



daa Update

Kenny Jacobs, daa CEO

Joint Oireachtas Committee on Transport & Communications Networks

November 2023

1. Dublin Airport Operations
2. Cork Airport Update
3. Flight Paths, Noise and Community
4. Economic Impact Study
5. Planning Priorities and the Infrastructure Application
6. Sustainability
7. Appendices



DUBLIN AIRPORT OPERATIONS



HUGE FOCUS ON MAKING DUB BETTER FOR PASSENGERS IN SUMMER '23



**STRONG
ON SECURITY**

**CLEAR
TRAVEL ADVICE**

**A CLEANER
AIRPORT**

**MORE
SEATING**

**MORE
STAFF TO HELP**

**FASTER
WI-FI**

**MORE
BUSES & TAXIS**

**MORE
CHARGING POINTS**

**LESS
CLUTTER**

**NEW FOOD &
DRINK OPTIONS**

**NEW LOUNGE
PROMOTIONS**

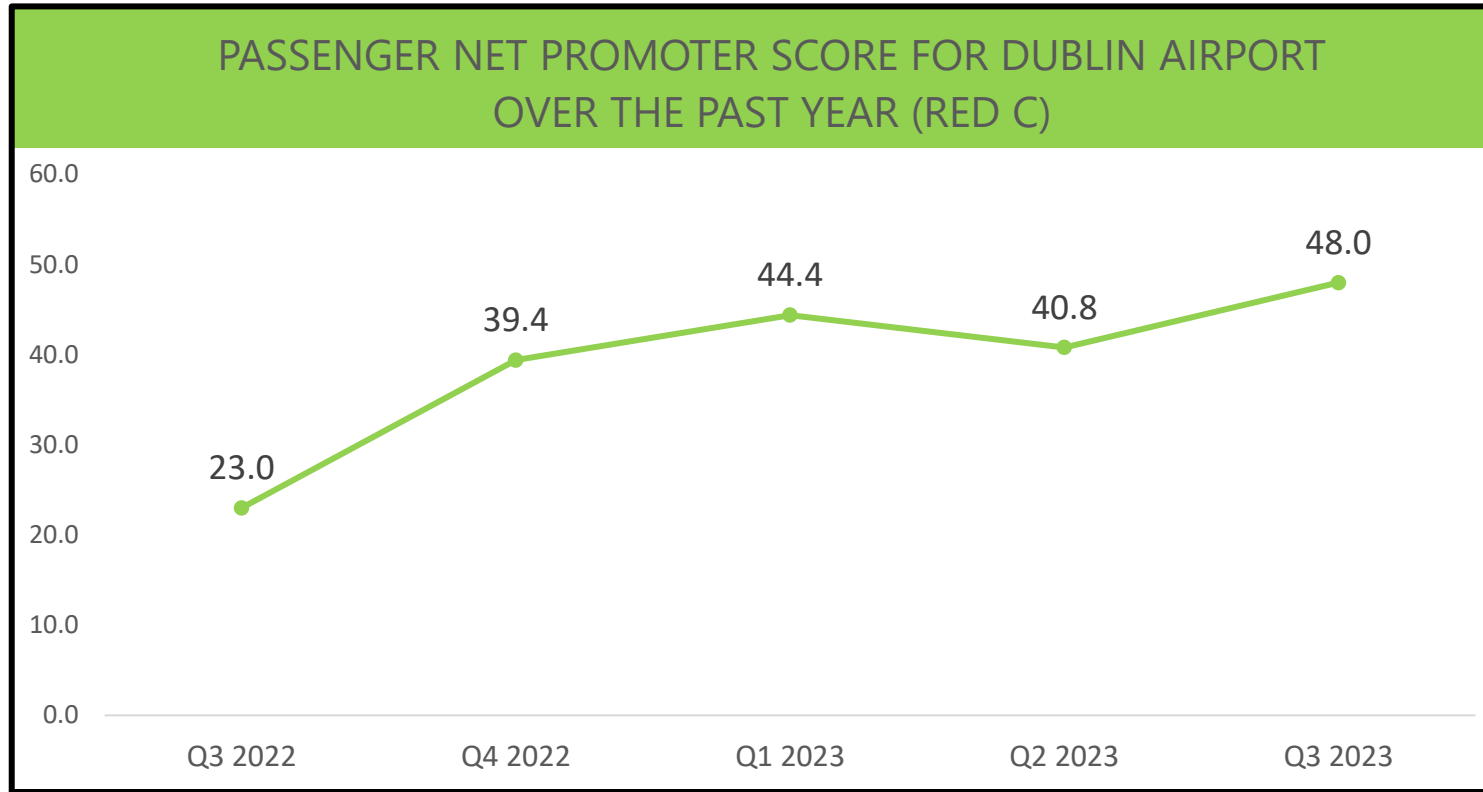
**BETTER
FAST TRACK**

**EVEN MORE
SHOPPING**

**IMPROVED
ACCESSIBILITY**

**EASIER
FEEDBACK**

**MORE
SUSTAINABLE**



- ✈ Strong improvement in passenger sentiment as a result of the steps taken to date
- ✈ Passenger Net Promoter Score has improved by 25 points in Q3 2023 v. 2022
- ✈ Security queues stable over Summer with 98% of passengers less than 20 mins

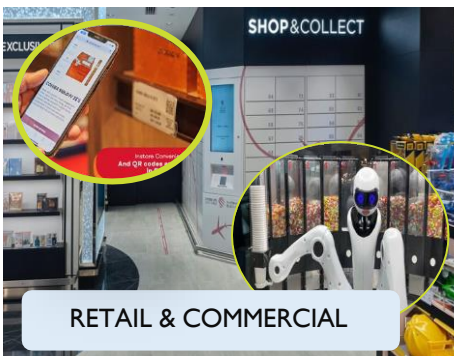




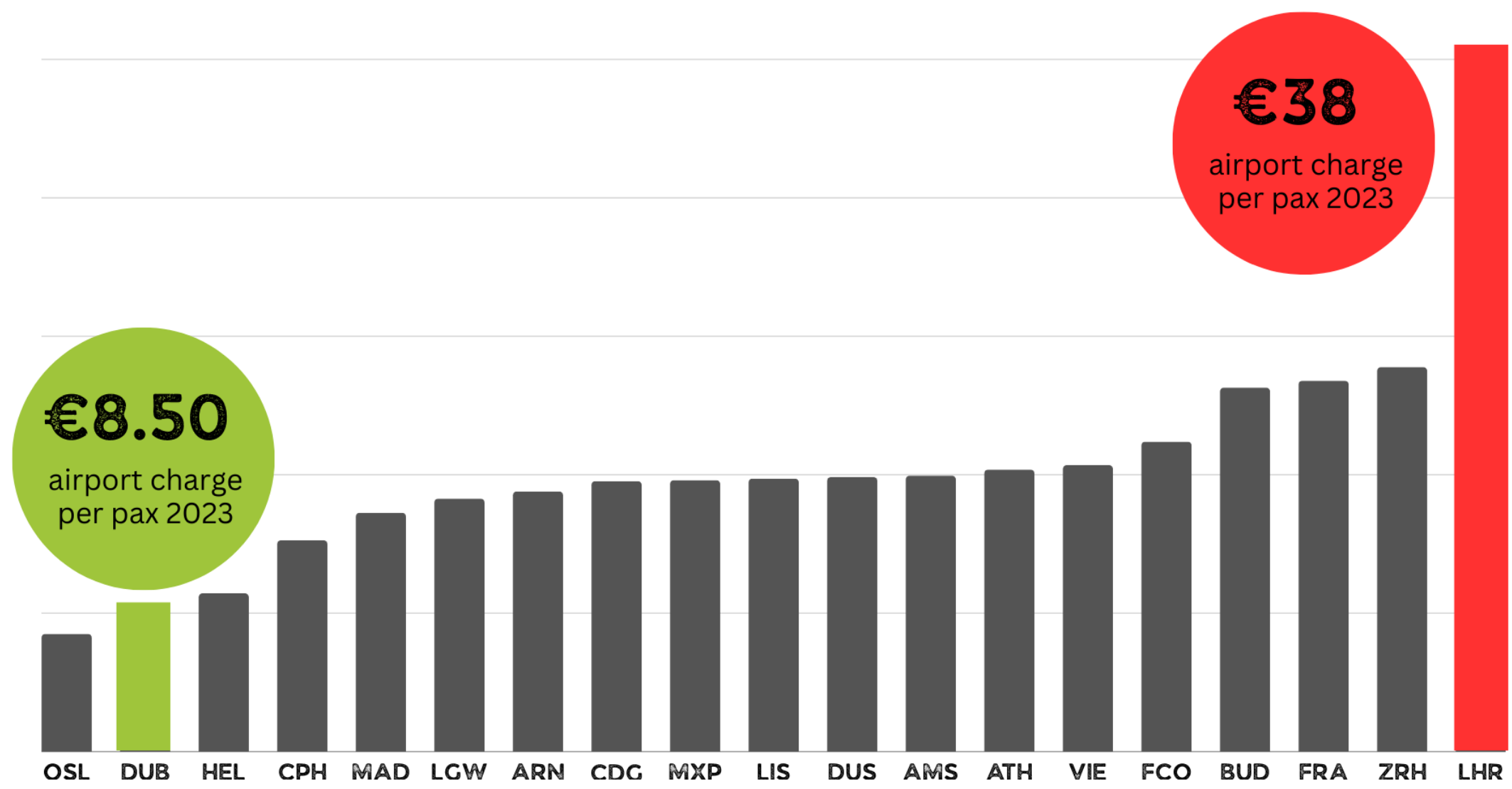
- ✈ New MD Dublin Airport and new MD daa LABS
- ✈ New Food and Beverage Outlets and Mobile Units
- ✈ Better Lounges-Even More Passenger Seating
- ✈ New Dublin Airport App



- ✈ New Community Viewing Area
- ✈ Further Improvements on Wi-Fi and Air Conditioning
- ✈ More Mobile Phone Charging Points T1 and T2
- ✈ More EV Spaces



IN 2024 DUBLIN AIRPORT WILL CHARGE LESS THAN HALF OF EUROPEAN PEERS



CORK AIRPORT UPDATE



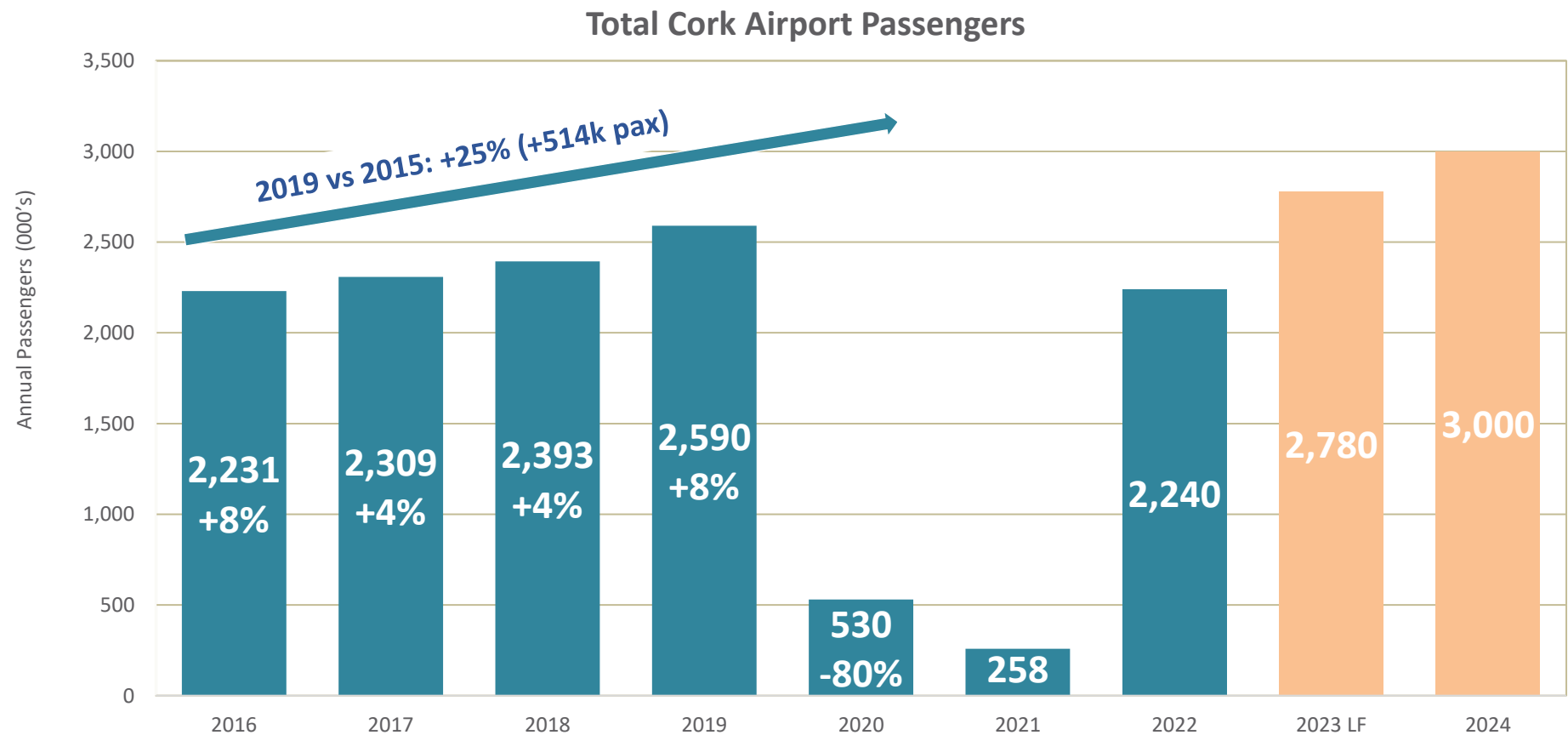
Cork Airport 2023

Hub Connectivity

Focus on increased connectivity to European hubs to connect with emerging markets such as India, China, South Africa & South America



Cork Passenger Traffic 2015 to 2022 Actual with 2023 & 2024 Projection



8 Scheduled Carriers

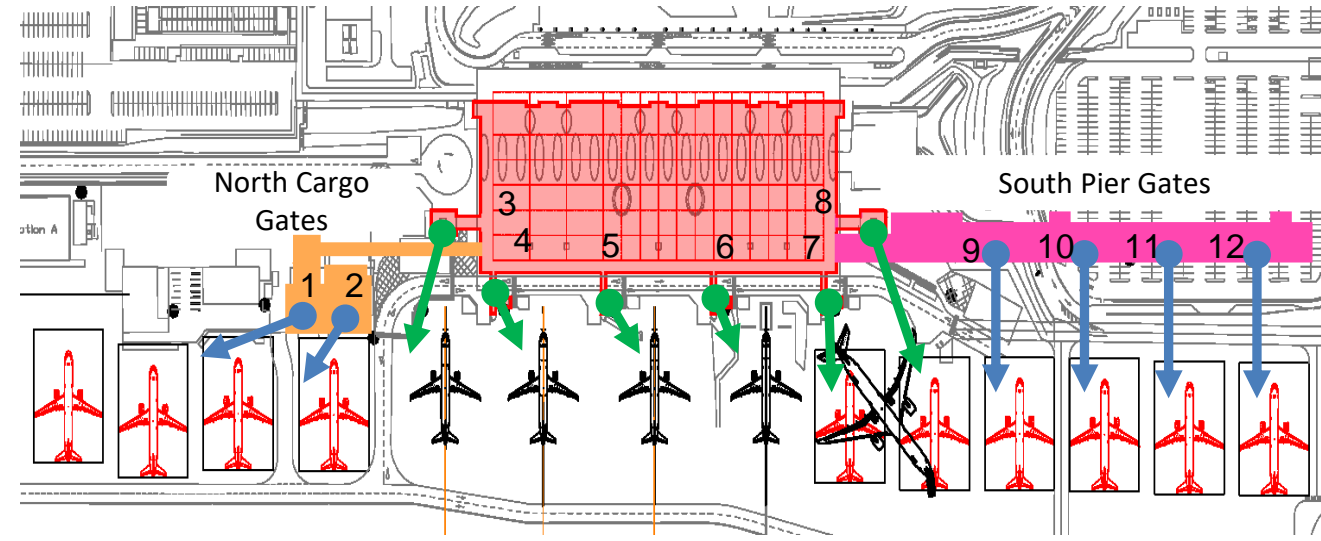


Dedicated aviation business development team engaged to further grow routes and services
Continuous Investment in Cork Airport towards 5m passengers

- ✓ Hold baggage screening – standard 3 upgrade
- ✓ Runway reconstruction
- ✓ New electrical sub station

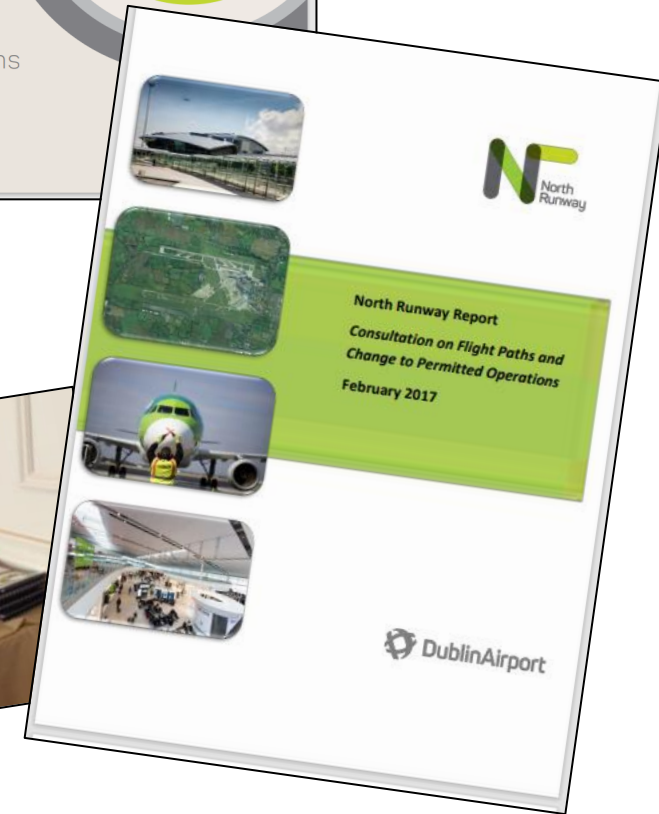
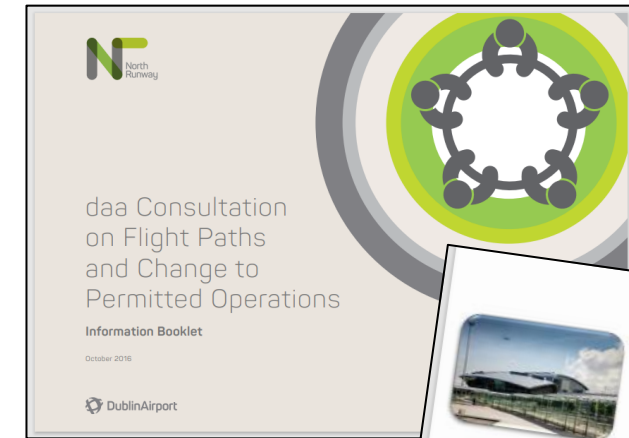


- ❖ Masterplan review underway
- ❖ Cat 3 Cabin Baggage – Design Commencing
- ❖ 1.8mkw Solar Farm to be delivered in 2024



FLIGHT PATHS, NOISE AND COMMUNITY

- ✦ Developed and designed by experts to align with planning and international safety regulations.
- ✦ Examined and approved by the IAA in role as regulator
- ✦ Initial issue in August 2022, some local communities being unexpectedly overflown
 - ✦ daa apologised and the issue was subsequently addressed in Feb 2023.
- ✦ The flight paths being flown today are consistent with the indicative flight paths that were presented at public information sessions in 2016.
 - ✦ Events were well-advertised and attended by all interested parties.



FACTS ON NOISE MANAGEMENT & MITIGATION MEASURES AT DUBLIN AIRPORT

- ✦ **50% Reduction** in those significantly impacted by noise between 2019, 2022 and 2023
- ✦ **99% Reduction** in use of Crosswind Runway – flying over Santry and Dublin City
- ✦ **No Change** in Night-Time Noise Since North Runway commenced operations (not used 11pm -7am)
- ✦ **Promoting and Incentivising Quieter Aircraft** & Penalising Airlines for Noise

NOISE MONITORING AND MEASUREMENT

- ✦ Extensive upgrades across our noise monitoring network
- ✦ Noise Monitoring Terminals network will see 27 in place (25 fixed and 2 mobile)
 - ✦ Currently 18 monitors + 2 mobile units
- ✦ Liaising with ANCA, community groups re placement of monitors
- ✦ Noise and flight track monitoring – Webtrak
- ✦ Further public-facing tools to support understanding of noise impact



[noise-management-and-mitigations-facts-final.pdf \(dublinairport.com\)](https://dublinairport.com/noise-management-and-mitigations-facts-final.pdf)



✈ Insulation Scheme

- ✈ 200+ homes eligible
- ✈ 150+ homes now completed
- ✈ Surveys conducted on 35+ homes, with measures to be rolled out in Q1 2024
- ✈ 300 homes set to become eligible for €20k insulation grant (pending planning approval)
- ✈ Continued engagement with Kilcoskan National School

✈ Home Buy-Out Scheme

- ✈ 38 homes eligible for a 30% Premium

✈ Complaint System in place

Aircraft Noise Complaints



32,646

aircraft noise complaints were received by daa in 2022

90%

of complaints in 2022 came from 11 complainants

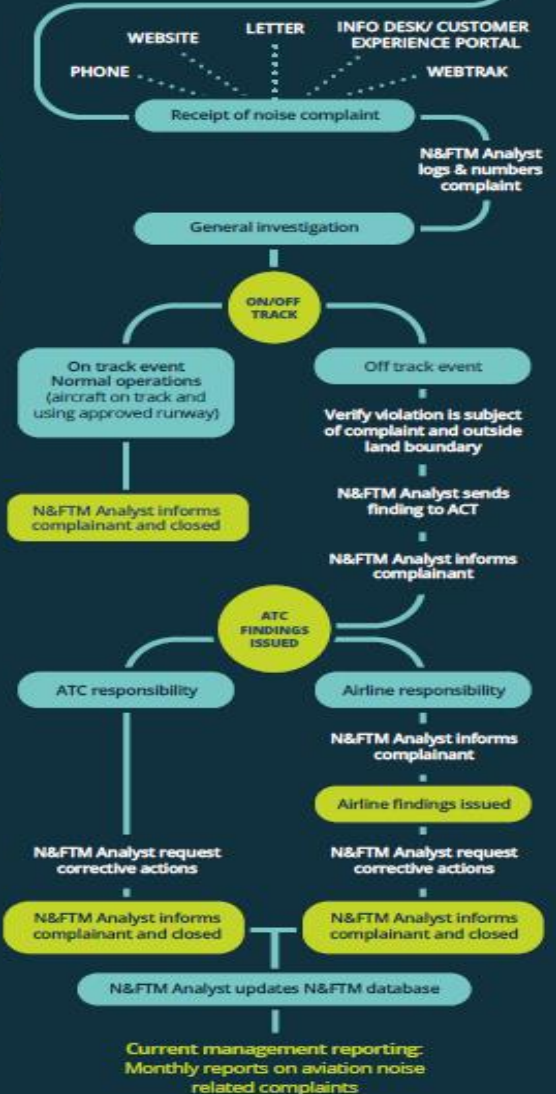
25,126

of all complaints received (77%) were from 1 serial complainant

83.8%

of complaints were responded to by daa

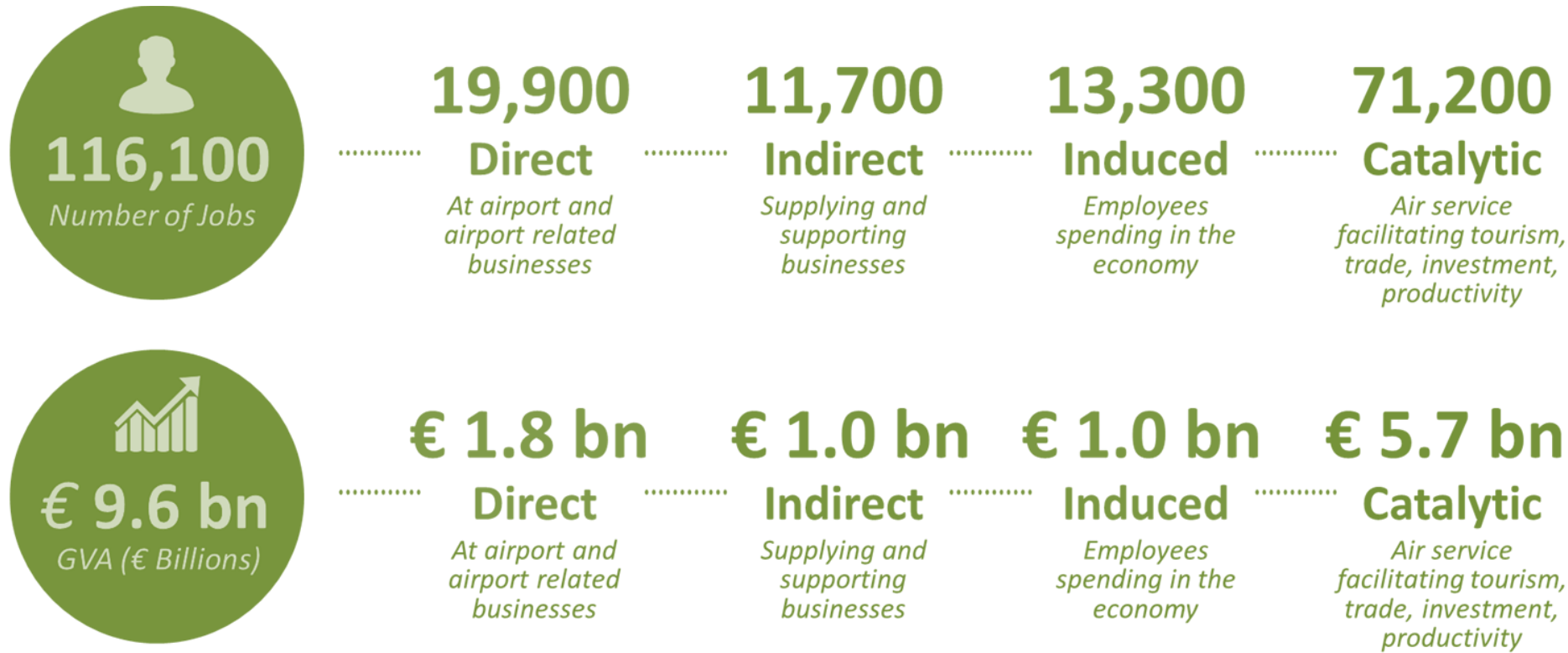
How daa deals with noise complaints



- ✈ €10m Community Fund-one of largest in Ireland
- ✈ €2m invested in local community projects and initiatives since 2017
- ✈ 100+ projects will be funded this year alone
- ✈ Delivering positive experiences that benefit entire communities e.g. Swords Castle Halloween Event
- ✈ Ongoing community engagement programme with dedicated team visiting homes and schools
- ✈ Independently chaired meetings with community forums – St Margaret's Community Liaison Group & Dublin Airport Environmental Working Group



DUBLIN AIRPORT ECONOMIC IMPACT STUDY



*All financial figures are in 2022 prices.
Numbers may not add up due to rounding.*

- + 19,900 direct jobs – approximately the same as the combined employment of Apple (6,000) Google (5,000), Intel (4,900) and Facebook (3,000) in Ireland
- + 116,100 jobs including multiplier and catalytic impacts
- + € 9.6 billion in GVA – equivalent to 2.3% of national GDP

Fingal

30,800 jobs

€2.8 bn GVA

27% of total jobs



Rest of Dublin

24,800 jobs

€2.3 bn GVA

21% of total jobs

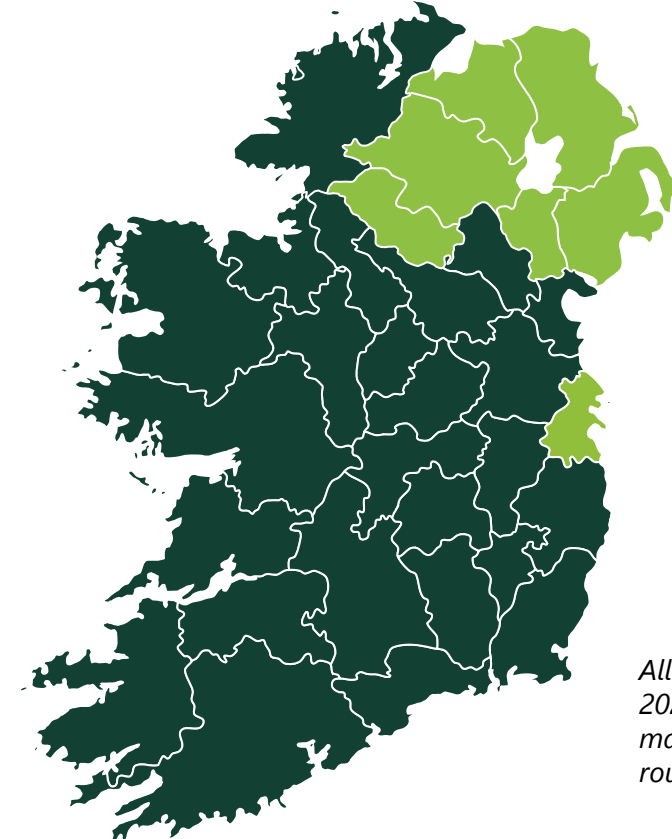


Rest of Ireland

60,500 jobs

€4.5 bn GVA

52% of total jobs



All financial figures are in 2022 prices. Numbers may not add up due to rounding.

PLANNING PRIORITIES AND THE INFRASTRUCTURE APPLICATION

- ✈ Planning permissions granted include a numerical cap on the number of passengers through the terminals – 32mppa
- ✈ Refers to **transportation capacity constraints** as a reason for this
- ✈ Important considerations;
 - ✈ **Transfer** passengers should only be counted once
 - Some transfer passengers should be excluded as they do not enter the terminals
 - ✈ **Transit** passengers (who do not disembark from aircraft) should not count towards the cap
- ✈ daa **will remain in compliance** with planning permission and the 32 million passenger cap (as adjusted) until permission is granted for an increase.

Restrictive Conditions (Passenger Cap)

Capacity

3. The combined capacity of Terminal 2 as permitted together with Terminal 1 shall not exceed 32 million passengers per annum unless otherwise authorised by a further grant of planning permission.

Reason: Having regard to the policies and objectives of the Dublin Airport Local Area Plan and capacity constraints (transportation) at the eastern campus.

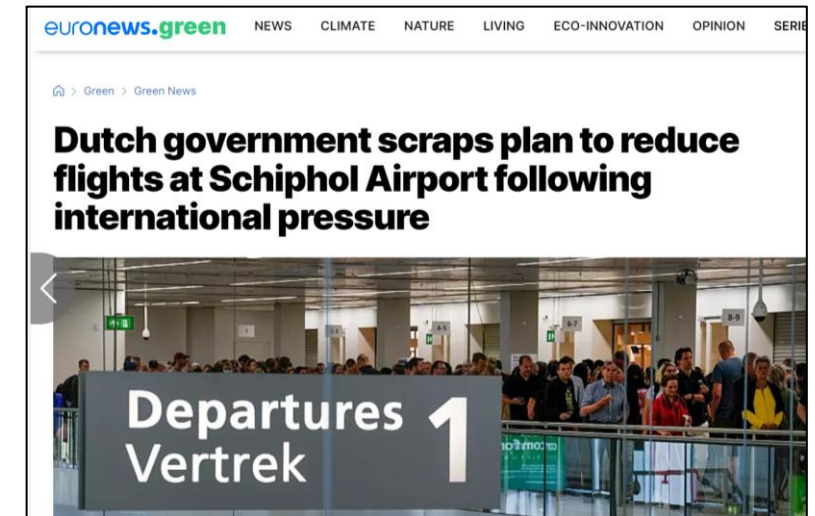
2. The combined capacity of Terminal 1 (including the extension authorised by this grant of permission) and Terminal 2 granted permission under planning register reference number F06A/1248 (An Bord Pleanála appeal reference number PL 06F.220670) shall not exceed 32 million passengers per annum unless otherwise authorised by a further grant of planning permission.

Reason: Having regard to the policies and objectives of the Dublin Airport Local Area Plan and capacity constraints (transportation) at the eastern campus.

- ✦ Decision-making process exists under EU law for the co-ordination of slots which is overseen in Ireland by the IAA
- ✦ Identifying capacity management measures to enable compliance with the cap whilst minimising impacts on passengers and airlines.
- ✦ Transit flights discontinued since end October
- ✦ Limiting pricing incentives for growth
- ✦ Proposed suspension of slot applications for all ad-hoc passenger movements - meeting scheduled for early December to vote on this
- ✦ Will impact:
 - ✦ All general aviation / business jets
 - ✦ Sports and special event charters
 - ✦ Extra scheduled flights by scheduled carriers



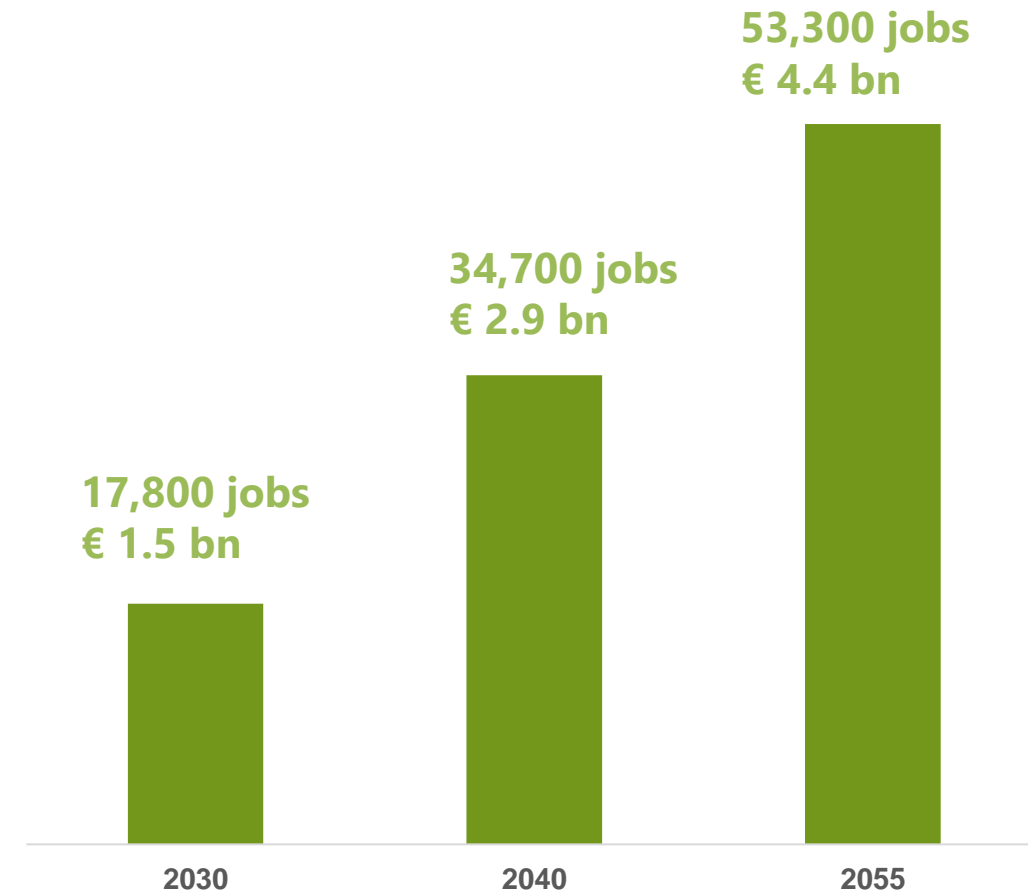
- ✈ Schiphol cap **abandoned**
- ✈ US Government said cap would be a **violation of U.S./EU Air Transport Agreement**
- ✈ European Commissioner for Transport also raised '**serious concerns**'
- ✈ Likely increases in airline fares due to **reduced competition**
- ✈ Other Regional Airports did not handle additional capacity
 - ✈ Airline route networks cannot be dictated
 - ✈ Airlines decide based on market factors potential demand, load factors and route profitability.



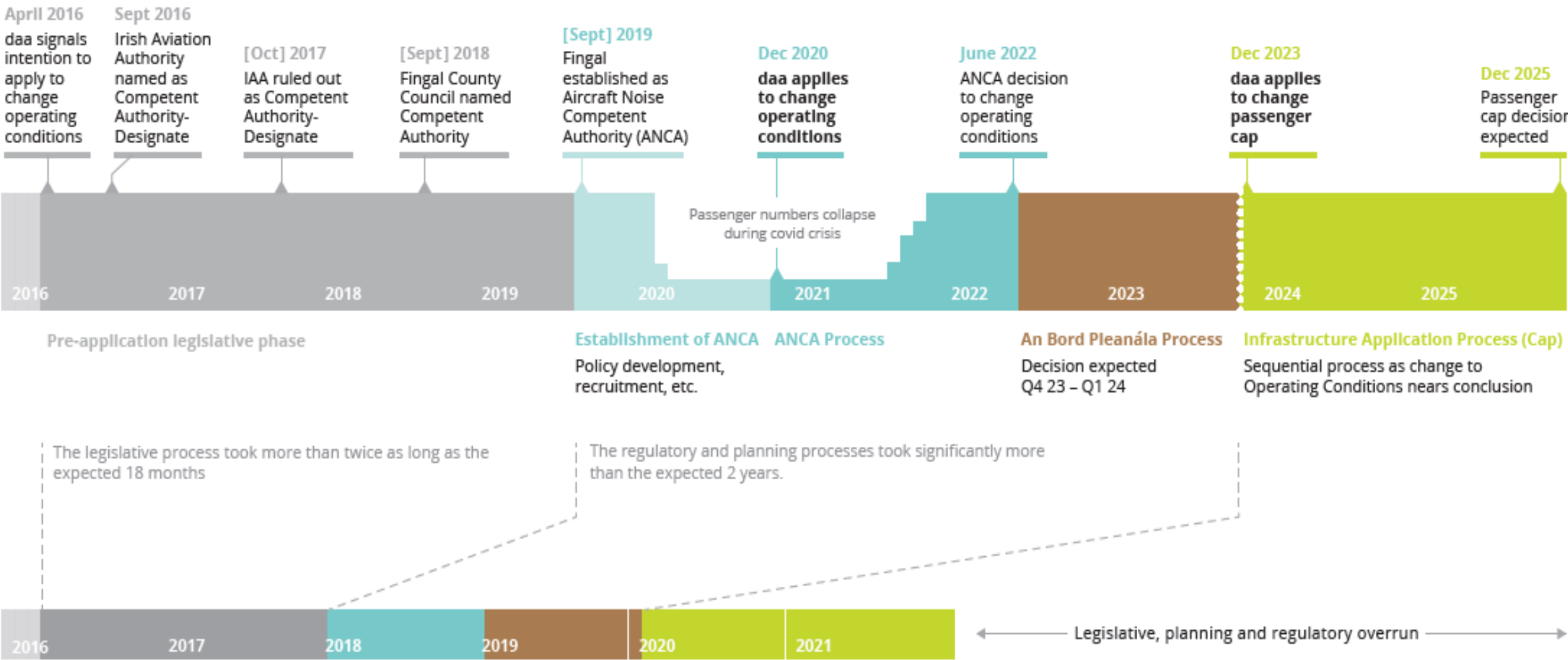
- ✦ Dublin Airport does not compete with other Irish airports for routes
- ✦ Key competitors are large European hubs such as Barcelona and Vienna, particularly for long-haul services
- ✦ 5th largest transatlantic hub in Europe
- ✦ Large number of passengers from Northern Ireland
- ✦ Opening global markets as main gateway- catalyst for Ireland's Economic growth
- ✦ Capacity needs to keep pace with population growth

A planning application will be submitted in December to lift the passenger cap to 40mppa and seek permission for associated airport infrastructure

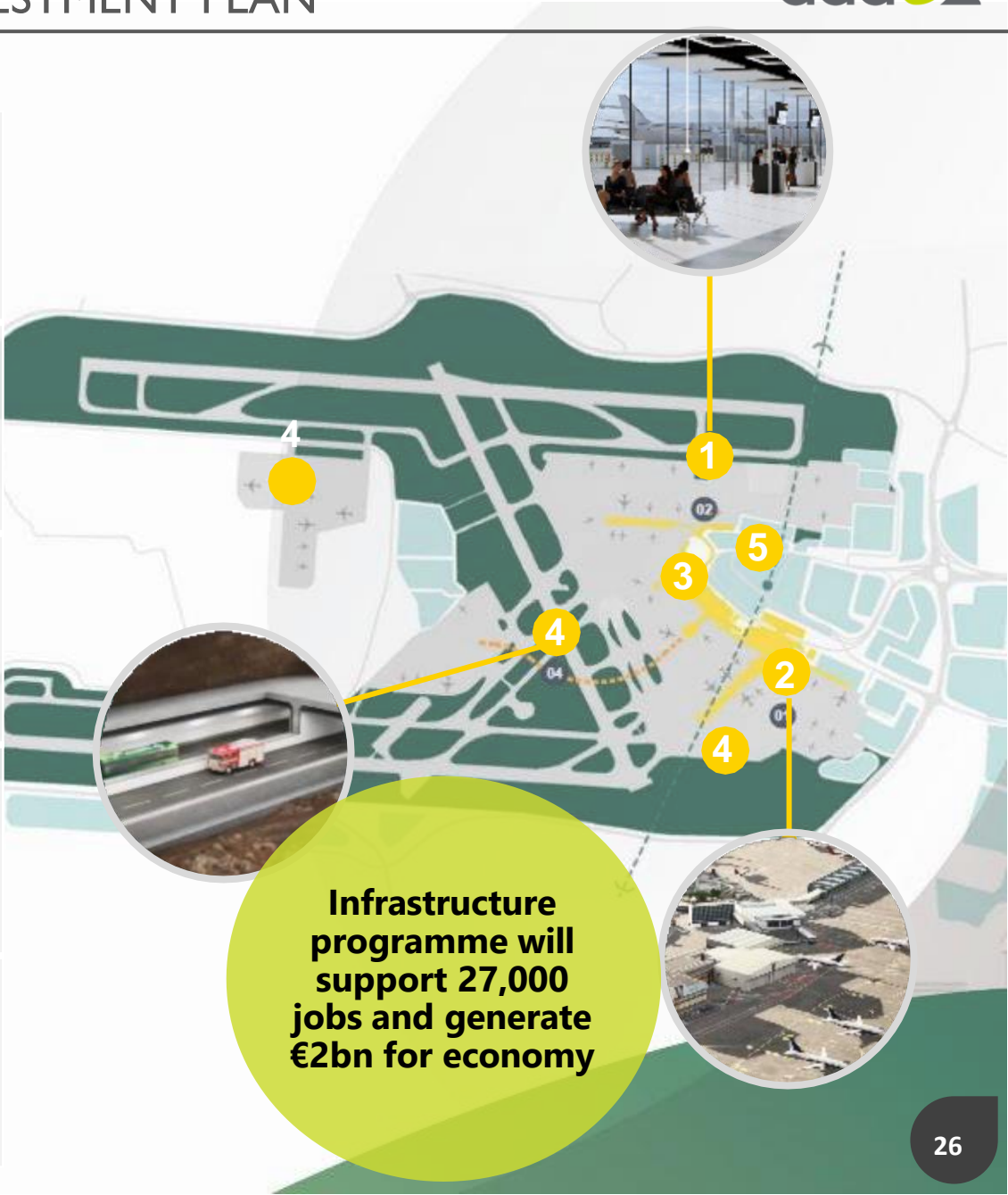
Forgone Economic Impact Resulting from the 32 MPPA Cap

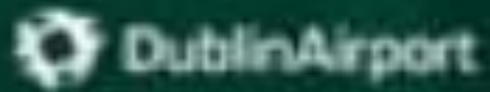


TIMELINE OF DAA'S APPLICATION PROCESS FOR PROPOSED CHANGES TO CAP



1	NORTH APRON	<ul style="list-style-type: none">• Extend Pier 1
2	SOUTH APRON	<ul style="list-style-type: none">• New Pier 5; extension of US pre-clearance
3	TERMINAL	<ul style="list-style-type: none">• New C3 security machines• Extend mezz in T1 for security processing
4	AIRFIELD	<ul style="list-style-type: none">• Underpass; new Apron; drainage infrastructure
5	LANDSIDE	<ul style="list-style-type: none">• Public transport infrastructure; parking and car hire facilities





Infrastructure Application

Delivering high-quality,
international connectivity

Planning and Development Bill – Key Asks

- ✦ ABP **appeals** fast tracked
- ✦ **Curial deference** –no encroachment on regulated areas
- ✦ **Planning exemptions** for airport infrastructure
- ✦ **Design flexibility** for strategic infrastructure
- ✦ **Fast-track process** where no new planning issues arise.
- ✦ **Publication of draft decisions** on highly complex or technical issues
- ✦ Transitional arrangements concerning Dublin Airport to be recognised

National Planning Framework – Key Asks

- ✦ Enshrine principle of '**presumption in favour of sustainable development**' as it relates to global connectivity
- ✦ Ensure **roadmap for growth to at least 40 million passengers** p.a. at Dublin Airport
- ✦ Address potential conflict between **national and local interests**, through clarity for planning stakeholders and the public
- ✦ Ensure strategic projects are afforded the **appropriate policy support at national level**



SUSTAINABILITY



NET ZERO BY 2050

We will reduce our carbon emissions by 51% by 2030 and achieve net zero by 2050 latest

Converting 100% of our light fleet to LEVs by 2025 (48% complete)

Transitioning our Heavy Fleet to HVO where practical, and providing FEGP for all aircraft stands



GREEN AIRCRAFT

Launched new 25% discount on airport charges for new, quieter and cleaner aircraft in 2023

Facilitating airlines partners transition to Sustainable Fuels



ZERO WASTE OPERATIONS

We have sent zero waste to landfill since 2015

Increased recycling to 60% and will raise to 90% for our construction projects by 2030



LOCAL ENVIRONMENTS

Monitor and report on local Air Quality, Water Quality and Consumption-

Members of All-Ireland Pollinator plan to support Biodiversity

Regular engagement with communities- €400k Fund

RTÉ

NEWS SPORT ENTERTAINMENT BUSINESS LIFESTYLE CULTURE PLAYER TV RADIO

NEWS ▸ BUSINESS ▸ Agribusiness Focus on Inflation Business of Climate Work Brexit Watch and Listen Analysis

Daa plans to charge less for newer, quieter planes at Dublin

Updated / Friday, 19 May 2023 08:33

f t in w y

daa Cuts Waste at Dublin Airport by 300%

By Chamber Press Office, 18 May 2023



Surface Water Environmental Compliance - Airfield Drainage Project planning

Airport Charging - new charging hubs provided for airfield bussing

Mobility Improvements - Cycle lockers installed, cycle counts, wayfinding audits complete. Cycle track (with FCC) being developed

T1 and T2 Renewable heating studies - Tender received for T1 study and scope locked in for T2 study

Solar Farm Phase 1 - Currently under construction opening in 2024

Business Working Responsibly Mark – Awarded by BITC

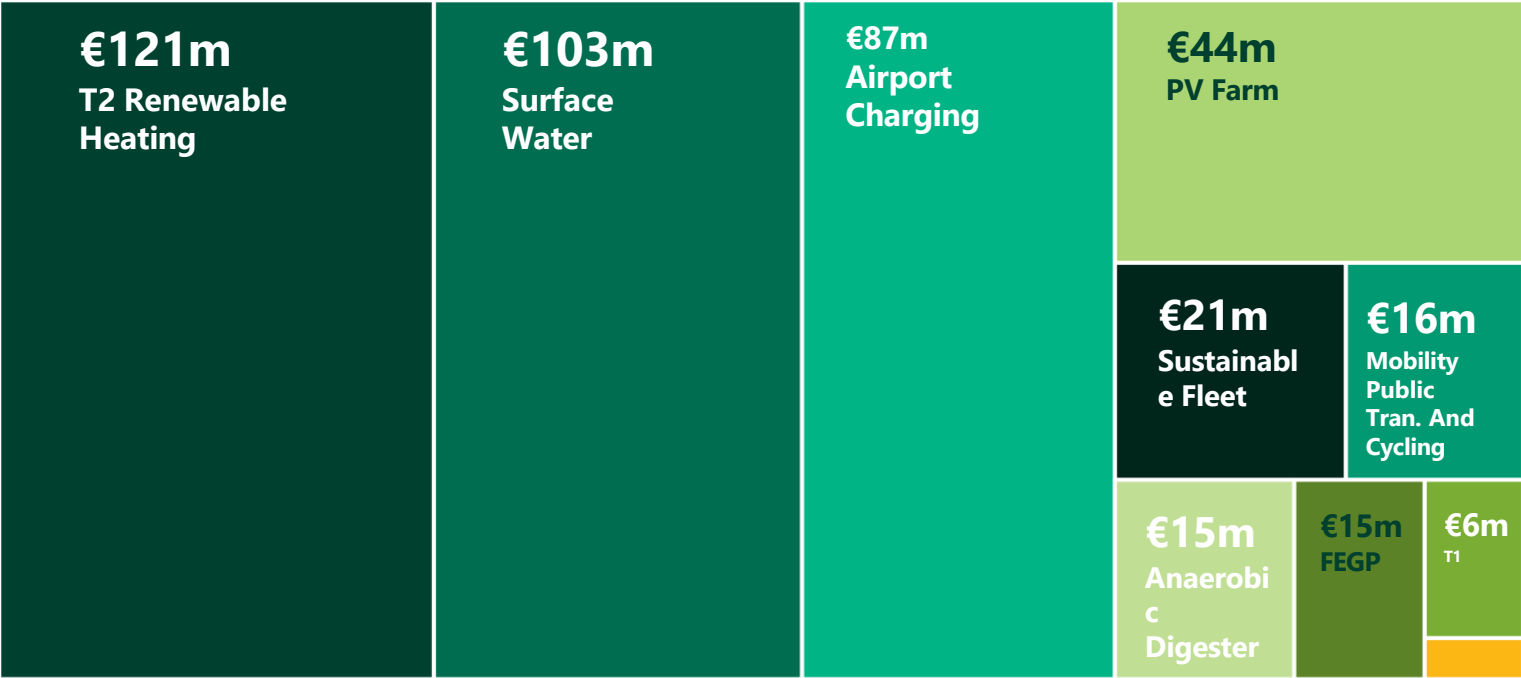
UN Global Compact – Accepted in October 23, addressing environment, human rights and social issues

SAF – Members of Governments SAF Taskforce and the EU Technical Advisory on Hydrogen in Aviation



Within our Capital Investment Programme 2020+, we will deliver a range of Sustainability projects to support our passenger growth to 40m while also achieving our climate action targets

- Surface Water Environmental Compliance
- T2 Renewable heating
- Airport Charging
- Alternate Fuels (HVO)
- Anaerobic Digestion (FCC Engagement)
- Mobility Improvements- Public Transport and Cycling Infrastructure
- Sustainable Fleet renewal
- FEGP
- PV Farm
- T1 Sustainable Upgrade Feasibility



We believe that if Dublin Airport is capped at 32 million, without the infrastructure improvements we’ve planned, this will result in higher carbon emissions per passenger than a 40 million improved airport

Our Sustainability Targets are directly linked with the Infrastructure Application



Carbon	Deliver and exceed on the 2030 climate action plan to reduce emissions by 51% and Net Zero Carbon Emission by 2050
Energy	Commitment to generating clean energy and exploring innovative technology to future proof our supply
Waste	Reduce waste generation, increase recycling targets and transition to a circular economy
Water	Significantly reduce water usage to 15 litres per passenger by 2026 from 19 litres in 2019
Noise	“Be a Good Neighbour” -Take a proactive, balanced approach to noise
AIR	Ensure no exceedances of air quality as a result of airport activity
Biodiversity	Use our airport campus to improve and protect ecosystems for native species

Delivering a sustainability strategy that makes Cork Airport Ireland’s greenest airport by 2026 as measured by progress on 2030 carbon target

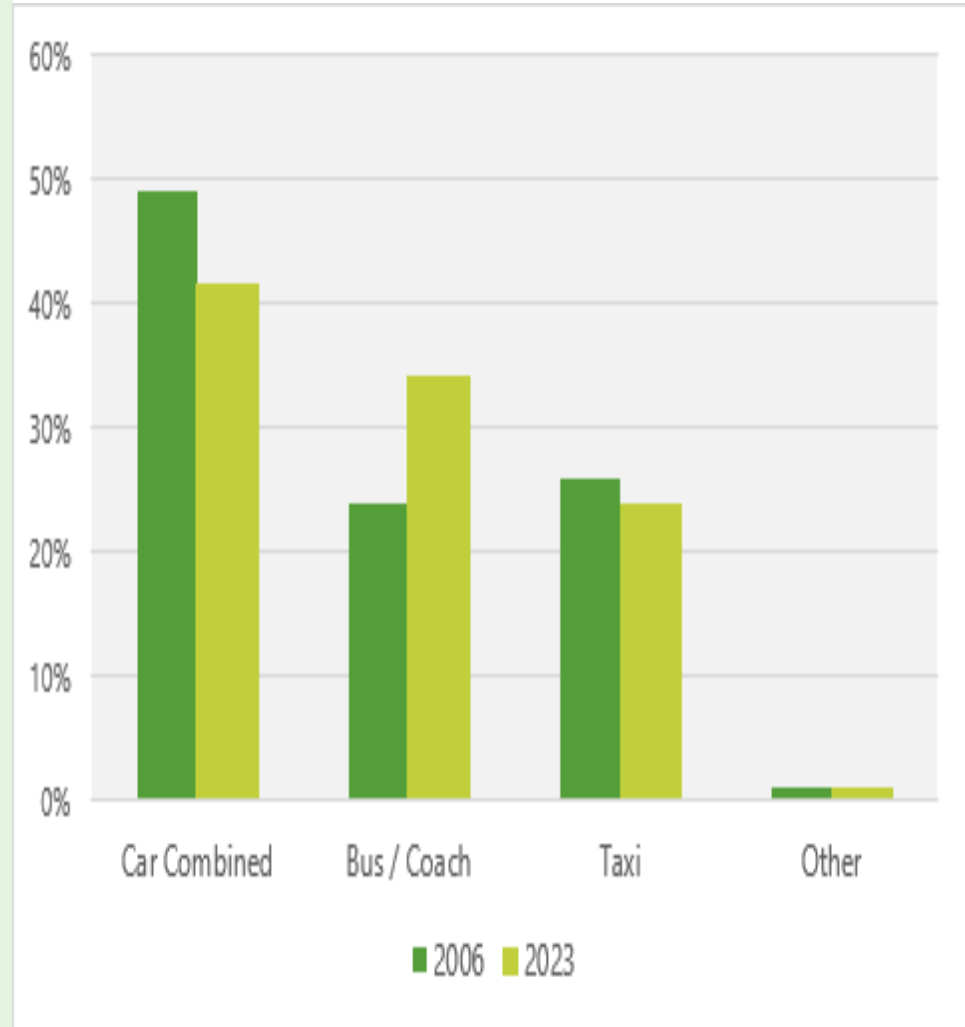


Annual Report 2022 on Public Sector Energy Performance”, prepared by the Sustainable Energy Authority of Ireland (SEAI) shows Cork Airport is the best Irish commercial semi-state company in terms of energy reduction and greenhouse gas reduction for two years running.

APPENDICES

- ✈ Long-term spaces **capped at €15 per day**
- ✈ **23,000 spaces** at DUB; supply issues-Quick Park closure (6,200 spaces)
- ✈ daa bid successful in Feb 23; under standard review by CCPC; If given green light, daa could have open in matter of weeks
- ✈ Provided CCPC with two rounds of information
- ✈ **Public Transport** –biggest bus depot in Ireland (c1000 bus movements per day) and provision made for MetroLink
- ✈ **DUB Mobility Management Plan**
- ✈ Promoting **Active Travel**

Passenger Modal Split between 2006-2023

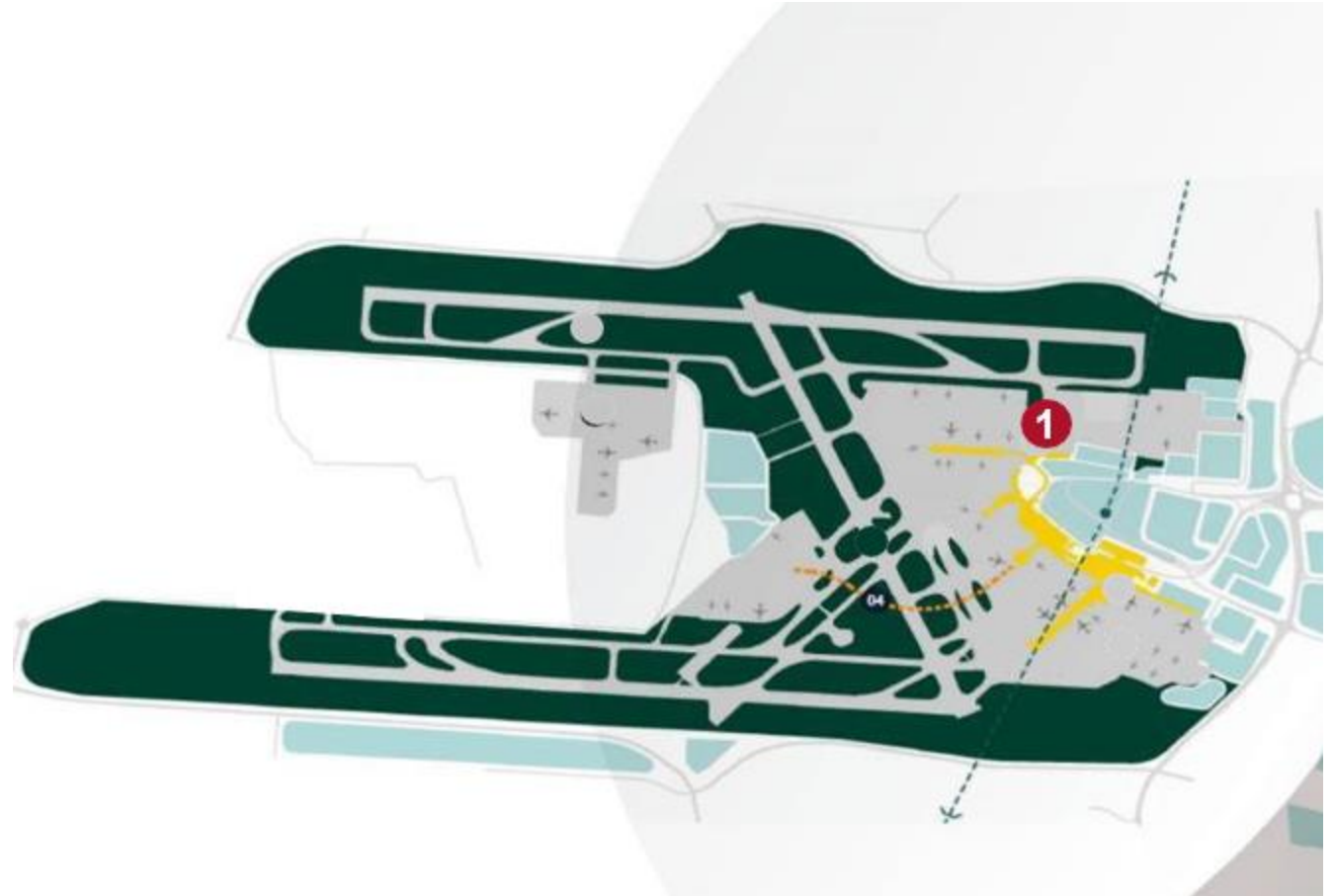


- ✈ Applied to change NR onerous conditions through the 'Relevant Action'
- ✈ Application endorsed by FCC and ANCA
- ✈ Appealed to An Bord Pleanála; daa submitted a response to an extensive Request for Information in September
- ✈ Written submissions or observations may be made up to 14th Dec
- ✈ In 2019 there were more than 100 aircraft movements between 11pm and 7am.
- ✈ Reducing this to 65 would result in DUB having fewer movements on two runways than it had on one.
- ✈ Leave granted to judicially review it and the High Court has put a stay on the order



1 North Apron

- Two-storey extension of existing Pier 1 eastwards, providing a total of 6 stands and 2 Air Bridges



2 South Apron

- a) A new Pier 5, with 4 wide-bodied stands, South Apron Support Centre
- b) Expansion of US Pre-clearance,
- c) Redevelopment of associated Apron including:
 - new taxiway,
 - new relocated Gatepost 4
 - Pre-Boarding Zone



Pier 5 CGI



Expansion of US Pre-clearance

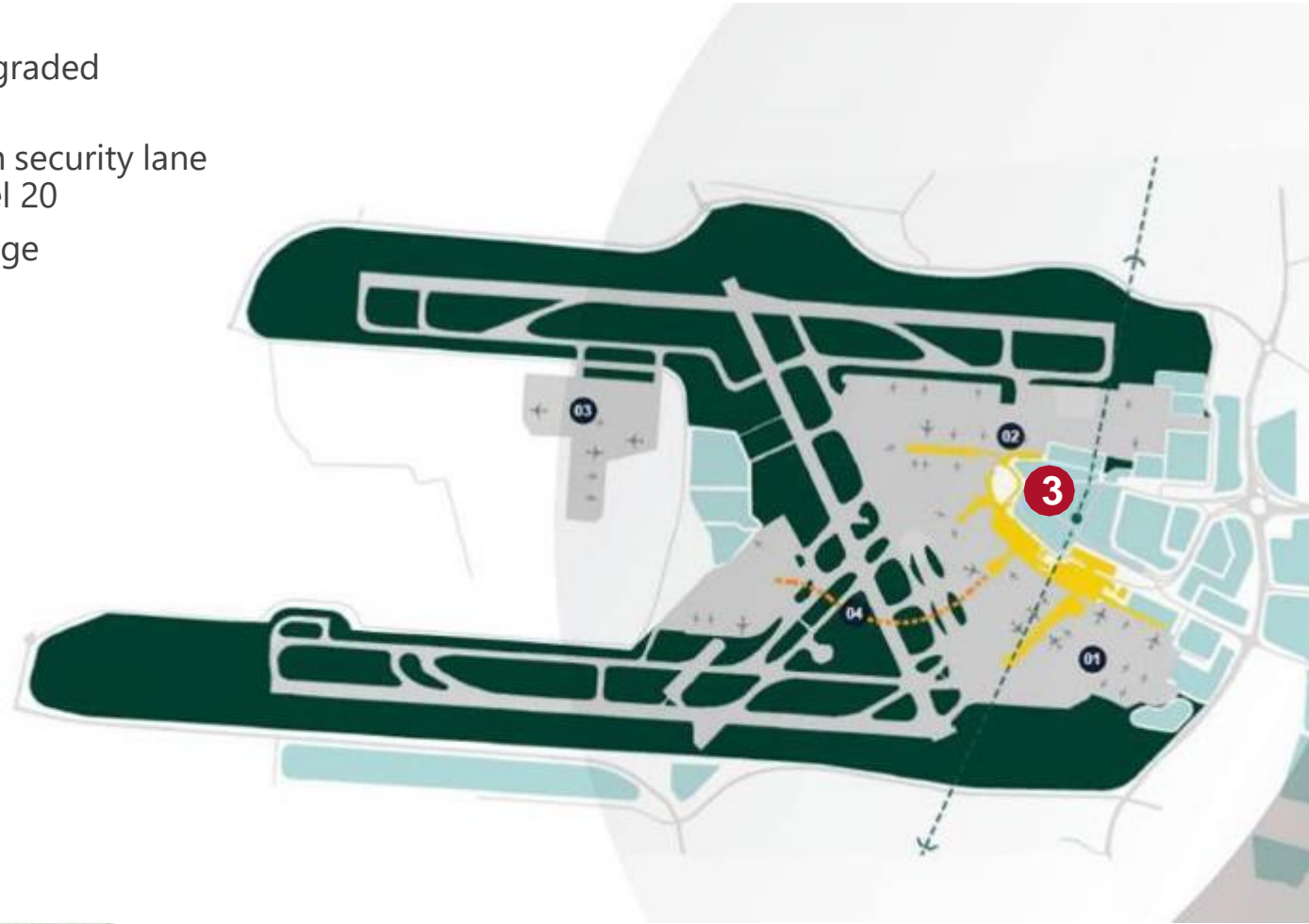


Pier 5



3 Terminals

- Infill of the mezzanine level in Terminal 1 to house upgraded central search facilities
- Two new fast track security lanes, one new staff search security lane and new retail / food and beverage floorspace at Level 20
- Facilitates expanded check in area and departure lounge



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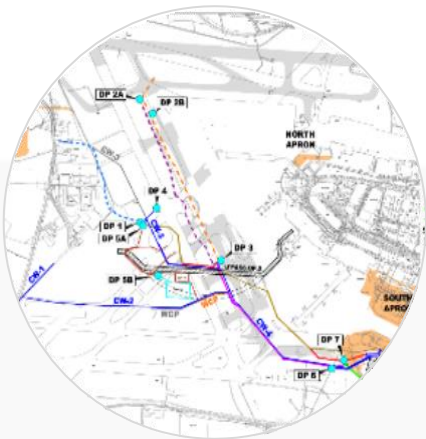
Airfield

a) Apron 7 - 23 aircraft stands located to the west

b) Underpass

- CAR require it for safety reasons.
- Our airlines & partners want us to have it.
- Will help cut number of KMs driven and help with the efficiency of the airfield.
- Just one of 60+ infrastructure projects at DUB.
- Total cost will be around €200 million.
- Support from IAA and ANI

c) Airfield Drainage Project



Underpass & Drainage layout



Underpass

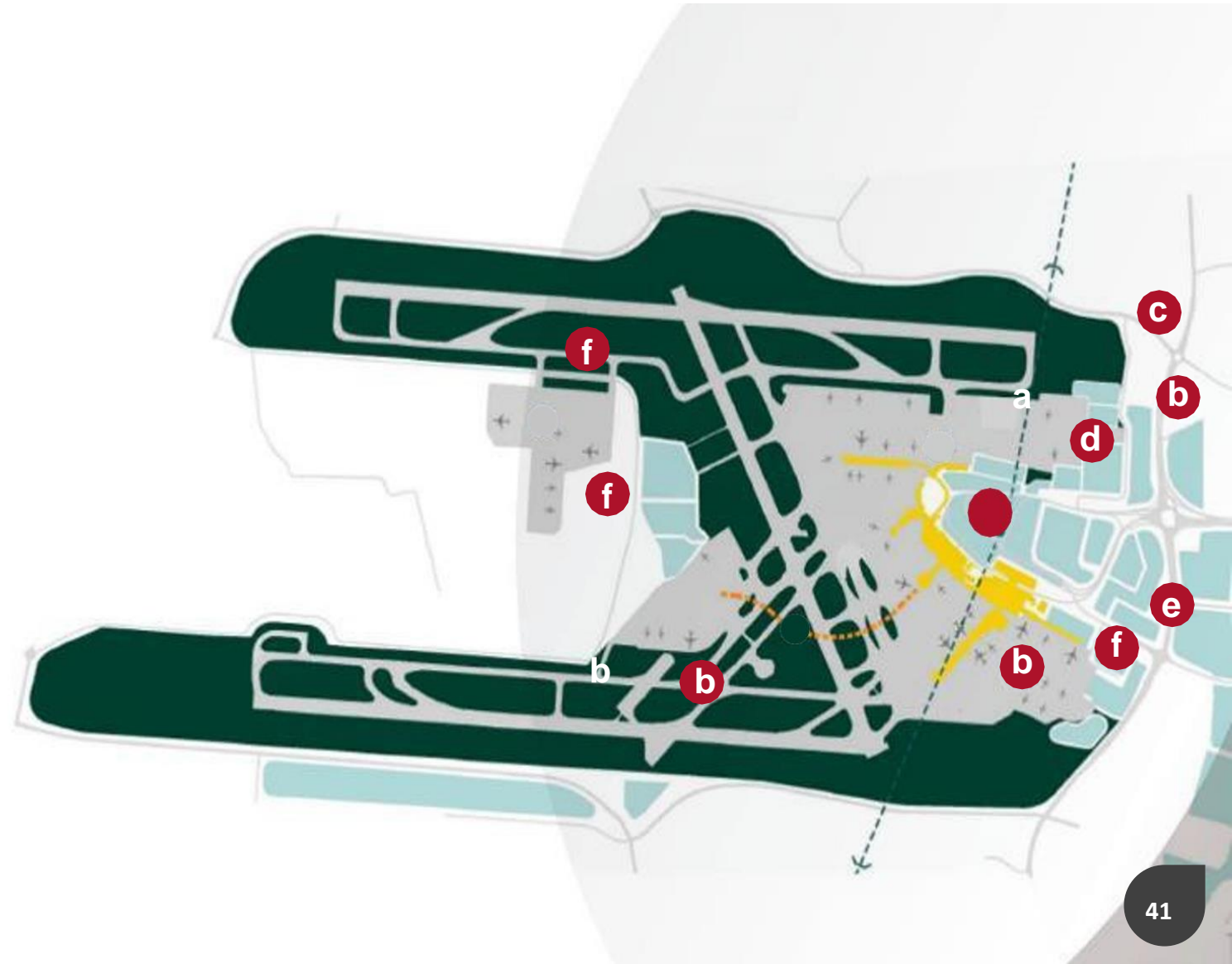


Apron 7 layout



5 Landside

- a) Redevelopment of the Ground Transportation Centre
- b) Junction upgrades to facilitate public transport
- c) Development of North Staff Car Park for displaced staff parking
- d) 2 Additional floors on the T2 Multi Storey Car park
- e) Temporary Long-term parking to the east of the airport
- f) 3 Construction Compounds (western, southern and eastern)



- ✦ daa made a 'fair value' bid based on two independent valuations.
- ✦ The bid is a serious one and is still on the table.
- ✦ Owners have had the land for 3 decades – no planning application has ever been made.
- ✦ Not a suitable location for a third terminal
- ✦ All public transport investment is centred around T1 and T2 – in contrast the Lots are green fields, with zero road access.



- ✦ PFAS are long lasting chemicals and have been found in water and soil, in almost every country in the world.
- ✦ Like other airports, fire stations, industrial sites etc, we are taking all appropriate steps to address this issue in full.
- ✦ Following extensive PFAS testing, an area where we are currently building a new apron was found to contain evidence of PFAS chemicals at low levels.
- ✦ Regardless of how much PFAS is found in sample results, strict rules apply which require the soil to be dealt with.
- ✦ Bulk of the soil removed and treated in overseas facilities, in full compliance with all applicable regulations.
- ✦ daa has engaged with the relevant environmental regulators – the Environmental Protection Agency (EPA) and Fingal County Council (FCC) - in managing this issue.