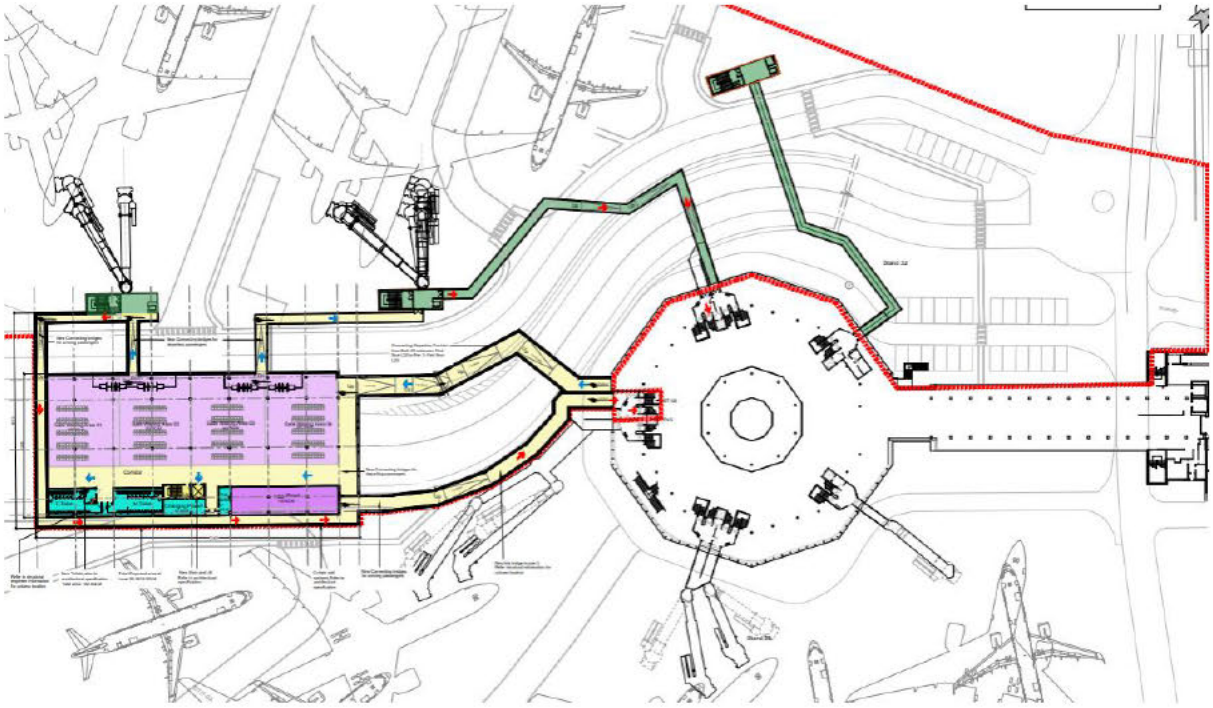
Option 2: Bolt on Extension (Preferred)

- Construct new two-storey pier extension
- Connect to existing Pier 3 via new link corridor
- Provides dedicated bus gates and layby at ground floor
- Capacity Gain: Gate Area Increase – Provides LOS C / Optimum
- Capital Cost (ROM): Expected mid-range of options.

Exhibit 3 – Pros and Cons

Pros	Cons
Strong balance of capacity and affordability	Construction disruption
Improves stand layout and operational performance	Planning and environmental risk
Provides modern stand infrastructure	Building at End of Asset Life (remaining section of pier)
Provides Gate Capacity Increase	No stand capacity gain
Provides dedicated bus gate hold room's	
Meets partial sustainability requirements	
Safeguards for future pier expansion	

Exhibit 4 – Concept Layout Option 2



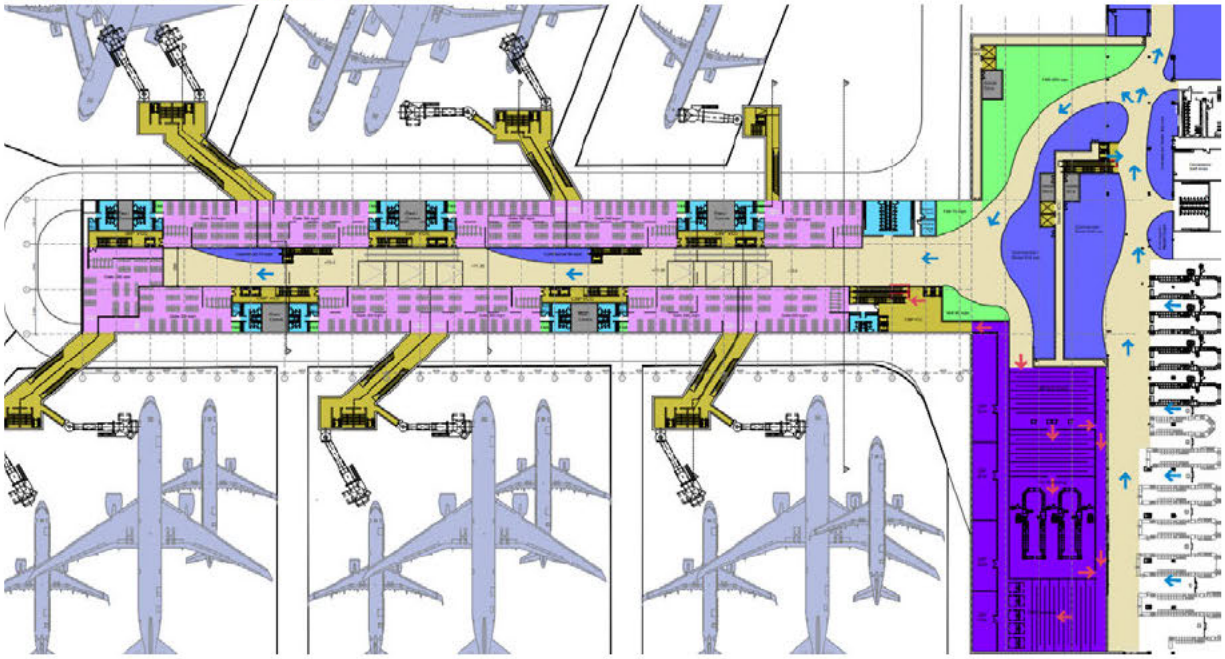
Option 3: Full Replacement

- Remove existing Pier 3 and construct new three-storey pier
- Connect to T1
- Provides dedicated bus gates and layby at ground floor
- Capacity Gain: Gate Area Increase – Provides LOS C / Optimum
- Capital Cost (ROM): Expected highest.

Exhibit 5 – Pros and Cons

Pros	Cons
Improves stand layout and operational performance	Highest capital cost
Provides modern stand infrastructure	Significant construction disruption
Provides Gate Capacity Increase	Planning and environmental risk
Provides dedicated bus gate hold room's	No stand capacity gain
Replaces end of life asset	
Meets sustainability requirements	
Provides optional CBP usage	
Safeguards for future pier expansion	

Exhibit 6 – Concept Layout Option 3



6. Option Assessment Summary

Criteria	Option 1	Option 2	Option 3
Strategic Fit	Low	High	Medium
Capacity Delivered	Low	High	High
Passenger Experience	Low	Medium	High
Safety Impact	n/a	n/a	n/a
Sustainability Impact	Low	High	High
Deliverability	High	Medium	Low
Planning Risk	High	Medium	Medium
Affordability	High	Medium	Low

7. Preferred Option

Option 3, Bolt on Extension, is recommended as the preferred solution because it meets forecast capacity requirements within the planning horizon, reduced footprint and reduced operational impact when compared with full replacement, enhances operational resilience and service quality, and enables delivery aligned with both demand and available funding. This approach also represents the best value for money and carries the lowest overall risk.

That said, should overall CIP funding become constrained, the Do-Minimum option would still deliver meaningful improvements by extending the operational life of the existing structure. This approach would defer the need for major capital intervention until such time as a bolt-on extension or full replacement becomes more feasible from both a funding and delivery perspective.

2.15 CIP27.02.43 – PBZ Relocation

1. Executive Summary

This initiative seeks to enhance the capacity of the Terminal 2 gate and stands and replace the current South Gates which require demolition to construct Pier 5 expanding the availability of WB contact stands in Terminal 2.

Two credible options have been identified and assessed against strategic, operational, financial, deliverability, and regulatory criteria. The preferred option is Option 1; New Single Storey South Apron PBZ, which best balances capacity enhancement, affordability, operational resilience, and planning risk. Following from this further detailed optioneering was undertaken to review passenger connections to the PBZ / Pier.

2. Strategic Context

The following outline key drivers for investment: -

- Passenger demand forecast to grow from 36 mppa to 44 mppa by 2032
- Maintain and relocate stand and gate capacity in existing PBZ (South Gates) that will be demolished as part of Pier 5 and South Apron development. Supporting NB EU short haul.
- Provide for optimal two-way widebody taxiway flow to avoid replicating current cul-de-sac congestion.

The following outlines key Regulatory and service quality requirements: -

- EU safety and security compliance
- OLS Limitations
- PRM accessibility standards
- Airline service level agreements

2.2 Investment Objectives

The project seeks to:

- Provide sufficient Gate hold room and Stand capacity
- Provide optimum and cost efficient pax connection from terminal
- Provide for optimal two-way widebody taxiway flow to avoid replicating current cul-de-sac congestion.
- Provide access to 9 narrow-body stands which will be delivered as part of South Apron expansion.
- Improve operational resilience and on-time performance
- Maintain affordability for airlines and passengers
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

The Do-Nothing or Do-Minimum case involves no major capital intervention. Under this scenario, the delivery of Pier 5 and the South Apron expansion would result in the nine narrow-body stands in this area operating fully as remote stands, with Pier 5 apron-level bus holding gates utilised to support passenger processing.

While not ideal, direct bussing to remote stands would be broadly comparable with peer airport operations and is, for some passengers, considered a more direct and less confusing means of transferring between the terminal and aircraft. This reflects feedback that a proportion of passengers place limited value on the requirement to transfer between the terminal and the passenger boarding zone via shuttle bussing.

4. Long List of Options

An initial long list of options was developed, including:

- Western Satellite Pier (Phase 01)
- Reuse existing PBZ (Lift & shift / deconstruction & reconstruction)
- New Single Storey South Apron PBZ
- New Double Storey South Apron Pier
- New North Apron PBZ

After conducting a high-level assessment of feasibility, two options were selected for further consideration.

5. Shortlisted Options

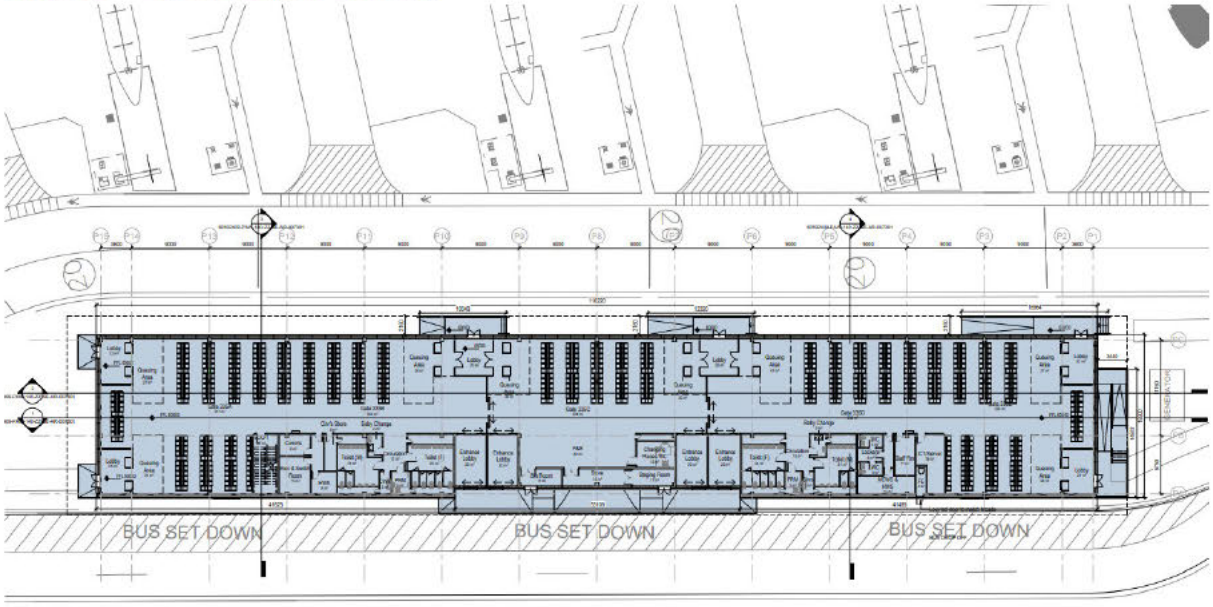
Option 1: New Single Storey South Apron PBZ (Preferred)

- Provide single storey PBZ building with 5 gate hold rooms and pax amenities.
- Provide bus drop off and injection point to PBZ
- Walk out routes from PBZ to aircraft
- PBZ is CBP and Non-CBP Enabled
- Capacity Gain: Medium (5 Gates)

Exhibit 1 – Pros and Cons

Pros	Cons
Meets stand and gate capacity requirements	Impact on current Operations – requires phased delivery
Provides Dual Code E taxilane's	High reliance on bussing
Compliant OLS levels	
Lowest capital cost	
Minimal planning risk	

Exhibit 2 – Concept Layout Option 1



Option 2: New Double Storey South Apron Pier

- Provide two storey full-service pier building with 9 gate hold rooms and pax amenities.
- Provides 7 contact stands via fixed links and PBBs
- No bussing required as pier has physical connection via tunnel to Pier 5
- Capacity Gain: High (9 Gates)

Exhibit 3 – Pros and Cons

Pros	Cons
Meets stand and gate capacity requirements	Impact on current Operations – requires phased delivery
Provides Dual Code E taxilane's	High capital cost
No reliance on bussing – connected Pier	Requires 370 metre tunnel connection from Pier 5
	Possibly non compliant OLS levels
	Planning risk

Exhibit 4 – Concept Layout Option 2

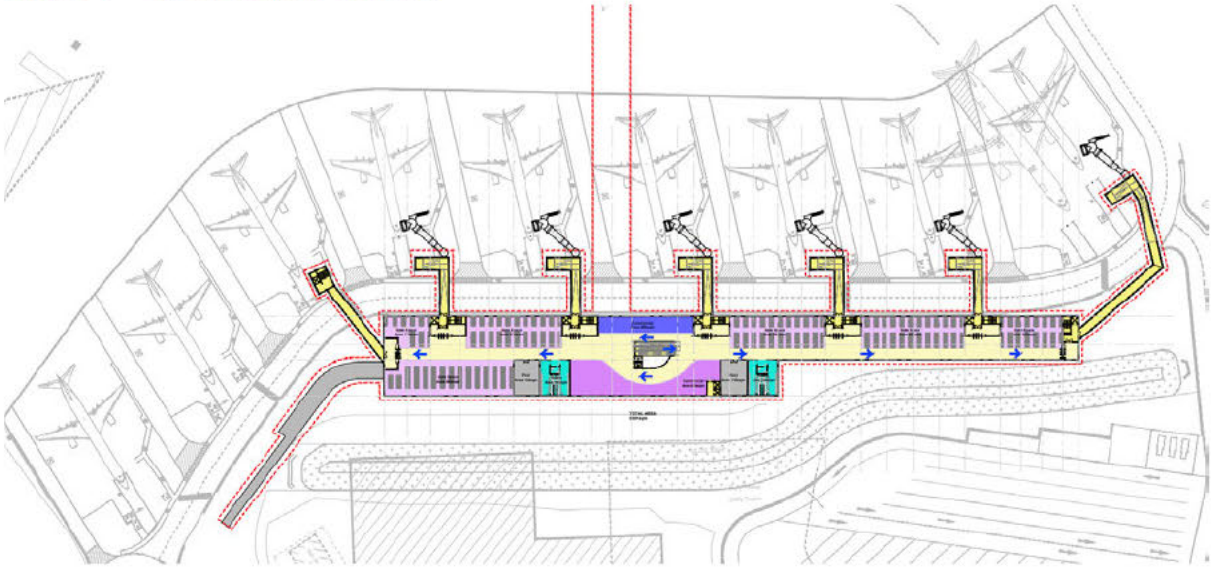
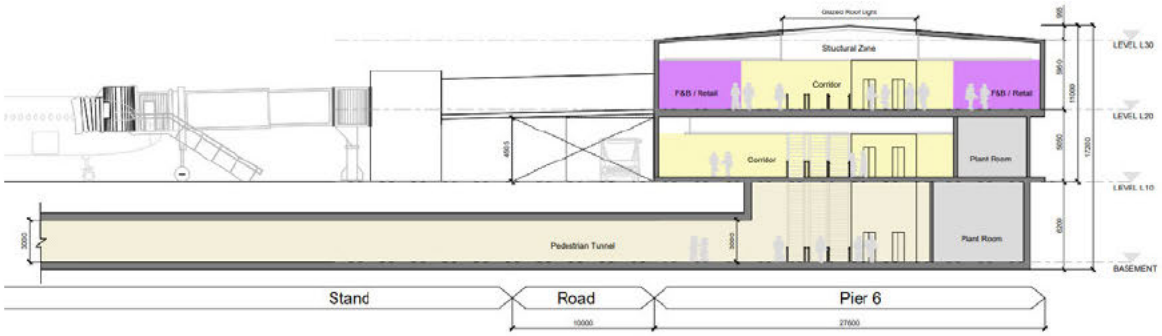


Exhibit 5 – Concept Section Option 2



6. Option Assessment Summary

Criteria	Option 1	Option 2
Strategic Fit	High	Medium
Capacity Delivered	Medium	High
Passenger Experience	Medium	High
Safety Impact	High	Medium
Sustainability Impact	High	Medium
Deliverability	High	Medium
Planning Risk	High	Medium
Affordability	High	Low

7. Preferred Option

Option 1; New Single-Storey South Apron PBZ is recommended as the preferred solution as it meets forecast capacity requirements within the planning horizon, minimises impacts on airline charges, enhances operational resilience and service quality, and can be delivered in line with both demand and available funding. It also represents the best value-for-money option and carries the lowest

overall delivery risk, as it comprises a single-storey facility supporting bussing operations rather than a more complex, purpose-built pedestrian tunnel.

Should overall CIP funding or the scale of the South Apron development become constrained, a Do-Minimum scenario should be considered. Under this approach, the Passenger Boarding Zone would be safeguarded but deferred to a later CIP regulatory period. This would be particularly appropriate if there is a future strategic preference to close Runway 16/34 and instead pursue the replacement and expansion of Pier 3 as a more optimal means of providing terminal-linked pier capacity for both Terminal 2 EU and US operations.

8. Further Optioneering – Pax Route

Additional optioneering was undertaken as part of the design development. As described below this looked at the overall passenger route to the south side of the apron and how best this could be achieved. Option 1, Bussing, was the best performing option overall and was selected to go forward to Preliminary Design and for inclusion in the IA Planning Submission.

Although subject to consultation and if selected for the final submission the Pier 6, 2 storey option, would be best served via pedestrian tunnel.

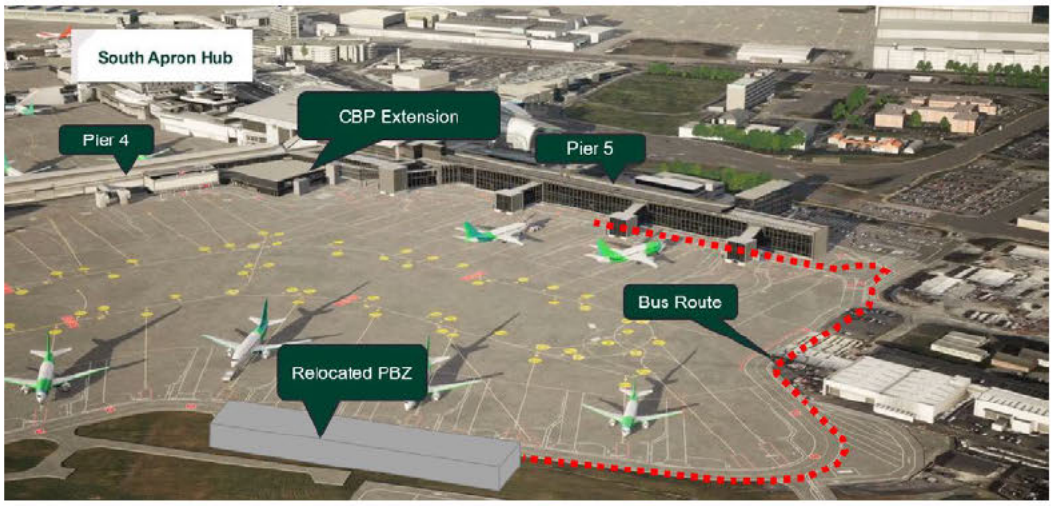
Option 1: Bussing Shuttle

- Bussing Operation from new Pier 5 Bus Gates
- Similar to current operation to PBZ

Exhibit 6 – Pros and Cons

Pros	Cons
Lowest capital cost	Unpopular Pax route
Minimal Planning Risk	High Opex Cost

Exhibit 7 – Concept Layout Option 1



Option 2: Pedestrian Tunnel

- Pedestrian tunnel from Pier 5 VCC to Pier 6 – 370 metres
- Runs below South Apron

Exhibit 8 – Pros and Cons

Pros	Cons
Direct passenger route	High capital cost
	High Opex Cost
	High Planning and Fire Compliance Risk

Exhibit 9 – Concept Layout Option 2

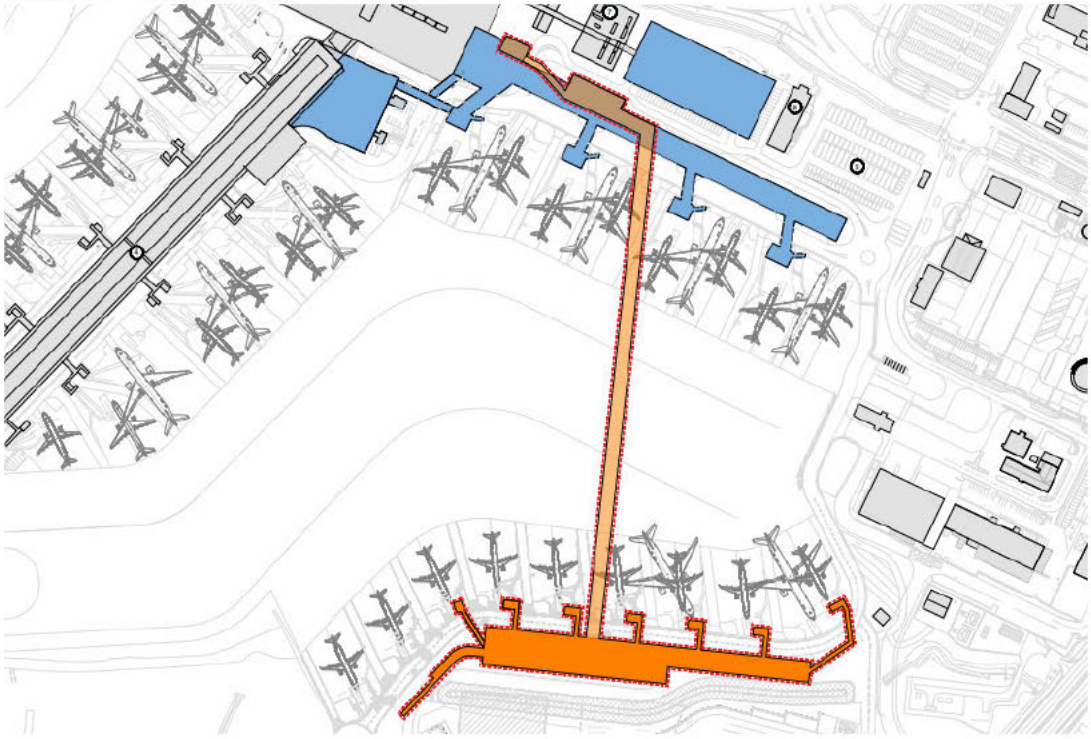
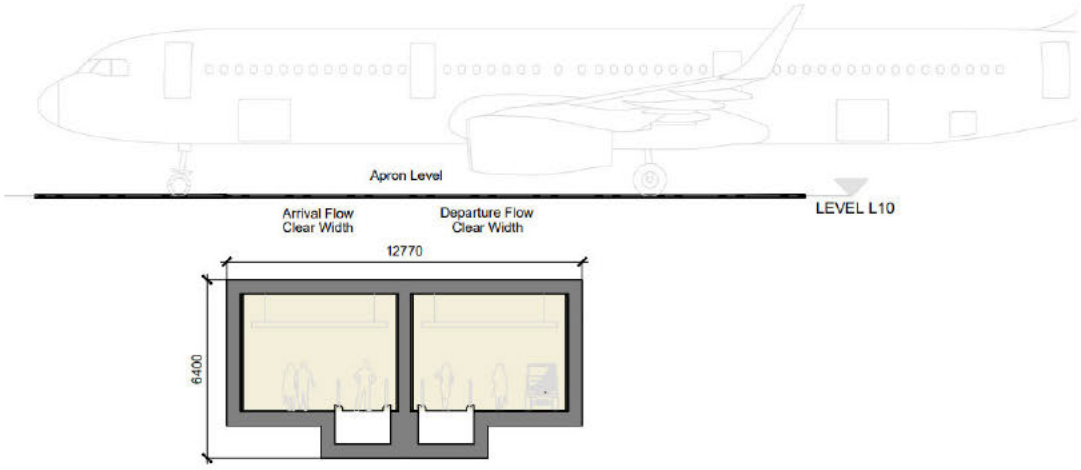


Exhibit 10 – Concept Section Option 1



Option 3: Skybridge

- Pedestrian bridge from Pier 5 to Pier 6
- Runs above South Apron and spans Dual Code E Taxiway (Benchmarked against Gatwick which spans only a single Code E Taxiway)

Exhibit 11 – Pros and Cons

Pros	Cons
Direct passenger route	High capital cost
	Complex structural challenges
	High Opex Cost
	High Planning and Fire Compliance Risk
	Non Compliant OLS Impact

Exhibit 12 – Concept Layout Option 3

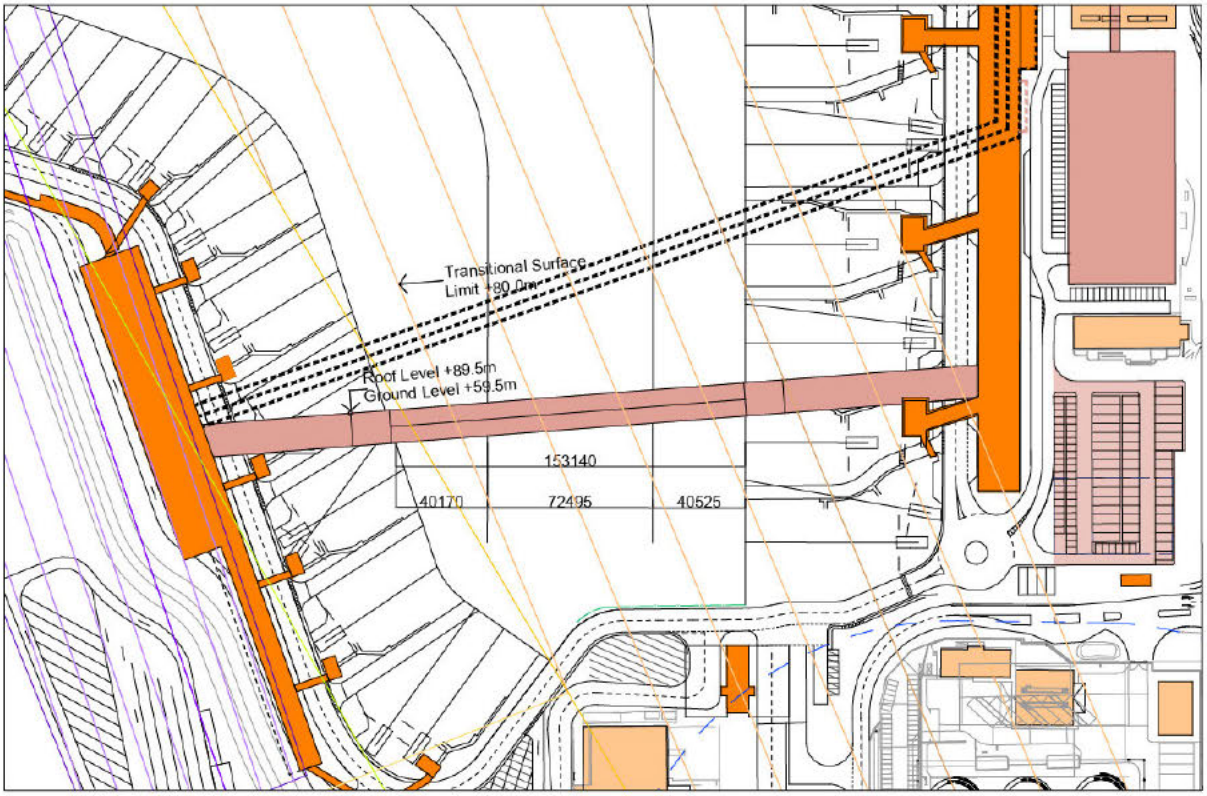
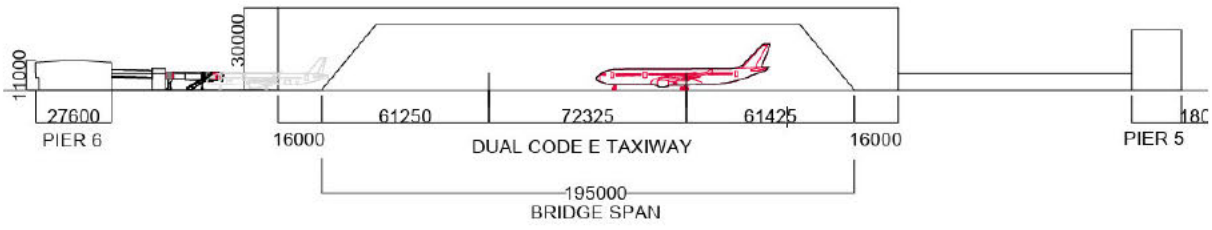


Exhibit 13 – Concept Bridge Elevation Option 3



Option 4: APM / Monorail

- Raised APM from Pier 5 to Pier 6
- Runs along permitter South Apron road from end Pier 5

Exhibit 14 – Pros and Cons

Pros	Cons
Avoids bussing operations	High capital cost
	Pax still have to walk to end of Pier 5 due to clashes with Pier 5 fixed links
	High Opex Cost
	High Planning Risk
	Possible Non Compliant OLS Impact

Exhibit 15 – Concept Layout Option 4

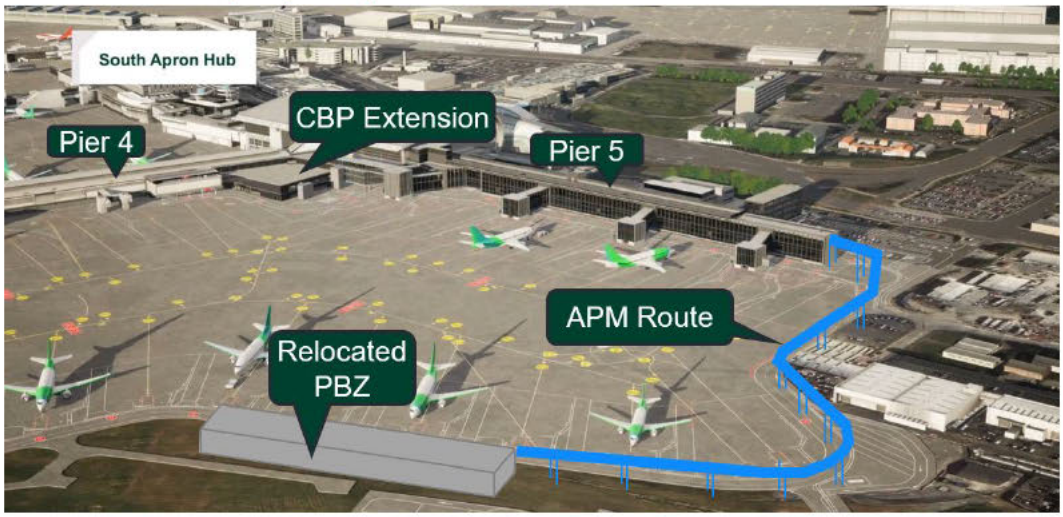
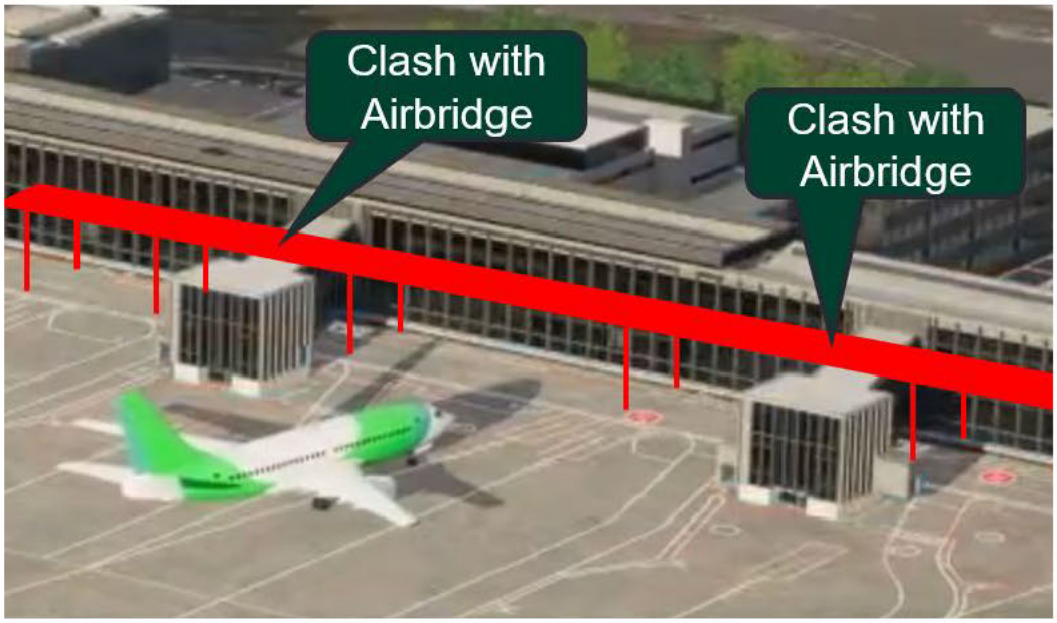


Exhibit 16 – Option 4 clashes with Fixed Links



9. Further Optioneering – Pax Route Option Assessment Summary

Criteria	Option 1	Option 2	Option 3	Option 4
Strategic Fit	High	Medium	Medium	Low
Capacity Delivered	High	High	High	High
Passenger Experience	Medium	High	Medium	Low
Sustainability Impact	High	Low	Low	Low
Deliverability	High	Medium	Low	Low
Planning Risk	High	Medium	Low	Low
Affordability	High	Low	Low	Low

2.16 CIP27.02.46 – Fuel Farm Expansion

1. Executive Summary

This initiative presents a high-level assessment of options to address forecast fuel storage capacity requirements arising from passenger growth, increased route frequencies, and the introduction of new airline operators at the airport. At approximately 40 million passengers per annum (mppa), an immediate requirement for a fourth fuel storage tank emerges within the CIP27 period, as the existing three-day fuel storage capacity will be exceeded.

Three options were identified and assessed against constructability, operational complexity, and alignment with long-term airport expansion and the Masterplan. Option 1; expansion of the existing fuel farm at Corballis into the Cargo 6 footprint is identified as the preferred solution, as it delivers the required capacity while resulting in the lowest operational impact.

2. Strategic Context

The following are the key drivers for the investment:

- Future fuel demand for 50/55mppa with immediate requirement for fourth tank at 40mppa forecasted in this CIP27 period
- Current and future aviation fuel supply security and interruptions
- Day to day stock fluctuation

The following outlines key regulatory and service quality requirements:

- IATA recommends 5-7 days storage capacity, which may be reduced to three days if delivery is by road vehicles, where the risk of maximum loss is low.
- Airline service level agreements

2.2 Investment Objectives

The project seeks to:

- Provide sufficient fuel capacity for peak operational day
- Provide operational resilience, contingency and continuity of operations
- Minimise risk and cost of disruption due to aircraft fuelling
- Be deliverable within planning, environmental, and funding constraints

3. Do-Nothing / Do-Minimum Case

Given the forecast growth in aviation fuel demand, a Do-Nothing scenario is not feasible. From a Do-Minimum perspective, a potential strategy would be to progress expansion of the existing fuel farm through a commercial delivery model, whereby the facilities are provided and funded by a third party and costs are recovered through fuel-throughput charging mechanisms rather than via the CIP.

Under this approach, limited funding from the Capital Planning Study project would be allocated to undertake a feasibility assessment to inform and support a subsequent commercial tender process.

4. Long List of Options

An initial long list of options was developed, including:

- Expansion of existing fuel farm- 2 options
- Relocation of fuel farm to the west- 3 options

Two strategic alternatives were assessed from a feasibility perspective: expansion of the existing fuel farm at Corballis and relocation of the fuel farm to a new western location, each comprising several sub-options. Given the uncertainty associated with the West Lands development, together with the extended planning, construction, and system-integration timelines, expansion of the existing Corballis fuel farm is proposed for inclusion in CIP27 as an interim solution to meet near-term capacity requirements.

5. Shortlisted Options

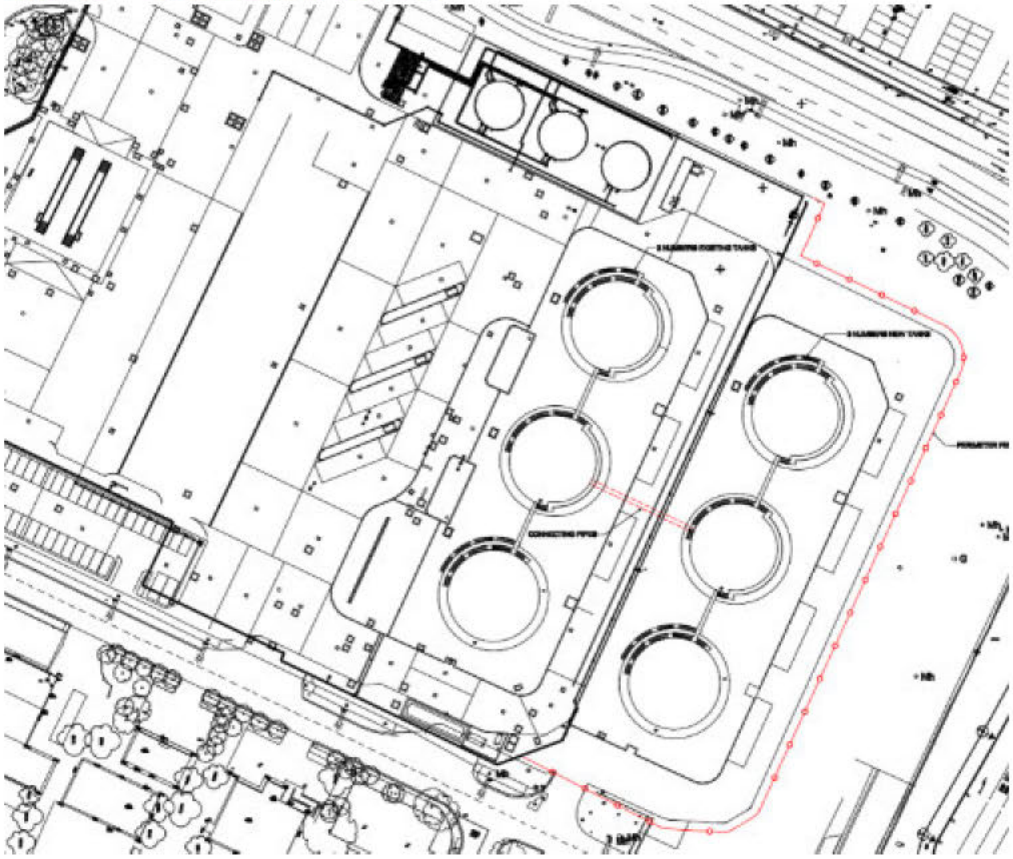
Option 1: Expansion of Corballis Fuel Farm into the Cargo 6 footprint (Preferred)

- Installation of 3 tanks in the area of Cargo 6, abeam current fuel farm, loading bays and hardstanding for parking, road alignment, pollution control
- Extension to an existing welfare building.
- Demolition of Cargo 6 and associated buildings, relocation of WFS tenants and daa IT
- Interim expansion of the fuel farm, before full relocation of the fuel storage facility in the future
- Capacity Gain: High in short term

Exhibit 1 – Pros and Cons

Pros	Cons
Relatively straight forward demolition works and delivery.	Interim solution with full fuel farm relocation in future required.
New tanks can be installed with minimal operational disruption to the existing operation.	Cargo 6 and the daa IT facilities will require relocation.
Engineering and construction logistical considerations are contained within a new remote project site.	
Existing roads do not require any changes, and the three new tanks do not impinge on any road network.	
The offload bays can be replicated as per the existing operation ensuring continuity and familiarisation for drivers	
Retains the existing welfare facilities, bowser parking and washing.	

Exhibit 2 – Concept Layout Option 1



Option 2: Expansion of Corballis Fuel Farm on existing footprint

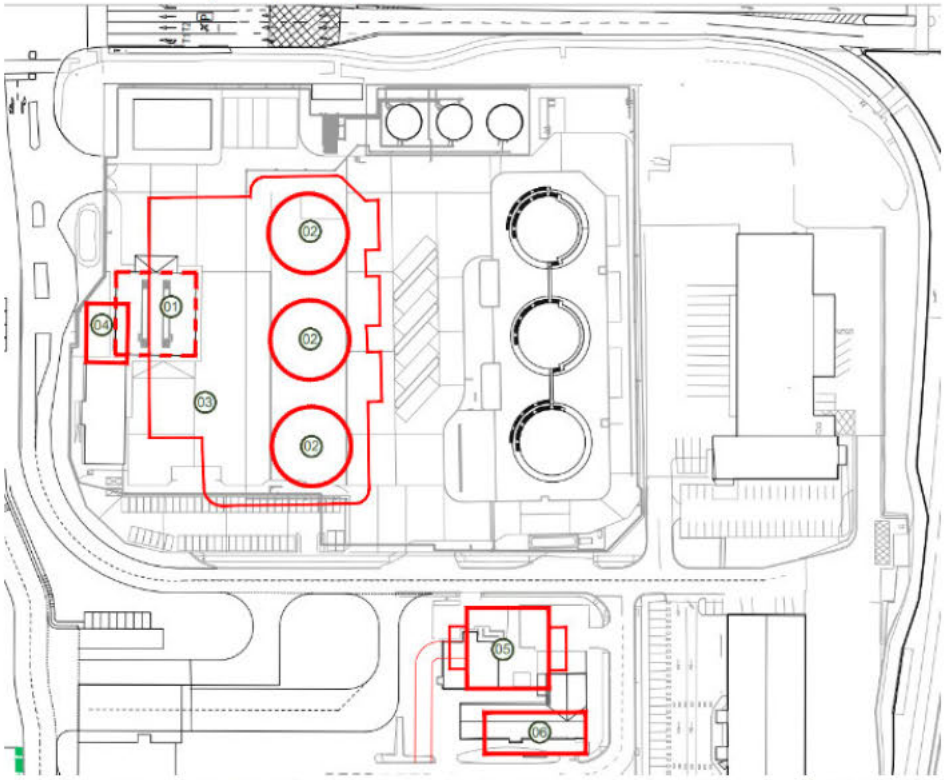
- Installation of 3 tanks in the existing footprint of Corballis Fuel Farm, area currently used for loading and fuel deliveries, loading bays and hardstanding for parking, roads realignments, drainage and pollution control
- Demolition, relocation and provision of new refuellers welfare facility
- Interim expansion of the fuel farm, before full relocation of the fuel storage facility in the future
- Capacity Gain: High in short term
- This option is not considered viable due to the risks identified with respect to a difficult project delivery from an engineering perspective and compromised operations during construction and after completion

Exhibit 3 – Pros and Cons

Pros	Cons
All major infrastructure remains within existing site footprint	High operational impact and disruption during construction, insufficient project site for delivery and confined area for vehicle operations

Welfare and vehicle wash facilities can be provided nearby	Requires careful phasing and stakeholder coordination
	Welfare facilities would need to be relocated offsite along with bowser parking and washing facilities

Exhibit 4 – Concept Layout Option 2



01	Fuel Bowser Wash Building to be demolished c. 600sqm	04	Extension to Fuel Farm Welfare Buildings c. 200sqm
02	New Fuel Tanks	05	New Fuel Bowser Wash Building
03	New tank loading area and pipelines	06	New Fuel Farm Welfare Buildings c. 300sqm

Option 3: Relocation of Fuel facility to new location

- New Fuel facility in a location, most likely west, with provision of 5+ tanks, safeguarding with 7 tanks in total and future alternatives such as hydrogen
- Significant enabling works and integration into existing fuel system, changes to boundary, road provision/ alignment
- Construct additional tanks in the West and decommission Corballis site when required
- Various design options possible with existing Corballis site- ranging from aircraft stands to hangar
- Capacity Gain: High in long term
- Due to the uncertainty of the Westlands development and the lengthy planning and construction/ delivery process and the complex integration into existing systems, this option is not viable for proposal in the CIP27

Exhibit 5 – Pros and Cons

Pros	Cons
Long-term capacity solution	High capital cost
Safeguarded for future aviation fuels, such as hydrogen	Long delivery timescale
Offers expansion opportunities of existing Corballis site for operational use- aircraft stands/ hangar	Uncertain final location

6. Option Assessment Summary

Criteria	Option 1	Option 2	Option 3
Strategic Fit	Medium	Low	High
Capacity Delivered	High	High	High
Safety Impact	Low	Medium	Low
Sustainability Impact	Medium	Medium	Medium
Deliverability	Medium	High	High
Planning Risk	Medium	Medium	High
Affordability	Medium	Medium	High

7. Preferred Option

Option 1 Expansion of the Corballis Fuel Farm into the Cargo 6 footprint is recommended as the preferred solution, as it meets forecast capacity requirements, involves relatively straightforward demolition and construction works, and can be delivered with minimal operational disruption. The option allows new fuel tanks to be integrated into the existing fuel system as they become available, enabling phased delivery where required but reliant on the relocation of the Cargo operation to the East lands.

This option represents the best value for money and carries the lowest overall delivery and operational risk. The recommendation is, however, subject to the outcomes of the consultation process and confirmation of overall programme affordability.

Should overall CIP funding become constrained, an alternative delivery approach through a commercial proposition, supported by a third-party provider, may offer a more optimal and cost-effective delivery mechanism.

DublinAirport

Capital Investment Programme 2027 - 2031

Appendix 2 - Capital Opex Methodology Report



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1 Introduction

This section outlines the methodology and cost headings for estimating Operational Expenditure required for the continuous operation of CIP27 delivered projects.

1.1 Operational Expenditure in CIP27

In conjunction with the capital project costs, the CIP27 costing exercise includes a forecast of the annual operational expenditure (OpEx) associated with the proposed projects and represents the costs required to operate, maintain and sustain infrastructure projects once they are delivered and in service.

Estimating operational expenditure alongside capital costs is essential in providing a complete picture of the long-term financial commitment associated with the investment and ensures informed decision making, supports budgeting and funding strategies and helps stakeholders understand the true cost of an asset over the period of the CIP (and the asset's life cycle).

Whilst capital expenditure (CapEx) covers the upfront investment for design, construction, escalation and contingency, OpEx has been estimated to encompass;

1. Repair and Maintenance
2. Rent and Rates
3. Energy & Water
4. Technology Operating Costs
5. Insurance
6. Cleaning Contracts & Materials
7. Employee Related Overheads
8. Others

The operational expenditure headings are shaped by the diverse mix of projects included within the capital investment programme, each carrying its own long-term cost implications. The annual running costs associated with CIP27 span a broad spectrum of initiatives, from upgrades to electrical supply networks and the construction of new piers to major hangar relocations, facility refurbishments, and technology-driven improvements. Although these projects differ in scale and complexity, they all generate ongoing operational demands—maintenance, energy consumption, staffing, system support—that must be anticipated from the outset.

Effective airport expansion relies not only on securing capital funding for construction but also on ensuring that sufficient follow-up resources are in place to operate, maintain, and optimise the new assets. Without a realistic and well-planned OpEx provision, even well-designed infrastructure can fall short of delivering the intended capacity, efficiency, and service-quality benefits.



1-Charging Network 2-Solar PV and Energy Storage 3-Pier 1 East 4- MRO Relocation & Utilities 5-Terminal 2 CBP and Transfer Extension 6- Pier 5 7-MV/HV Network Expansion 8-Integrated Transport Hub 9-OCTB Bussing Lounges 10-Security Innovation

1.2 Methodology

OpEx forecasting for capital projects at Dublin Airport is not commonly undertaken and changes in costs and work practices in recent years, renders many existing cost data obsolete. The CIP27 OpEx forecast endeavours to overcome the lack of applicable cost information by generating estimates based on preliminary information available at the time of CIP preparation and in varying degrees of completeness which was supplemented by input from relevant subject matter experts employed in various departments of Dublin Airport. The preferred approach was to distil all available information to arrive at a unit rate for each expected item of cost – these rates could then be applied on other projects or modified to suit local efficiencies or constraints. In all cases, estimates have been prepared from first principles using the best available information.

All costs are estimates based on 2025/2026 values; inflation for projects deliver later in the CIP programme has not been considered.

2 OpEx Cost Headings

2.1 Repair and Maintenance

This metric used a combination of approaches depending on the project in question. Common areas such as terminal space or other buildings have been estimated based on an assumption of asset management visits and consumables in maintaining the asset.

Maintenance of baggage equipment uses a similar methodology where equipment is a minor addition. For larger installations a percentage of the capital cost is applied.

External works and pavement are estimated as being under a standard rate derived from Asset Management experience maintaining large scale apron pavement areas over many years.

2.2 Rent and Rates

Rent (payable or receivable) is not a factor that is considered in this estimate.

Commercial Rates payable to the local authority are levied on commercial space but there are multiple types of space at Dublin Airport which make a contribution to the commercial activities of the airport and others which are ancillary in support of the Operations activities with no direct revenue generating function; without a clear guide on their application, rates have been applied to buildings add a property value to the airport campus, either by upgrade, extension or the construction of new commercial property.

Input from the Dublin Airport finance department has yielded a total amount paid to Fingal County Council with limited breakdown per building or building type which was used to determine a generic rate per square metre.

2.3 Energy and Water

Detailed advice has been received from the Asset Management team of Dublin Airport who provided energy and water costs, expected consumption rates and amounts receivable in cases of charges to customers.

Estimates for energy use consider the type of building concerned. The majority of projects provide new or improved fabric and equipment with anticipated improvements in energy performance being included in future energy forecasts for each project.

2.4 Technology Operating Costs

This cost heading applies exclusively to the installation of security equipment in terminal screening areas, gate posts or security training facilities and uses a percentage of equipment cost to establish an

operating cost in accordance with guidance provided by security and procurement teams at Dublin Airport.

2.5 Insurance

In a similar manner to the Rates calculation above, insurance costs were pro-rated across proposed projects on a square metre basis. When calculated, a rate of €2.11 was derived and applied to new building projects.

2.6 Cleaning Contracts & Materials

This category of OpEx, where it applies, is second only to Repair & Maintenance in terms of annual spend. Assessment of current resource with the addition of management fees and overheads resulted in an approximate rate of €35 per square metre which was applied to all new building and extension projects. Overall, demand for cleaning is driven by washrooms but in areas of building where no new washrooms are introduced, and unless stated, this rate has been applied for consistency.

2.7 Employee Related Overheads

In the event that a project increases capacity and requires an increase in support staff such as passenger advisors or security staff (but excluding cleaning), the cost has been captured here. A general hourly rate reflecting the current ASU rate of pay has been used throughout with an estimate of hours pending further information at a more detailed design and operational planning stage.

2.8 Others

Only one project has attracted costs under this heading. As part of the 'OCTB Bussing Gates' the operation of busses to enable this project has been classified as 'Other'.

3 OpEx Cost Summaries

This section outlines the operational expenditure required for the highest value (in OpEx terms) projects in CIP27 – together, these projects represent 75% of the overall development OpEx in CIP27.

3.1 27.01.02A – Charging Network

CapEx €60.9m OpEx € -278k

Inclusive of forecast repair & maintenance costs, this project is expected to generate a significant operational saving through charges to customers for consumed electricity as well as advancing the airport's NetZero 2050 ambitions.

3.2 27.01.03 – Solar PV and Energy Storage

CapEx €147.2m OpEx € -1.3m

The Solar PV installation is expected to produce the equivalent of [redacted] in electricity if it were purchased at current commodity prices. At full capacity output, the PV farm would remove the need for Dublin Airport to import [redacted] of electricity from the national supply network; standing charges and maintenance costs reduce the net saving to [redacted].

3.3 27.02.02A – Pier 1 East

CapEx €686.9m OpEx € 4.7m

The Pier 1 Extension project is a major development incurring significant on-going operational costs in order to sustain its use. The total operational estimate consists the following:

OpEx Heading	Amount (€'m)
Repair and Maintenance	[redacted]
Commercial Rates	[redacted]
Energy & Water (net of savings)	[redacted]
Insurance	[redacted]
Cleaning	[redacted]
Staff Costs	[redacted]

3.4 27.02.02B – MRO Relocation & Utilities

CapEx €158.8m OpEx € 0.7m

To facilitate the Pier 1 East project, several maintenance hangars currently located on the North Apron will be moved to a section of the western campus that does not yet have utility services or security infrastructure. These will be installed and managed as part of this project. Subject to design and operational decisions, projected annual costs consist of a saving in energy from demolished hangars ([redacted]), additional costs to operate the new security post with staff ([redacted]) and security equipment ([redacted]) as well as maintenance of new utilities ([redacted]).

3.5 27.02.04 – Terminal 2 CBP and Transfer Extension

CapEx €158.9m OpEx € 1.5m

The CBP extension will add approximately 10,000 sq.m of new floor space in a complex configuration with substantial security apparatus and is expected to generate an uplift in operational costs as follows:

OpEx Heading	Amount (€'m)
Repair and Maintenance	[redacted]
Commercial Rates	[redacted]
Energy & Water (net of savings)	[redacted]
Technology Operating Costs	[redacted]
Insurance	[redacted]
Cleaning	[redacted]
Staff Costs	[redacted]

3.6 27.02.05A – Pier 5

CapEx €451.6m OpEx € 3.8m

This project includes a new pier generating annual costs under a range of operational headings estimated as:

OpEx Heading	Amount (€'m)
Repair and Maintenance	[redacted]
Commercial Rates	[redacted]
Energy & Water (net of savings)	[redacted]
Insurance	[redacted]
Cleaning	[redacted]
Staff Costs	[redacted]

3.7 27.02.12 – MV/HV Network Expansion

CapEx €389.7m OpEx €1.1m

In developing capacity at Dublin Airport significant cost will be expended in delivering support projects which will add to the on-going operational costs. In the case of the MV/HV expansion project, these costs apply exclusively to repair and maintenance calculated on basis of existing service agreements.

3.8 27.02.14 – Integrated Transport Hub

CapEx €145.9 OpEx €456k

OpEx for the proposed ITH is based on early stage concept design and yet to be developed operational strategies. The estimate includes anticipated costs including repair & maintenance ([redacted]), cleaning ([redacted]) and the potential for commercial rates ([redacted]).

3.9 27.02.47 – OCTB Bussing Lounges

CapEx €8.1m OpEx €2.9m

There is no anticipated increase in operational costs associated with the building or gate infrastructure but based on current bus gate operations, bussing costs are expected to run to [redacted] per annum.

3.10 27.05.11 – Security Innovations and Technology

CapEx €7.5m OpEx €0.5m

Efficiencies in passenger processing often achieved through the introduction of new technologies. In this project, new equipment to enhance passenger count, virtual queueing, AI assisted cabin baggage processing and threat image protection will add [redacted] in technology operating costs.

DublinAirport

Capital Investment Programme 2027 - 2031

Appendix 3 - Capital Delivery Capability and Readiness Report



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1 Executive Summary

1.1 Proven Capability in Infrastructure Delivery

Dublin Airport has a well-established, demonstrated capability to plan and deliver major infrastructure programmes within a live, high intensity operational environment. Over more than two decades, Dublin Airport has successfully delivered complex airfield, terminal, campus and systems infrastructure, including the North Runway, Terminal 2, Hold Baggage Screening Standard 3 (HBS3) upgrades, extensive taxiway and apron rehabilitation works, and multiple terminal multi-asset enhancement programmes, while maintaining safe, secure and resilient operations for millions of passengers each year.

Infrastructure delivery is therefore not ancillary to airport operations, it is a core enabler of safety, regulatory compliance and efficient airport functionality. Sustained investment in and delivery of infrastructure is essential to maintain operational integrity, manage demand safely, and ensure the airport can meet its statutory and service obligations within a constrained and regulated environment.

1.2 A Mature and Scalable Delivery Organisation

Dublin Airport operates a mature, multidisciplinary infrastructure delivery organisation with deep capability across programme management, engineering, commercial management, statutory planning, construction, HSEQ, risk and project controls. This core capability is underpinned by a scalable Integrated Delivery Partner (IDP) model, providing rapid access to additional capacity and specialist expertise, while maintaining strong governance, accountability and continuity of knowledge. Infrastructure delivery output has increased materially in recent years, rising from approximately €111 million in 2021 to €270 million in 2025, with circa €300 million planned for 2026. This growth reflects deliberate investment in organisational capacity, expanded consultancy and contractor frameworks, strengthened governance and assurance processes, and improved integration with airport operations. Where statutory planning and consenting processed have enabled mobilisation, Dublin Airport has consistently demonstrated its ability to deliver major capital works safely, efficiently and in a manner fully compatible with live airport operations.

1.3 Readiness to Deliver CIP27

Delivering CIP27 at the required scale and pace will require a further step-change in delivery throughput. The foundations to support this increase are already in place, including expanded delivery capability, strengthened governance and assurance arrangements, enhanced commercial and procurement flexibility, and deeper integration across operational, planning and engineering functions. Each of these elements are described in further detail in this report.

In parallel, preparatory works for a substantial number of the projects scheduled for the early years of the CIP27 period are already underway. This early progress positions Dublin Airport to mobilise rapidly once the required regulatory approvals and consenting conditions are secured.

1.4 Purpose of This Report

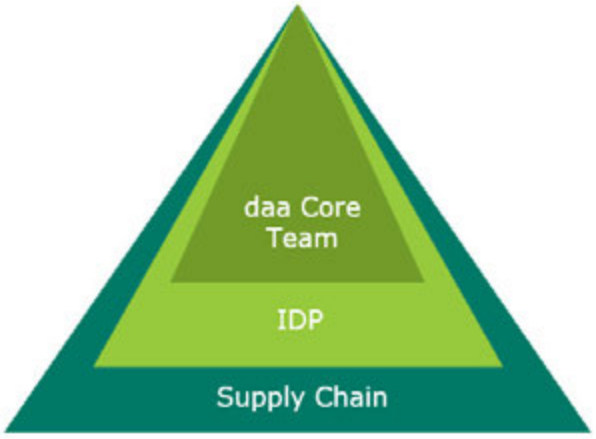
This report responds directly to feedback from airlines regarding Dublin Airport's readiness to deliver CIP27. Its purpose is to provide a clear, evidence-based overview of the organisational structures, governance frameworks, market engagement, delivery capacity and planning capability that collectively underpin the airport's ability to successfully deliver a multi-year capital investment programme of the scale and complexity envisaged under CIP27.

2 Delivery Capability: Key Components

2.1 Overall Delivery Model

Dublin Airport operates an integrated delivery model that has been developed and strengthened over recent years and is built on a combination of permanent in house expertise and scalable external support provided by an Integrated Delivery Partner (IDP). Together, these elements create a flexible and resilient infrastructure delivery organisation capable of responding to the increased demands of CIP27.

Exhibit 2.1 – Overall Delivery Model



Core In-House Capability

Dublin Airport maintains a permanent, multi disciplinary in house team with deep expertise in project delivery, commercial management, technical disciplines, and HSEQ across all stages of the project lifecycle. This core capability ensures that, as delivery volumes increase during the CIP27 period, the organisation retains a strong and resilient client function with the capacity to set strategic direction, exercise effective governance, and maintain continuity of oversight. The team provides critical institutional knowledge and operational integration across the full CIP lifecycle, from early concept development through to commissioning and handover, thereby underpinning consistent, high quality delivery outcomes.

Integrated Delivery Partner (IDP)

To supplement internal resources and provide the scalability required to meet the demands of a growing capital programme, Dublin Airport employs an Integrated Delivery Partner (IDP) model. This model brings not only surge capacity but exceptional aviation delivery expertise, with direct reach back into the global specialist teams of Turner & Townsend, AECOM, Arup and Wilson James. Collectively, these organisations provide Dublin Airport with access to a vast pool of project management and aviation professionals with proven experience across major international airports including Heathrow, Abu Dhabi, Schiphol, Singapore, LAX, Muscat, Mumbai and Dublin itself.

Through this model, Dublin Airport can rapidly increase the size and capability of its infrastructure delivery organisation to meet peak programme demands, scaling resourcing to multiples of its core team when required. This ensures Dublin Airport can draw quickly on the specialised skills, technical leadership and programme delivery capability required to scale effectively for CIP27. The IDP is engaged on a multi-year renewable framework agreement, which further supports Dublin Airport's commitment to build lasting key supplier relationships which enable us to continue to scale our delivery in a controlled and effective manner.

The IDP delivers:

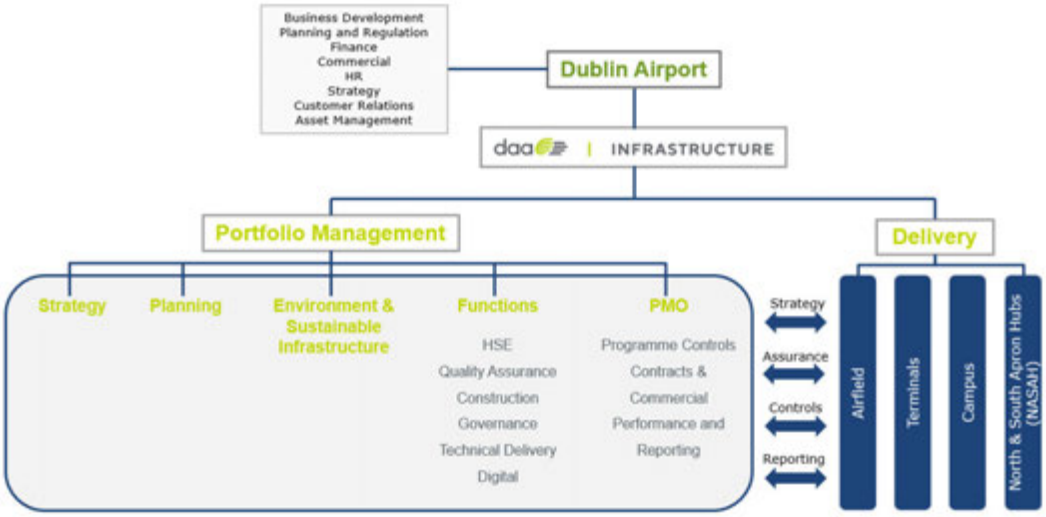
- Aviation specific delivery expertise and global reach-back capability.
- A highly scalable resource pool drawing from several thousand professionals in Ireland and globally allowing resources to flex with programme demand.
- International best practice in governance, scheduling, risk, commercial strategy, logistics, digital delivery and portfolio management.
- Full integration with Dublin Airport governance, safety and assurance, ensuring alignment with operational and regulatory requirements.

This blended resourcing model ensures Dublin Airport has the capacity and capability needed to meet CIP27's significantly increased delivery throughput.

2.2 Delivery Organisation Structure

Dublin Airport has structured its delivery organisation to be capable of managing the increasing volume, complexity, and interdependencies associated with the CIP27 capital programme. The structure integrates dedicated portfolio management and programme delivery functions, providing clear accountability, robust governance, and effective coordination across the programme. This approach ensures that individual projects are managed within a coherent, portfolio wide framework, supporting efficient decision making and consistent delivery performance.

Exhibit 2.2 – Delivery Organisation Structure



Portfolio Management

The key role of the Portfolio Management team is to drive efficient, delivery-informed decision making, and to provide consistent oversight and assurance across the capital programme. This function provides the structure and discipline required to manage a large, multi year investment portfolio and will be instrumental in supporting the higher delivery volumes expected under CIP27. Its purpose is not only to ensure control and compliance, but to enable informed prioritisation so that the right projects are progressed at the right time, based on risk, value and operational impact.

The team's core responsibilities include:

- Portfolio prioritisation and optimisation, ensuring delivery decisions are aligned with strategic objectives and underpinned by risk based, project informed data.
- Integrated cost and schedule control.
- Risk and change management, ensuring early identification of issues and disciplined control of scope, budget and timelines.
- Governance, compliance and standards assurance.
- Commercial and procurement strategy support.
- Operational interface and stakeholder management to minimise disruption to the live airport.
- Safety, Quality and Environmental oversight across all projects.

Delivery

The delivery team is organised through a matrix structure to coordinate specialist functions and optimise resources. Projects are currently grouped into four delivery programmes to align projects by type, operational interfaces and geographical area:

- Airfield Development Programme,
- Terminals Development Programme,
- Campus Development Programme, and
- North & South Apron Hubs (NASAH).

This structure consolidates expertise, streamlines stakeholder engagement and sequencing, and enables efficient deployment of multidisciplinary teams. Each programme is led by a programme director supported by project managers, commercial leads, project controls and administrative staff. The organisational structure is dynamic and flexible in that it facilitates the introduction of new delivery programmes if required in the future to meet delivery targets.

2.3 Stakeholder Integration and Operational Alignment

Successful capital delivery at Dublin Airport is underpinned by continuous, structured integration between the infrastructure delivery organisation and the airport's operational, security, commercial, and regulatory stakeholders. As the CIP27 programme is expected to materially increase delivery throughput, the operating model has been deliberately designed to scale in a controlled and predictable manner, while maintaining close alignment with end users and safeguarding operational resilience.

The delivery model embeds clear accountability, defined interfaces, and repeatable processes to manage operational risk across a growing and increasingly complex portfolio. Accountability for the operational interface is explicitly defined within the governance structure. Programme Directors, supported by Capital Development and Programme Sponsors, provide a single, coordinated point of engagement with Operations, Security, Commercial, Asset Management, regulatory authorities, airlines, and other key stakeholders. This model ensures that operational requirements are clearly articulated, consistently applied, and traceable from project inception through to delivery and handover.

Operational integration is achieved through a suite of established systems and processes that reflect industry best practice for large, live operational environments, including:

Early and Structured Operational Engagement

Operational stakeholders are formally involved from the earliest stages of project definition, option selection, design development, and construction phasing. This ensures that operational feasibility, safety, security, and resilience considerations are designed into projects from the outset, rather than addressed retrospectively through mitigation.

Portfolio Level Planning, Sequencing and Control

Construction activity across terminals, airfield, and the wider campus is planned and coordinated at portfolio level, rather than on a project by project basis. This is supported by established Management

of Change processes and forward looking programme controls, enabling cumulative operational impacts to be identified, assessed, and actively managed as delivery volumes increase.

Disciplined Operational Readiness and Handover

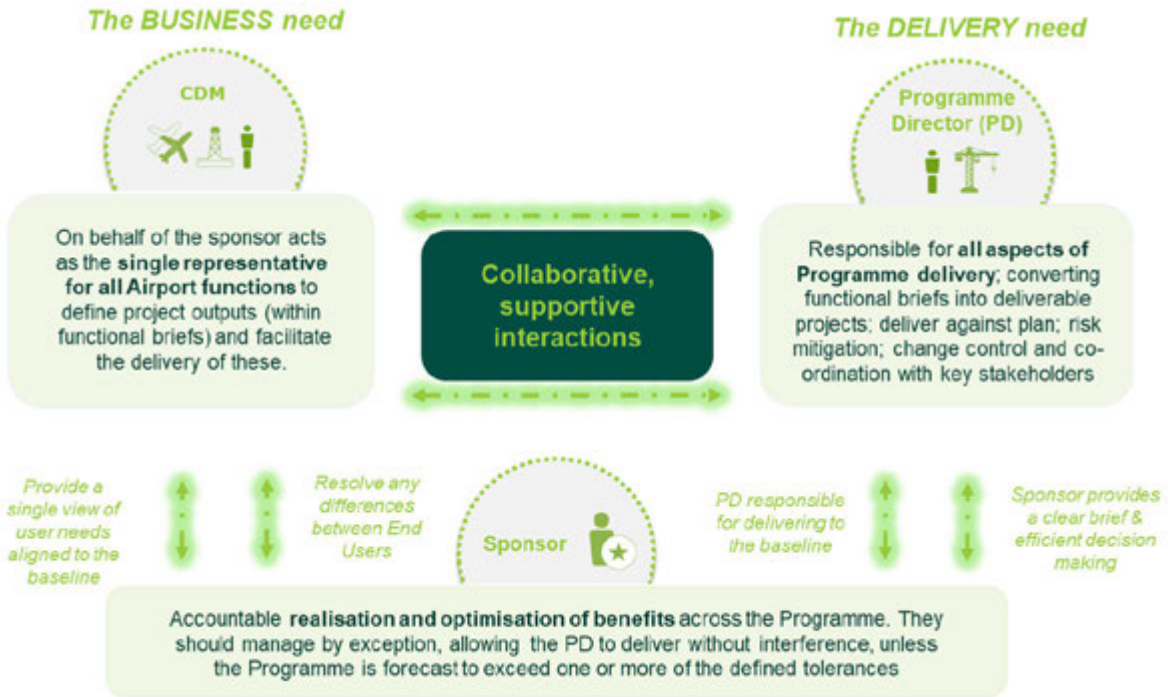
Structured operational readiness, testing, commissioning, and handover processes are applied consistently across the portfolio. These processes ensure that new or modified assets are fully tested, integrated with operational procedures, systems, and passenger processes, and demonstrably ready for service prior to entry into operation.

Governance Led Protection of End User Outcomes

Programme governance arrangements provide active assurance that projects continue to deliver the operational, commercial, safety, and customer outcomes approved at investment decision stage. Change control, benefits management, and sponsor oversight ensure that scope, cost, and schedule decisions remain aligned with end user and regulatory expectations.

This integrated, controls led operating model enables Dublin Airport to increase delivery throughput during the CIP27 period in a disciplined and resilient manner. By maintaining strong client side capability, clear accountability, and portfolio wide coordination, the programme can be scaled while preserving safe operations, service continuity for passengers and airlines, and compliance with regulatory and assurance requirements.

Exhibit 2.3 – Governance Led Protection of End User Outcomes



2.4 Programme and Portfolio Governance

Dublin Airport has a mature and proven governance framework that provides disciplined oversight of its capital programme and is fully capable of scaling to meet the demands of CIP27. It applies to all capital projects across Dublin Airport and is designed to ensure:

- Clear decision making at the appropriate level,
- Consistent planning and control, and
- Effective risk allocation across the portfolio.

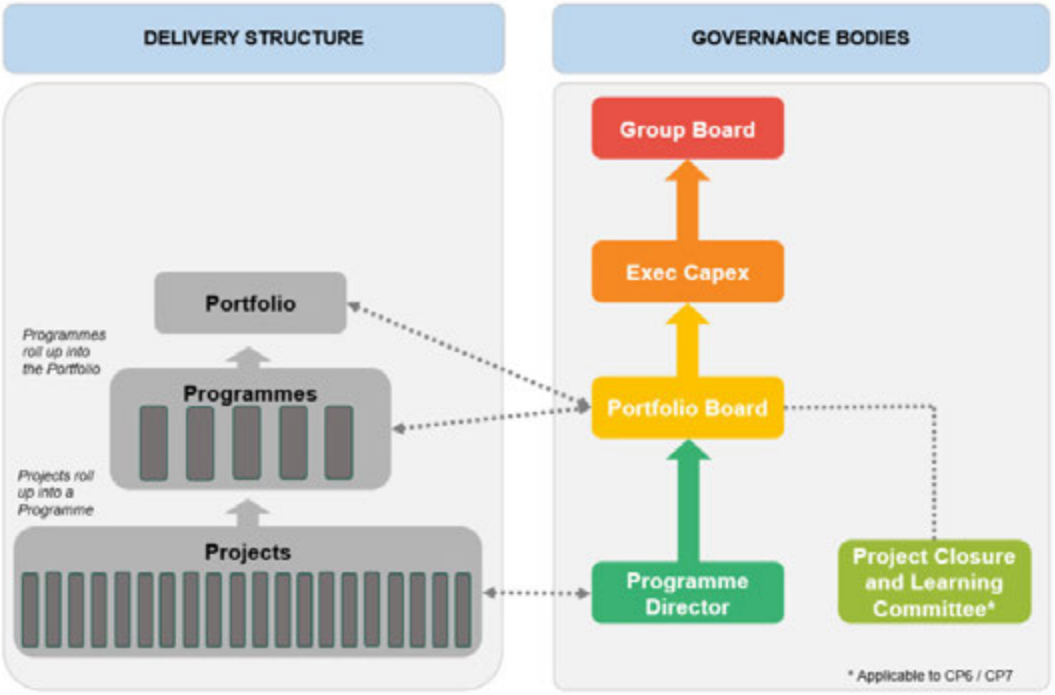
This creates the predictability, transparency and control needed for a programme of CIP27's scale and complexity.

Governance Bodies and Oversight Structure

Dublin Airport has adopted a tiered structure of approval bodies which is aligned with the infrastructure delivery organisation structure to ensure appropriate oversight of all projects:

- Project Initiation Committee aligns projects with strategy at the outset.
- Portfolio Board provides monthly strategic direction and approves smaller projects (<€500k).
- Exec Capex reviews and approves mid value projects (>€500k - <€10m).
- Group Board provides the highest level of scrutiny and approves major investments (>€10m).

Exhibit 2.4 – Governance Bodies and Oversight Structure

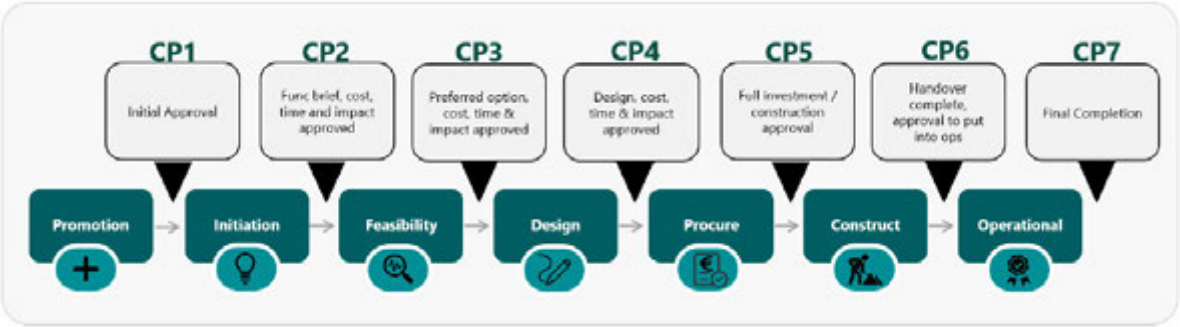


Control Point Lifecycle

All projects are governed by a structured CP1–CP7 lifecycle, comprising defined control points that support informed decision making by airport stakeholders and provide an appropriate and proportionate level of assurance at each stage of development. This framework ensures that end user requirements and sponsor approval are embedded throughout the delivery lifecycle, enabling project teams to proceed with clarity and confidence.

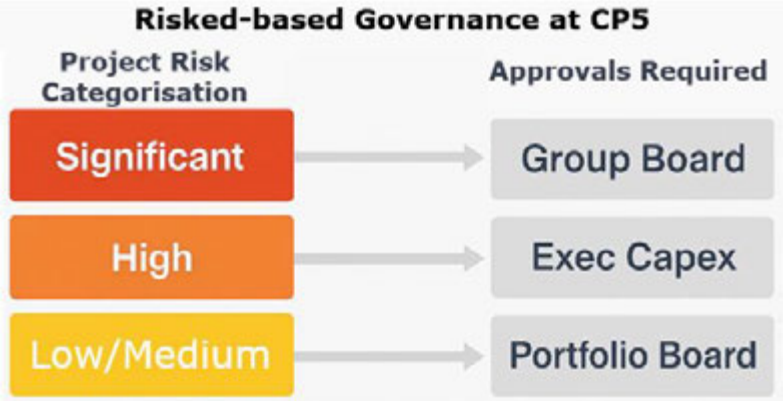
Where justified by project scale, risk profile, or urgency, and subject to appropriate governance approval, projects may progress through one or more control points on a fast tracked basis. This flexibility allows timely delivery while maintaining overall programme control and assurance standards.

Exhibit 2.5 – Control Point Lifecycle



Each project is assigned a Governance Risk Categorisation at CP1, ranging from Low to Significant, based on a combined assessment of cost and delivery complexity. This categorisation determines the level of governance, assurance, and oversight applied, ensuring that controls are proportionate to the scale and risk profile of the project. This risk based approach enables Dublin Airport to deploy governance capacity efficiently, focusing enhanced scrutiny and assurance where it is most required while maintaining effective control across the wider portfolio.

Exhibit 2.6 – Risk Based Governance at CP5



Integration with the StageGate Process

For major regulated projects, Dublin Airport's internal governance arrangements are complemented by the StageGate process, which provides an independent, expert third party validation of project scope, cost efficiency, and value for money. StageGate facilitates structured and transparent engagement with airlines, the Irish Aviation Authority (IAA), and the Independent Fund Surveyor (IFS), providing an additional layer of scrutiny beyond internal controls.

Operating alongside Dublin Airport's established governance framework, StageGate strengthens cost certainty, enhances regulatory compliance, and provides early and informed clarity on the eligibility and allowability of expenditure. This coordinated assurance approach reinforces financial discipline, transparent oversight, and stakeholder confidence, ensuring Dublin Airport remains well positioned to deliver the CIP27 programme efficiently and in line with regulatory expectations.

Programme-Level Risks and Mitigations

Delivering CIP27 presents a number of inherent programme-level risks arising from its scale, complexity and delivery within a live operational environment. Dublin Airport has identified and actively manages these risks through established governance, assurance and mitigation measures. More information is provided on risk later in this report.

2.5 Market Capability and Commercial Frameworks

Dublin Airport has progressively built a suite of design and construction frameworks that support efficient and flexible capital delivery. These frameworks have been significantly expanded in recent years, materially increasing the airport's ability to scale its delivery capacity to the levels required for CIP27. This expansion has broadened the pool of design consultancies, specialist advisors, and construction contractors available to the airport, providing:

- Greater depth of resources, technical expertise, and multidisciplinary capabilities across all delivery stages.
- The ability to mobilise a broader segment of the supply chain rapidly, supporting accelerated programme initiation.
- Enhanced competition across key design and construction disciplines, helping ensure value for money.
- Increased resilience and continuity of delivery capacity, reducing dependency on individual suppliers.

Contract Structure

Dublin Airport was an early adopter of the NEC suite of construction contracts through its framework arrangements. The use of NEC has been positively received by the engineering, consulting, and contracting markets, reflecting its emphasis on collaboration, transparency, and proactive risk management.

The NEC frameworks provide flexibility in the choice of commercial model, including lump sum and target cost options, allowing contractual arrangements to be appropriately aligned to the scale, risk profile, and complexity of individual projects. This approach supports efficient delivery while maintaining strong cost control and shared incentives for performance.

The adoption of these contracting strategies has been a deliberate measure to enhance Dublin Airport's attractiveness as a client, support sustained engagement with the supply chain, and ensure sufficient market capacity and capability to deliver the capital programme effectively.

Expanded Design Capability

Dublin Airport now maintains a comprehensive set of multidisciplinary design frameworks that cover:

- Architecture and masterplanning,
- Civil and structural engineering,
- MEP engineering,
- Specialist aviation systems (baggage, security, ICT), and
- Sustainability, fire engineering and safety.

This framework suite provides access to seven of the main international engineering multi-disciplinary consultancies operating in Ireland with the capacity to take on multiple large complex work packages simultaneously.

Construction Delivery Capability

Construction delivery capability is structured across three tiers, Major, Medium and Minor Works, each aligned to different project value scales. This tiered model provides Dublin Airport:

- Multiple Tier 1 options for large, complex, multi year projects/programmes,
- A larger pool of medium scale Tier 1 & 2 contractors, and
- Improved responsiveness for frequent smaller works through expanded rotational minor works frameworks.

2.6 Logistics and Compound Infrastructure to Support Higher Throughput

To support the scale of activity expected under CIP27, Dublin Airport is significantly scaling up its construction logistics capacity with a coordinated programme of new and expanded compounds, logistics hubs, storage facilities, and office/welfare infrastructure across the campus. Current and committed airfield, terminal, and campus compounds are being supplemented by a network of proposed airside and landside logistics hubs and contractor compounds to support phased delivery of major works.

The development of a Consolidated Security and Screening Centre (CIP27.02.15) with dedicated contractor parking, shared storage, skip bays, and new access arrangements, is designed to centralise material handling and improve efficiency. Additional northern and southern compounds are being prepared to accommodate contractor parking, long term compound zones, and staging areas (CIP27.07.02).

A structured programme of phased commissioning and relocations is already underway, ensuring that construction teams have the space, access, and operational support needed to deliver multiple concurrent CIP27 packages.

Exhibit 2.7 – Logistics and Compound Infrastructure



2.7 Planning and Consenting Capability

Effective planning and consenting are fundamental to delivering a major capital programme within a live airport environment, and Dublin Airport has established a dedicated Infrastructure Planning Team to manage this critical function. Over recent years, Dublin Airport has strengthened and expanded its planning capacity in recognition of the increasing scale and complexity of upcoming capital programmes. This team provides early strategic guidance, coordinates statutory processes, and integrates planning requirements into project development to minimise delay and uncertainty across the programme.

Infrastructure Application (IA)

Many of the CIP27 projects are included in the ongoing Infrastructure Application (IA) which was lodged in December 2023. Although the outcome of the IA cannot yet be known, it is anticipated that the assessment process will reach conclusion by the end of 2028, allowing major projects to mobilise from 2029 onwards.

Driving Planning Improvements

Dublin Airport remains deeply engaged with national bodies and legislative consultations to address systemic barriers delaying critical airport infrastructure. Through regular, high-level engagement across Government Departments and Ministers, Dublin Airport regularly highlights the procedural challenges within Ireland's planning, regulatory and procurement systems, pressing for streamlined planning pathways, wider exemptions for strategic airport projects and coordinated national infrastructure planning to ensure timely delivery of essential projects supporting Dublin Airport's growth and Ireland's connectivity.

Until such reforms are implemented, Dublin Airport will continue to engage proactively with the appropriate authorities and work to positively coordinate planning submissions and secure successful outcomes as efficiently as possible.

Project Screening and Categorisation

Early planning assessment is a critical enabler of successful delivery under CIP27. An initial screening exercise has been completed for all projects in the investment portfolio, identifying the full range of planning pathways required, including:

- Projects that do not require Planning Permission under statutory Exempt Development provisions; and
- Projects that require Planning Permission, within which the following subcategories apply:
    - Projects requiring an Environmental Impact Assessment Report (EIAR),
    - Projects requiring an Aircraft Noise Competent Authority (ANCA) assessment under EU Regulation 598/2014,
    - Projects requiring neither EIAR nor ANCA, and
    - Projects requiring both EIAR and ANCA.

This screening will be revisited at the outset of each project to validate requirements, confirm assumptions, and ensure that planning risks are understood and managed proactively, reducing the risk of rework, delay or misaligned procurement.

The table below lists the key CIP27 projects and their associated planning pathways as per the initial screening exercise. As shown, a key feature of CIP27 is that many of the major projects are already in progress within the planning system, either through the Infrastructure Application, standalone applications, or existing consents. For some projects, Dublin Airport has proactively advanced the planning process ahead of the regulatory determination putting the organisation in a strong position to deliver the projects within the CIP27 period as planned.

Exhibit 2.8 – Project Screening and Categorisation

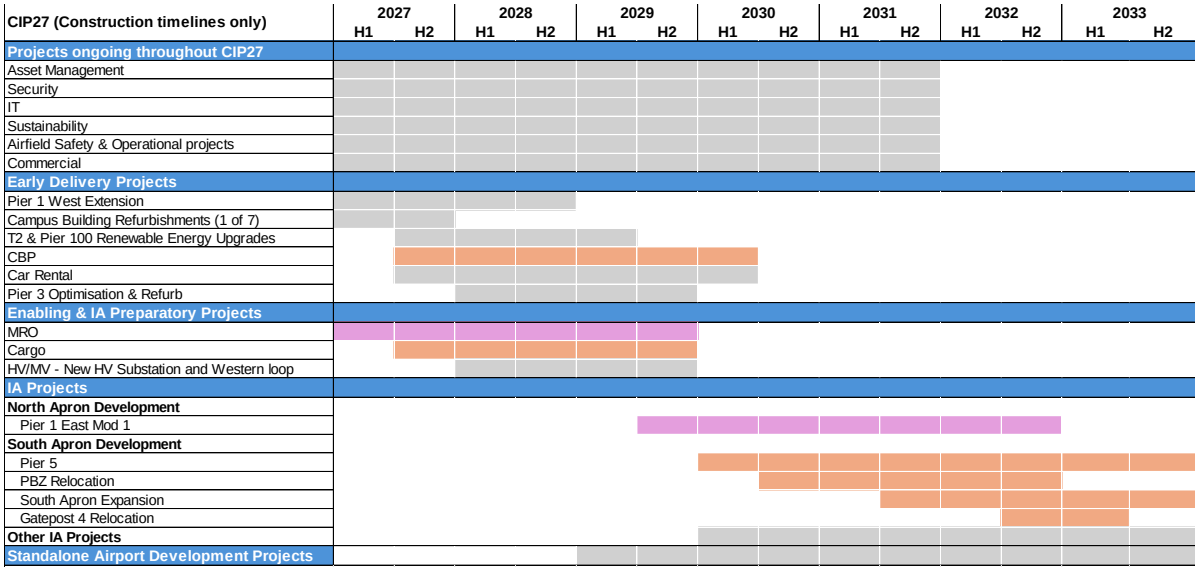
Project	Value (€m)	Planning Pathway
Pier 5	451	Included in the IA
South Apron Expansion	240	Included in the IA
Pier 1 East Mod 1	323	Included in the IA
Pier 1 East Mod 2&3	363	Planning application required. ANCA & EIAR expected.
MRO (plus utilities)	159	Planning application required. EIAR expected. ANCA TBC.
Terminal 2 CBP and Transfer Extension	159	Planning approved for base design. Planning amendment application to be submitted for three-storey design.
Solar PV and Energy Storage Projects	147	Planning application required. EIAR unlikely.
Integrated Transport Hub (ITH)	146	Included in the IA
HV/MV Substation and Western loop	390	Ducting Exempt. Planning application required for new HV substation.
T2 Renewable Energy Upgrades (geothermal)	108	EIAR not required. Planning application required. EIAR required.
Eastlands Cargo	107	Planning application submitted.
Pier 2 Optimisation and Refurbishment	89	Planning application required for External Cladding.
Car Rental Project	84	Planning application required. EIAR unlikely.
Consolidated Security and Screening Centre	66	Planning application required. EIAR unlikely.
T2 Check-in and Sortation Optimisation	65	Planning application required.
Pier 3 Optimisation and Refurbishment	55	Planning application required for External Cladding.
South Apron PBZ Relocation	41	Included in the IA
Pier 1 West Gate Extension	34	Planning approved.
Aviation Security Training Organisation Relocation	27	Planning application required.
Junctions Upgrades	26	Included in the IA

CIP27 Phasing Overview

The phasing of CIP27 has been developed to ensure that the airport can progress essential enabling works early, maintain operational resilience throughout construction, and then move at pace on the Infrastructure Application (IA) projects once consent is secured. The programme will deliver works across the entire CIP period and is expected to continue beyond 2031 and into the next CIP period. The overall sequencing is structured into the following main project groupings:

- Projects ongoing throughout the CIP27 period,
- Projects advanced for early delivery,
- Enabling and IA preparatory projects,
- IA projects, and
- Standalone Airport Development projects.

Exhibit 3.1 – Concept High Level CIP27 Delivery Programme



Dedicated Programme teams and Parallel Workstreams

As outlined earlier in this report, the infrastructure delivery organisation is specifically structured to support this phased approach, with dedicated programme teams for Airfield Development, Terminals Development, Campus Development and NASAH. Each programme is led by its own Programme Director and supported by project managers, commercial specialists, and project controls teams, enabling multiple workstreams to progress in parallel. This avoids organisational bottlenecks and enables the organisation to manage a significantly higher delivery throughput while aligning closely with Operations to minimise disruption throughout the CIP27 period.

Projects ongoing throughout the CIP27 Period

A substantial portfolio of core projects will be delivered on a rolling basis throughout the CIP27 period. These projects are drawn from the following workstreams:

- Asset management,
- Security,
- IT,
- Commercial,
- Airfield operational and safety projects, and
- Sustainability.

These works, covering asset renewals, building fabric upgrades, systems enhancements, regulatory compliance, and operational safety and resilience, form an essential backdrop to the delivery of CIP27, ensuring that the airport continues to operate safely, efficiently and in regulatory compliance while major expansion works are underway.

Projects Advanced for Early Delivery

A subset of these projects has been intentionally progressed early through planning, design and stakeholder engagement to enable rapid mobilisation once regulatory consent and funding certainty are in place. These projects address known operational gaps, unlock customer experience benefits and mitigate emerging resilience risks. They include:

- Pier 1 West Extension (CIP27.02.18)
- Campus Building Refurbishments (CIP27.01.08)
- T2 & Pier 1 Renewable Energy Upgrades (CIP27.01.01)
- T2 Customs and Border Patrol (CBP) (CIP27.02.04)
- Car Rental Project (CIP27.03.02)
- Pier 3 Optimisation and Refurbishment (CIP27.02.21)

Advancing these projects now ensures that they can move quickly into procurement and construction once approvals are in place, maintaining programme momentum and supporting continuous operational and customer experience enhancement throughout CIP27.

Enabling and IA Preparatory Projects (2027 – 2029)

In the first years of the CIP27 period, the primary focus is on projects that enable or de risk the delivery of the IA schemes. These works also support the operational resilience necessary to manage major construction on a live airfield. They include the following projects:

- MRO development (CIP27.02.02B) – required to facilitate the demolition of north apron existing hangars, which in turn is essential to enable the delivery of Pier 1 East Mod 1.
- Eastlands Cargo (CIP2702.06) – the Cargo project must be completed to free the land needed for the South Apron development.
- HV/MV Network Expansion (CIP27.02.12) – the new HV/MV substation and Western Loop is a foundational element of the overall HV/MV utility upgrade and underpins resilience and capacity for future terminal and pier expansion, as well as supporting concurrent apron and airfield developments.

All three of these projects are already well progressed in design, stakeholder engagement and planning preparation, reflecting their importance as first movers in the wider programme.

IA Projects (2029 onwards)

Although the outcome of the IA cannot yet be known, it is anticipated that the assessment process will reach conclusion by end of 2028, allowing major projects to mobilise from 2029 onwards. Following the IA decision, Dublin Airport will then sequence delivery of the major development works at scale, including concurrent delivery of the North Apron and South Apron expansions, subject to planning readiness and operational constraints.

The Airport will prioritise projects that are most advanced in design, consent and stakeholder readiness, recognising that both schemes may progress together or may require staggered delivery depending on their respective states of preparedness.

Note: The Pier 1 East Mod 1 extension forms part of the IA. The CIP27 proposal for this project (CIP27.02.02A) also includes the Mod 2 & 3 extension which will require its own planning application. Construction for this element of the project is not expected to commence until the mid-2030s.

Standalone Airport Development Projects

In addition to the major enabling and IA dependent works, CIP27 includes a wide range of standalone projects that will be delivered at intervals throughout the period. These schemes are independent of IA outcomes therefore they can progress as soon as design maturity, planning readiness and operational windows align. As such, the timing of their delivery is more flexible.

Asset Management Synergies with Major Works

The delivery of the CIP27 programme will maximise synergies between planned Asset Management (AM) activities and major capital works, ensuring that essential renewals are delivered at the same time as expansion and refurbishment works. Key examples include:

- Coordinating pavement rehabilitation with airfield and taxiway upgrades e.g. integrating with the W1, ATL3 and Pier 3 Stands pavement rehab with the live Underpass project.
- Coordinating the replacement of life-expired airfield lighting, control and signage assets with new airfield operational projects.
- Sequencing terminal M&E renewals e.g. new lifts and escalators or new potable or foul water services alongside pier refurbishments.
- Aligning baggage-system AM works with expansion initiatives.
- And completing campus building cladding renewals at the same time as commercial refurbishments.

This integrated approach ensures that renewal and expansion progress hand-in-hand, delivering better lifecycle value and reducing operational impacts.

Operational Impact Mitigation

Delivering CIP27 within a live, high throughput airport environment requires robust management of operational impacts, with the overriding priority being to minimise disruption to airfield capacity and the passenger journey while maintaining full regulatory and safety compliance. All Airfield works are planned and delivered through a structured Management of Change (MoC) framework, ensuring risks are identified and assessed early, operational stakeholders are consulted, and safety critical controls are embedded before any change is introduced into the live environment. Impact mitigation measures include:

- Defined Closure Windows - Runway, taxiway and stand closures are scheduled within tightly controlled night-time or low-traffic windows, ensuring that high-impact works occur outside peak movement periods. Closure durations and boundaries are validated through MoC risk assessments to ensure operational capacity remains above required thresholds.

- Protection of Stand Availability - Stand closures are phased and where works are required to reduce stand capacity, compensatory measures such as towing strategies or revised allocation rules are pre-agreed with Stand Planning and ATC to maintain throughput.

- Maintaining Taxiway Network Capacity - Any taxiway closure is assessed for its effect on routing flexibility, pushback flows and runway-access capacity. Alternative routings are designed, tested and approved through MoC to avoid network bottlenecks. Seasonal sequencing ensures critical taxiways remain available during peak summer operations.

- Night-Time works - High-impact airfield works are prioritised for night-time execution to minimise disruption to daytime operations.

Through this integrated MoC-led approach, CIP27 ensures that construction activity is delivered safely and efficiently while protecting daily airport operations.

4 Key Programme Level Risk Mitigations

The delivery of CIP27 involves a number of inherent programme-level risks arising from its scale, complexity and execution within a live operational airport environment. Dublin Airport has identified these risks at portfolio level and has embedded structured mitigation measures within its governance, assurance and delivery frameworks. The principal programme-level risks and corresponding mitigations are outlined below.

Exhibit 4.1 – Key Programme Level Risk Mitigations

Risk	Mitigation
1. Planning and consenting timelines	Mitigated through early project screening, proactive advancement of planning submissions, inclusion of major projects within the Infrastructure Application, and ongoing engagement with statutory bodies.
2. Delivery capacity constraints	Mitigated through a scalable IDP model, expanded design and construction frameworks, and tiered contractor strategies.
3. Operational disruption risk	Mitigated through portfolio-level sequencing, MoC processes, defined closure windows and close coordination with Operations, ATC and stand planning.
4. Supply chain market pressure	Mitigated through early market engagement, framework diversification, NEC contract models and flexible procurement strategies.
5. Cost escalation and affordability risk	Mitigated through staged governance, independent cost validation via StageGate, and disciplined change control.
6. Interface risk between concurrent projects	Mitigated through portfolio management oversight, integrated scheduling and logistics planning.

These programme-level risks are reviewed on an ongoing basis at both portfolio and executive level. Mitigation strategies are actively monitored and refined as the programme evolves, ensuring that risk management remains proportionate, responsive and aligned with external conditions and regulatory requirements.

5 Conclusion

Dublin Airport has established a strong and credible foundation to deliver the CIP27 capital investment programme. The airport has a proven track record of delivering complex infrastructure within a live operational environment and has deliberately strengthened its organisational capacity, governance, commercial frameworks and planning capability in preparation for the increased demands of CIP27.

With scalable delivery structures in place, expanded market capacity, robust governance and assurance mechanisms, and significant preparatory works already underway, Dublin Airport is well positioned to mobilise rapidly and deliver CIP27 efficiently once the required regulatory and consenting conditions are secured. The approach outlined in this report provides confidence that CIP27 can be delivered safely, transparently and in a manner that protects operational resilience while delivering long term value for passengers, airlines and the wider aviation system.