

From: Ger Kenny [<mailto:gkenny@shp.ie>]
Sent: 31 July 2014 16:50
To: Info
Subject: Sky Handling Partner Response to Airport Charges Draft Decision Paper

To whom it may concern,

Please find attached Sky Handling Partner's response to the Airport Charges Draft Decision Paper.

Additionally, I would like to refer to 2 projects which were consulted on as Interim Capex Consultations during 2010-2014 – namely, Pier 3 Refurbishment and T1 Roof Repairs, and which I understand were disallowed on the basis that there was insufficient support demonstrated. I would like to take this opportunity to expressly state the support of Sky Handling Partner for both these projects as I don't believe I have previously submitted this in writing.

If you have any further questions, please don't hesitate to contact me.

Kind Regards,
Gerard Kenny

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SKY HANDLING PARTNER RESPONSE TO AIRPORTS CHARGES DRAFT DECISION PAPER

Allowed Projects in Draft Determination

Category	Project	€m	Support	Sky Handling Partner General Comments
Airfield Maintenance	Runway 16/34 Pavement Rehabilitation	21.6	Y	
Airfield Maintenance	Apron Rehabilitation	22.3	Y	Sky Handling Partner, as an integral organisation in the Dublin Airport community, recognise the requirement for significant investment in the infrastructure at Dublin Airport to safeguard competitiveness in a volatile and cyclical industry. As a nation, our ability to attract and retain strategic routes and air corridors into Ireland is critical from both a tourism and business perspective and the facilities available to both current and potential air carriers plays an important part in this. As a 'top 25' European airport for passenger movements currently, facilities and infrastructure must be of a standard becoming of an airport of this size, along with a strategic capability to attract and provide for new business in the future as the success of Sky Handling Partner is also indelibly linked with the success of Dublin Airport.
Airfield Maintenance	Airfield and Apron Road	1.7	Y	
Airfield Maintenance	Airfield Taxiway Rehabilitation	12.5	Y	
Airfield Maintenance	Overlay Runway 10-28	29.6	Y	
Airfield Maintenance	Airfield Pollution Control	22.5	Y	
Airfield Maintenance	Airfield Lighting Upgrade (Runway 10-28)	8.3	Y	
Airfield Maintenance	Taxiway AGL Upgrade	3.6	Y	
Airfield Maintenance	Airfield Vehicles and Equipment	5.8	Y	
Business Development	Apron Development 5G	16.1	Y	
Business Development	Bus Lounge Facilities	12.0	Y	
Business Development	Fixed Electrical Ground Power Terminal 1	1.2	N	
Business Development	Pier 1 Enclosed Gate Rooms	1.6	Y	
Business Development	Cargo Gate Redevelopment	1.7	Y	
Business Development	Airport Screening Centre	0.9	Y	
Business Development	Consolidated Staff car park	1.7	Y	
IT	IT Technology and Lifecycle Management	15.5	Y	
IT	IT Business Systems Investment	16.1	Y	
IT	Retail IT	1.6	Y	
IT	IT Business Innovation Investment	1.9	Y	
Landside & Terminal Maintenance	Light Fleet	2.5	Y	
Landside & Terminal Maintenance	Car parks Maintenance	2.7	Y	
Landside & Terminal Maintenance	External Roads	2.4	Y	
Landside & Terminal Maintenance	Landside Infrastructure Utilities	5.0	Y	
Landside & Terminal Maintenance	Terminal 1 Roof Repairs/Upgrades	7.8	Y	
Landside & Terminal Maintenance	Terminal 1 Baggage Reconciliation System	1.2	Y	
Landside & Terminal Maintenance	Terminal 1 Critical Equipment Upgrades	8.0	Y	
Landside & Terminal Maintenance	HVAC & BMS Upgrades	4.8	Y	
Commercial Revenues	Retail Refurbishments	17.5	Y	
Commercial Revenues	Commercial Hanger Infrastructure	0.9	Y	
Commercial Revenues	Cargo Terminal Development	1.7	Y	
Commercial Revenues	Digital Advertising Pods	0.6	Y	
Commercial Revenues	Commercial Property Refurbishments	10.9	Y	
Commercial Revenues	Long Term Car Park Resurface	6.1	Y	
Commercial Revenues	Consolidated Car Rental Centre	7.9	Y	
Commercial Revenues	Completion of Terminal 2 Multi-storey car park	15.8	Y	
Other	Minor Projects	10.8	Y	
Other	Programme Management	3.1	Y	

Disallowed Projects in Draft Determination

Category	Project	€m	Support	Sky Handling Partner Comments
Business Development	Airfield Infrastructure for Large Aircraft	1.6	Y	Dublin Airport has a strategic attraction for some air carriers due to both its westerly location in Europe and US CBP facilities. The inability to handle Code F aircraft however impinges on development of such business. Sky Handling Partner believe that Dublin Airport should be capable to accept Code F aircraft and therefore support the projects required for this capability
Business Development	Pier 3 Flexibility	10.5	Y	
Business Development	Central Search Area - New Technologies	11.1	Y	Part of this project relates to items that either are or will be a legislative requirement. Other aspects are relating to processes that are vital to ensure an efficient operation and is supported by Sky Handling Partner
Business Development	T2 Transfer Facility	18.7	Y	The current transfer facility already struggles to cope with current throughput and limits any plans for further business expansion for transfer traffic so Sky Handling Partner are of the view that this project should be allowed
Business Development	T1 Arrivals	8.8	Y	Terminal 1 is an ageing building and is badly in need of refurbishment. Both passengers and operators, while paying the same charges and rates as those of Terminal 2, should have facilities available to them that are of a similar standard. Sky Handling Partner supports these facility refurbishments
Business Development	T1 Façade	0.5	Y	
Business Development	T2 HBS Standard 3	12.3	Y	This will also be a legislative requirement and is supported by Sky handling Partner
Business Development	Apron 300R	7.5	Y	Although plans for Apron 5G were approved, the distance from 5G to Pier 4 is significant which will cause operational difficulties for transporting passengers between those 2 locations and discommodity to passengers themselves. It makes sense to have Apron 300R available for those Pier 4 passengers as it is much closer to Pier 4. The fact that these stands would only service smaller aircraft is pertinent because airport stand allocation rules dictate that smaller aircraft are first to be sent to remote stands anyway
Contingent	Pier 2 Segregation	19.0	Y	The lack of segregation of Pier 2 causes untold operational problems and significantly reduces the useability of this pier for many air carriers, thus putting more pressure on other piers and stands. Sky Handling Partner support the requirement and project for Pier 2 segregation and frankly, it is an embarrassment that an airport of this size and stature should have to contemplate retaining the current arrangement.

Contingent	T1 Check-in and Security	38.1	Y	Sky Handling Partner supports this project as the current security facilities provide no scope for expansion and the suggested relocation area for security is currently underutilised. This project would make much better use of the available areas, providing an upgraded and more comfortable experience for passengers, along with giving the ability to handle increased capacity in both areas.
Contingent	Line up points to R10-28	27.9	Y	The current arrangement causes frequent flight delays during peak periods due to the inability of the airfield to cope with traffic to and from R10-28. It is Sky Handling Partners' view that this project would greatly improve the situation and so are in support if it.

Document prepared by:

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Date:

15th July 2014

Signature:

