



October 29th, 2024

Deputy Catherine Murphy,
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2.

Dáil Question No: 146:

To ask the Minister for Transport if he has conducted a capacity review of his Department's ability to deliver services that they are responsible for in the past ten years to date; the same of State bodies and agencies under his Department's aegis; if he published those reviews; the number of recommendations implemented arising from the reviews and same for State bodies and agencies under his aegis; if the capacity review was outsourced; and if so, to whom and at what cost.

Dear Deputy Murphy,

The National Aviation Policy published in 2015, included a commitment to an independent review of the capacity needs of Ireland's State airports and the potential for a third terminal at Dublin Airport. This review was conducted by Oxford Economics and Cambridge Economic Policy Associates (CEPA) and was published by the Minister for Transport, Tourism and Sport, Mr. Shane Ross, TD, on 26 October 2018. This paper was published by the Department at: gov.ie - [Independent Review of Capacity Needs of Ireland's State Airports](http://gov.ie)

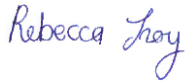
This review recommended the prioritisation of Terminal 1 and Terminal 2 expansions, as the timeline for a third terminal at Dublin Airport would fail to relieve short-term capacity constraints. Since 2018, daa has delivered numerous projects aimed at increasing the capacity at both Dublin and Cork Airports. A list of the significant investments made by daa is set out below as of September 2024.

Project Name	Description
North Runway	Construction of new runway, associated taxiways, and community measures.
Hold Baggage System in T1	Replacement of end-of-life baggage system in T1, including the addition of Standard 3 hold baggage screening machines.
Apron 5H stands	The development of 12 stands, with associated taxiways and Ground Support Equipment parking.
Runway 16/34 Rehabilitation	Rehabilitation of the crosswind runway at Dublin.
Hold Baggage System in T2	Replacement of hold baggage screening machines with Standard 3, plus an additional sortation line.
Critical Taxiways	Construction of Taxiways to the north of the airfield including development of realignment of Pier 1 stands, taxiway rehabilitation and apron rehabilitation.
South Apron Hub Development	Early design and planning for the construction of new South Apron assets to facilitate widebody aircraft growth as well as increased Custom Border Patrol (CBP) capacity at T2.
Cork Runway Overlay	Rehabilitation of the primary runway at Cork
North Apron Stands	Delivery of 7 stands in the north airfield.
Runway 10/28 Overlay	Rehabilitation of the primary runway at Dublin.
Hold Baggage System in Cork	Replacement of hold baggage screening machines with Standard 3
Gate Post 9 & Substation	Construction of 4 lane gate post to access the west of the airfield plus a new substation.

T2 Transfer facility	The construction of a 2-storey extension to Pier 4 with associated vertical circulation core stairs, lift and escalators to allow for increased transfer passenger capacity.
R16/34 Upgrade for Low Visibility Procedures taxiway lighting	Provision of Low Visibility taxiway lighting on Runway 16/34 to allow taxiing of aircraft during Low Visibility Procedures.
Additional Cork stands	The development of 4 stands.

daa has submitted a formal application for planning permission, this €2bn programme will deliver the next phase of capacity growth at Dublin Airport.

Kind regards,



Rebecca Troy,
daa plc

Would you like to provide feedback on this process? [daa Parliamentary Questions Feedback](#)

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