

# Planning for the Future

## Our Vision



# Glossary

<b>DOT:</b>	Department of Transport
<b>EMRSES:</b>	Eastern & Midlands Regional Spatial & Economic Strategy
<b>FCC:</b>	Fingal County Council
<b>GHG:</b>	Green House Gases
<b>IAA:</b>	Irish Aviation Authority
<b>LAP:</b>	Local Area Plan
<b>MPPA:</b>	Million Passengers Per Annum
<b>NAP:</b>	National Aviation Policy for Ireland, 2015
<b>NDP:</b>	National Development Plan
<b>NTA:</b>	National Transport Authority
<b>NSO:</b>	National Strategic Outcome
<b>NPF:</b>	National Planning Framework
<b>SEA:</b>	Strategic Environmental Assessment

# Contents

<b>1.0</b>	<b>Our Vision - Introduction</b>	<b>4</b>
<b>2.0</b>	<b>Vision Objectives</b>	<b>8</b>
<b>3.0</b>	<b>Planning for the Future</b>	<b>16</b>
<b>4.0</b>	<b>Context</b>	<b>18</b>
4.1	Dublin Airport Key Connectivity	20
4.2	Contributing to Ireland's Economic Strength	22
4.3	Policy Foundation	24
4.4	Local Area Plan	26
<b>5.0</b>	<b>Our Future</b>	<b>28</b>
5.1	Capacity Requirements	30
5.2	Route Network	32
5.3	Technology and Innovation	34
5.4	Sustainability Strategy	36
<b>6.0</b>	<b>Vision</b>	<b>38</b>
6.1	Dublin Airport Vision	40
6.2	Future Development Paths	42
6.3	Safeguarding Terminal Development	44
6.4	Safeguarding Surface Access	46
6.5	Medium-term Development	48
6.6	Long-term Development	54
<b>7.0</b>	<b>Community Engagement</b>	<b>60</b>



# 1.0

# Our Vision

# Introduction

The Dublin Airport Vision is intended as an accessible guide to Dublin Airport's planned infrastructure investment as outlined in our 2022 Capital Investment Plan. Further, it sets this in context with our immediate operational needs, the prevailing planning policy context and, importantly, a longer-term strategic vision for future growth.

It sets out how Dublin Airport intends to develop the necessary facilities and infrastructure to meet its obligations to deliver and grow international connectivity as prescribed by Ireland's national policies. Publication of the Vision is also intended to ensure airport stakeholders, the public and the local community are properly informed of daa's high level, medium and long-term ambitions - providing clarity and transparency as we continue to invest in airport infrastructure. We hope the Vision will be used as a tool to allow meaningful engagement on future plans, promote participation in the planning process and allow for a holistic view of airport investment and growth as it happens. Ireland is a small open trading economy on the

western periphery of Europe. Maintaining and growing global connectivity by air and sea is fundamentally important, as acknowledged by our National Aviation Policy (NAP) and National Planning Framework (NPF), which describes connectivity as "vital to our survival, our competitiveness and our future prospects". daa must ensure this national strategic objective is achieved through investment in our airport in a sustainable and coordinated manner. This means ensuring what is delivered now does not compromise wider policy goals or future longer-term sustainable opportunities.



## Connectivity

"is vital to our survival,  
our competitiveness  
and our future  
prospects"

Page 145 National  
Planning Framework



Críochfort  
Terminal 2

daa 



**The Vision document seeks to demonstrate a holistic approach to the development of Dublin Airport in the near, medium and longer term. Infrastructure proposals being brought forward are intended to:**

- › **Meet the needs of today:** continued safe and efficient operation of our national airport, allowing us to provide a good standard of service to our passengers and airline customers, while respecting our local communities and the environment.
- › **Deliver infrastructure for tomorrow:** coherent, sustainable and plan-led growth of Dublin Airport to 40 million passengers per annum (mppa) in line with aviation and planning policy at national, regional and local levels in the medium term.
- › **Safeguard for the future:** safeguard for future development, ensuring that the way in which the airport develops now does not compromise future airport operations, including provision of a potential future third terminal, if required. Given our national reliance on foreign travel and the pace of change in the air travel industry, daa must set an adaptive framework to allow it to respond to any future requirements in the national interest if so required.

As the Covid-19 pandemic has demonstrated, the aviation industry and the wider national economy are susceptible to unexpected external forces requiring proactive response as situations require. This Vision document is therefore intended as a holistic and yet adaptable path to achieving these strategic principles while planning for future development.

Lastly, daa's sustainability ambitions are fully embedded within the overall Vision. As outlined in Section 5.4 (p.36), daa intends to be a sustainable airport leader in Europe and both our medium and long-term plans are shaped by this ambition. We acknowledge the climate challenge across the industry and the need for the aviation sector (airports and airlines) to play their part. daa accepts that future airport development will not be possible without addressing the key issues of carbon emissions and climate change adaptation. We are working hard to address these issues through carbon reduction strategies which will accompany any large planning applications.



# 2.0 Vision Objectives

The Vision is grounded in a number of key objectives, not least of all is ensuring that the National Planning Framework's (NPF) National Strategic Outcome 6, 'High Quality International Connectivity', is robustly met.

Key development objectives of Dublin Airport as captured in the Vision document, include:

## 1. Grow High Quality International Connectivity

The National Planning Framework (NPF) sets Dublin Airport the important task of delivering High Quality International Connectivity in the national interest. This reflects Ireland's position as an island-nation, as well as underlining the importance of aviation to our economic wellbeing, our global social and cultural links, and our future prospects. The Vision Document sets the context for, and safeguards delivery of, enabling infrastructure at Dublin Airport to achieve this objective. It is guided by planning policy at national, regional, and local level, including the Fingal Development Plan 2023 and the Dublin Airport Local Area Plan 2020.

## 2. Promotion of Dublin Airport as a Secondary Hub

As well as prescribing the growth of Dublin Airport generally, the National Aviation Policy for Ireland, 2015 provides that Dublin Airport be promoted as a secondary hub, providing global connectivity. Transfer operations support of routes and frequencies, particularly during quiet periods of the year meaning growth in transfer traffic is critical to achieving both high-quality connectivity (as required by the NPF) and continuity of services across the year.

The Vision will support continued development of enabling infrastructure at Dublin Airport to maintain and grow operations as a secondary hub, allowing the airport to build routes and destinations to Europe, North America, and Asia. Key objectives include:

- › **Optimise connection times**
- › **Deliver efficient hub-supporting infrastructure**
- › **Minimise terminal journey and airport operational complexity**
- › **Improve United States Customs and Border Protection (CBP) Preclearance Facility**





- › **Provide flexible and adaptive terminal and pier infrastructure**
- › **Minimise duplication or over-sizing of facilities.**

### **3. Ensure Local Community and Wider Public are kept appropriately Informed on Airport Development**

Dublin Airport is committed to being a responsible airport operator and a good neighbour, and to support social, educational, and sustainable initiatives through our Community Fund. The airport is neighbour to a number of local communities, with whom we engage regularly through the Dublin Airport Environmental Working Group (DAEWG) and the St Margaret's Community Liaison Group (CLG).

The Vision document will act as a holistic point of reference, setting airport development

aspirations in context and better allowing the local community and the wider public to understand infrastructure proposals for the airport as a whole. As we develop and fulfil our Vision, we will continue to engage with local communities over the long term, ensuring community needs are appropriately considered.

### **4. Optimise Sustainability of Airport Infrastructure**

The Vision aims to realise the aspirations of the Dublin Airport Environmental, Social, and Governance Strategy, Carbon Reduction Strategy and Waste Minimisation Plan, through which we aspire to accelerate our transition to climate resilience, net zero carbon emissions and an improved circular economy.

Aligned with these plans, the Vision sets out opportunities for developing new on-site

renewable energy generation and surface water management measures, as well as identifying older infrastructure requiring sustainable upgrade or replacement to provide better energy efficiency. Further, the Vision sets out a framework for the future placement of the Dublin Airport taxiway network to minimise airfield congestion, achieve better efficiency and reduce aircraft carbon emissions while on the ground.

## 5. Follow key principles of Proper Planning and Sustainable Development as set by the Planning Policy Framework

Land available for development at Dublin Airport is finite resource which must be carefully planned to ensure protection and enhancement of the airport as a strategic national infrastructure asset. The Vision will ensure future development of Dublin Airport is guided by national and regional policy, and, at local level, the Fingal Development Plan, 2023 and the Dublin Airport Local Area Plan, 2020 ('the LAP'). In particular, the LAP provides the principal development management tool for the Airport area. The Vision will respect and contribute towards the LAP Vision 'To facilitate and manage the sustainable growth of Dublin Airport in a manner that reflects its status as Ireland's premier aviation gateway whilst safeguarding the core operational function of the airport and supporting neighbouring communities, the economy and the environment.'

Aligned with planning policy context, the Vision acts as a road map for ensuring the immediate needs of the airport are met, while safeguarding its future development potential. It considers whether future infrastructure development and operations should be either consolidated in the East Campus, or new purpose-built facilities be provided in the West. The Vision ensures all development options are weighed against several factors including:

- > **Proximity to existing and planned surface access facilities, including public transport**
- > **Best use of existing infrastructure/economies of scale**
- > **Sustainability: Minimising land take requirement for greenfield sites**
- > **Best value for investment/Financial thresholds**
- > **Levels of Service and Convenience for passengers**
- > **Requirement for new infrastructure and services (e.g., roads, terminals, pier buildings)**
- > **Land Ownership**
- > **Impacts on future development**
- > **Ability to accommodate projected operations.**

## 6. Support Improved Surface Access, including by Public Transport

Good landside access, across a range of modes, is critical to efficient airport operations. The Vision safeguards the integration of public transport projects such as MetroLink and BusConnects and longer-term public transport scheme, proposed by the National Transport Authority's Transport Strategy for the Greater Dublin Area (GDA) 2035.

In the medium term, and in advance of MetroLink, the Vision focuses on optimising the existing terminal kerbs and public transport interfaces to meet passenger needs and improve passenger experience. It will support new sustainable transport infrastructure, including a multimodal transport Hub at the Ground Transportation Centre. It focuses on growing public transport modal share of passengers and staff, while ensuring appropriate interim solutions to ensure an operational and accessible airport.



## 7. Ensure a Safe and Efficient Airfield with good East-West Connectivity

The Dublin Airport airfield consists of the land dedicated to the arrival, departure, and surface movement of aircraft. Principal components include the runway system (parallel runways and Crosswind Runway), taxiways and apron for parking of aircraft, GSE parking and other airside operations). The airfield has developed over many years, with some elements dating back to the 1950s. The Vision delivers enabling infrastructure to improve airfield operational efficiency, maintain the highest levels of safety and reduce environmental impact.

### Taxiway Network

The taxiway network currently consists of a range of taxiway routings, of which only some can accommodate the larger aircraft type. With the opening of the North Runway in 2022, several inefficiencies and pinch points now need to be addressed to minimise operational restrictions and to reduce aircraft taxi complexity and time.

The Vision supports enhancement of the taxiway network by reducing the number of taxiing constraints and standardising taxiway routes for all aircraft types where practicable.



## East-West Access

The Dublin Airport Campus is divided into two distinct areas by the cross wind runway, Runway 16/34. The Eastern Campus is the focus of passenger operations, and is also home to bellyhold cargo warehouses, ground handling, aircraft fuelling and aircraft support services. The Western Campus currently provides infrastructure supporting dedicated air cargo aircraft, transit traffic, General Aviation/VIP, contingency stands, search and rescue operations, firefighting, air traffic control and airfield maintenance. Safe and reliable connectivity between the two campuses is essential to ensure an integrated and functional airport.

The Vision supports the delivery of an Airfield Vehicle Underpass designed to connect the east and west campuses. The Underpass is sufficiently sized to accommodate safe and efficient movements to the west of the airport in the immediate term and longer-term access needs as the airport continues to grow. It will ensure Dublin Airport has the flexibility to respond to a variety of western development scenarios beyond the Vision horizon (subject to planning and governmental policies then prevailing).

## 8. Ensure Support for the Relocation and Upgrade of Bellyhold Cargo Operations

Air freight is an important component of operations at Dublin Airport. It serves a critical national role in the global supply chain of high-value and time-sensitive goods. In an Irish context, it helps underpin key sectors, such as pharmaceutical and IT industries, transporting high-tech products and providing access to primary markets. In 2020-2021, the role of air freight was clearly demonstrated in pandemic relief efforts, keeping the medical supply chain open. In addition, bellyhold cargo (air freight transported in the bellyhold of scheduled passenger flights) underpins the viability of

certain passenger routes and connections, providing an important revenue stream to airlines and helping to build our connectivity. In terms of spatial arrangement, the East Campus accommodates several third-party bellyhold cargo operators (being close to passenger operations), with dedicated cargo flights operating from the west.

The Vision provides the opportunity for the upgrade and relocation of existing bellyhold cargo facilities, acknowledging the need for modern fit-for-purpose facilities for our cargo operators, ensuring efficiency and cost effectiveness of these operations. Any relocation and upgrade will consider best use of airport land close to piers and terminals, required for passenger infrastructure expansion, while ensuring cargo operators' needs are appropriately met.

## 9. Ensure a good quality Built Environment reflecting the Airport's Role as a National Gateway

The Vision will support a good quality built environment at Dublin Airport, reflecting its role as a National Gateway. The design approach will be led by the adopted Dublin Airport Architectural Design Framework. Importantly, the Vision recognises the differing design approaches required for the various functional elements of the airport – ranging from passenger-facing Terminal buildings at the top of the design hierarchy, to highly-specialised airfield development, where operational needs, efficiency, flexibility, safety, and regulatory environment are key drivers of design.

The Vision will support sustainable design principles, seeking to reduce negative impacts on the environment, while ensuring the health and comfort of building occupants. This includes making best use of existing infrastructure, where practical and feasible, and the replacement of ageing assets where necessary.

## 10. Safeguard for Future Airport Development, including a possible third Terminal

Airport development is guided by national, regional and local planning and governmental policy which dictates how and to what extent, Dublin Airport will grow in future. Recognising this, Dublin Airport has a responsibility to ensure a holistic longer-term view of infrastructure development, and protect potential future growth opportunities beyond immediate needs. Any framework for future growth must also be inherently flexible, considering a range of development paths. This recognises that the long-term requirements are not yet defined and allows the airport to respond to change and innovation in the aviation industry, and dynamic airline, passenger and regulatory requirements. As such, long-term requirements will not be defined until closer to the time of actual need depending on stakeholder needs, government policy, future technology, passenger profile, and aviation demand.

As set out above, each long term growth scenario must be grounded in the existing planning policy framework, which includes a requirement to safeguard future terminal capacity. The Review of Future Capacity Needs at Ireland's State Airports, (2018, Department of Transport, Tourism and Sport) indicatively identifies three possible locations for a future third terminal: Northeast of Terminal 1, Northwest of Terminal 1 and West of Runway 16/34. This position is supported by the Dublin Airport LAP, which also requires consideration of a possible third terminal.

Taking these considerations into account, the Vision supports a holistic approach to development of Dublin Airport, ensuring that short-medium term infrastructure proposals do not prejudice longer-term future development potential. The Vision will also reflect the highly dynamic nature of the aviation industry, ensuring

future development scenarios are flexible to encompass a range of growth scenarios beyond 40mppa. The Vision will safeguard for a future third terminal, if required.

## 11. The Vision will ensure Commercial Opportunities are not lost

Dublin Airport supports various businesses, from aircraft maintenance, freight, warehousing and distribution, hotel services, and airline and international business headquarters. These commercial developments bolster the airport's competitiveness and at the same time support regional and national economic activity.

The Vision will optimise further expansion of commercial opportunities within both our east and west campuses to complement the primary aviation activity while remaining mindful of potential impact on neighbouring communities. The Vision will continue to safeguard Dublin Airport Central, our east campus commercial office, as well as new hotel, aircraft maintenance, cargo, and logistic opportunities.



# 3.0 Planning for The Future

## An Evolving History and Dynamic Future

Originally known as Collinstown Airport, Dublin Airport opened in January 1940 when the first commercial flight, an Aer Lingus Lockheed 14, departed for Liverpool. Since then, Dublin Airport has a proud history of carefully planned development. The airport has grown alongside Ireland, serving the expanding connectivity needs of a vibrant, outward-looking economy.

Since then, it has benefited from a long history of visionary planning. In the 1960s a long-term plan was created, setting out the ambition for a parallel runway system. Nearly 60 years later, the North Runway has delivered that vision. Since the 1960s, Dublin Airport, the Irish Government and Dublin Corporation (more recently Fingal County Council (FCC) implemented farsighted land use policies to protect surrounding communities and facilitate long-term growth in Ireland's air service connections to the world.

This foresight included the preservation of a greenbelt around Dublin Airport, introduction of Public Safety Zones and Aircraft Noise Zones. Over 80 years on, our mission is to continue to create the Vision for how Dublin Airport will serve Ireland over the coming decades.





## Looking Forward

Planning airport infrastructure has been coordinated with National Strategic Objective 6 'International Connectivity' of the NPF in mind. We intend to respond to this objective in a transparent way, working with statutory stakeholders, the local planning authority, FCC, and with our local community.

The Dublin Airport Vision 2040 sets a flexible, holistic guide to the near, medium and longer-term development. It adheres to a plan-led approach having regard to the provisions of the planning policy context set at national, regional and local levels, recognising the primacy of these documents in terms of guiding the proper planning and sustainable development of Dublin Airport. The Vision ensures the ability of the airport to evolve over time as the country's needs require.

In the medium-term, the planning objective is to develop an airport of 40 mppa and the proposals set out to achieve this objective have been designed to accommodate multiple future development paths within the longer term strategy. This approach maintains flexibility to respond to the ever changing national needs, as well as those of our stakeholders, neighbouring communities and passengers.



# 4.0

# Context





# 4.1

# Dublin Airport Today

Dublin Airport serves as the primary air transport gateway to the island of Ireland. Prior to the Covid-19 pandemic, Dublin Airport provided connectivity via 2,400+ weekly flights to nearly 200 destinations in over 40 countries operated by 50 airlines.

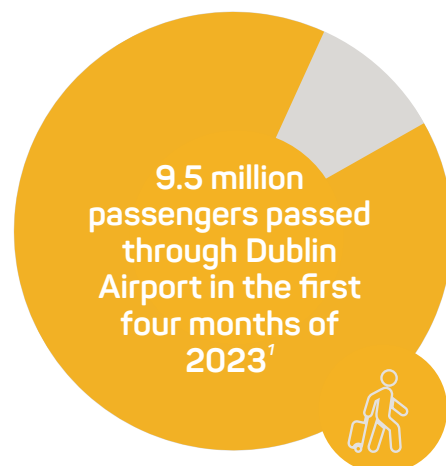
In 2019, Dublin Airport welcomed approximately 32 million passengers and acts as the gateway for almost 90% of all air passengers to the State. It handled almost 133,000 tonnes of high value and time sensitive airfreight, including over 30% of Ireland's exports by value.

In 2023, the first full post pandemic year of unrestricted travel, Dublin Airport saw a very strong return to growth with 9.5 million passengers passing through Dublin Airport in the first 4 months.

The airport serves as a fleet base for a number of airlines, including Aer Lingus and Ryanair, providing employment for flight crew, ground

handling and maintenance operations. Both airlines also have their corporate headquarters in Dublin and play an important role in the contribution of aviation to Ireland's economy.

Ireland is one of the most open economies in the world and is critically dependent on trade, tourism and foreign direct investment. The vast majority of Ireland's economic activity needs air connectivity. While the global pandemic has severely impacted current operations and the future remains uncertain, we are poised and ready to rebuild lost connectivity in partnership with our airline customers.



<sup>1</sup> daa.



**32m**  
passengers  
per year



**200+**  
international  
destinations  
across 4  
continents



**133K+**  
tonnes of  
airfreight  
each year

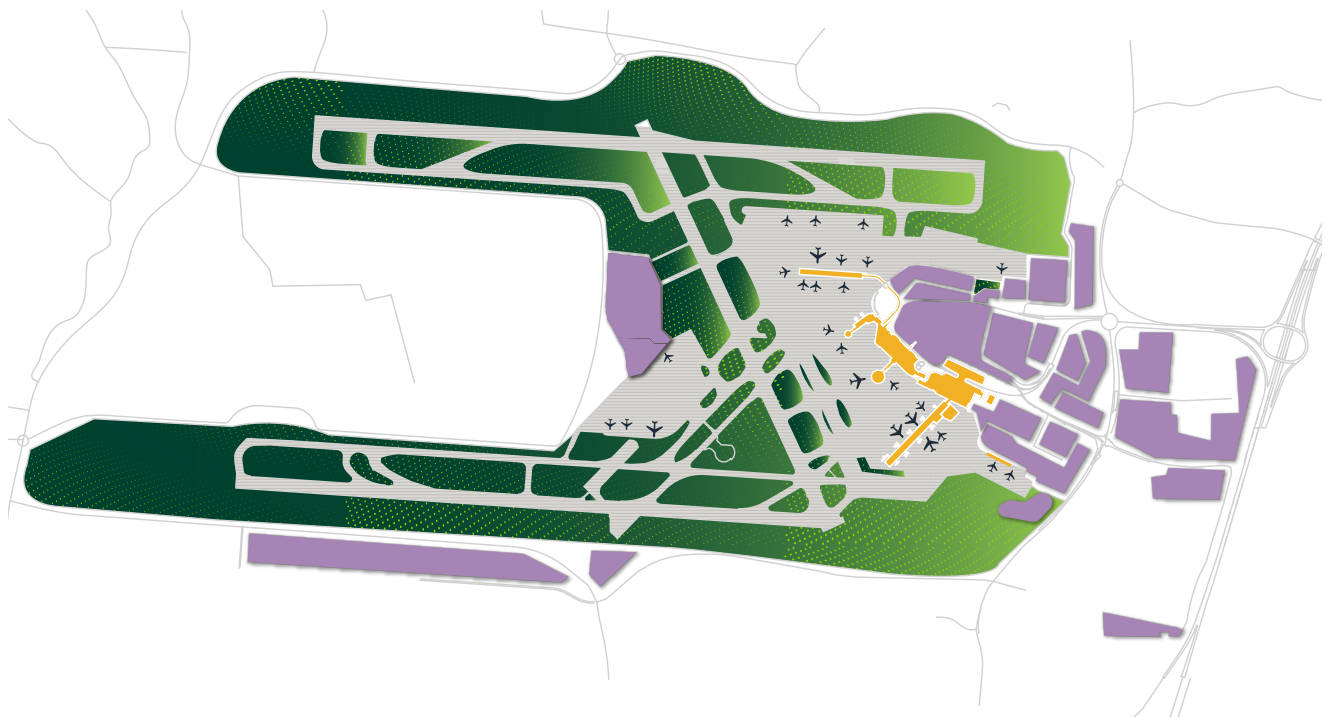


**30%**  
of Ireland's  
exports  
by value



**1000+**  
Irish businesses  
providing services  
to Dublin Airport

**Figure 1** Dublin Airport Today



Airfield



Terminals and Piers



Air Transport Related  
uses, Carparks, Hotels,  
Car Hire, Ground  
Transportation Centre,  
Support Facilities, Cargo,  
Dublin Airport Central



Apron, Taxiway and Runway



Roads

**Figure 1** presents Dublin Airport's layout today, with operational lands spanning 594 hectares. Terminal passenger activity is focused around the eastern campus, east of the cross-runway.

# 4.2

## Contributing to Ireland's **Economic Strength**

Ireland has a diversified economy across multiple sectors, including agriculture, financial services, manufacturing, technology and tourism. Connectivity created by Dublin Airport is essential to these sectors.

Dublin Airport directly supports 19,900 jobs located either on campus or in its environs and contributes €1.8 billion in direct Gross Value Added (GVA) to the Irish economy.

### Tourism

Dublin Airport facilitated approx 6.1 million overseas visits to Ireland in 2022 <sup>2</sup>

---

<sup>2</sup> InterVistas, Economic Impact of Dublin Airport, 2023.

**Indirect, induced and catalytic effects bring the total contribution to more than 116,000 jobs and €9.6 billion in GVA<sup>1</sup>.**

- › **Induced:** the economic activity generated by the employees of firms directly or indirectly connected to the airport spending their income in the national economy.
- › **Catalytic:** the way in which the airport facilitates the business of other sectors of the economy. As such, air transportation facilitates employment and economic development in the national economy by facilitating trade, tourism, investment and productivity growth

As the airport grows over both the medium and long-term, new jobs and businesses will be created in support of the airport's operations and indirectly by increased tourism, trade, exports, foreign direct investment and business connections.

We have therefore been careful to ensure the Dublin Airport Vision is flexible and agile to respond to both future airport growth and the economic opportunities it affords.



# 4.3

## Policy Foundation

In setting the infrastructure investment priorities for Dublin Airport, the Vision has been informed by national and regional planning policy, which supports future growth and development of Dublin Airport, and local policy, which geographically defines the direction and extent of this future growth in spatial terms.

The National Aviation Policy (NAP) notes the role of State airports in providing strategic services that support economic and social activities. It highlights opportunities which would be created by the growth of Dublin Airport as a secondary hub.

The National Development Plan (NDP) and NPF collectively represent the Government's high-level strategic plan for shaping the future growth and development of the country to 2040. They establish ten National Strategic Outcomes, including High Quality International Connectivity (NSO 6) with a corresponding investment priority in airports and ports.

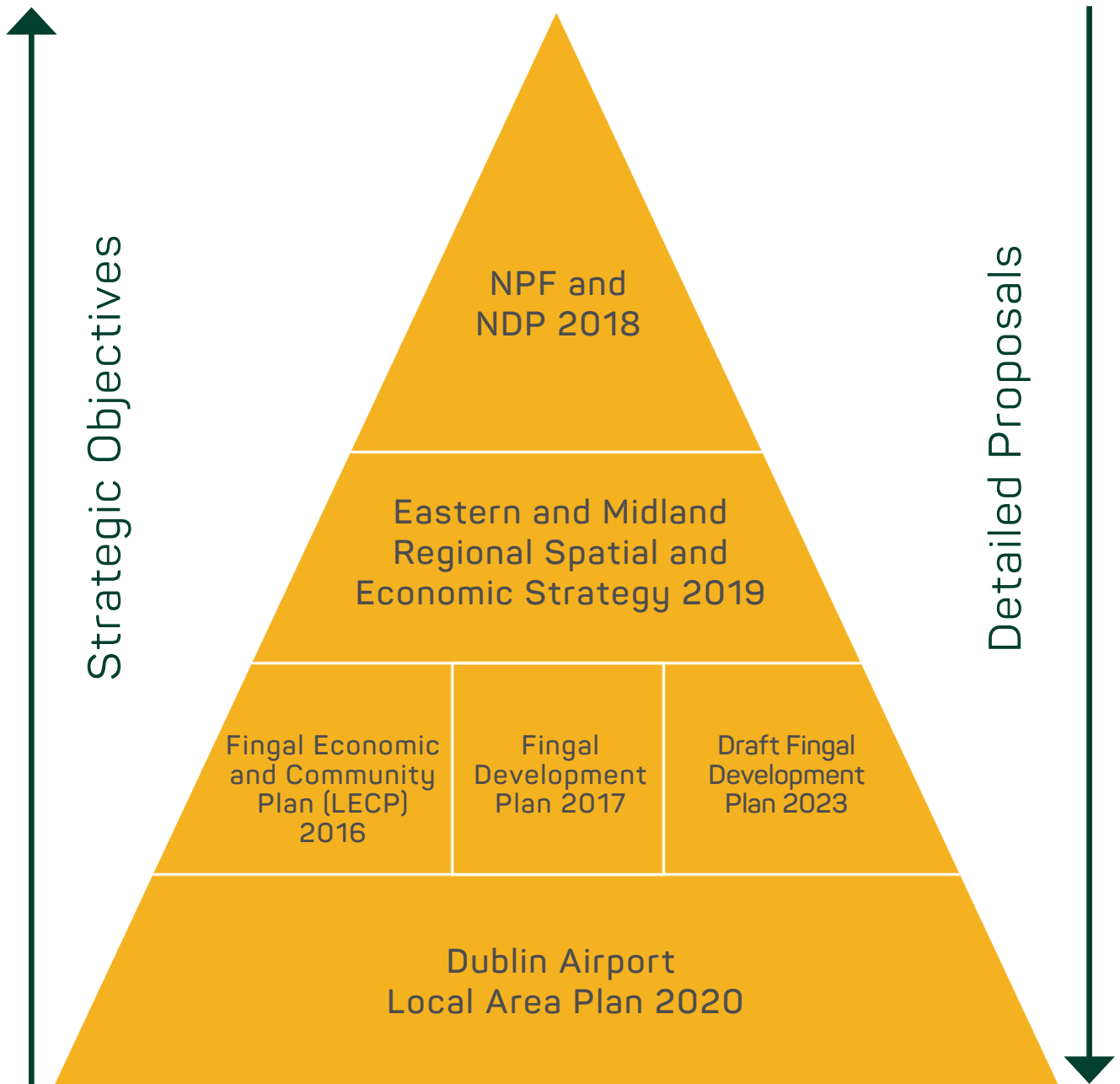
At regional level, the Eastern and Midland Regional Spatial and Economic Strategy (EMRSES) supports the policies of the NAP and the growth in both passengers and aircraft movements at Dublin Airport.

The Fingal Development Plan and Dublin Airport Local Area Plan (LAP) give local expression to the objectives of the NPF and support the delivery of high quality international connectivity as a national strategic outcome.

The LAP provides local planning policy guidance for the future development of Dublin Airport as a strategic national asset, and the primary gateway to and from the State, while supporting neighbouring communities, the economy and the environment.







# 4.4

## Local Area Plan

**The planning and governmental policy framework at national, regional and local level supports the continued growth of passengers and movements at Dublin Airport, including its development as a secondary European hub airport.**

This planning policy hierarchy has been adopted following comprehensive public consultation and Strategic Environmental Assessment (SEA) processes.

In accordance with national policy, it is an objective of the Fingal Development Plan to facilitate the operation and future development of Dublin Airport, recognising its role in the provision of air transport.

The County Plan establishes a land use planning strategy for the airport under the 'DA – Dublin Airport' zoning objective, an objective of the Council to "ensure the efficient and effective operation and development of the airport in accordance with an approved LAP".

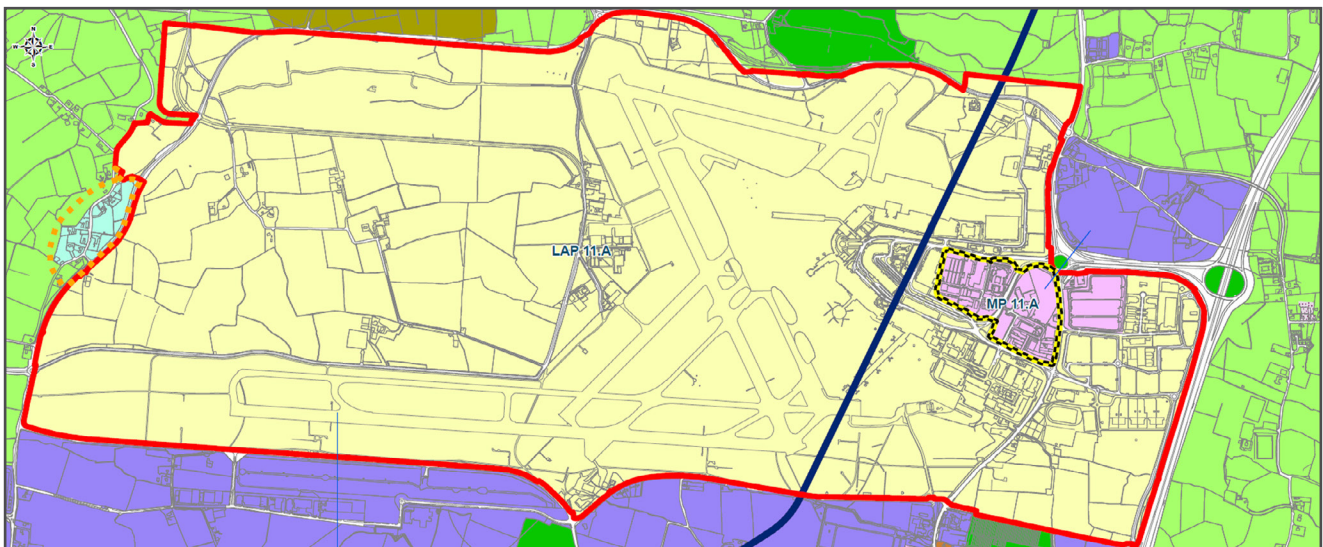
The 2023 Fingal County Development Plan acknowledges the vital role of Dublin Airport in providing international connectivity and as an important economic driver to Fingal, the mid-east region and nationally.

In early 2020, FCC adopted the Dublin Airport LAP. The LAP specifically considers the environmental effects associated with airport growth at both global level - the need to reduce emissions, tackle climate change and build resilience to the impacts of climate change - and at local level - noise, air quality, water quality, waste, traffic, natural and built heritage and community.

The Dublin Airport LAP includes measures intended to mitigate and manage environmental effects, including objectives to support the use of sustainable public transport modes, renewable energy, energy efficient buildings, innovative design solutions and sustainable water management. Appropriate Assessment (AA) and Strategic Environmental Assessment (SEA) were carried out as part of the preparation of the Development Plan and the LAP, with the results of the processes fully incorporated into each.

The Development Plan and the LAP represent the primary policy documents guiding land use planning at Dublin Airport and are at the core of Dublin Airport's Vision. 'DA - Dublin Airport' zoning in the LAP mirrors that provided in the County Plan and together define the plan-led extent of land intended to 'facilitate air transport infrastructure and airport related activity/uses'.

**Figure 2** Fingal County Council Dublin Airport Local Area Plan



# 5.0 Our Future



Dublin Airport

Car Park

Terminal 2

# 5.1 Capacity Requirements

In devising the Vision, regard was given to key influencing requirements that needed to be met in the medium-term:

1. Accommodating growth to 40 mppa as provided for in planning policy
2. Expansion as a Secondary Hub in the Medium Term through Route development
3. Meeting our Sustainability Obligations
4. Placing a strong emphasis on Technology and Innovation so as to maintain a competitive position relative to our international counterparts
5. Allow for adaptability through flexible options for long-term development

As we plan future infrastructure, planning policy has established 40 mppa as a medium-term target over the next 10 years, focused on the eastern campus.

At the same time, we are safeguarding for further growth beyond 40 mppa as a longer-term opportunity, subject to prevailing government and planning policy in effect at that time.

Infrastructure requirements for the medium-term have been set out in Section 6.5 (p.48), with options for how longer term growth could be accommodated set out in Section 6.6 (p54).



Planning policy has provided for 40 mppa by 2030 as a medium-term growth target



### Economic growth forecast

70%  
GDP growth  
from 2019 to 2040



### Medium-term projection

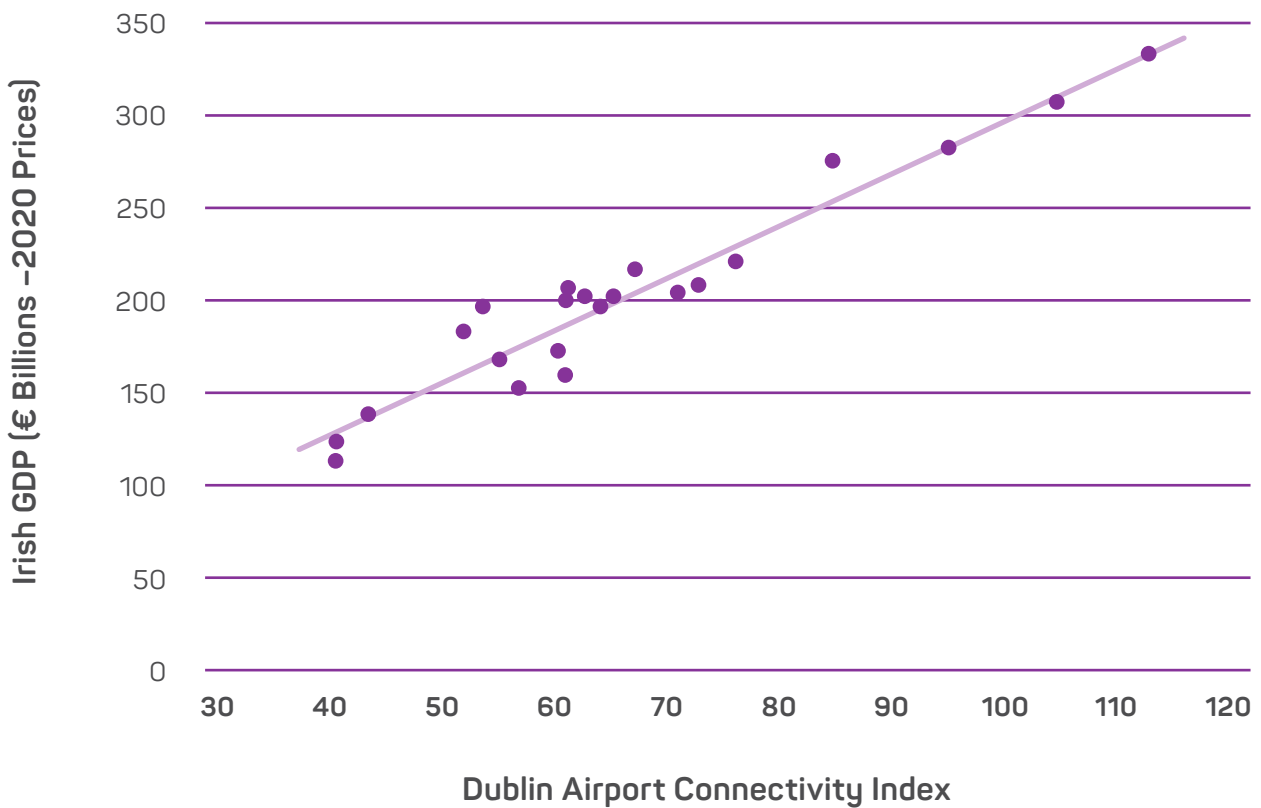
40  
million passengers  
per year



### Long-term projection

55  
million passengers  
per year

**Figure 3** Dublin Airport Connectivity Index 1997 – 2019 – InterVistas, Economic Impact Report of Dublin Airport 2023



Source: Diio Schedule Data and Central Statistics Office Ireland

# 5.2 Route Network

Over the past decade, Dublin Airport has experienced a strong growth of routes and destinations in Europe, North America and Asia and has seen Dublin develop as a transfer hub.

The positive benefits of growth in transfer operations include support for air service connectivity and continuity, providing additional passenger volumes to sustain routes and frequencies during quiet periods of the year. This transfer traffic therefore helps grow Ireland's connectivity globally.

Building on the National Aviation Policy, Dublin Airport and its partner airlines anticipate continued expansion of the airport as a transfer hub for transatlantic connections.

As we plan for recovery, new airport infrastructure must include provision for passengers traveling to cities in Europe and North America to connect between flights. Those traveling to the United States should also be able to take advantage of the existing United States Customs and Border Protection Preclearance Facility.



Building more  
connectivity  
between Europe  
and North  
America





# 5.3 Technology and Innovation

The aviation industry is constantly evolving. Aircraft manufacturers continue to develop technology that reduces carbon emissions, reduces noise pollution, improves passenger comfort and ultimately provides greater connectivity. Airlines are continuously innovating, implementing new technologies and refining business models.

Mobility is evolving and innovation is accelerating in public and private transportation modes. Anticipating the future for Dublin Airport over

the long-term means building in flexibility to accommodate innovations in the way we travel, from new aircraft types to autonomous vehicles to reimagined passenger journeys through the airport.

Our flexible vision can accommodate various long-term development paths, and medium-term development in the future. Section 6.6 illustrates a sample of long-term development paths assessed.



## Travel Innovations

New aircraft and  
vehicles types, and  
re-imagined  
passenger  
journeys



EC CHARGING  
SOCKET 1 SOCKET 2  
22kW 22kW  
e-Station

# 5.4 Sustainability Strategy



Dublin Airport is a responsible airport operator with a strong track record in sustainability. For us, the concept of sustainability extends beyond a purely environmental focus to include a balance of wider societal, economic and governance aspects. We recognise that Dublin Airport contributes to the prosperity and wellbeing of Ireland. This forms an important pillar of Dublin Airport's sustainability strategy and future vision to be 'A Sustainable Airport Leader in Europe'.

To achieve this vision, we are planning to be more ambitious and pursue performance-based sustainability, focused on measurable outcomes to inform our future development plans and capital investment. We have seven core commitments, with corresponding targets and action plans, and intend to have a highly collaborative approach with our partners.

These are designed to help realise our ambitions and accelerate our transition to climate resilience, net zero carbon emissions and promoting the circular economy. Our targets aim to encourage the responsible use of resources, decarbonise airport activities and create long-term business value. They align to the climate goals of the Paris Agreement, the aviation sector's longstanding commitment to action on climate change and the relevant European, National and Local policy frameworks.

In June 2019 we signed a landmark commitment to transition Dublin Airport on a path to net zero carbon emissions by 2050. Dublin Airport was one of 194 airports that committed to the initiative, which was spearheaded by ACI Europe. We have also set a target of 51% reduction of carbon emissions by 2030 and in 2019, Dublin Airport was awarded Level 3+ Carbon Neutrality from Airport Council International (ACI) Europe's Airport Carbon Accreditation Programme. By committing to net zero carbon emissions from airport activities fully under our control, the focus on absolute carbon emissions reduction is now more important than ever before.



## OUR AIM

## BY 2030, WE WILL:



Carbon

Deliver on our landmark commitment to achieve Net Zero Carbon Emissions at both Dublin & Cork Airports by 2050

- > Deliver a 51% reduction in our carbon footprint vs. 2019
- > Be a top 10 European airport for CO2 emissions per pax
- > Achieve ACI Level 4+ accreditation for our airports



Energy

Position daa as an airport leader on 'Clean Energy'

- > Exceed public sector target for energy reduction by 15%
- > Produce 10% of Dublin Airport's annual energy on-site
- > Reduce fossil fuels by 25% vs. 2019



Waste

Transition to a truly 'Green Circular' business

- > Send zero waste to landfill across daa
- > Drive a 30% reduction in general waste vs. 2019
- > Recycle 95% construction waste (60% operational)



Water

Deliver best-in-class water systems, which significantly reduce usage

- > Reduce water usage per pax by 15% vs. 2019
- > Ensure >40% rainwater capture



Noise

Adopt a 'balanced approach' to noise - and effectively reduce exposure in our communities

- > Fully implement ICAO 'Balanced Approach'
- > Deliver key Noise Abatement Measures
- > Deliver environment-related Airport Charges



Air Quality

Create 'Clean Air' airports and environments

- > Ensure zero air quality pollution exceedances
- > Convert entire light fleet to Low Emission Vehicles
- > Have Fixed Electrical Ground Power - all contact and remote stands



Biodiversity

Protect and revitalise our airport ecosystems

- > Achieve pesticide and herbicide-free airports
- > Protect, and create new, ecosystems
- > Plant native woodlands and wildflowers

# 6.0 Vision





# 6.1

## Dublin Airport

# Vision

Our Vision ensures Dublin Airport's infrastructure investment priorities align with planning policy and can be responsive to the needs of both our aviation partners and passengers. As the foregoing section outlines, planning policy identifies land on which the airport is directed to develop, as well as objectives for environmental sustainability, and it is within this envelope that our operational and growth aspirations must be met.

Across the airport there are broadly three airport land development categories, as follows:

### **Airfield, Runway and Taxiways**

Lands required to support the efficient expansion of the runway and taxiway network. Under this category, infrastructure is required to be sufficiently sized to maintain and improve airfield efficiency, safety and to reduce congestion and taxi time.

### **Terminals, Piers, Aprons and Airport Surface Access**

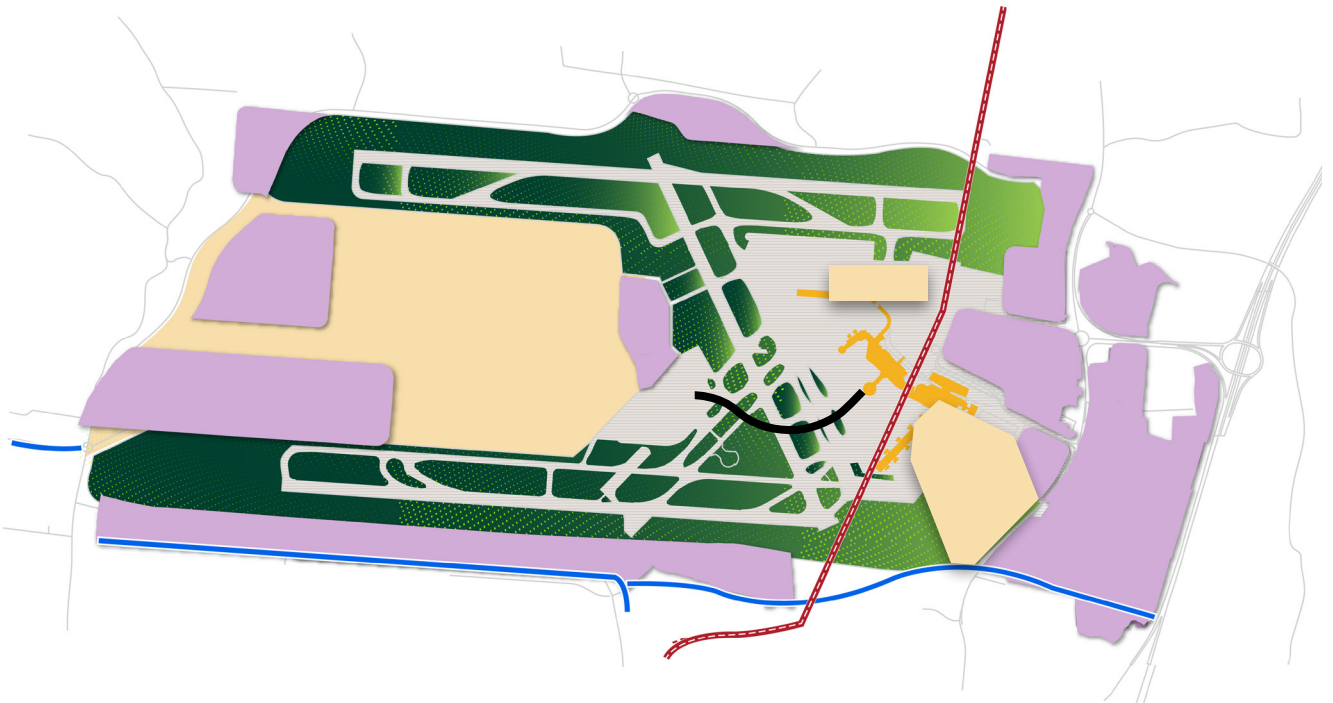
Lands required to support both expansion of existing and new terminal space, pier and stand development. It includes options for safeguarding for a third terminal if required in the future. This area also supports associated airport surface access links.










### **Airport Hotels, Dublin Airport Central, Carparks, Car Hire, Ancillary and Support Facilities and Commercial Enterprise**

Lands required for complimentary airport support development, aviation related business and commercial enterprise which may provide mutual benefits arising from proximity to the airport and its connectivity potential.



**Figure 4** Our operational plan



-  Airfield
-  Existing Roads
-  Metro North
-  Proposed Terminals, Piers, Aprons and Airport Surface Access
-  Future Road Corridor Safeguarding
-  Existing Terminals and Piers
-  Existing Apron, Taxiway and Runway
-  Western Vehicle Underpass
-  Dublin Airport Central, Carparks, Dublin Airport Hotel site, Car Hire, Ground Transportation Centre, Support Facilities



**Operational**  
 Delivering capacity for 40 mppa and ensuring ongoing airport operational needs are met



**Safeguarding**  
 For growth potential to 55 mppa



**Flexibility**  
 Maximising flexibility to respond to the future

# 6.2

## Future

# Development Paths

A key guiding principle behind publication of the Vision is to promote better public awareness of Dublin Airport's individual infrastructure development proposals currently in progress, to understand how they sit in context with other planned development and to appreciate how longer term airport development is being safeguarded.

As set out in Section 7, Dublin Airport has a long-standing track record of engaging with local communities through the Dublin Airport community fund, educational and school programmes and dedicated engagement forums. We have listened and are acutely conscious of our responsibility to keep our local and wider communities informed. In particular we are aware of the reliance on the in-built public consultation as part of the planning process and that, as the national airport, we have a responsibility to keep the public informed. With this in mind, publication of the Vision provides a clear opportunity to raise awareness about our infrastructure aspirations and constraints, in the wider national planning context, and as a positive

mechanism for meaningful public engagement so that the public can better anticipate planned projects and express their views when it comes to the planning process.

The future is uncertain. While acknowledging the benefits of transparency, there must also be an understanding of potential limitations to the information provided, particularly as the Vision can only ever represent a snapshot in time. In this respect, readers must be aware that airport plans and investment priorities can change - sometimes at short notice and without prior warning.

External factors have impacts which influence planned proposals beyond our control including changing operational needs, changing safety or security requirements and changes in our regulatory environment. What is certain, is that information on proposed airport projects presented within this document will change, unanticipated projects not listed in the Vision may progress while others may not ever be brought forward.

With this variability in mind, the Vision should be read as a 'statement of intent' at a given point in time, acknowledging it does represent a simplified view of the airport infrastructure delivery process. It is not a binding plan for the future, nor is it in anyway presumptive of statutory planning consent for any of the proposed infrastructure or airport layouts. The Vision is also shared without prejudice to the outcome of either the funding or safety approvals which must be entered into with the Irish Aviation Authority (IAA). Lastly, the safeguards built into the planning system will ensure rigorous independent scrutiny against planning and environmental principles before any significant airport infrastructure proposal can proceed, including further active participation by the public to have their views formally known. Acknowledging the variation that will take place to these plans over time, we give a commitment as airport operator to reviewing the Vision on a biennial basis, to ensure a good degree of transparency in so far as it is possible.

Lastly, it is important for readers of the Vision to understand the various influencing factors that must be considered in determining appropriate airport infrastructure. As airport operator, we are

compelled to examine a longer timeframe than just annual cycles. In part, this is owing to the nature of airport infrastructure, which can take the form of large individual components, each representing considerable capital outlay and with potential to offer a step change in airport operations. Other key considerations framing airport development include the regulatory determinations of the CAR, safety considerations as set by the IAA; as well as the constantly evolving national and international policy and regulations including the prevailing planning policy framework.

With these considerations in mind, the following sections set out the medium- and long-term infrastructure ambitions as envisaged to provide airport growth and development in the Medium (0-10 years) and long-term (10-30 years) time horizons.

# 6.3

## Safeguarding Terminal Development

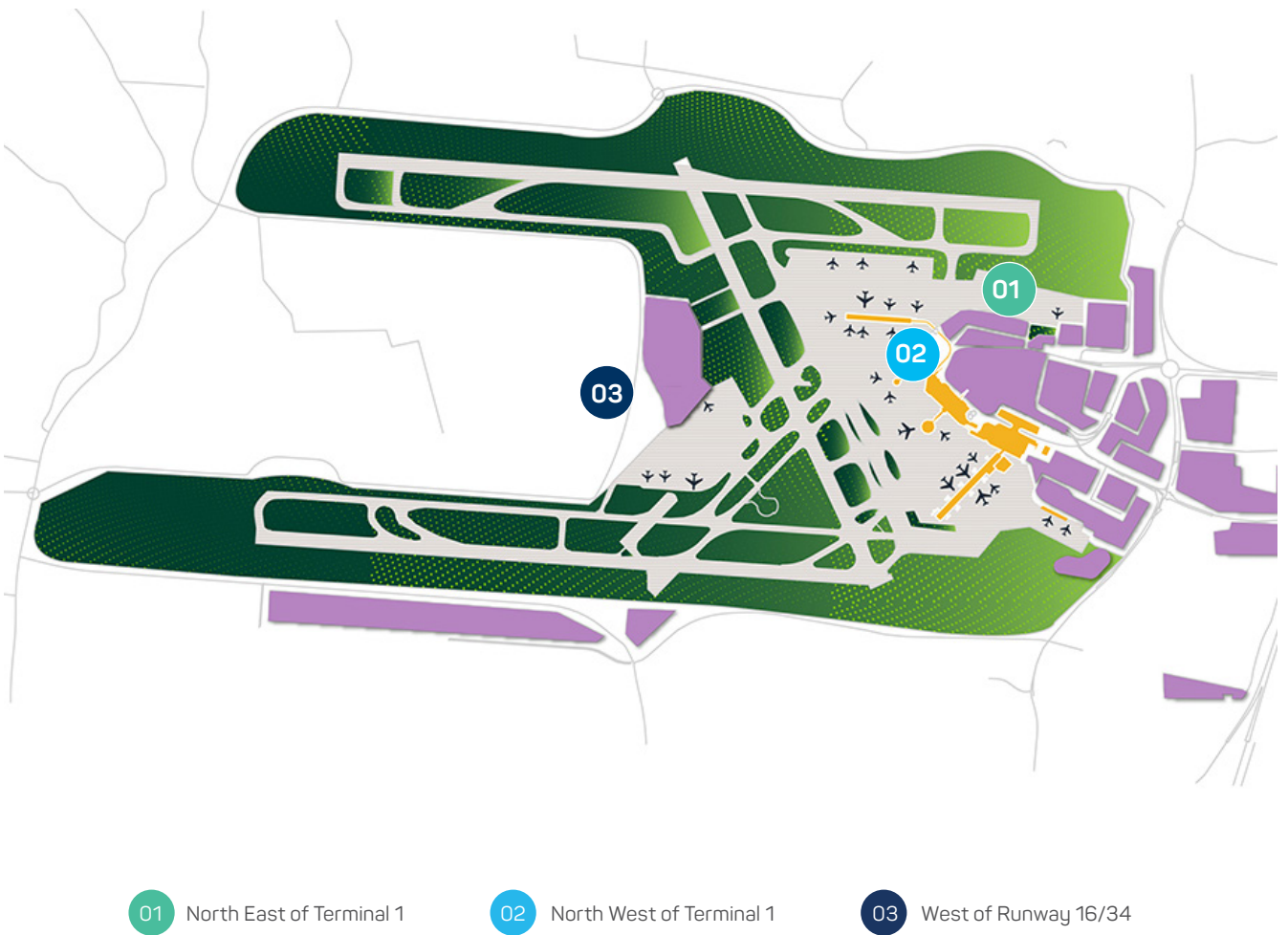
The Dublin Airport LAP requires that airport development proposals do not prejudice the continued growth of the airport, including any future provision of a possible third terminal. The LAP thus refers to the Department of Transport, Tourism, and Sport (DTTAS) 2018 Review of Future Capacity Needs at Ireland's State Airports, presented by Figure 5, which indicatively identified three approximate positions for future terminal development:

- › **01: North East of Terminal 1**
- › **02: North West of Terminal 1**
- › **03: West of Runway 16/34**

Accordingly, the Dublin Airport Vision ensures that future development of a third airport terminal can be accommodated in the areas previously identified by DTTAS, if required in future.

In the medium-term, efficient and sustainable expansion of the existing terminals is sufficient to meet passenger demand and the LAP requirement focusing growth to 40 mppa on the eastern campus. This makes best use of existing infrastructure, delivers value for money for the State, and represents the most operationally preferred solution. Consolidating the eastern campus now also recognises major planned public transport infrastructure in this area, in terms of the forthcoming BusConnects and MetroLink projects.

**Figure 5** DTTAS Indicative Future Terminal Development Locations



# 6.4

## Safeguarding Surface Access

We recognise that as the airport grows, landside access will remain critical to efficient and sustainable operations. Our surface access vision would deliver an integrated and sustainable transport system that provides connected, accessible and healthier modal choices for staff and visitors. In line with this plan, medium-term development proposals safeguard for the integration of public transport projects such as MetroLink and BusConnects as well as longer-term public transport schemes proposed by the National Transport Authority's Transport Strategy for the Greater Dublin Area (GDA) 2035.

At the heart of the long-term vision for Dublin Airport surface access is MetroLink, a rapid transit, high capacity railway system connecting Dublin Airport to Swords, Dublin City Centre

and beyond. The MetroLink will run underground at Dublin Airport, with the proposed MetroLink Station sitting at the heart of the airport's Ground Transportation Center, further consolidating one of Ireland's most active public transport hubs.

Our Vision also safeguards corridors for both improved and new transport connections, including and complementing existing planned transport schemes, such as those outlined in the Fingal Development Plan and the GDA 2035



Our Vision  
incorporates

MetroLink,  
BusConnects and  
planned transport  
schemes



# 6.5

## Medium-term Development

Dublin Airport's medium-term development proposal, has been carefully shaped to ensure it addresses the factors outlined in the previous section, as well as aligning with national, regional, county and local planning policy.

In addition, the medium-term development proposal has been devised to align with the long-term development paths set out in Section 6.6 (p54).

A three-pronged approach has been taken to achieving airport development over the medium-term period, comprising two overarching planning applications, and a third subset covering general airport development. These can be summarised as follows:

### **1) North Runway Relevant Action Planning Application:**

A planning application to remove and replace planning conditions pertaining to runway operations, associated with the original grant of permission for the North Runway, was made in December 2020 and subsequently granted by Fingal in August 2022. It has been appealed to An Bord Pleanála. If permitted, it will allow Dublin Airport to make best use of the dual runway system, while managing noise from aircraft during night-time hours through a quota count system. The application does not provide for any growth in airport passenger numbers beyond currently permitted levels.

### **2) The Infrastructure Planning Application:**

Plans are underway to prepare a planning application to increase the operational capacity of Dublin Airport from 32mppa to 40mppa by investing in improving the passenger experience and providing the necessary airport infrastructure to accommodate this uplift.



### 3) Ongoing Maintenance and Operational Projects:

This category of development represents a broad mix of proposals required to ensure the ongoing security, safety, repair and efficiency of the airport. They include the rolling programme of apron, runway and terminal repair and improvement works which are constantly ongoing at Dublin Airport. They do not propose further growth of the Dublin Airport and yet provide critical safety, regulatory and other important supporting infrastructure necessary to ensure the needs of airport users are met.

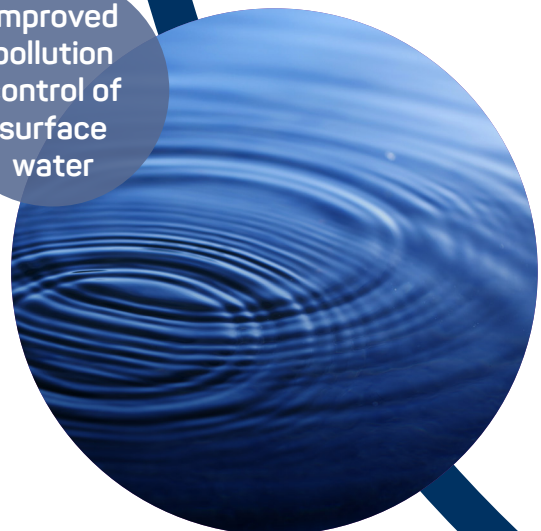
Internal upgrades to T1 & T2



Additional stand capacity



Improved pollution control of surface water



# Infrastructure Application

## **Terminals & Piers:**

Internal upgrade and improvement works are proposed within Terminals 1, including new layouts to alleviate passenger congestion, and improve efficiency and experience at security. Proposals include extension of the existing mezzanine level within Terminal 1 which will potentially provide for relocated security space.

To the south of Terminal 2, it is proposed to develop the South Apron area to support Dublin Airport's role as a secondary hub in line with the National Aviation Plan (NAP) and the Dublin Airport Local Area Plan. Proposals include provision of a new 3-storey passenger aircraft pier, 'Pier 5', extending east from Terminal 2 and allowing for additional contact stands.

To the north of the Airport it is proposed to extend existing Pier 1 east, adjacent to the North Apron. This proposal allows for an adaptive future framework which might allow for either a new North Apron Terminal or further pier extension as part of long-term development proposals if required.

## **Airfield:**

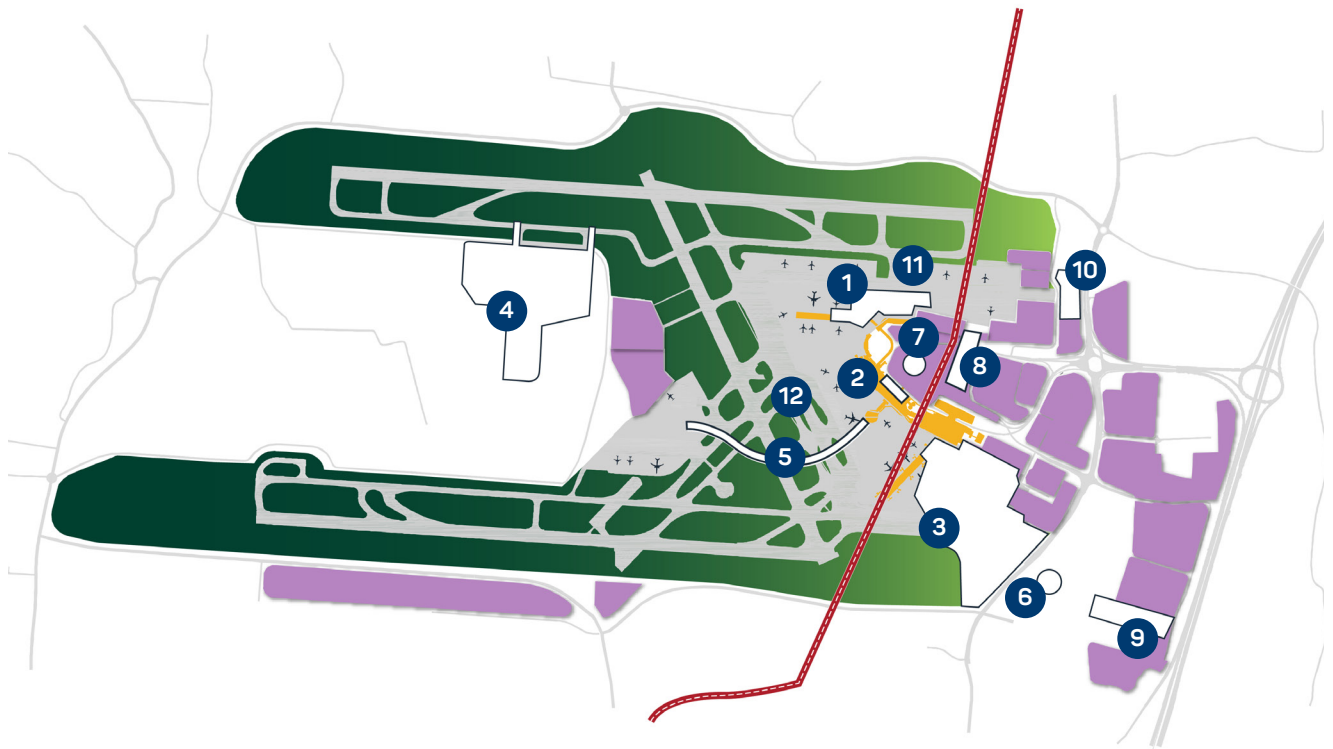
A new apron is proposed to the north west of the airfield to provide additional stand capacity. It has been arranged and sized to align to a standardised North/South taxiway network with space safeguarded for various future satellite or terminal connected passenger pier options in the longer term. In the medium-term, this apron will support remote aircraft operations such as cargo, general aviation, towing operations, standby

aircraft and contingency. It is not proposed to provide for bussed passenger operations in the short or medium term. The intention is to release stand capacity adjoining the existing piers and terminals, so that passenger activity can be consolidated in the eastern campus.

## **Facilitating the future:**

As Dublin Airport continues to develop projects are required for varying purposes, including operational, safety and environmental. Three of these projects have been recently submitted for planning permission, however as the final decision on them is awaited we have necessarily also included them in the Infrastructure Application. The three projects are, the expanded U.S. Pre-clearance facility, the Airfield Drainage Project and the Vehicular Underpass.

**Figure 6** Dublin Airport Medium-Term Development plan



Key Medium Term Projects

**1.** North Apron Expansion

**2.** T1 Central Search

**3.** South Apron Expansion

**4.** New Apron 7

**5.** Underpass

**6.** Surface Water

**7.** Airport Access

**8.** T2 Carpark

**9.** Long-term Carpark Red

**10.** Staff Carpark North

**11.** Apron 5H

**12.** Critical Taxiway



Airfield



Existing Roads



Metro North



Existing Apron, Taxiway and Runway



Existing Terminals and Piers



Dublin Airport Central, Carparks, Dublin Airport Hotel site, Car Hire, Ground Transportation Centre, Support Facilities

**Landside:**

Metrolink and BusConnects are key components for the long-term sustainable growth of the airport. While we await their arrival, Dublin Airport will continue to maximise the use of our existing transport infrastructure through the promotion of public transport, active travel and increasing the capacities of existing infrastructure where required. Recognising interim travel demands, the Infrastructure Application will consider facilities for short and long-term car parking.

# Ongoing Maintenance and Operational Projects

**Terminals & Piers:**

A new replacement façade and roof are proposed on Terminal 1 to substantially update its visual appearance and improve asset maintenance issues such as water ingress, corrosion, spalling, heat loss and environmental issues. On completion the project will provide an enhanced, energy efficient structure that will completely transform the external appearance of Terminal 1 and give it a new visual identity. This proposal follows a major upgrade to both the Departures and Arrivals areas of Terminal 1 in recent years.

An expanded U.S. Preclearance Facility is planned, located on Pier 4 of Terminal 2. This project will increase the quality of queue space and ensure this important facility can be adequately resourced to serve the Transatlantic market and support Dublin Airport's role as a secondary hub. The baggage handling systems have recently been upgraded to improve safety, security and efficiency of processing.

This project involved the replacement of end-of-life baggage belts and the introduction of innovative scanning equipment to comply with regulatory standards

Ongoing Terminal maintenance and improvement works include refurbishment of washrooms; continued improvement in seating, luggage trolleys, barriers and signage; as well as, visual environment initiatives including at T1 Immigration, CBP Departure Gates, Air-bridges, T1 Orientation Area, Terminal Entrances (front doors), Carparks, T1 Mezzanine, Pier 2 Departures.

**Airfield:**

A new replacement apron, Apron 5H, is currently under construction to the north of the airfield, replacing stands lost through the decommissioning of stands as a result of construction of the North Runway. This apron provides the optimal development of the North Apron remote stands. Planning applications have been submitted for a future development of hangar facilities at the eastern end of the North Apron. These facilities will accommodate the critical maintenance of base carrier aircraft.

A new vehicular underpass is proposed to provide safe and efficient subterranean crossing of the Runway 16/34 (the crosswind runway) for airside vehicles. It will connect Pier 3 to the existing West Apron. In the medium-term it will be an effective way of maintaining access to the west apron with minimal impact on existing eastern campus aircraft stand capacity. The Underpass represents a critical safety project, with the priority being to segregate aircraft and airside vehicles. Timely delivery of this project is a priority, in order to maintain safe and efficient access to the West Apron. Now that the new North Runway is operational, crossing of runway 16/34 is more difficult due to increased activity on the airfield. A planning application for this underpass is currently under appeal with An Bord Pleanála.

The critical taxiway project is proposed to realign existing and new taxiways. It represents a key airfield safety project to improve the safe and efficient taxiing of aircraft on the ground. On completion it will complete the optimal development of the eastern campus' North-South taxiway network. A taxiway widening project is also proposed in the South Apron area to further enhance the safety in this part of the airfield.

Aprons, taxiways and runways are the subject of a rolling programme of rehabilitation works. Recent projects have included the upgrade of Runway 16/34 and a structural resurfacing of Runway 10/28. Other rehabilitation works include critical areas within the South Apron; existing airfield Stands at Piers 2 and 3; Apron Taxiway 1, 3 and 6 and a pavement joint replacement programme. It is also proposed to rehabilitate and upgrade the southern perimeter maintenance road to include minor airfield security fence improvements.

Significant investment is being made in surface water management improvements across the airfield to improve the existing surface water collection network. These proposals include new drainage network and attenuation tanks to increase storage capacity, and management of surface water on the airfield.

### **Landside:**

It is proposed to relocate cargo operations from the area of the South Apron to a new purpose-built modern facility which conforms to international best practice.

Phase one of the Dublin Airport Central project is currently under construction, which on completion will provide for 40,000sqm of prime office space and new multistorey carpark.

A large energy project proposed to the south of the airport hopes to provide a 40-45-acre Solar PV Farm to serve the airports energy needs. Planning permission has also been granted for a new terminal linked hotel, which will be developed by a third party.

New roof & façade for Terminal 1



# 6.6

## Long-term Development

As airport operator, we have a responsibility to ensure the best long-term outcome for Dublin Airport. Dublin Airport's Vision provides a broad spectrum of scenarios for future long-term airport development. The layouts provide a range of holistic scenarios considering each key airport component, across the airside, landside, and airport support elements, and how they can be developed, expanded, and improved to support additional passenger capacity. Developing long-term options allows the airport to approach long-term planning in a balanced and structured way while at the same time maintaining operational flexibility to adapt to land availability and development policy which may change over time.

Options have been prepared to ensure optimum solutions are progressed with available airport zoned land. They therefore do not take account of the fact that Dublin Airport does not own or control all lands within the available space between north and south runways. Dublin Airport also does not control the external transport network facilitating airport surface access and in the longer term, and any development path taken must ultimately be coordinated with relevant statutory authorities, including transport and planning, and with the appropriate public engagement.

Five graphics are set out below illustrating possible future layouts of Dublin Airport. Each provides an indicative development path to accommodate additional passenger capacity. Two central considerations inform every scenario. First, that they each support the NPF's National Strategic Outcome 6 to Grow International Connectivity. The second is that each option makes appropriate provision for a third passenger terminal, should the need arise in future. The requirement to safeguard for a future terminal is discussed further in Section 6.3 (p44). While a third terminal is not presently required in either the short or medium term, the ability to provide one in the future is an express requirement of planning policy.

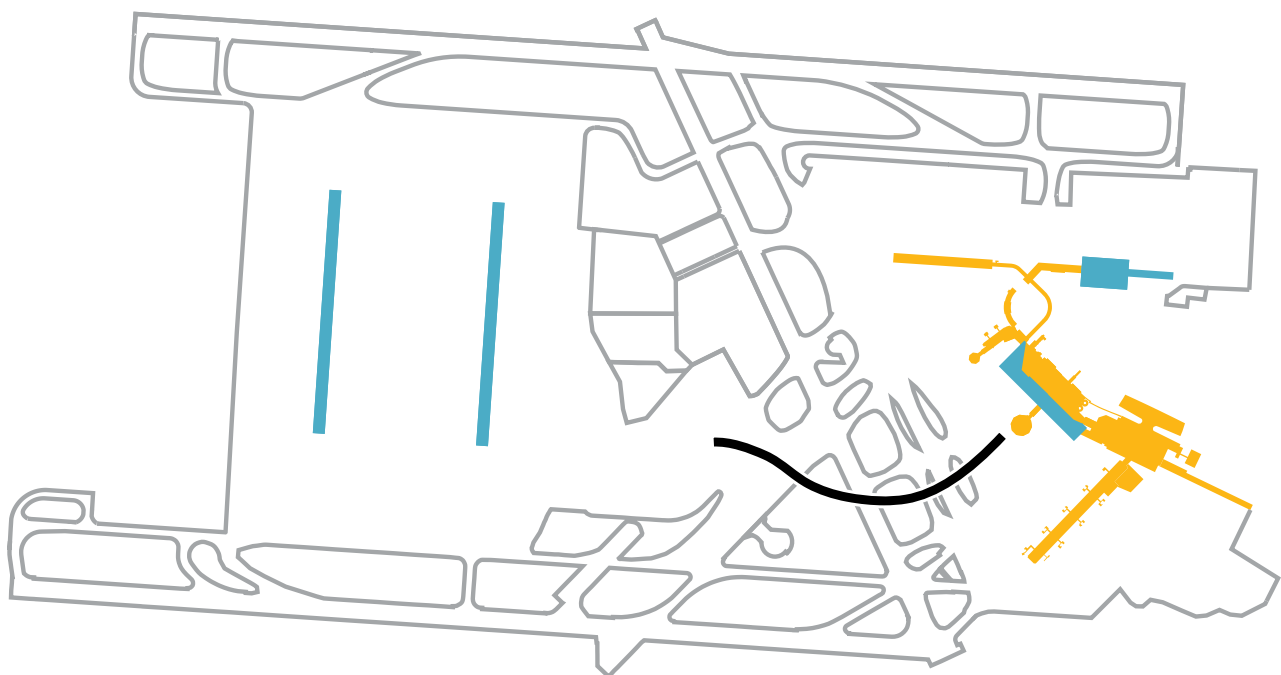
The flexible development paths also serve a third important purpose, in that they must each be able to demonstrate that the medium-term proposals outlined in the foregoing section, do not impede or undermine longer term airport development prospects. Without a clear idea of how the airport might develop in future, there would be a significant risk that short-term decision making will result in costly infrastructure projects that are poorly located and inappropriately sized relative to future capacity requirements. This acknowledges the significant capital investment in airport infrastructure planned in the medium term. With this in mind, short and medium-term infrastructure must be progressed with an eye on the future – to

ensure that it can maintain responsiveness to the dynamic aviation sector, avoid development that might restrict future growth, retain the ability to adapt longer term requirements, avoid nugatory spend and, allow successful integration with the existing airport infrastructure. It is important to note, that each option outlined in the following paragraphs, requires detailed further examination across a range of perspectives – including planning, environmental, operational and prevailing market conditions. None of the options represent

the final airport design or a detailed development programme. The eventual development path will very much depend on planning or governmental policy and will need to be interrogated against any interim changes in travel patterns, airline requirements, available financing, technological advances, and new safety requirements and obligations. It will also need to be placed through the rigors of the planning system to ensure environmental and planning requirements are met

## Sample of long-term development options

### Option 1: North Apron Terminal and Twin Satellite Piers



● Proposed New Buildings

● Terminals and Piers

⌋ Western Vehicle Underpass

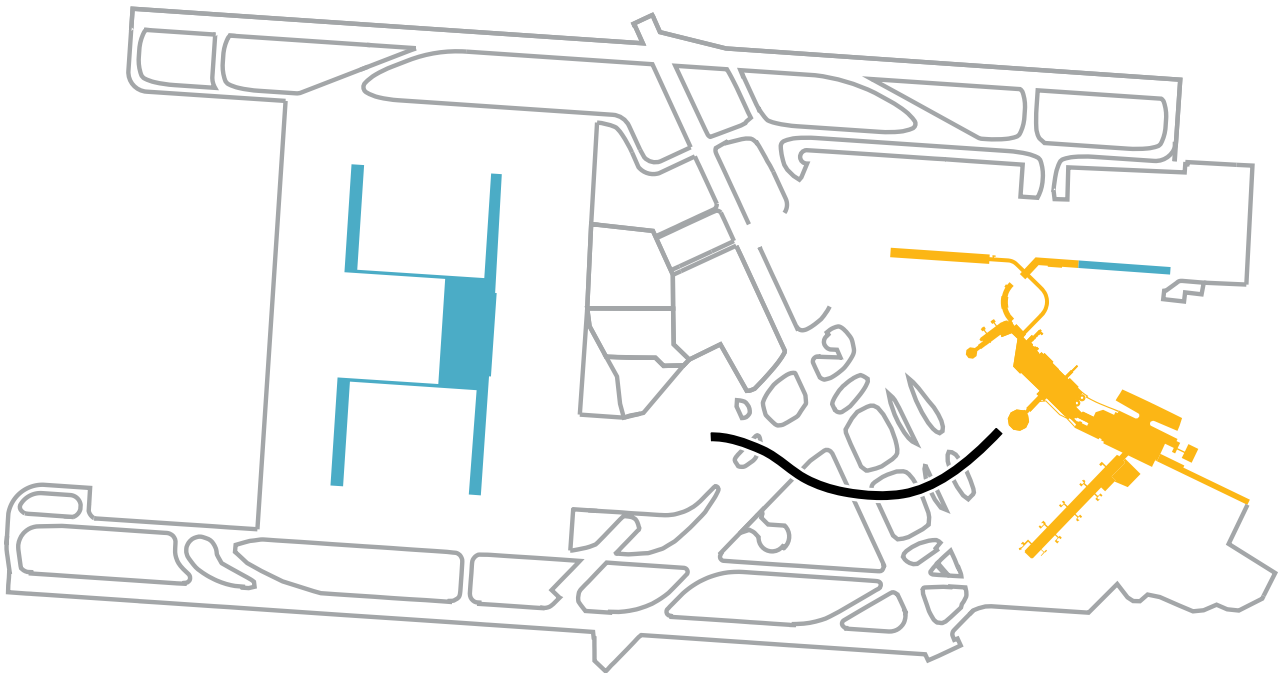
In this long-term development path, the focus is on developing and maximising terminal capacity in the east campus. Once new piers in the north and south of the eastern campus are delivered,

it provides for further developing pier and stand capacity to the west. The eastern campus is connected to the west of runway 16/34 by an underpass and Automated People Mover.


Continued over-leaf →

## Sample of long-term development options

### Option 2: Midfield Terminal and Finger Piers



 Proposed New Buildings

 Terminals and Piers

 Western Vehicle Underpass

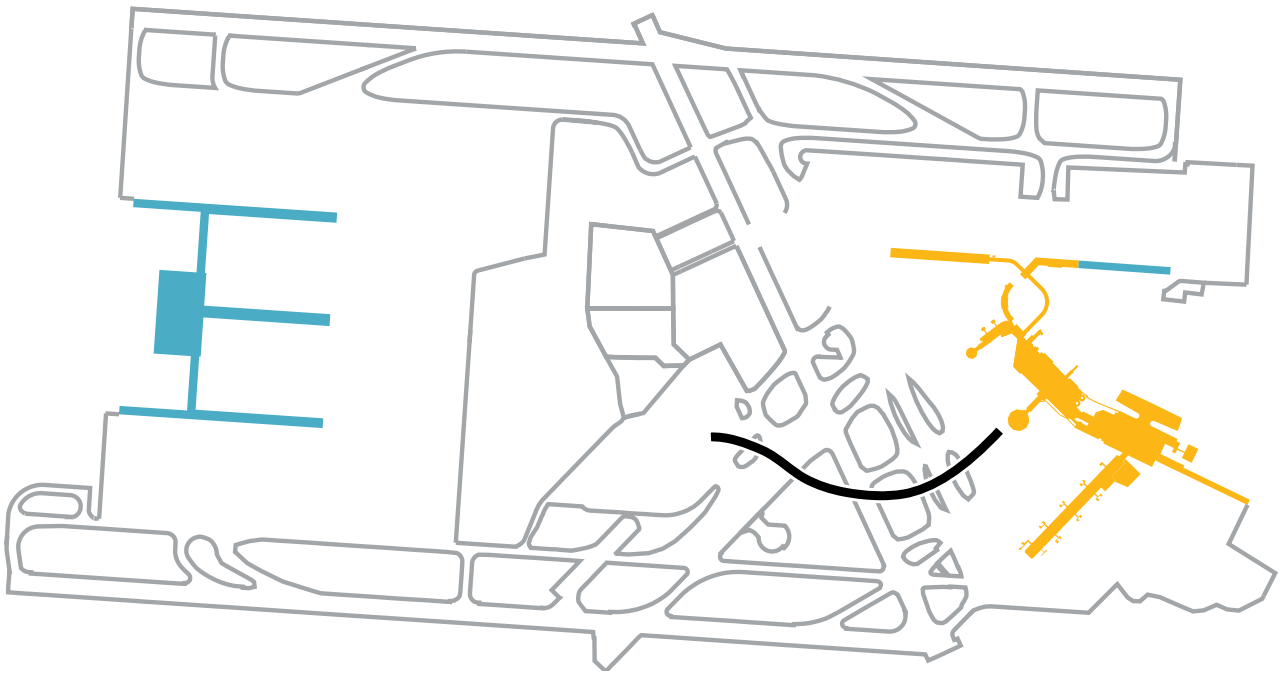
This long-term development path focuses on developing and maximising terminal capacity in the west campus. Once new piers in the north and south of the eastern campus are delivered,

it provides for further developing pier and stand capacity in the west. The eastern campus is connected to the west of Runway 16/34 by an underpass and Automated People Mover.



# Sample of long-term development options

## Option 3: Western Terminal and Finger Piers



● Proposed New Buildings

● Terminals and Piers

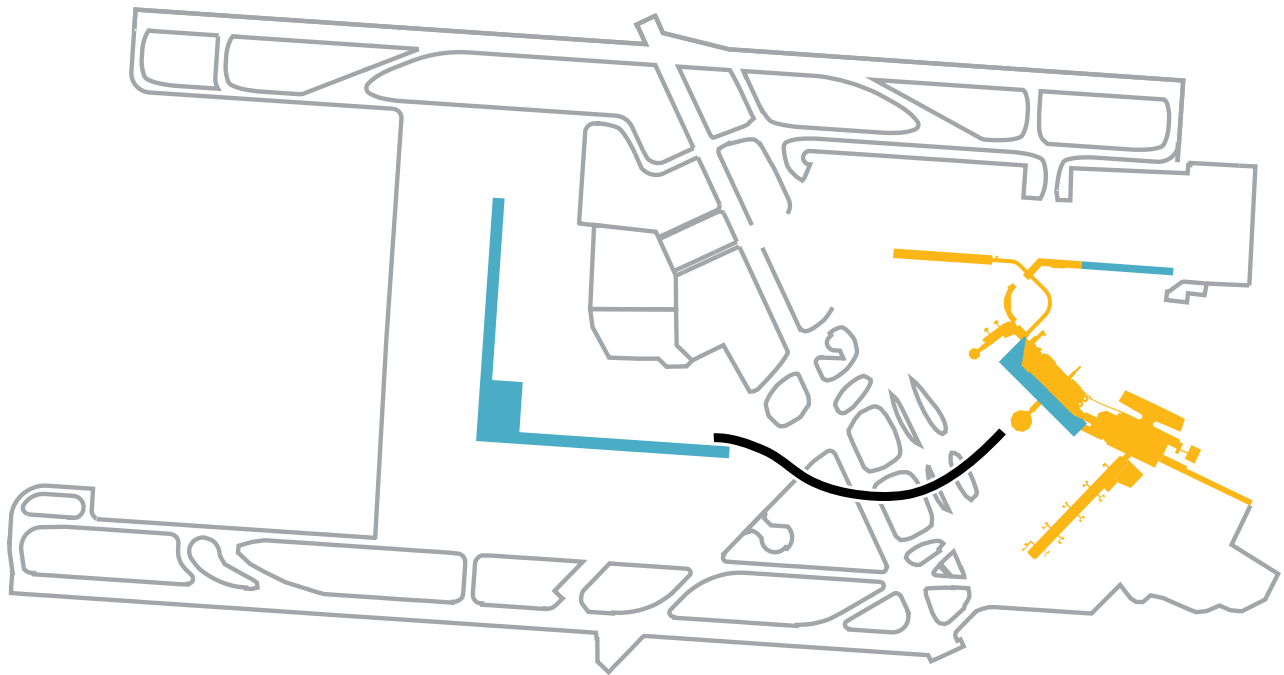
⊃ Western Vehicle Underpass

Similar to the previous development path, this option proposes development of terminal capacity to the west of Runway 16/34 with the associated underpass connectivity to the eastern campus. In

this case the terminal development proposes three parallel passenger piers and a terminal positioned at the western extent of the Western Campus.

## Sample of long-term development options

### Option 4: Midfield Satellite Hub Pier



 Proposed New Buildings

 Terminals and Piers

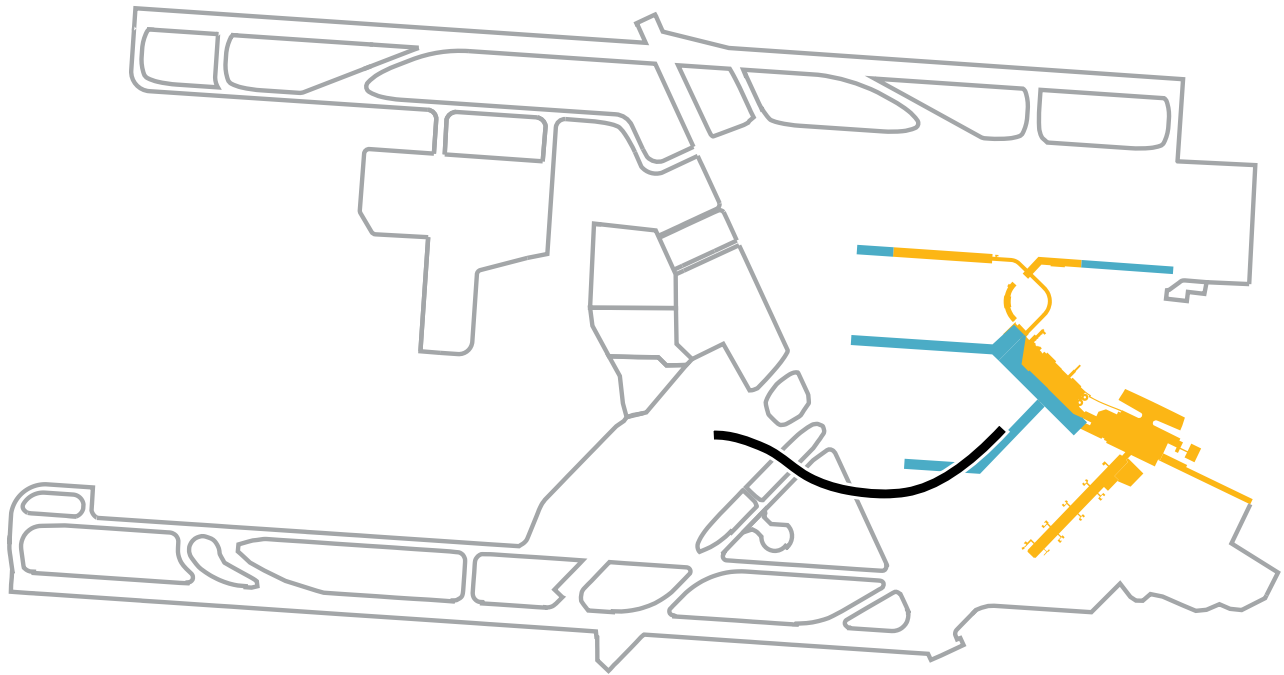
 Western Vehicle Underpass

This development path proposes the continued development of terminal capacity in the Eastern campus. Once pier extensions are developed north and south of the Eastern Campus, future pier capacity is achieved to the west of runway 16/34. This pier development is complemented

by the development of a 'Hub' for improved passenger experience and commercial offering. As with the other development paths, this development connects the east and western campuses via an underpass of Runway 16/34.

# Sample of long-term development options

## Option 5: Existing Terminal and Pier Extension



● Proposed New Buildings

● Terminals and Piers

⊥ Western Vehicle Underpass

In this development path, passenger growth is accommodated by consolidation of passenger operations in the eastern campus. This includes expansion of Terminal 1 and existing passenger

Piers 1, 2 and 3. Extension of the piers is facilitated by the removal of Runway 16/34, which continues to be used as a taxiway.

# 7.0 Community Engagement

Dublin Airport is a neighbour, as well as a place of work, to many local communities. We are fully committed to being a responsible airport operator and a good neighbour.

We are committed to supporting social, educational and sustainable initiatives, whilst recognising and valuing diverse needs in local communities. Our €10 million Community Fund supports projects in our neighbouring communities, focusing on environment and sustainability, sports and recreation, social inclusion and community development, health and well-being, culture and heritage.

We understand that a balance needs to be achieved in terms of operating an international airport in the national interest and the needs of our local communities. That is why we have a long record of engaging with our community about the issues that are of importance to them.

Dublin Airport's residential noise insulation programmes currently provide free insulation to more than 200 local residences, including acoustic glazing, ventilation and attic insulation.

As well as working directly with local residents, we are also committed to building upon the strong and lasting relationships we have with local schools, educational institutions and community organisations.



**€10m**  
Community  
Fund



**200+**  
local  
residencies  
with free noise  
insulation



**200+**  
staff  
volunteers  
teaching  
**+5000**  
students

Dublin Airport is a leading participant in Business in the Community (BITC) and Schools Partnership initiatives. daa was one of the first businesses to support Junior Achievement Ireland, with more than 200 staff volunteers having taken part in teaching, motivating and inspiring more than 5,000 students. Additionally, Dublin Airport supports up to 10 students per year from economically disadvantaged backgrounds to attend Dublin City University via its Access Programme.

Since 2007, daa employees have fundraised for annual staff charities, helping to raise significant donations for local and national not-for-profit organisations. With support from employees and passengers, almost €3 million has been raised for charities in Ireland.

As we develop and fulfill our vision, we will continue to engage with local communities over the long-term and will work to ensure that community needs are appropriately considered in developing the airport.

daa  
Difference  
Day



**10 DCU**  
students  
funded per  
annum



**€3m**  
raised for local  
and national  
charities

## More Information

To find out more about our vision and development plans for Dublin Airport, please visit [www.dublinairport.com/corporate](http://www.dublinairport.com/corporate)