

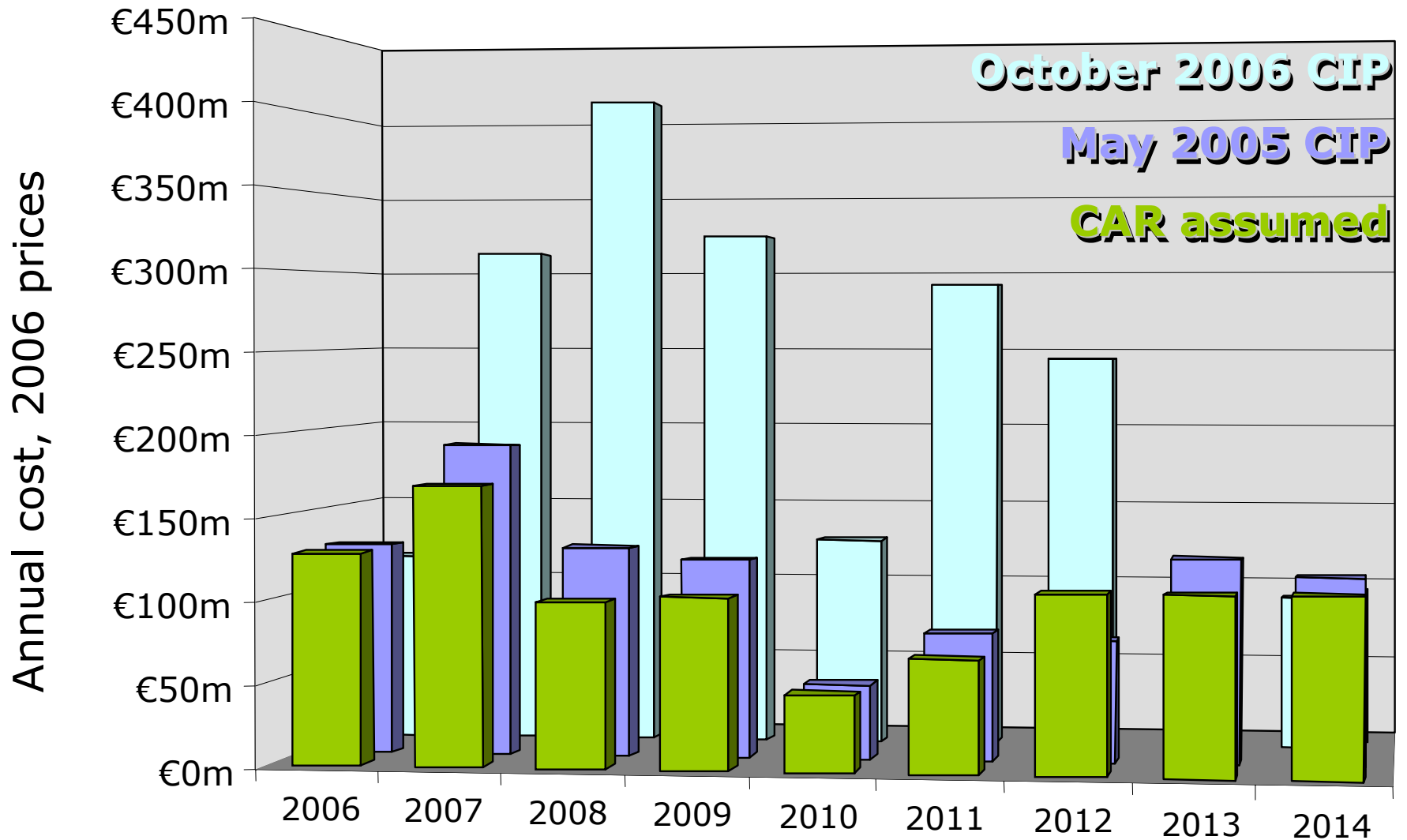
# High level analysis of DAA's investment plans

## Key issues

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**For the Commission for Aviation Regulation**

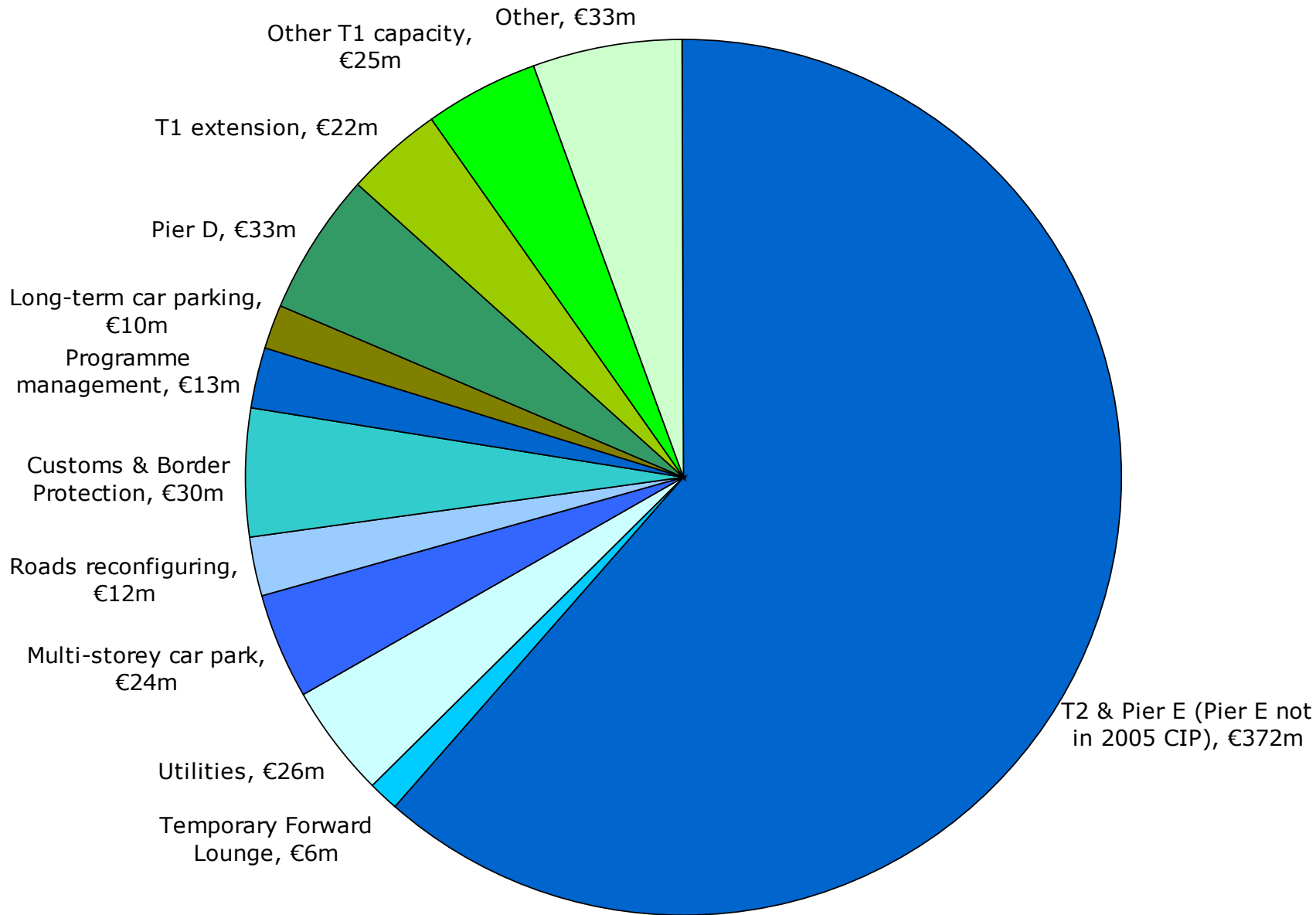
# Evolution of the capital programme



# Increase in CIP

Increase = €606m

Adjusting 2005 CIP for 5.6% CPI increase



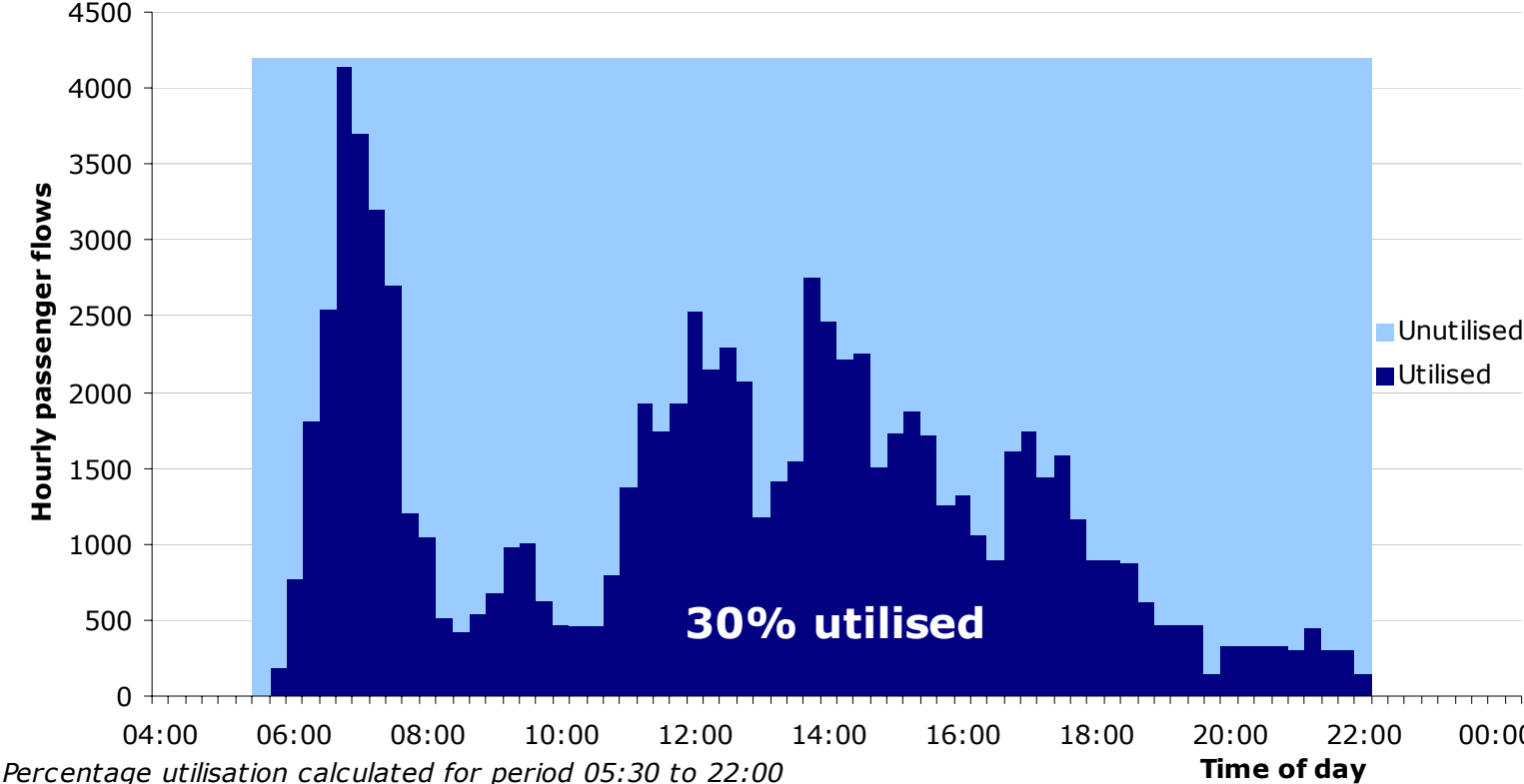
# T2: comparison with T1

	Dublin T2 <i>Phase 1</i>	Dublin T1 <i>2006</i>
<u>Busy hour departing passenger capacity:</u>	4,200	3,144
<u>Available terminal area</u>	78,000 sq. m	56,900 sq. m
<u>Annual passengers</u>	11.5 m	21.2 m
Area per busy hour departing passenger	18.6 sq. m	18.1 sq. m
<u>Area per million annual passengers</u>	6,783 sq. m	2,684 sq. m

# Capacity utilisation

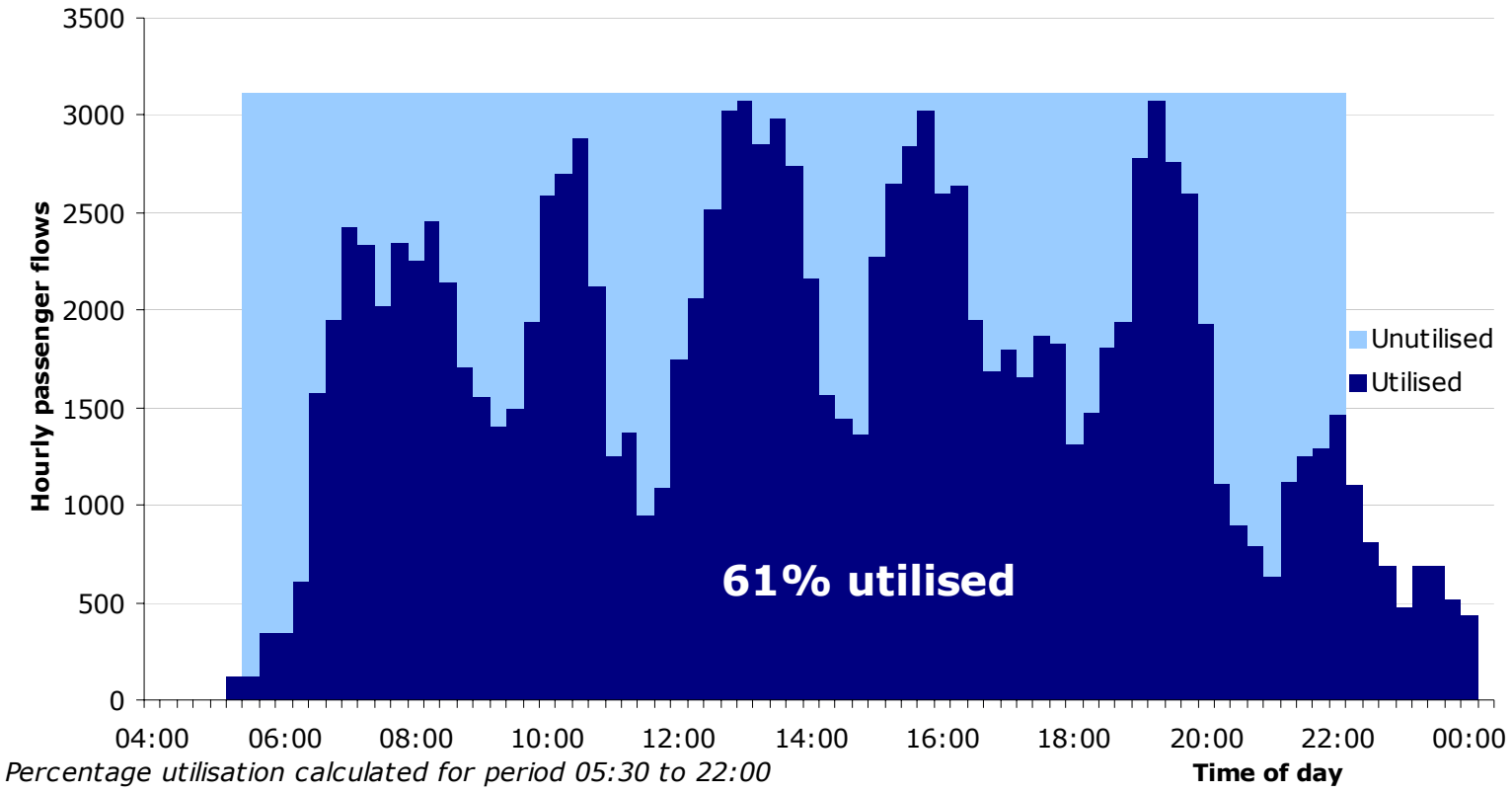
## Terminal 2, 2016 capacity utilisation

*Departing passengers for Friday before August Bank Holiday per DAA Gateway 2 report*



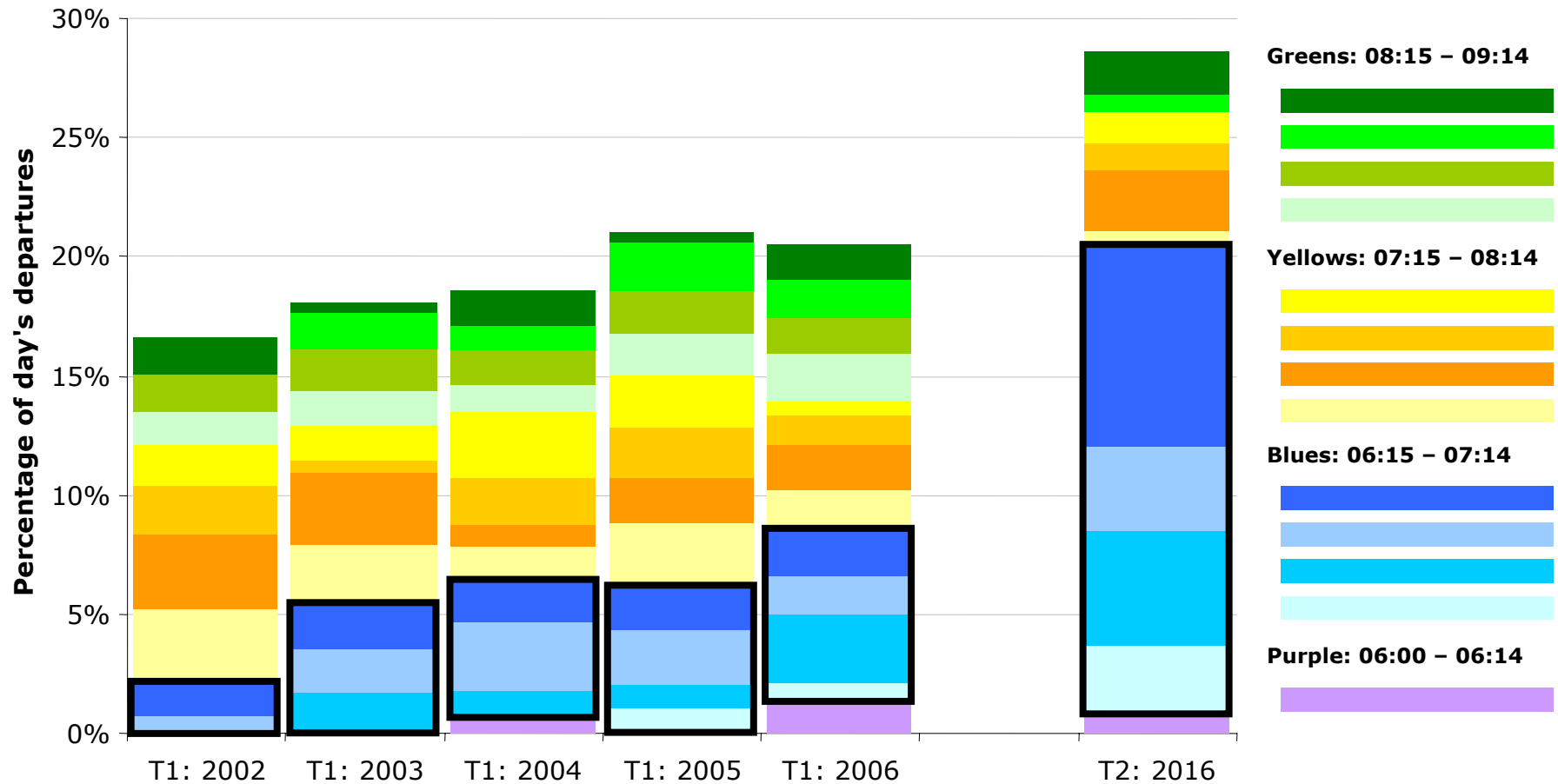
# Capacity utilisation

Dublin Airport, 2004 - capacity utilisation *Departing passengers for Friday before August Bank Holiday per actual flight schedules*



# Early morning departing passengers

*T1 August Bank Holiday Fridays, now, and T2 in 2016*



# Key questions

- what is causing costly peaks?
  - the operating models of the airlines
  - passenger demand, market evolution?
- who do they affect?
  - users in general
  - T2 users only
- how valuable is the ability to peak?
  - is a T2 extension around 2015 worth it for one hour a day?



# Who is T2 for, who should be charged and when?

- To meet an evolving need of users in general?
- To facilitate the operating models of a limited number of airlines?
- To support continued growth for many years in the future?