

## Supplementary Information on Capital Expenditure

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## Outturn and Planned Capital Expenditure at Dublin Airport

This publication updates pages 52 and 53 of *CP2/2103 Issues Paper – Maximum Level of Airport Charges at Dublin Airport*.

At time of publication of the above document, details of the DAA's planned capital expenditure in 2013 and 2014 were not available.

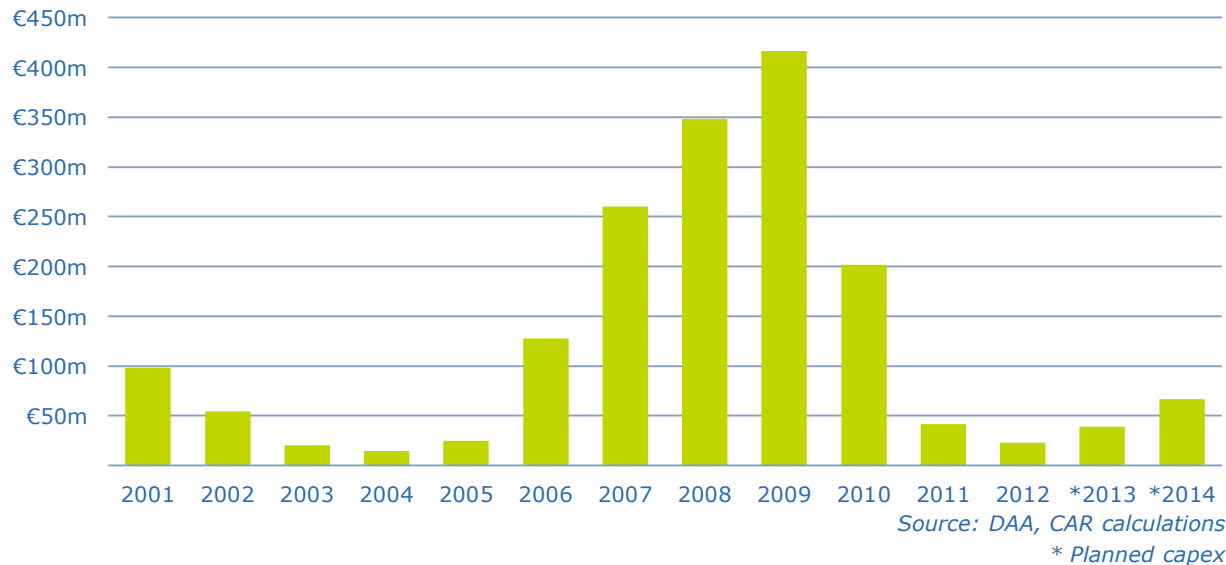
Parties are welcome to comment on this supplementary information using the contact details above.

Parties will also have the opportunity to engage in the consultation process in the period after publication of the Draft Determination (publication May 2014).

In 2009, we made capex allowances for eight groupings. Subject to delivering certain outputs, we granted the DAA discretion on what it invested under each heading. The table on the next page outlines what deliverables were expected and indicates which ones the DAA claims to have already provided or plans to deliver by the end of 2014. The table also includes the allowance and outturn expenditure on hold-baggage screens, the one "trigger" project for which the trigger event has occurred.

We assume inflation in 2013 and 2014 will be 0.7% and 0.6% respectively, as per the *Central Bank Quarterly Bulletin, Q4 2013*.

### Capital expenditure at Dublin Airport, 2001-2014



## Reconciling Capital Expenditure for 2010-2014 with the Allowance in 2009

### 2010-2014 capital expenditure, allowance and projected spend

| Capex Grouping                       | Deliverables Specified   | Allowed      | Projected Spend (2010-14) |            |
|--------------------------------------|--|--------------|---------------------------|------------|
| Airport operations                   |  | €44m         | €47m                      | 107%       |
| Landside infrastructure              | <ul style="list-style-type: none"> <li>• Taxi holding area</li> <li>• Designed and costed ground transportation centre</li> <li>• <b>Refurbished multi-storey car park</b></li> <li>• Upgraded roads and <b>perimeter fence</b></li> </ul>   | €23m         | €15m                      | 65%        |
| Piers and terminals                  | <b>Upgraded T1 fire-alarm system</b>   | €8m          | €34m                      | 432%       |
| Plant and equipment                  | <b>New 2-3MW combined heat and power plant</b>   | €3m          | €1m                       | 16%        |
| Retail                               |  | €11m         | €13m                      | 114%       |
| Revenue                              | <ul style="list-style-type: none"> <li>• Cargo facilities</li> <li>• Retail logistics centre</li> </ul>  | €15m         | €9m                       | 61%        |
| Stands and airfields                 | <ul style="list-style-type: none"> <li>• <b>Overlaid runway 10/28</b></li> <li>• <b>Reconstructed central apron (Partial by 2014)</b></li> <li>• <b>Reconstructed apron road</b></li> <li>• <b>Planning permission for new runway and engine-testing facility (Ongoing)</b></li> <li>• <b>Airfield generator</b></li> <li>• Reinstated runway 11/29</li> </ul> | €34m         | €33m                      | 99%        |
| Utilities                            | <ul style="list-style-type: none"> <li>• Two 5,000m<sup>3</sup> tanks in the fuel farm</li> <li>• <b>Drainage and pollution works</b></li> <li>• Renewed airport wide MV network</li> </ul>  | €39m         | €9m                       | 24%        |
| Programme Management and Contingency |  | €20m         | €20m                      | 96%        |
| Hold Baggage Screen Trigger          | <b>Hold Baggage Screens</b>  | €11m         | €11m                      | 99%        |
| <b>Total</b>                         |  | <b>€208m</b> | <b>€192m</b>              | <b>92%</b> |

Projects delivered are in bold. Projects which are anticipated to be delivered before 2014 are in bold italics.

Source: DAA, CAR calculations