

# Infrastructure Application

---

Project details



4. New Apron 7

7. Surface Access Infrastructure

5. Underpass



Map of proposed IA investments



To Swords

10. Staff Carpark North

1. North Apron Expansion

8. T2 Carpark Upgrades

R132

Access  
structure

2. T1 Central Search

T1

T2

3. South Apron Expansion

R132

6. Surface Water Management

9. Long-term Carpark Red (temporary)



## Terminals and Piers

### North Apron Expansion

Since its development in 2007, demand for Pier 1 has grown significantly. It is now proposed to expand the pier and associated apron eastwards to accommodate an additional six aircraft.

Pier 1 is the most northerly of the Aircraft piers in the airport and along with Pier 2 currently accommodates approximately 58% of the short-haul point to point flights operating from Dublin Airport. It has been identified by daa as a key opportunity space to provide additional aircraft and passenger processing facilities while enhancing the passenger experience.

The proposed facility extends eastwards, and will be connected to terminal 1 via the existing Pier 1 Skybridge. The Pier extension will provide for an improved passenger experience, through the provision of new lounges, food and beverage, gate hold facilities and new bussing gates.

#### North Apron Scope:

- Pier 1 extension (Module 1)
- Six narrow or three wide-bodied aircraft stands
- Demolition of existing buildings
- Pier 1/Skybridge Interface and new plant room



Indicative internal and external views of Pier 1 extension







## Terminals and Piers

### South Apron Expansion

Since its opening in 2010, Terminal 2 has provided a new and modern passenger experience for passengers travelling on both the short and long-haul routes. The Terminal is also home to the US Customs & Border Protection (CBP) facility which allows US bound passengers to pre clear in Dublin prior to travelling to the US.

This area of the airport, referred to as the South Apron, will be expanded to include a new pier, which will facilitate 8 narrow, or 4 wide, body long haul aircraft, a relocated pre boarding zone, aircraft parking areas, taxiways, and apron space. The project will also include expansion of US Customs & Border Protection building, including development of additional screening lanes.

This expansion of the south apron will enable increased volumes of fuel efficient transatlantic narrow body aircraft and facilitate an improved passenger experience for passengers travelling to and from the US and Europe.

#### South Apron Scope:

- New Pier 5 – eight narrow, or four wide-bodied aircraft stands
- Expansion of US CBP facilities
- New Passenger Pre Boarding Zone



Indicative external view of new Pier 5



Indicative external view of CBP



Indicative internal view of Pier 5





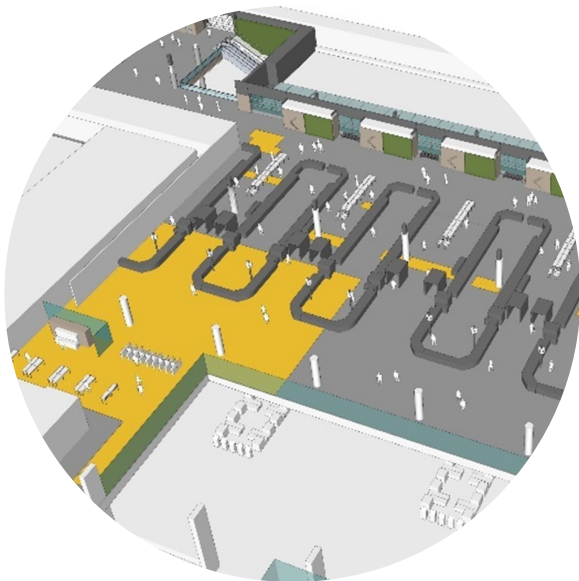
## Terminals and Piers

### Terminal 1 Central Search

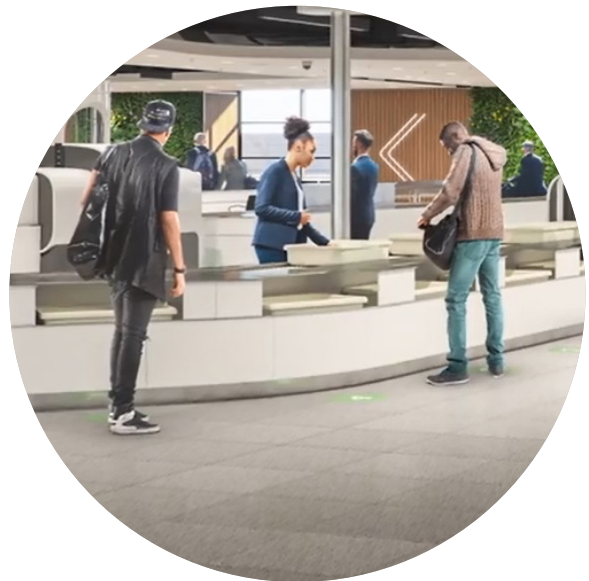
The existing security area within Terminal 1 will be re-located to an enlarged T1 mezzanine area. This enlarged mezzanine will be achieved through the extension of the existing mezzanine to the full width of the terminal.

Moving security from its existing location to the mezzanine creates space for an expansion of the Terminal 1 check-in area and passenger services including additional ancillary services such as food, beverage, and commercial offerings.

The T1 Central Search at an enlarged mezzanine level aims to provide for an improved passenger experience, through the facilitation of C3 technology in all lanes, removing the requirement of passengers to remove liquids from their bags. It includes 11 security lanes, a new Vertical Circulation Core (VCC) with two lifts, four escalators and two stairs, re-located service risers, slab infills and new autopass gates in two locations.



Indicative aerial view of T1 new Central search area



Indicative internal view of new T1 Central Search area





Indicative internal view of new T1 Central Search area



## Airfield

### Underpass

The proposed Vehicle Underpass of the Crosswind Runway is a critical project for safe and efficient operation of the airfield. The underpass is required to facilitate ongoing safe and reliable vehicle access between the remote West Aprons and the Eastern Campus. It will allow aircraft handlers to continue to service aircraft operations on the West Apron safely and efficiently and will also allow support vehicles to access the new proposed Apron 7.

### Apron 7

Apron 7 is proposed to the northwest of the Dublin Airport airfield, south of the new North Runway. The new apron will create 3 banks of stands, each served by a single cul-de-sac taxiway and connected to the parallel taxiway of the North Runway. In total, these can provide space for 9 MARS stands each capable of serving either 1 wide-bodied aircraft or 2 narrow body aircraft, together with 5 further narrow body stands.

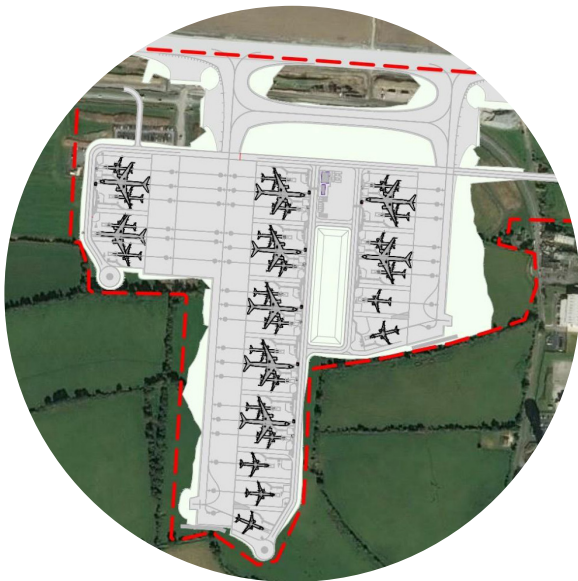
As these stands are remote from other airport facilities, this project element needs to be supported by access roads to the existing perimeter road, services infrastructure including a new substation to

serve the apron, together with a dispatcher building for those working on this apron, and relocation of the airport fence line. Consideration may have to be given to the closure of the R108 in this location to facilitate the Apron 7 extension.

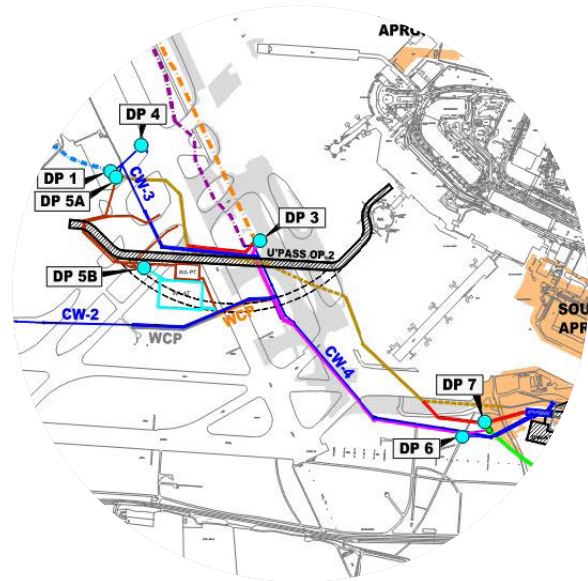
### Surface Water Management

The Airfield Drainage Project (ADP) will include the upgrade of existing drainage infrastructure and the construction of additional infrastructure to supplement the performance of the existing surface water management system. The drainage infrastructure upgrades will be:

- Contamination detection and response system
- Clean water supply pipelines
- Contaminated bifurcation pipeline
- West apron network upgrades
- Central Pollution Control Facility (CPCF)
- Contaminated trunk pipelines
- Supervisory Control and Data Acquisition (SCADA) System
- Change of function of existing drainage infrastructure



Indicative aerial view of Apron 7



Indicative plan view of future drainage network



Indicative view of Underpass



## Airport access and parking

### Surface Access Infrastructure

Surface access is an important element of the passenger experience. In anticipation of the Metrolink, Dublin Airport will continue to develop other modes of transport with a particular focus on increased levels of public transport.

It is proposed that the existing Ground Transportation Centre (GTC) be redesigned to provide 41 bus stands. Outside of the main Airport campus, a number of upgrades are proposed at several junctions to provide priority for bus movements, including, along the R132/Old Airport Road; and the R108/Old Airport Road.

#### Bus Facilities:

Re-developing the ground transportation centre will enhance access to the airport via public transport, smoothing the passenger journey in this regard and promoting sustainable transport options. This work also supports wider improvements to the existing coach facility and off-site bus/coach layover.

#### Bus Priority:

A number of junctions of the local highway network will also be upgraded, with a bus priority focus, this will target key bus corridors accessing the airport. The above measures are required to support a step change in public transport services, which are required to achieve the ambitious mode share targets identified to support airport growth to 40mppa.

The Terminal 2 car park project involves extending the T2 multi storey carpark upwards by adding 2 levels. A total of 404 spaces for short-stay parking (including re-providing for the T2 surface car park (295 spaces) – which will close due to MetroLink construction) is proposed.

### Long-term carpark

At the south-eastern end of the Eastlands area adjacent to the M1, an extension to the existing Express Red Long-Term Car Park is proposed. The proposed extension to the existing Express Red Long-Term Car Park will consist of the provision of an additional 2,000 long-term spaces. This extension shall be applied for on a temporary basis until such time as the Metrolink connection to Dublin Airport is operational.

### Staff carparks

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

### Terminal 2 carparks





