

Capital Investment Programme 2027 - 2031

Appendix 4 – Masterplan Compliance



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This appendix outlines the compatibility of the proposed CIP27 investment programme with Dublin Airport's evolving long-term masterplan development strategy.

1.1 Introduction

This appendix outlines the relationship between the CIP27 investment programme and the evolving long-term Dublin Airport Masterplan. It summarises the strategic planning principles underpinning the airport's future development, the rationale for the two safeguarded masterplan alternatives currently under consideration, and the approach taken to ensure that proposed CIP27 investments remain compatible with the airport's longer-term development objectives.

The section also describes the common infrastructure planning assumptions underpinning both masterplan pathways, including the continued focus on development of an efficient and integrated eastern campus, optimisation of landside access and public transport connectivity, phased redevelopment of the terminal campus, and safeguarding for future operational growth.

In response to stakeholder consultation feedback and evolving operational experience following the commissioning of the North Runway, Dublin Airport is currently undertaking a structured review and update of the Masterplan to reassess the airport's optimal long-term development strategy. Pending completion of this work, both long-term development pathways continue to be safeguarded to preserve operational flexibility and ensure that near-term infrastructure investment does not prejudice future strategic options.

This further demonstrates how the CIP27 programme has been intentionally structured, phased, and developed to minimise abortive expenditure risk while supporting the airport's immediate operational, safety, resilience, sustainability, and passenger capacity requirements irrespective of the ultimate masterplan option progressed.

2.1 Masterplan Compliance and Long-Term Development Strategy

CIP27 represents Dublin Airport's continuing capital investment programme and has been developed in alignment with the airport's Strategic Business Plan and evolving long-term Masterplan objectives. The programme is intended to deliver the infrastructure necessary to support operational resilience, passenger growth, safety, security, service quality, sustainability, and the long-term competitiveness of Dublin Airport as Ireland's primary international gateway.

As part of the ongoing review of the airport's long-term development strategy, Dublin Airport is currently safeguarding two potential masterplan alternatives. The first retains Runway 16/34 as part of the ultimate airport configuration and facilitates future expansion through a more distributed development model, including a western satellite pier and associated western campus infrastructure. The second considers the potential future decommissioning and removal of Runway 16/34, enabling



a more centralised eastern campus expansion strategy focused on the extension and redevelopment of the existing terminal and pier infrastructure.

While the two alternatives differ in terms of ultimate airfield and pier configuration, both are founded upon a common strategic planning approach focused on maximising the efficiency of a single integrated airport campus centred on the eastern side of the airport. Masterplanning analysis undertaken to date has demonstrated that concentrating terminal, landside, and operational development within the eastern campus provides the most operationally efficient, sustainable, and cost-effective solution for accommodating future growth up to approximately 60 million passengers per annum (mppa).

This approach avoids the need to develop a fully independent western terminal campus requiring substantial duplication of passenger processing facilities, baggage systems, transport infrastructure, utilities, staffing, and operational support services. It also reduces the operational complexity associated with fragmented airline allocation, dispersed passenger flows, duplicated landside infrastructure, and reduced operational flexibility between terminals.

Accordingly, both safeguarded masterplan alternatives continue to prioritise:

- A consolidated eastern campus development strategy;
- A single primary airport entrance from the east;
- Centralised public transport integration, including future Metro and enhanced bus connectivity;
- Efficient pedestrian and landside connectivity between terminal facilities;
- Safeguarding for future enhancement of the Airport Roundabout junction;
- Improved strategic connectivity to the M1 and M50 motorway network; and
- Phased expansion of terminal, pier, apron, and airfield infrastructure within an integrated airport campus environment.

In addition, several strategic infrastructure planning assumptions remain common to both masterplan alternatives, including:

- Relocation of existing MRO facilities to the western end of the parallel runway system;
- Relocation of belly-hold cargo operations to the Eastlands area;
- Significant redevelopment of Terminal 1, with options currently under consideration including major refurbishment and expansion or full terminal replacement;
- Continued safeguarding and phased expansion of Terminal 2 as the airport's primary US preclearance and transfer hub facility; and
- Ongoing optimisation of eastern campus operational efficiency, passenger connectivity, and airfield utilisation.

The Dublin Airport Masterplan establishes the long-term framework for the phased expansion and development of the airport. Its purpose is to ensure that future infrastructure growth can be delivered



in a balanced, efficient, and sustainable manner while maintaining sufficient flexibility to respond to evolving airline business models, passenger demand trends, operational requirements, environmental obligations, regulatory frameworks, and wider economic conditions.

The Masterplan was last formally updated in 2010. Since that time, Dublin Airport has experienced significant changes in operational demand and infrastructure requirements, most notably the delivery and commissioning of the North Runway together with substantial changes in passenger growth, airline operations, sustainability expectations, and surface transport planning.

Accordingly, Dublin Airport is now progressing a structured review and update of the Masterplan, with provision for this work included as a dedicated project within the CIP27 submission. The updated Masterplan process will incorporate the latest operational analysis, infrastructure planning considerations, stakeholder consultation feedback, environmental objectives, and long-term strategic development requirements to ensure the airport's future development framework remains aligned with evolving aviation, economic, environmental, and national transport policy objectives.

The development strategy underpinning CIP27 builds upon infrastructure already delivered or currently progressing under CIP2020+ together with projects included within the current Infrastructure Application process. Future phases of airport development beyond the CIP27 period will continue to be implemented progressively in line with traffic growth, operational demand, stakeholder requirements, and wider masterplan objectives, ensuring that infrastructure investment remains proportionate, scalable, and responsive over time.

3.1 Masterplan Alternative 1 – Retain Runway 16/34

The first long-term masterplan alternative retains Runway 16/34 indefinitely as part of the ultimate airport layout. Under this scenario, future airport expansion is facilitated through a more distributed development model incorporating a western satellite pier and associated remote apron infrastructure.

As with both masterplan alternatives, this scenario assumes substantial redevelopment of Terminal 1 together with further optimisation and phased expansion of Terminal 2.

Under the retained Runway 16/34 scenario, the existing Pier 2 and Pier 3 facilities would ultimately require full replacement due to asset age, lifecycle condition, and their inability to economically achieve long-term net-zero sustainability objectives. However, retention of Runway 16/34 imposes significant development constraints on the eastern campus due to safeguarding and obstacle limitation requirements associated with the runway alignment.

These constraints limit the ultimate extension potential of Piers 2 and 3 beyond the medium-term “bolt-on” expansions currently proposed within the CIP27 programme. While stand alignment optimisation would facilitate a limited increase in contact stand provision, the overall expansion capability of the eastern campus remains constrained under this option.



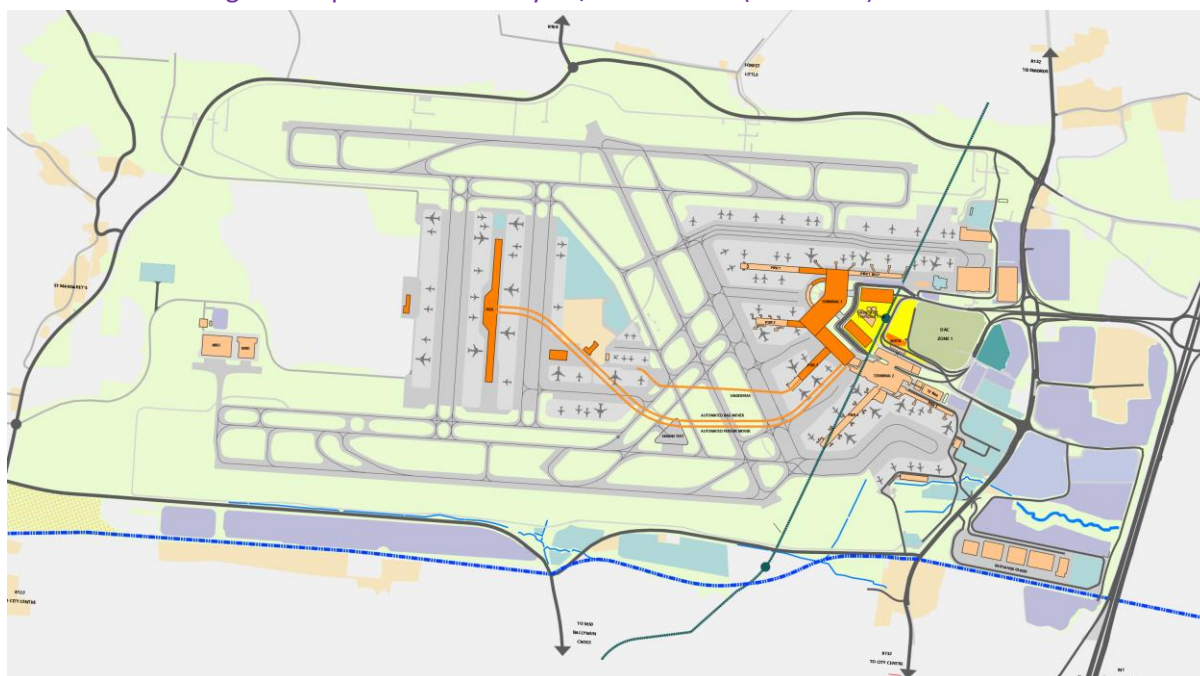
Accordingly, to provide the additional contact stand capacity required to support long-term passenger growth, a new remote satellite pier is proposed west of the Air Traffic Control Tower, broadly comparable in operational concept to facilities such as Zurich Dock E or Heathrow Satellite Pier 5B.

The proposed satellite pier would initially accommodate approximately 22 narrow-body equivalent contact stands, or alternatively up to 11 wide-body contact stands, together with safeguarding for future expansion capability. The associated apron and taxiway infrastructure would integrate with the longer-term extension of Apron 7 and completion of the north-south apron taxiway system, enabling efficient connectivity to both parallel runways.

Given the remote location of the satellite pier relative to the primary terminal processing areas, passenger and baggage transfer would require the implementation of subterranean Automated People Mover (APM) and Automated Baggage Mover (ABM) systems. This would effectively create a secondary underground transit network linking the eastern terminal campus to the remote satellite facility. A new subterranean APM station between Terminals 1 and 2 would also be required to support efficient passenger distribution across both terminals.

While operationally feasible, this approach introduces additional complexity associated with passenger transfer systems, mechanical dependencies, lifecycle maintenance requirements, operational resilience, baggage transfer interfaces, and long-term infrastructure renewal obligations.

Exhibit 1 – Evolving Masterplan with Runway 16/34 Retained (Indicative)



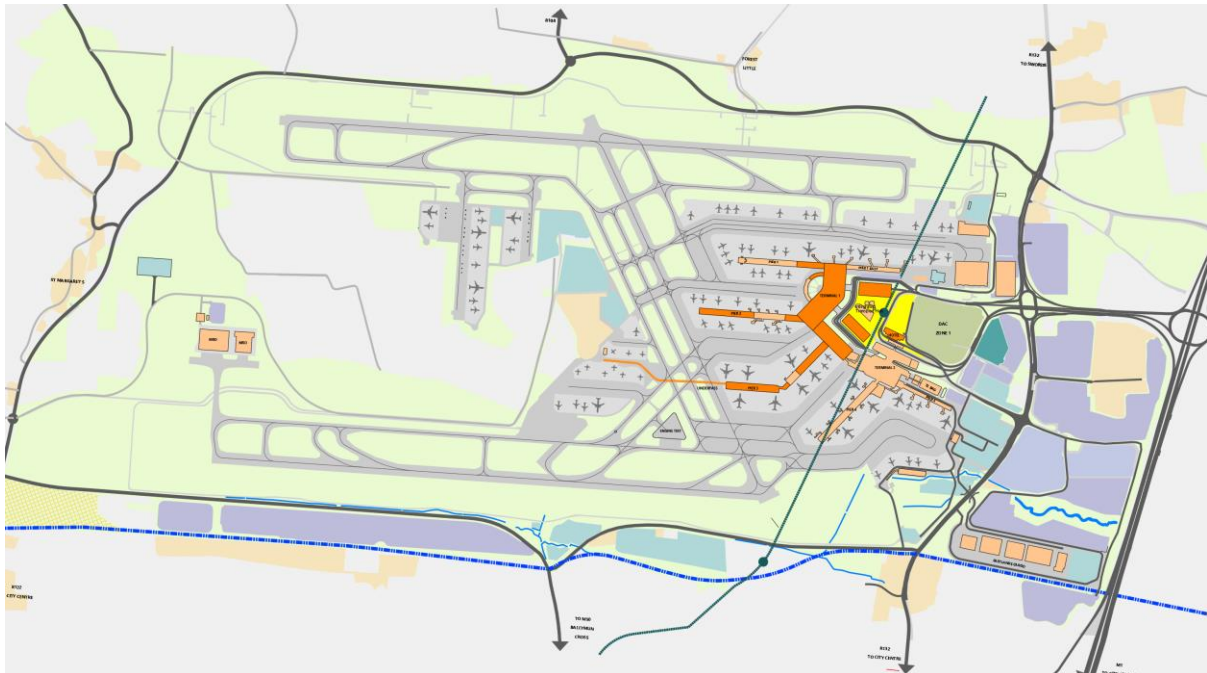
4.1 Masterplan Alternative 2 – Remove Runway 16/34

The second long-term masterplan alternative considers the future decommissioning and removal of Runway 16/34. Under this scenario, removal of the runway and associated safeguarding constraints unlocks substantial additional development opportunity within the eastern campus, enabling the complete replacement and extension of Piers 2 and 3 to their optimal operational lengths.

As with the retained runway option, replacement of the existing pier infrastructure is necessary due to asset age, lifecycle considerations, and long-term sustainability requirements. However, removal of Runway 16/34 enables materially greater development flexibility by eliminating the runway safety offset and obstacle limitation constraints that currently restrict eastern campus expansion.

This alternative facilitates a more centralised terminal and pier development strategy, allowing future contact stand growth to be accommodated directly adjacent to the core terminal campus without reliance on remote satellite infrastructure or associated APM/ABM systems.

Exhibit 2 – Evolving Masterplan with Runway 16/34 Removed (Indicative)



The resulting airport layout provides a number of operational and strategic advantages, including:

- Improved passenger connectivity and reduced transfer complexity;
- More efficient aircraft stand and apron layouts;
- Simplified baggage operations;
- Reduced dependency on mechanised transit systems;
- Improved operational resilience and maintainability;
- Reduced lifecycle operational and renewal costs; and
- A more consolidated and sustainable long-term airport campus arrangement.



Importantly, this approach continues to align with the broader strategy of consolidating airport growth within the eastern campus while maintaining efficient landside and public transport integration.

As part of the wider masterplan review process, Dublin Airport has undertaken a high-level assessment of the operational, safety, environmental, economic, and regulatory implications associated with the potential future decommissioning of Runway 16/34. This work remains ongoing and no final determination has been reached regarding the long-term treatment of the runway.

5.1 CIP27 Compatibility with the Long-Term Masterplan Alternatives

Importantly, both strategic masterplan pathways share a common near-term and medium-term development programme comprising infrastructure already delivered, currently underway, or proposed as part of CIP2020+ and CIP27.

Accordingly, the CIP27 programme has been intentionally developed to ensure that proposed investments remain compatible with either long-term masterplan alternative and do not prejudice future strategic flexibility.

In response to the IAA's request for confirmation regarding the compatibility of CIP27 projects with the long-term masterplan, Dublin Airport has undertaken a review of all proposed CIP27 projects against both potential long-term development pathways.

This infrastructure placement assessment confirms that the majority of projects proposed within CIP27 are either fully compatible with both long-term masterplan options; or capable of achieving their intended operational and remunerated asset life prior to any future redevelopment requirement arising.

Projects identified as “Fully Compliant” are considered compatible with the ultimate masterplan configuration and are not currently anticipated to require removal or significant reconfiguration as part of future airport expansion.

Projects identified as “Asset Life Compliant” may, over the longer term, ultimately require removal or redevelopment to facilitate future masterplan build-out. However, in all such cases, the infrastructure is expected to achieve its proposed remunerated asset life prior to any such requirement arising, thereby avoiding premature asset replacement or unnecessary abortive expenditure.

Projects categorised as “Not Applicable” generally comprise commercial, IT, operational resilience, lifecycle renewal, maintenance, security, or regulatory compliance projects which do not materially influence the physical masterplan layout and remain necessary irrespective of the ultimate development option progressed.



Exhibit 3 –Sustainability and Environment Projects

Number	Project Title	Asset Life Yr	Runway 16/34 Retained	Runway 16/34 Removed
CIP27.01.01	Terminal 2 and Pier 1 Renewable Heating	30	Fully Compliant	Fully Compliant
CIP27.01.02A	Charging Network	20	Fully Compliant	Fully Compliant
CIP27.01.02B	North Apron GSE Charging Hub	20	Fully Compliant	Fully Compliant
CIP27.01.03	Solar PV and Energy Storage	20	Fully Compliant	Fully Compliant
CIP27.01.04	Mobility and Accessibility	10	Asset Life Compliant	Asset Life Compliant
CIP27.01.06A	Air Quality and Noise Monitoring	15	Fully Compliant	Fully Compliant
CIP27.01.06B	Noise Insulation Scheme	5	Fully Compliant	Fully Compliant
CIP27.01.07	Biodiversity and Natural Habitat Restoration	20	Fully Compliant	Fully Compliant
CIP27.01.08	Campus Buildings Sustainability Retrofits	5-20	Asset Life Compliant	Asset Life Compliant
CIP27.01.10	Landside Surface Water Compliance	20	Fully Compliant	Fully Compliant
CIP27.01.11	Legacy PFAS Mitigation and Remediation	20	Fully Compliant	Fully Compliant

Exhibit 4 – Airport Development Projects

Number	Project Title	Asset Life Yr	Runway 16/34 Retained	Runway 16/34 Removed
CIP27.02.02A	Pier 1 East	25	Fully Compliant	Fully Compliant
CIP27.02.02B	MRO Relocation	25	Fully Compliant	Fully Compliant
CIP27.02.04	Terminal 2 CBP and Transfer Extension	25	Fully Compliant	Fully Compliant
CIP27.02.05A	Pier 5	25	Fully Compliant	Fully Compliant
CIP27.02.05B	South Apron Expansion	25	Fully Compliant	Fully Compliant
CIP27.02.06	Eastlands Cargo	25	Fully Compliant	Fully Compliant
CIP27.02.07	Gate Post 4 Relocation	20	Fully Compliant	Fully Compliant
CIP27.02.08	Wide Body Engine Test Facility	25	Fully	Fully



			Compliant	Compliant
CIP27.02.09	North Apron De-Icing Storage	20	Fully Compliant	Fully Compliant
CIP27.02.10	South Apron De-Icing Storage	20	Fully Compliant	Fully Compliant
CIP27.02.11	Fuel Hydrant Network	20	Fully Compliant	Fully Compliant
CIP27.02.12	MV/ HV Network Expansion	25	Fully Compliant	Fully Compliant
CIP27.02.13	Junctions Upgrades	15	Fully Compliant	Fully Compliant
CIP27.02.14	Integrated Transport Hub	20	Fully Compliant	Fully Compliant
CIP27.02.15	Consolidated Security and Screening Centre	20	Fully Compliant	Fully Compliant
CIP27.02.18	Existing Pier 1 West Extension	25	Fully Compliant	Fully Compliant
CIP27.02.20	Existing Pier 2 Optimisation and Refurbishment	15	Asset Life Compliant	Asset Life Compliant
CIP27.02.21	Existing Pier 3 Optimisation and Refurbishment	15	Asset Life Compliant	Asset Life Compliant
CIP27.02.22	Dual Passenger Boarding Bridge to Stand 315C	15	Asset Life Compliant	Asset Life Compliant
CIP27.02.25	Terminal 2 Pier 3 Arrivals Washrooms	7	Asset Life Compliant	Asset Life Compliant
CIP27.02.30	Airfield Safety Projects	15	Asset Life Compliant	Asset Life Compliant
CIP27.02.31	Airfield Operational Projects	15	Asset Life Compliant	Asset Life Compliant
CIP27.02.34	Advanced Visual Docking Guidance System	10	Asset Life Compliant	Asset Life Compliant
CIP27.02.35	Fixed Electrical Ground Power	15	Fully Compliant	Fully Compliant
CIP27.02.36	On Stand CCTV	7	Fully Compliant	Fully Compliant
CIP27.02.37	Foul Water Expansion	25	Fully Compliant	Fully Compliant
CIP27.02.38	Hydrant Water Expansion	25	Fully Compliant	Fully Compliant
CIP27.02.39	Potable Water Expansion	25	Fully Compliant	Fully Compliant
CIP27.02.40	Pier 2 Bolt On Extension	25	Fully Compliant	Fully Compliant
CIP27.02.41	Pier 3 Bolt On Extension	25	Fully	Fully



			Compliant	Compliant
CIP27.02.43	PBZ Relocation	25	Fully Compliant	Fully Compliant
CIP27.02.47	Remote Bussing Lounges (OCTB)	25	Fully Compliant	Fully Compliant
CIP27.02.48	Terminal 2 Checkin and Sortation Optimisation	10-25	Fully Compliant	Fully Compliant
CIP27.02.49	South Apron Handler Accommodation Relocation	10	Asset Life Compliant	Asset Life Compliant
CIP27.02.50	PFAS on Construction Sites	As per parent project	Fully Compliant	Fully Compliant

Exhibit 5 –Commercial Projects

Number	Project Title	Asset Life Yr	Runway 16/34 Retained	Runway 16/34 Removed
CIP27.03.01A	Long Term Express Red Surface Expansion	25	Fully Compliant	Fully Compliant
CIP27.03.01B	Other Car Parks	25	Fully Compliant	Fully Compliant
CIP27.03.02	Car Rental	15	Fully Compliant	Fully Compliant
CIP27.03.03	OCTB Refurbishment	10	Fully Compliant	Fully Compliant
CIP27.03.04	Airline Lounges	7	Asset Life Compliant	Asset Life Compliant
CIP27.03.05	Commercial Property Refurbishment	10	Asset Life Compliant	Asset Life Compliant
CIP27.03.06	Platinum Services Collinstown House Upgrade	7	Asset Life Compliant	Asset Life Compliant
CIP27.03.07	Media Sales Expansion	5	Not Applicable	Not Applicable
CIP27.03.09	Commercial Innovation	5	Not Applicable	Not Applicable
CIP27.03.10A	ARI Retail Projects	7	Asset Life Compliant	Asset Life Compliant
CIP27.03.10B	Terminal 2 IDL ARI Refurbishment	7	Asset Life Compliant	Asset Life Compliant



Exhibit 6 – Asset Management Projects

Number	Project Title	Asset Life Yr	Runway 16/34 Retained	Runway 16/34 Removed
Civil Projects				
CIP27.04.01A	Airfield Pavement Rehabilitation	20-30	Asset Life Compliant	Asset Life Compliant
CIP27.04.01B	Airfield Pavement Rehabilitation- Roads and Jointing	20	Asset Life Compliant	Asset Life Compliant
CIP27.04.02	Roads and Carparks	15	Asset Life Compliant	Asset Life Compliant
CIP27.04.03	Airfield Lighting, Control and Signage Upgrades	10-40	Asset Life Compliant	Asset Life Compliant
CIP27.04.04	Building Fabric Upgrade	12	Asset Life Compliant	Asset Life Compliant
CIP27.04.05	Airfield Maintenance Base Improvement Programme	20	Fully Compliant	Fully Compliant
CIP27.04.06	Airfield AGL Substation Improvement Programme	15	Asset Life Compliant	Asset Life Compliant
CIP27.04.07	Campus Buildings Critical Maintenance	20	Asset Life Compliant	Asset Life Compliant
CIP27.04.08	Piers and Terminals Critical Maintenance	10	Asset Life Compliant	Asset Life Compliant
CIP27.04.09	Asset Management Stores Consolidation	15	Asset Life Compliant	Asset Life Compliant
CIP27.04.10	Landside Gardening and Maintenance Consolidation	25	Asset Life Compliant	Asset Life Compliant
CIP27.04.11	Fire Risk Mitigation	15	Not Applicable	Not Applicable
CIP27.04.12	Surface Water and Foul	15	Asset Life Compliant	Asset Life Compliant
CIP27.04.13	Airport Light Fleet Replacements	3-6	Not Applicable	Not Applicable
CIP27.04.14	Airport Heavy Fleet and Equipment Replacement	7-15	Not Applicable	Not Applicable
M&E Projects				
CIP27.04.15	Airport Existing MV Network Upgrades	5-25	Asset Life Compliant	Asset Life Compliant
CIP27.04.16	Terminals and Piers Low Voltage (LV) Electrical Upgrade	5-30	Asset Life Compliant	Asset Life Compliant
CIP27.04.17	Primary Standby Power Generation Upgrade	15	Asset Life Compliant	Asset Life Compliant



CIP27.04.18	Small Energy Projects	10-15	Not Applicable	Not Applicable
CIP27.04.19	Campus Buildings M&E and Life Safety Systems	10-20	Not Applicable	Not Applicable
CIP27.04.20	Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades	5-25	Asset Life Compliant	Asset Life Compliant
CIP27.04.21	Lifts and Escalators Modernisation Programme	10-25	Asset Life Compliant	Asset Life Compliant
CIP27.04.22	Potable and Foul Water Upgrades	15-30	Asset Life Compliant	Asset Life Compliant
CIP27.04.23	Terminals and Piers M&E and Life Safety Systems	5-15	Not Applicable	Not Applicable
CIP27.04.24	Terminals and Piers HVAC Upgrade	10-20	Asset Life Compliant	Asset Life Compliant
CIP27.04.25	Asset Management Monitoring and Control Systems	10	Not Applicable	Not Applicable
CIP27.04.26	BHS Terminal 2 Critical Asset Re-Life Programme	20	Not Applicable	Not Applicable
CIP27.04.27	Baggage Handling System Efficiency and Resilience Upgrades	20	Asset Life Compliant	Asset Life Compliant
CIP27.04.28	Baggage Handling System Asset Replacements and Upgrades	15	Not Applicable	Not Applicable
Operational Projects				
CIP27.04.29	Terminal Operational Improvements	10	Not Applicable	Not Applicable

Exhibit 7 –Security Projects

Number	Project Title	Asset Life Yr	Runway 16/34 Retained	Runway 16/34 Removed
CIP27.05.01	Intrusion Detection System	10	Fully Compliant	Fully Compliant
CIP27.05.02	Aviation Security Training Organisation Relocation	20	Fully Compliant	Fully Compliant
CIP27.05.03	Damage by Vehicle Risk Mitigation	15	Asset Life Compliant	Asset Life Compliant
CIP27.05.04	Access Control System Replacement	10	Not Applicable	Not Applicable
CIP27.05.05	Security Operations Systems and Equipment	3-10	Not Applicable	Not Applicable
CIP27.05.06	Hold Baggage System Version Upgrade	5	Not Applicable	Not Applicable



CIP27.05.07	Vehicle Control Post 11 and 32 Replacement	20	Asset Life Compliant	Asset Life Compliant
CIP27.05.08	Terminal 2 Staff Screening Expansion	10	Asset Life Compliant	Asset Life Compliant
CIP27.05.09	Remote Screening Centre	15	Asset Life Compliant	Asset Life Compliant
CIP27.05.10	Security Operations Refurbishments	7	Asset Life Compliant	Asset Life Compliant
CIP27.05.11	Security Innovations and Technology	7	Not Applicable	Not Applicable

Exhibit 8 – IT Projects

Number	Project Title	Asset Life Yr	Runway 16/34 Retained	Runway 16/34 Removed
CIP27.06.01	Airport Passenger Journey	5	Not Applicable	Not Applicable
CIP27.06.02	Digital Passenger Experience	5	Not Applicable	Not Applicable
CIP27.06.03	Airfield Technology	7	Not Applicable	Not Applicable
CIP27.06.04	IT Innovation and AI	5	Not Applicable	Not Applicable
CIP27.06.05	Sustainability- Digitalisation and Reporting	5	Not Applicable	Not Applicable
CIP27.06.06	Commercial Technology Upgrades	7	Not Applicable	Not Applicable
CIP27.06.07	Operational Devices	5	Not Applicable	Not Applicable
CIP27.06.08	Cyber Security and Cyber Resilience	5	Not Applicable	Not Applicable
CIP27.06.09	Operational Reliability, Safety, Security and Compliance	7	Not Applicable	Not Applicable
CIP27.06.10	Networks and Infrastructure	7	Not Applicable	Not Applicable
CIP27.06.11	Servers and Storage	5	Not Applicable	Not Applicable
CIP27.06.12	Business Efficiency and Enterprise Applications	5	Not Applicable	Not Applicable
CIP27.06.13	Cloud, Data Centre, Disaster Recovery and Infrastructure	5	Not Applicable	Not Applicable
CIP27.06.14	Data and Integrations	5	Not Applicable	Not Applicable



Exhibit 9 – Other Projects

Number	Project Title	Asset Life Yr	Runway 16/34 Retained	Runway 16/34 Removed
CIP27.07.01	Minor Works	7	Not Applicable	Not Applicable
CIP27.07.02	Construction Accommodation	10	Not Applicable	Not Applicable
CIP27.07.03	Capital Planning Studies	5	Not Applicable	Not Applicable
CIP27.07.04	Programme Management	5	Not Applicable	Not Applicable

Notwithstanding the above, while the CIP27 projects have been carefully sited and remuneration asset lives selected to align, as far as practicable, with the current long-term infrastructure planning assumptions, the precise timing and sequencing of future airport development remains subject to change given the inherently complex and evolving nature of the aviation sector. Future traffic patterns may vary, airline operational requirements may evolve, and changes in security, safety, environmental, or wider regulatory standards may necessitate the acceleration, modification, extension, or reprioritisation of certain infrastructure proposals.

Equally, wider economic conditions, funding availability, construction market constraints, or broader industry factors may extend development delivery timelines beyond those currently assumed, potentially resulting in longer operational lives for projects presently identified as requiring removal to facilitate future long term development. Accordingly, the tables provided within this report reflect Dublin Airport's current view and best understanding of long-term project compatibility and anticipated asset life interactions based on the information and planning assumptions presently available.

5.1 Stakeholder Consultation and Ongoing Review

As part of the CIP27 stakeholder consultation process, both long-term masterplan pathways were presented to airlines and key operational stakeholders to obtain feedback regarding the airport's future development direction.

Feedback received during consultation indicated that operational dependency on Runway 16/34 has reduced materially following the commissioning of the North Runway, with several stakeholders noting that the airport is now significantly less reliant on the cross runway during adverse weather conditions than historically experienced.

Several airline and operational stakeholders expressed support for continued evaluation of a potential future decommissioning of Runway 16/34, subject to the development of an appropriate operational, safety, environmental, economic, and regulatory justification. Stakeholders noted that such an



approach may facilitate a more efficient and operationally streamlined eastern campus development strategy while reducing long-term infrastructure complexity and lifecycle cost exposure.

Notwithstanding this feedback, Dublin Airport has not reached a final determination regarding the future treatment of Runway 16/34. Given the evolving nature of the masterplanning process, both strategic development pathways continue to be safeguarded pending completion of further technical assessment, operational analysis, stakeholder engagement, and regulatory consideration.

Accordingly, CIP27 has been carefully structured to preserve long-term flexibility while minimising the risk of abortive expenditure or non-remunerable investment. Proposed projects have therefore been intentionally phased, located, and developed to support the airport's immediate operational and capacity requirements while remaining aligned with both potential long-term masterplan outcomes

