

Regulatory Proposal – Capacity Constraints

Overview and Results

September 2026

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1. Executive Summary



Executive Summary and Conclusions

Ricondo was tasked with analysing the effect of infrastructure constraints at Dublin Airport on future passenger activity levels. This included a review of existing forecasts, historical data, airline trends and broader industry analysis.

The 2026 capacity of existing infrastructure, facilities and systems at the airport was established, based on actual historical Dublin Airport operational data in a separate Ricondo Capacity Report, excerpts of which are included in **Appendix A**. Ricondo conducted quantitative analysis in the following areas to extrapolate the capacity assessment over the five-year period to 2031:

- Trendline assessment of demand profile factors from the 2026 Capacity Report
- Daily activity projections, evaluating how aircraft boarding gate constraints would limit demand growth during busy days in separate unconstrained forecasts developed by daa and IAA.
- Review of the forecast unconstrained 2031 design day flight schedule compared to available contact stand capacity (equivalent to aircraft boarding gates), illustrating the deficiency in capacity during the peak overnight and morning departure periods.

The analyses reached the following conclusions:

- **Indicative trendline** projections suggest a potential 2031 annual capacity range of **40.5 to 42.5 MPPA**
- The **Ricondo constrained daily activity** analysis projects 2031 capacity of **42.3 MPPA**, which falls within the indicative trendline range and represents a 2.2 MPPA reduction compared to the IAA Unconstrained Forecast. Demand growth constraints would emerge as early as 2027-2028 and increase through 2031.
- Ricondo’s review of the **2031 design day flight schedule** and the related commercial considerations for airlines operating at Dublin Airport indicate the increasingly constrained flight scheduling and fleet allocation options for airlines are likely to result in commercial decisions that will reduce air service, connectivity and demand at Dublin Airport compared to unconstrained forecasts.

Table 11: Unconstrained and Constrained Forecast Comparison

Year	Annual Forecast (mppa)		Ricondo Constrained Daily Activity Projection (mppa)	
	daa Unconstrained	IAA Unconstrained	daa Unconstrained Basis	IAA Unconstrained Basis
2025	36.4	36.4	36.4	36.4
2026	37.5	37.9	37.5	37.6
2027	38.7	39.4	38.7	38.8
2028	39.9	40.8	39.9	40.3
2029	41.2	42.0	41.2	41.2
2030	42.5	43.2	41.7	41.7
2031	43.8	44.5	42.3	42.3

- Sources include:
- Historical DUB Dublin Airport Data
 - Ricondo Annual Capacity Assessment
 - daa and IAA annual forecasts
 - daa design day flight schedules
 - Industry news and sources

2. Existing Forecasts and Capacity Assessment



Existing Forecasts and Capacity Assessment

Unconstrained and Constrained Scenarios Methodology and Results

Several forecasts from different sources have been developed for Dublin Airport and include both unconstrained and constrained methodologies. Unconstrained forecasts range between 43.8 mppa and 44.5 mppa, while constrained forecasts are lower based on infrastructure and planning constraints.

Both daa and the Irish Aviation Authority (IAA) have developed activity forecasts for DUB for the period between 2026 and 2031:

- **daa** forecasts include an unconstrained forecast as well as constrained forecast scenarios, including both infrastructure and planning considerations:
 - daa “[does] not agree with the use of a univariate model, [though considers] it can act as a good starting point from which to build up to a more complex framework, with the same underlying core principles.”
 - daa’s unconstrained forecast uses a blended methodology, including a **multivariate model** of passengers by region and socioeconomic factors, weighted by each region’s share of total origin & destination (O&D) activity, as well as **historic O&D passenger activity growth, population, and external industry forecasts**, with weights applied by component.
 - daa’s Regulatory Proposition is based on the Infrastructure Constrained scenario, in which 42.3 million passengers per annum (mppa) are forecast.
- **IAA** has developed an unconstrained forecast, as well as modifying the daa unconstrained forecast methodology to include recently available inputs.
 - IAA “expressed preference for an independently developed, simple and transparent forecast,” and has included input from daa, the International Air Transport Association (IATA), and key airline stakeholders.
 - IAA included a review of four other forecasts, developed by “Airports Council International (ACI), EUROCONTROL (STATFOR), IATA, and Skylark Consulting Group on behalf of Aer Lingus/IAG.”

Results are presented on **Table 1**. Unconstrained forecasts range between 43.8 mppa and 44.5 mppa, representing 3.2 percent to 3.3 percent CAGRs. The Regulatory Proposition forecast (i.e., the daa Infrastructure Constrained forecast) represents a 2.4 percent compound annual growth rate (CAGR).

Table 1: Existing Forecast Results Comparison			
Forecast	Source	Forecast Passenger Volume (2031)	Forecast CAGR (2026 – 2031)
IAA	IAA Draft Determination	44.5 mppa	3.2%
IAA Adjustment to daa Unconstrained	IAA Draft Determination	44.1 mppa ¹	3.3%
daa Unconstrained	daa Regulatory Proposition	43.8 mppa	3.2%
daa Infrastructure Constrained	daa Regulatory Proposition	42.3 mppa	2.4%
daa Planning Constrained	daa Regulatory Proposition	40.0 mppa	1.3%

NOTES: CAGR – Compound Annual Growth Rate; mppa – Millions of Passengers per Annum
1 Dublin Airport Unconstrained (Adjusted) passenger volume estimated based on available passenger figures and stated forecast CAGR.
SOURCES: Dublin Airport, *2027 2031 Regulatory Proposition*, March 2026 (forecasts); Irish Aviation Authority, *Draft Determination on the Maximum Levels of Airport Charges at Dublin Airport for 2027-2031*, July 2026 (forecast).

Existing Forecasts and Capacity Assessment

Annual Activity and Busy Day Comparison – daa Unconstrained and Infrastructure Constrained Forecasts

Busy days at the airport have grown at a lower rate than annual activity.

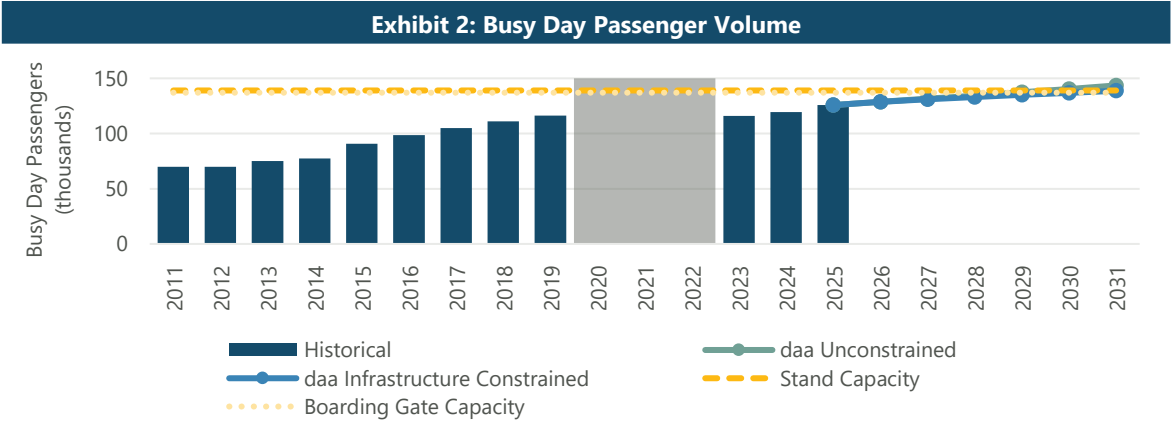
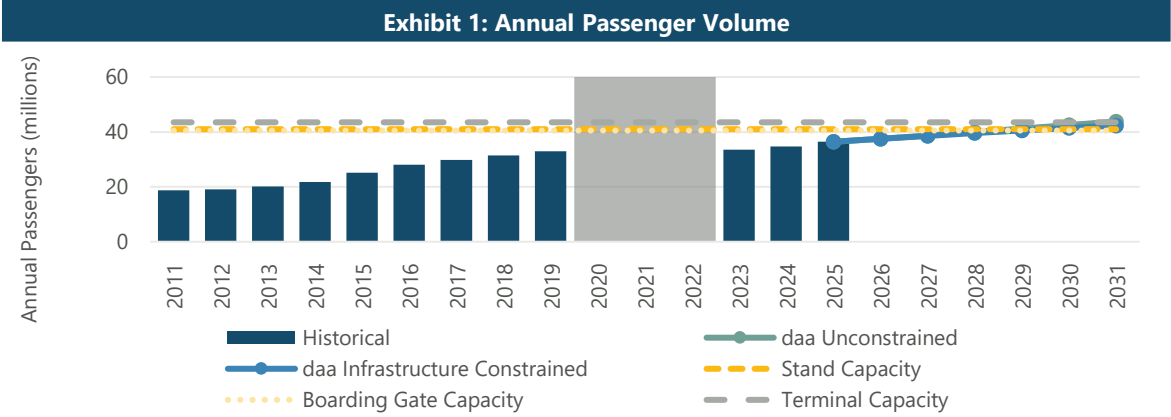
This trend is forecast to continue in existing daa unconstrained and constrained forecasts.

Activity varies throughout a year, and across individual weeks and days. Historical activity patterns and existing airport capacity were analysed, since constraints typically materialize through distinct time periods with high demand or activity. These can represent daily, hourly, or occupancy-based factors. daa provided access to Dublin Airport data, which includes individual flight activity granularity, allowing activity by airline, by day, or by passenger segment to be analysed. Ricondo also developed an Annual Capacity Assessment (Ricondo Capacity Assessment) of airport facilities, which is described further on the next page. Additionally, daa provided busy day forecasts for comparison to annual forecast results.

Annual historical and forecast activity are presented on **Exhibit 1**, while **Exhibit 2** presents similar data on the busy day. Both exhibits include capacity limits derived in the Ricondo Capacity Assessment. Based on Dublin Airport data, the busy day represents the 13th busiest day in 2025. Annual activity growth outpaced growth of the 13th busiest day of the year, with annual activity growth representing a 4.9 percent CAGR, compared to a 4.3 percent CAGR for the busy day. This trend is forecast to continue through 2031. CAGRs for the forecasts and periods are presented in **Table 2**.

Table 2: Forecast Annual and Busy Day Growth Rate Comparison			
Forecast	Compound Annual Growth Rate (2026 – 2031)		Difference
	Annual	Busy Day	
daa Unconstrained	3.2%	2.2%	1.0%
daa Infrastructure Constrained	2.4%	1.5%	0.9%

SOURCES: Dublin Airport, 2027 2031 Regulatory Proposition, March 2026 (forecasts); Dublin Airport, September 2026 (Dublin Airport Data); Ricondo & Associates, Inc., September 2026 (analysis).



Existing Forecasts and Capacity Assessment

Daily and Peak Hour Constraining Factors

Ricondo prepared a capacity assessment for Dublin Airport. Aircraft stands and boarding gates are the capacity limiting infrastructure. Aircraft stand and boarding gate capacity establish the maximum daily activity limit in subsequent analyses.

The Ricondo Capacity Assessment for Dublin Airport was developed in July 2026, and the peak periods identified in this report and its associated capacity are presented in **Table 3**. These include independent assessments of originating and terminating passengers at Terminal 1 and Terminal 2, transfer passengers at Terminal 2, as well as aircraft stands and boarding gates. Peak hour originating passenger capacities reflect the most limiting factor among check-in, boarding pass check, security screening, and departure lounge capacity for each terminal, while peak hour terminating passenger capacities reflect the most limiting factor among immigration screening, baggage reclaim, and arrivals hall capacity in each terminal.

Additional considerations at Terminal 2 include transfer passenger processing facilities, which accommodate connections between flights, particularly for Aer Lingus and its affiliate and partner airlines, as well as United States (US) Customs and Border Patrol Preclearance (CBP Preclearance), which limits departing passenger capacity (i.e., both originating and transfer passengers) for flights departing to the US. Gate and stand capacity reflect the baseline inventory of gates and stands, the aircraft movements per gate or stand, as well as the average aircraft gauge and load factor.

For the purposes of assessing activity in a constrained environment, the aircraft stand capacity derived in the Ricondo Capacity Assessment is used as a daily passenger activity limit. Aircraft stand capacity represents the median result among the three estimated in the analysis, and aircraft stands also reflect a “hard” constraint, i.e., that aircraft on the ground are limited to the number of available stands, whereas passenger facilities reflect a desired level of service, and passenger activity exceeding peak period capacity can be accommodated for periods at a deteriorated level of service. Additionally, operational considerations (i.e., aircraft towing or passenger busing) could be used to maximize throughput on peak days, reflective of aircraft stands that are not located directly at boarding gates.

Table 3: Functional Area Capacity (Ricondo Annual Capacity Assessment)					
Facility	Peak Period Passenger Metric	Peak Period Capacity	Demand Ratio	Function Capacity (mppa)	Airport Capacity (mppa)
Terminal 1 Departures	Peak Hour Originating	4,715	355	13.3	26.5
Terminal 1 Arrivals	Peak Hour Terminating	5,490	320	17.2	
Terminal 2 Departures	Peak Hour Originating	3,565	510	7.0	14.0
Terminal 2 Arrivals	Peak Hour Terminating	2,995	375	8.0	
Combined Originating and Terminating Passengers					40.5
Terminal 2 Transfers	Peak Hour Transfers	1,485	955	1.6	3.0
Total Terminal Capacity					43.5
Aircraft Stands	Peak Day		3,400	41.0	41.0
Boarding Gates	Peak Day	137,000	3,400	40.5	40.5
Total Airport Capacity					40.5

NOTE: mppa – Million Passengers per Annum
SOURCE: Ricondo & Associates, Inc., *Annual Capacity Assessment*, July 2026:

3. Trend Analysis



Trend Analysis

Passenger Airline Activity Component Projections

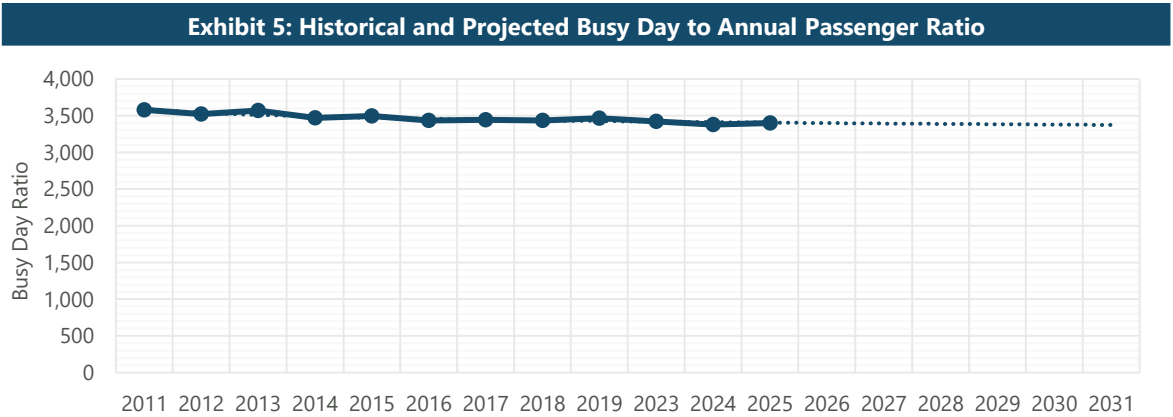
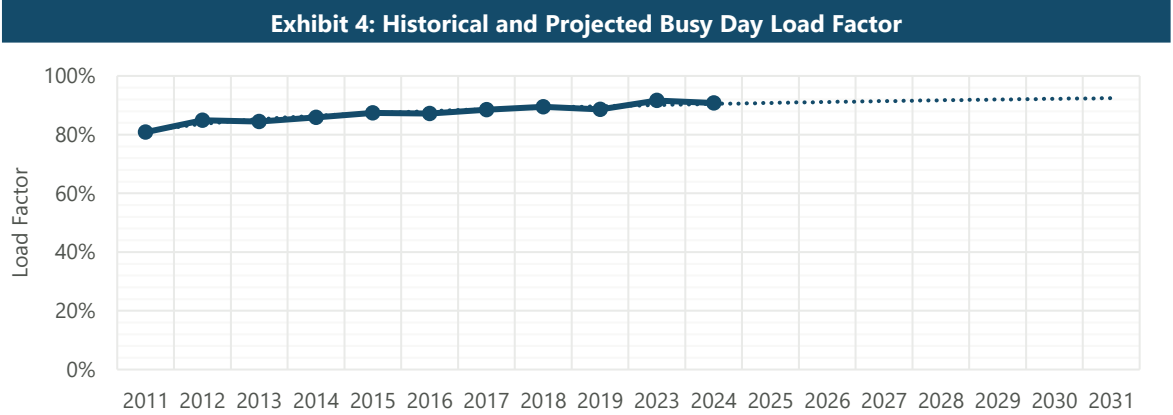
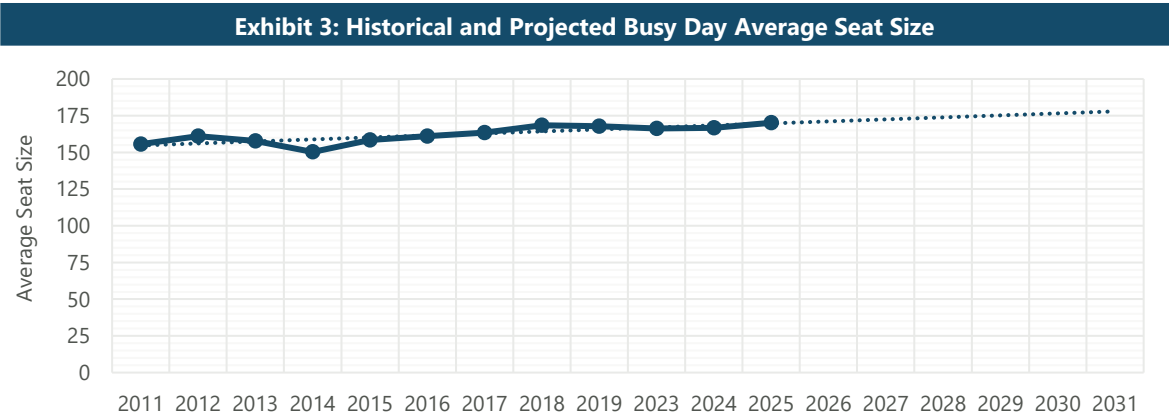
Ricondo applied trend analysis to project future average seats per departure, load factor, and busy day to annual passenger ratio based on historical data. In 2031, seats per departure and load factor are forecast to increase, while busy day ratio is forecast to remain relatively consistent.

Ricondo previously prepared the 2026 Dublin Airport Capacity Report, which focused on establishing the existing capacity of the airport based on actual historical operational data through December 31, 2025. Relevant excerpts from the Capacity Report are included in **Appendix A**.

As detailed in the Capacity Report, the profile of demand in the period for which capacity is being assessed is an important element in establishing available capacity. Trend analysis was used to assess the historical and projected change in inputs to the airport capacity for the most constraining system element.

Exhibits 3 – 5 present historical data and trendline projections for average aircraft seat size, load factor and the busy day to annual ratio. The 2025 load factor was not included in the trend analysis due to factors discussed further on Page 16.

Extrapolating historical trends through 2031 yields an average 178 aircraft seat size, a 92 percent load factor, and approximately 3,300 busy day passengers per mppa in 2031.



Trend Analysis

Projected Daily and Annual Passenger Capacity

Trend analysis indicates busy day passengers could increase from 137,000 to 140,500 passengers, representing a range with a 139,000 passenger midpoint. Applying Ricondo Capacity Report methodology to the trendline projection indicates an annual capacity range of 40.5 to 42.5 MPPA.

The trendline projections on the previous page provide an indicative sense for how components of the demand profile could evolve over the next 5 years; however, as the airport becomes increasingly constrained without infrastructure improvements, future demand profile trends based on actual historical data could become less reliable.

Table 4 presents the estimated 2026 capacity of Dublin Airport from the Ricondo Capacity Report based on Boarding Gate capacity, the most constraining system element, and applies the same methodology to project potential capacity based on the 2031 trendline inputs identified on the previous page. The projection indicates that if the demand profile evolves in line with historical trends, busy day passenger capacity could increase from 137,000 to 140,500 passengers, translating to a potential annual passenger capacity range of 40.5 to 42.5 mppa.

As noted above, increasing constraints on demand growth over the next five years may result in the demand profile evolving differently from historical trends. To further assess potential available capacity through 2031, a daily activity projection methodology was developed to evaluate growth patterns and constraints in every day in the year. The methodology applied the mid-point of the range in Table 4, 139,000 busy day passengers, as a representative daily capacity limit for the range of potential outcomes for demand profile in a no new infrastructure scenario.

Sections 4 – 6 present the methodology, analyses, and results of the daily activity projection.

Table 4: Trend Analysis Results – Busy Day and Annual Passenger Capacity		
Category	2026 Existing Capacity (Ricondo Capacity Report)	2031 Trendline Projection
AVAILABLE BOARDING GATES		
Gate Inventory	63	63
Operational Reserve and Resilience	0	0
Operational Gates	63	63
BUSY DAY ATM CAPACITY		
ATMs per Gate	13.6	13.6
Busy Day ATMs	857	857
BUSY DAY PASSENGER CAPACITY		
Average Aircraft Seat Size	170	178
Load Factor (Busy Day)	94%	92%
Average Passengers per Aircraft	160	164
Busy Day Passengers	137,000	140,500
ANNUAL PASSENGER CAPACITY		
Busy Day to Annual Ratio	3,400	3,300
Annual Passenger Capacity	40.5 MPPA	42.5 MPPA

NOTES: ATM – air traffic movement; mppa – Million Passengers per Annum
SOURCES: Dublin Airport, September 2026 (Dublin Airport Data); Ricondo & Associates, Inc., *Annual Capacity Assessment*, July 2026 (2023 and 2026 capacity); Ricondo & Associates, Inc., September 2026 (analysis).

4. Daily Activity Projection Methodology

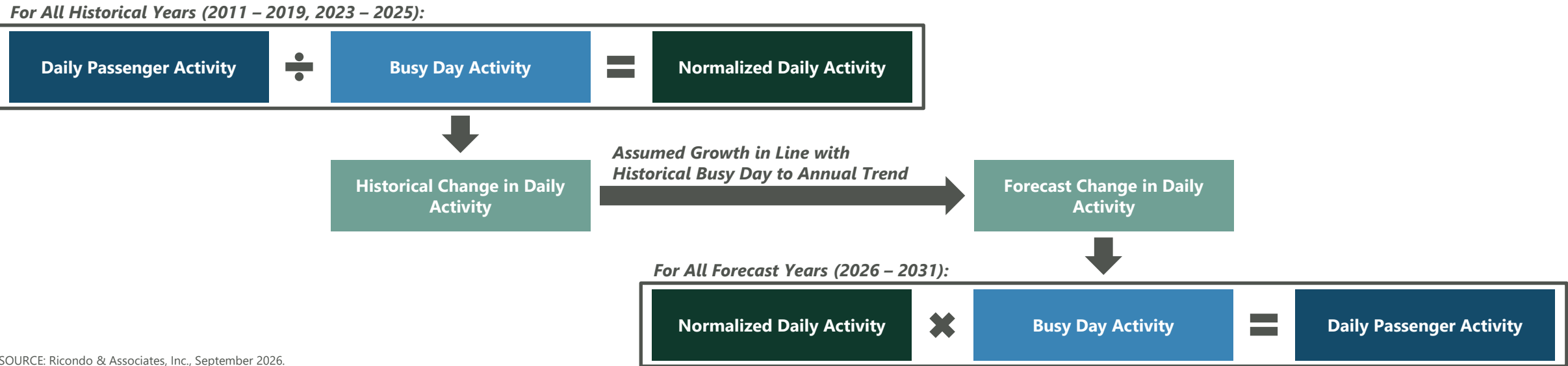
Daily Activity Projection Methodology

Busy Day Basis

Activity is projected for each day using annual forecasts and historical daily patterns of activity over the year.
Any day in the year is constrained if the daily capacity limit is exceeded.

Ricondo developed daily activity projections during the forecast period using the methodology presented on **Exhibit 6**. This methodology incorporates historical Dublin Airport data as well as existing forecasts of annual activity provided by daa. Busy days were projected based on the historical peak-to-annual growth trend and applied to daa and IAA unconstrained and constrained annual forecasts. During the forecast period, it is assumed that the change in activity relative to the busy day will be half the level observed during the historical period, as these levels have converged during the historical period due to the relatively high growth (i.e., “flattening”) observed on off-peak days. Additionally, a daily passenger capacity was assumed, discussed in the previous section, while daily projections were also constrained by week to match airline scheduling practices, which are typically developed by week. In the model, when one day in a week became constrained, all days were held constant at the activity level observed in the year the constraint was reached. Monthly activity was projected by summing daily activity, and base year (2025) dates were used to identify the month.

Exhibit 6: Daily Activity Projection Methodology



SOURCE: Ricondo & Associates, Inc., September 2026.

5. Historical Daily Activity Analysis



Historical Activity Trend Analysis

Dublin Airport Data – Daily

Daily activity is not evenly distributed over the year.

In recent years, the busiest and least busy days have grown slower than annual activity.

According to Dublin Airport data, 125,729 passengers were recorded on the busy day in 2025. As presented on **Exhibit 7**, most days during the year experienced over 100,000 passengers. On the busiest day of the year, approximately 3.7 percent more passengers were recorded than the representative busy day. **Exhibit 8** and **Exhibit 9** present the historical CAGR for each day by its rank and corresponding passenger volume during the base year (2025). Most days have grown at a faster rate than the busy day, with a maximum 5.3 percent CAGR recorded on the 222nd busiest day of the year. Conversely, days busier than the representative busy day and the least busy days of the year have grown at slower rates. This generally represents growth during non-peak weekdays during the busy season, as well as lengthening the season into “shoulder” months, described further on Page 16.

SOURCES: Dublin Airport, September 2026 (Dublin Airport Data); Ricondo & Associates, Inc., September 2026 (analysis).

Exhibit 7: Daily Passenger Activity Distribution (2025)

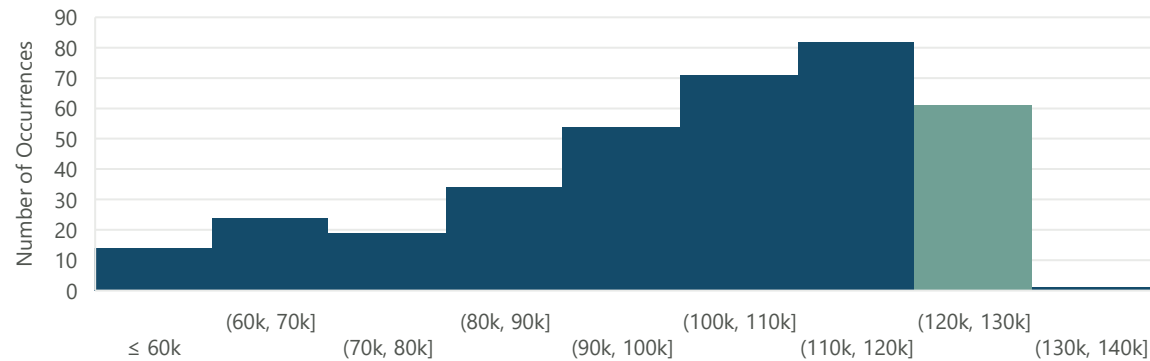


Exhibit 8: Historical Period CAGR by Daily Activity Rank (2025)

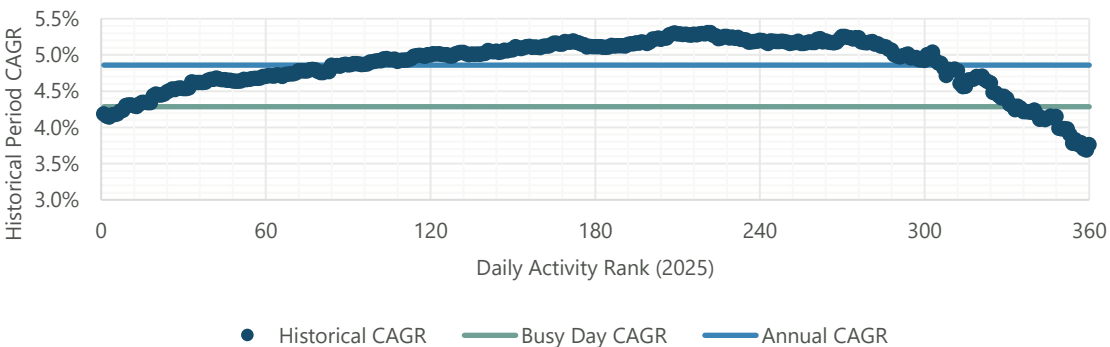
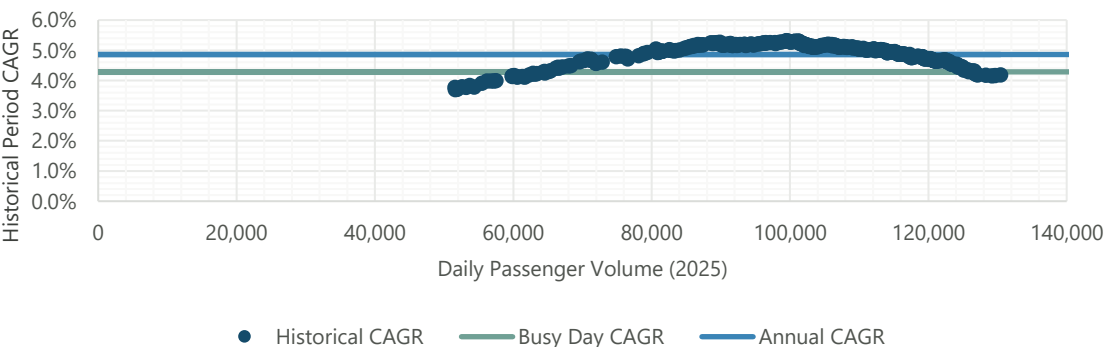


Exhibit 9: Historical Period CAGR by Daily Passenger Volume (2025)



Historical Activity Trend Analysis

Dublin Airport Data – Monthly

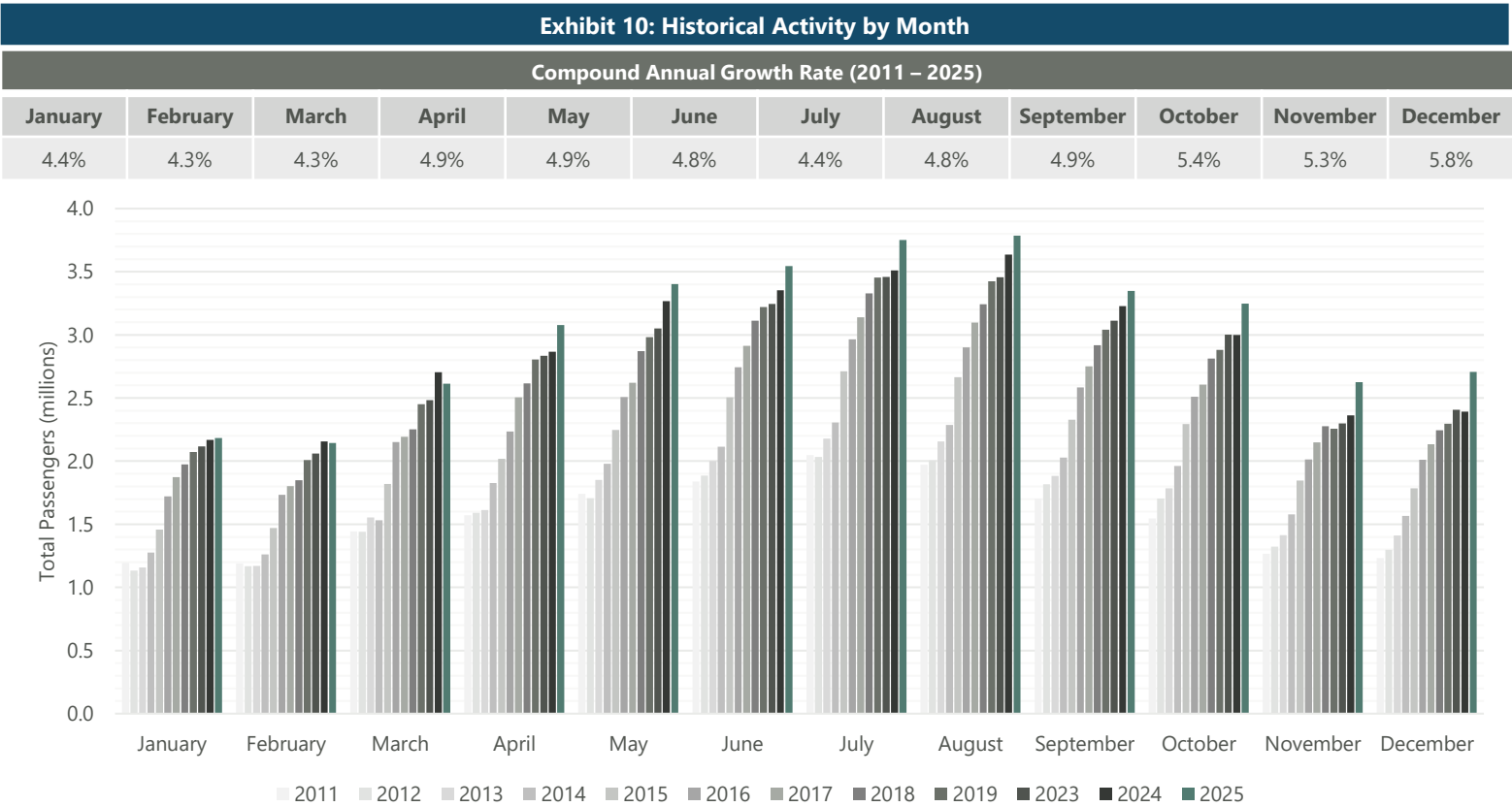
Peak month activity has grown slower than the annual average, consistent with the trend on individual busy days.

The spring and autumn months have experienced relatively high growth rates, while the first quarter of the year has experienced relatively low growth rates.

Exhibit 10 presents historical passenger activity by month, excluding 2020 and 2022, which were affected by the COVID-19 pandemic and initial recovery period. Monthly CAGRs for the historical period are presented on the exhibit.

During the period, all months experienced growth, with the largest increases relative to 2011 occurring in the fourth quarter of the calendar year. Months in the first quarter of the calendar year experienced relatively small growth rates. A CAGR below the annual average was also recorded during July, which was the peak month for most of the historical period, from 2011 through 2023. In 2024 and 2025, August activity exceeded July, representing the peak month for passenger activity, reflective of the daily activity growth trends discussed on the previous page.

In 2025, monthly passenger growth was inconsistent with recent trends. Examination of published data indicates available seat capacity and demand were volatile in 2025. Broader economic and geopolitical trends, in particular related to uncertainties resulting from US tariff policy, influenced demand and airline capacity allocation decisions early in the year, evidenced by flat to negative growth in the first quarter. Demand accelerated later in the year as the market and the airlines recalibrated to emerging economic conditions and a weakening US dollar.



SOURCES: Dublin Airport, September 2026 (Dublin Airport Data); Ricondo & Associates, Inc., September 2026 (analysis).

Historical Activity Trend Analysis

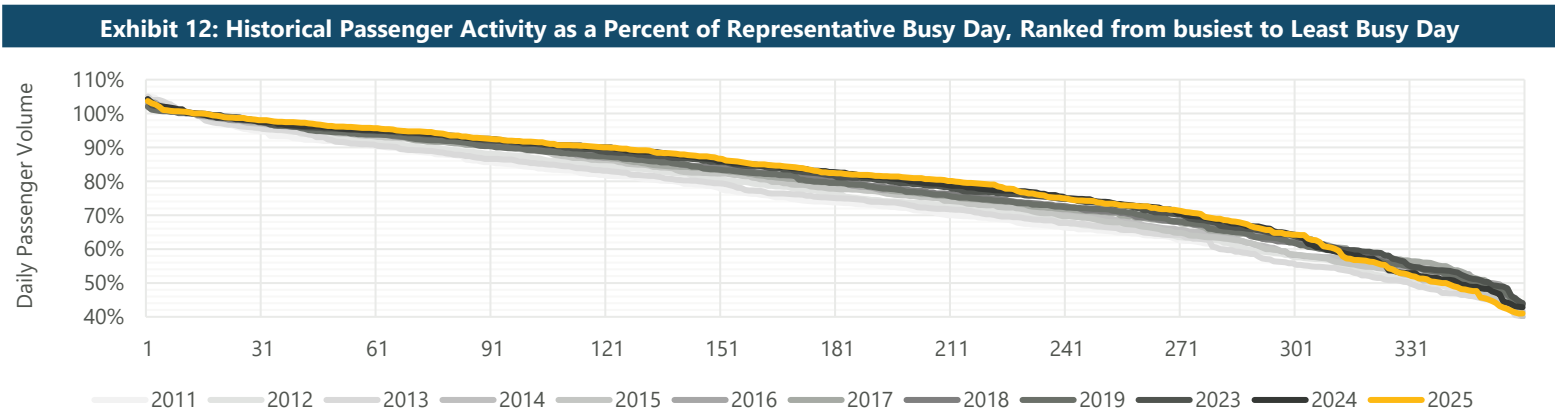
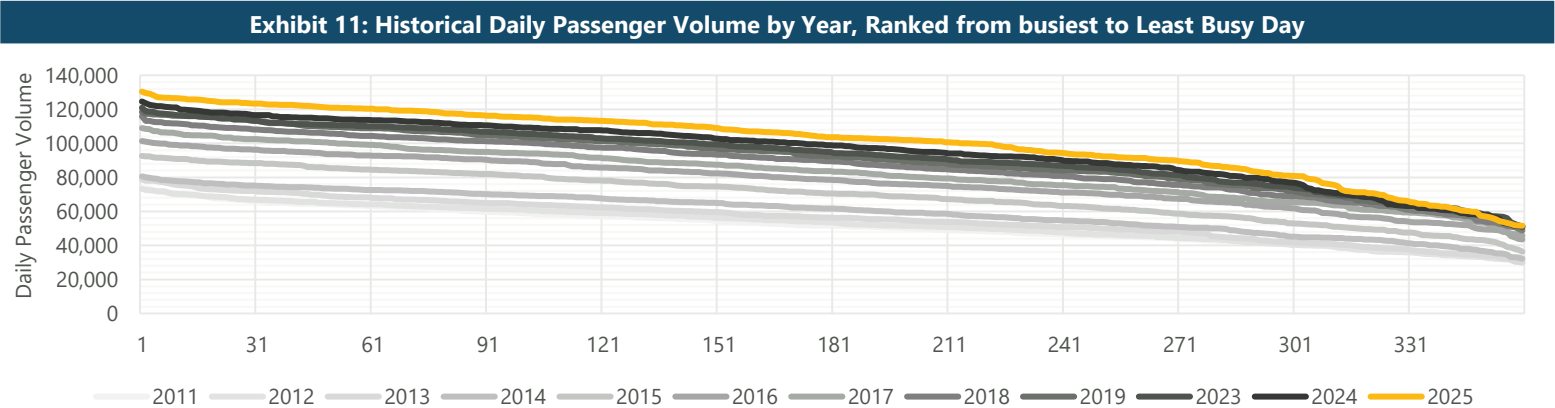
Dublin Airport Data – Establishing Relationships Between Change in Daily Activity and Busy Day Activity

Accelerated growth on off-peak days has resulted more days recording activity levels similar to the busy day, flattening the distribution of daily activity.

Exhibit 11 presents daily passenger volume for all years in the historical period by daily activity rank in the year, while **Exhibit 12** presents this data normalized to passenger volume on the representative busy day. Activity on all days has grown, though growth on non-peak days has resulted in a convergence (or flattening) of activity on less “peaky” days and the busy day. From these data, trends in daily activity relative to the busy day can be determined and applied using the methodology presented in Section 4. This methodology:

- Projects future busy day activity based on historical data and trends and existing annual unconstrained and constrained forecasts.
- Projects future daily activity based on the historical change in activity relative to annual and busy day growth trends.

Resulting daily activity is aggregated by week, month, and year to assess the level of constraint in current peak periods and determining if off-peak periods could become constrained. These projections are constrained by capacity limits, and the sensitivity of these constraints to changes in air service, operational timing, airline fleet composition, and passenger loading and the potential for changes to occur are assessed in subsequent sections.



SOURCES: Dublin Airport, September 2026 (Dublin Airport Data); Ricondo & Associates, Inc., September 2026 (analysis).

6. Passenger Activity Projection



Passenger Activity Projection

Annual Activity Results

In 2031, the aggregated annual results of the daily activity projection methodology align with activity forecast in the daa Infrastructure Constrained forecast. Applying the methodology to the daa and IAA unconstrained forecasts results in 1.6 million and 2.2 million fewer passengers in 2031, respectively.

Table 5: Annual Results Comparison							
Year	Annual Forecast (mppa)			Ricondo Constrained Daily Activity Projection (mppa)		Difference	
	daa Unconstrained	daa Infrastructure Constrained	IAA Unconstrained	daa Unconstrained Basis	IAA Unconstrained Basis	daa Unconstrained Basis	IAA Unconstrained Basis
2025	36.4	36.4	36.4	36.4	36.4	0.0	0.0
2026	37.5	37.5	37.9	37.5	37.6	-0.1	-0.3
2027	38.7	38.6	39.4	38.6	38.8	-0.1	-0.6
2028	39.9	39.6	40.8	40.0	40.3	0.0	-0.5
2029	41.2	40.6	42.0	41.3	41.2	0.1	-0.8
2030	42.5	41.5	43.2	41.7	41.7	-0.7	-1.5
2031	43.8	42.3	44.5	42.3	42.3	-1.6	-2.2
Compound Annual Growth Rate							
2025 – 2031	3.1%	2.5%	3.4%	2.5%	2.5%		

NOTE: daa – Dublin Airport; IAA – Irish Aviation Authority; mppa – millions of passenger per annum
 SOURCES: Dublin Airport, 2027 2031 Regulatory Proposition, March 2026 (forecasts); Irish Aviation Authority, Draft Determination on the Maximum Levels of Airport Charges at Dublin Airport for 2027-2031, July 2026 (forecast); Ricondo & Associates, Inc., September 2026 (daily activity projection).

Daily activity projections are aggregated to assess monthly and annual activity. Annual activity results are compared to existing forecasts in **Table 5**. In 2031, the daily projection methodology yields a projection of 42.3 mppa when applied to all three forecasts presented in the table. This is in line with 2031 activity as forecast in the daa Infrastructure Constrained forecast, and 1.6 million and 2.2 million fewer passengers than the annual daa and IAA Unconstrained forecasts, respectively.

Ricondo daily activity projections are sensitive to the daily capacity assumption as well as the assumption that a lower level of change relative to busy day activity will occur in the forecast period. The former has previously been discussed in Section 3, while the latter is in line with the annual forecast trend that lower growth rates will be observed during the forecast period than the historical period. If a consistent level of change relative to the busy day is applied, this could yield additional growth on certain near-peak days, (i.e., days of the week in peak season that are traditionally less “peaky” or peak days of the week in the shoulder), however, growth on these days would also be limited by the daily capacity assumption, and the number of days experiencing capacity limits are discussed further on subsequent pages.

Passenger Activity Projection

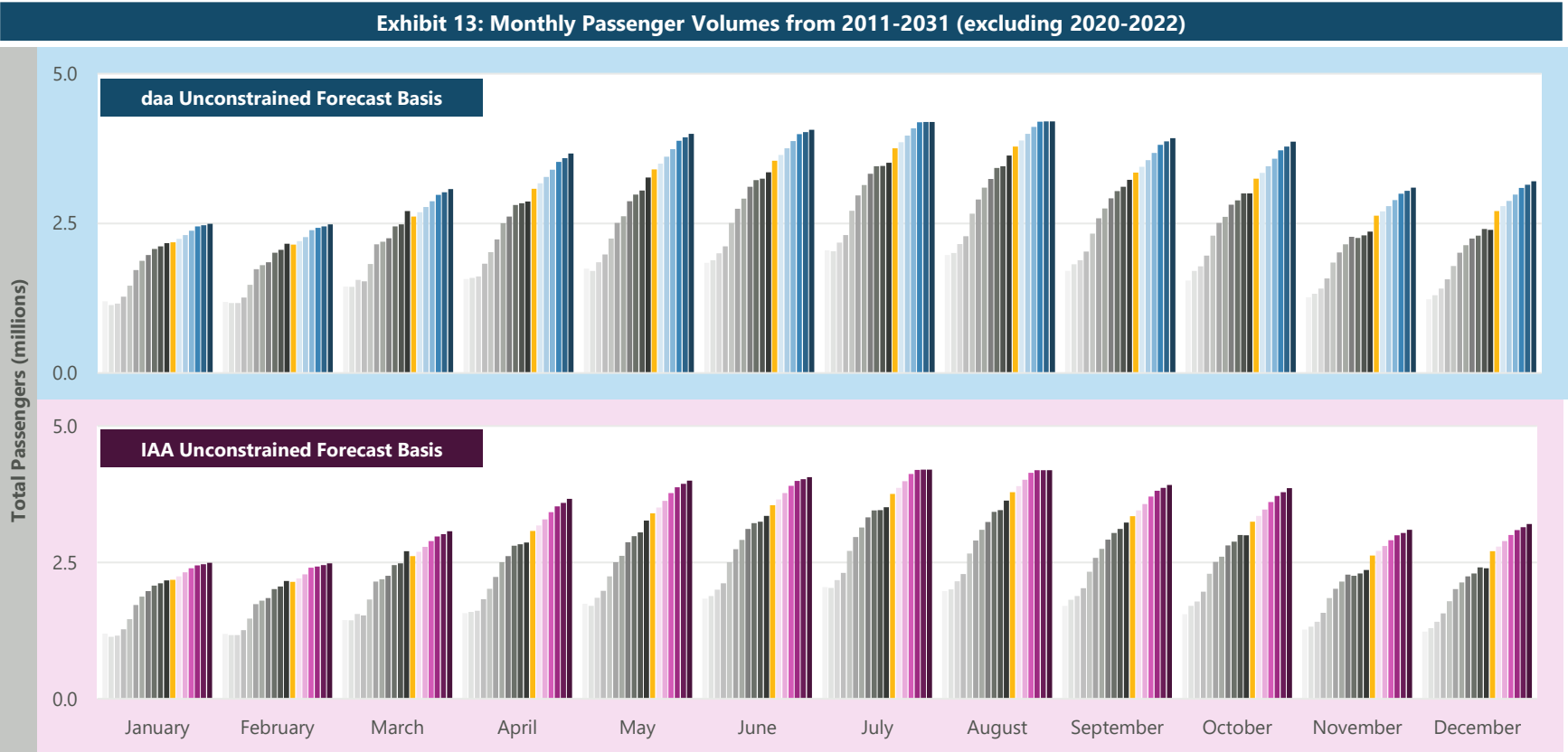
Monthly Activity Results

Year-over-year growth slows in peak months over the forecast period.

Similar monthly growth trends are observed when applying the daily activity methodology to the three annual forecasts.

Exhibit 13 presents aggregated monthly passenger volumes when applied to each annual forecast. Similar trends can be observed in all three forecasts. In initial years, months grow in line with historical monthly activity growth trends as well as the annual forecast and busy day projections. However, growth is projected to slow as individual days reach capacity limits. This is particularly apparent in the current peak months (July and August), and growth is relatively flat in 2030 and 2031 in these months in all three scenarios.

Some days begin to reach activity limits in 2030 and 2031 in shoulder season months, while growth varies in off-peak months, with certain months historically experiencing relatively high growth and others experiencing relatively low growth. Further detail on days reaching capacity constraints is presented on subsequent pages, along with classification of months by high-growth and low-growth and constrained and unconstrained factors.



SOURCES: Dublin Airport, 2027 2031 Regulatory Proposition, March 2026 (forecasts); Irish Aviation Authority, Draft Determination on the Maximum Levels of Airport Charges at Dublin Airport for 2027-2031, July 2026 (forecast); Ricondo & Associates, Inc., September 2026 (daily activity projection).

Passenger Activity Projection

Daily Activity Results – daa Unconstrained Forecast Basis

Current peak months (July and August) are projected to be highly constrained in 2030 and 2031.

Three additional months (May, June and September) are projected to experience capacity-related constraints by 2031.

The number of days in each month experiencing constraints when the daily projection methodology is applied to the daa Unconstrained Forecast are presented by year in **Table 6**. Individual days begin to reach capacity limits in 2028. The peak months of July and August are broadly constrained by 2030 and nearly half of June days are also projected to be constrained in 2031. Months that have historically experienced higher-than-annual activity growth rates are projected to continue to outpace annual growth, though certain days in these months are also projected to experience constraints. Off-peak activity in January and February is projected to continue to grow at a lower rate than annual activity.

Resulting monthly activity has been classified as peak and off-peak as follows:

- **Broadly Constrained (3):** June, July, and August
- **Day-Specific Constraints (2):** May and September
- **Unconstrained – High Growth (5):** March, April, October, November, and December
- **Unconstrained – Low Growth (2):** January and February

Table 6: Days Experiencing Constraints – daa Unconstrained Forecast Basis							
Month	Forecast CAGR	2026	2027	2028	2029	2030	2031
Total	2.5%	0	0	2	27	67	91
January	2.2%	0	0	0	0	0	0
February	2.5%	0	0	0	0	0	0
March	2.7%	0	0	0	0	0	0
April	2.9%	0	0	0	0	0	0
May	2.7%	0	0	0	0	1	8
June	2.3%	0	0	1	4	9	14
July	1.9%	0	0	0	10	26	31
August	1.8%	0	0	1	13	30	31
September	2.7%	0	0	0	0	1	7
October	2.9%	0	0	0	0	0	0
November	2.8%	0	0	0	0	0	0
December	2.9%	0	0	0	0	0	0

NOTE: CAGR – Compound Annual Growth Rate
SOURCES: Dublin Airport, 2027 2031 Regulatory Proposition, March 2026 (forecasts); Ricondo & Associates, Inc., September 2026 (daily activity projection).

Passenger Activity Projection

Daily Activity Results – IAA Unconstrained Forecast Basis

Current peak months (July and August) are projected to be highly constrained in 2030 and 2031.

Three additional months are projected to experience capacity-related constraints by 2031.

Similar data are presented in **Table 7** for the IAA Unconstrained Forecast as presented previously for the daa Unconstrained forecast. Similarly, individual days reach capacity limits in 2028, and peak months are broadly constrained by 2030 and 2031. Similar behavior is also exhibited by other months (i.e., near-peak and off-peak activity). Resulting monthly activity has been classified similarly to the daa Unconstrained Forecasts.

When the daily activity projection methodology is applied to the daa Infrastructure Constrained forecast, constrained days and resulting monthly activity levels are distributed similarly to the daa and IAA Unconstrained forecasts presented on **Table 6** and **Table 7**. However, aggregated annual activity is more similar to the annual forecast due to the lower activity and associated growth rate forecast using that methodology.

Table 7: Days Experiencing Constraints – IAA Unconstrained Forecast Basis							
Month	Forecast CAGR	2026	2027	2028	2029	2030	2031
Total	2.5%	0	0	3	32	67	91
January	2.2%	0	0	0	0	0	0
February	2.5%	0	0	0	0	0	0
March	2.7%	0	0	0	0	0	0
April	2.9%	0	0	0	0	0	0
May	2.7%	0	0	0	0	1	8
June	2.3%	0	0	1	4	9	14
July	1.9%	0	0	0	10	26	31
August	1.7%	0	0	2	18	30	31
September	2.7%	0	0	0	0	1	7
October	2.9%	0	0	0	0	0	0
November	2.8%	0	0	0	0	0	0
December	2.9%	0	0	0	0	0	0

NOTE: CAGR – Compound Annual Growth Rate
 SOURCES: Irish Aviation Authority, *Draft Determination on the Maximum Levels of Airport Charges at Dublin Airport for 2027-2031*, July 2026 (forecast); Ricondo & Associates, Inc., September 2026 (daily activity projection).

7. Design Day Flight Schedule Analysis



Design Day Flight Schedule Analysis

Aircraft on the Ground – Terminal 1

Terminal 1 stand demand exceeds available contact stand capacity during the overnight and early morning departure period.

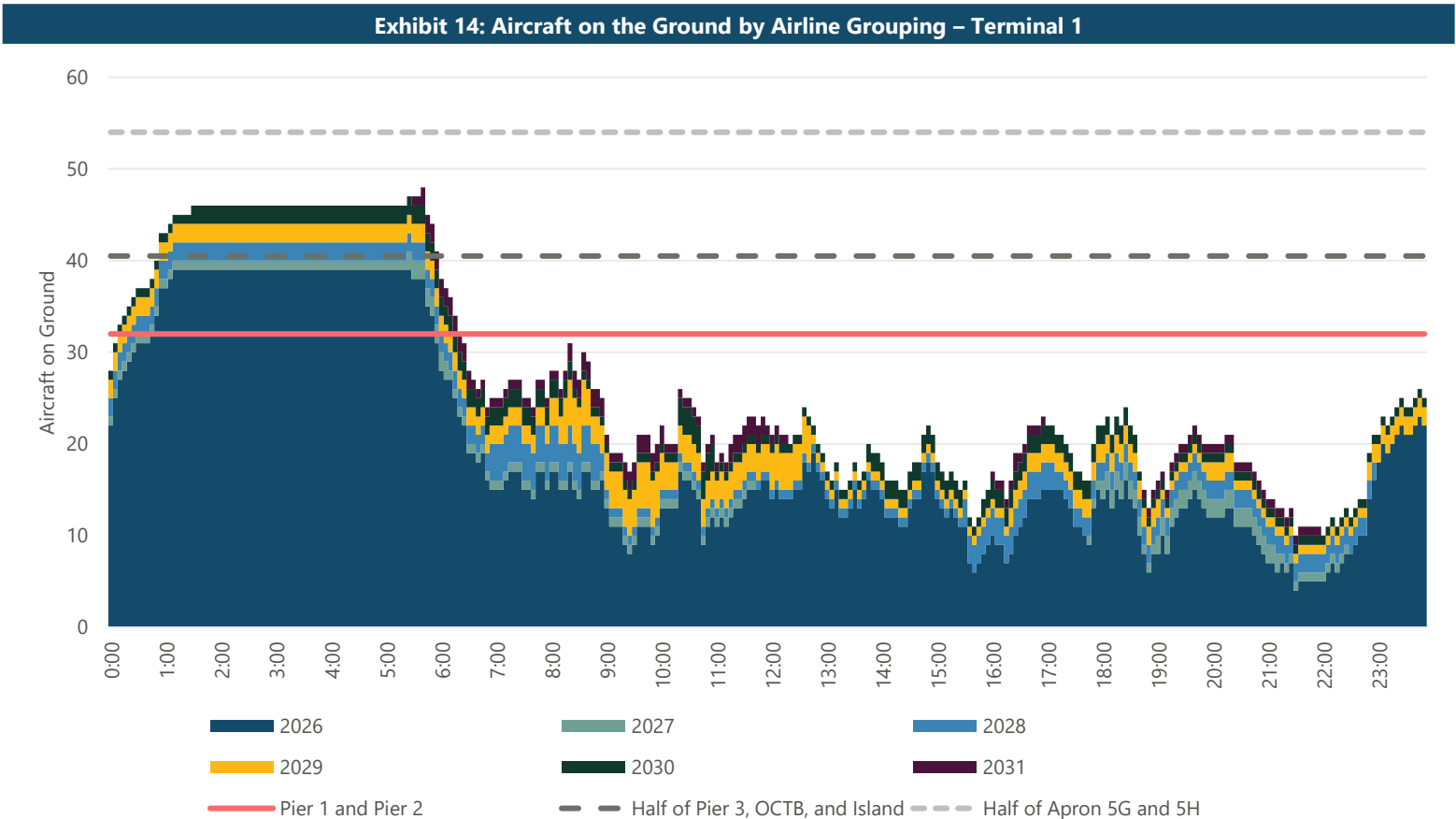
Peak Terminal 1 aircraft stand demand is driven by overnight aircraft and early transatlantic arrivals.

Exhibit 14 presents aircraft on the ground in 2026 and each subsequent forecast year for airlines using check-in facilities in Terminal 1. Three aircraft stand capacity groupings are presented on the exhibit (each line includes the group and all proceeding groups) and includes following stands:

- Stands located at Pier 1 and Pier 2, including both walkout and remote stands.
- Half of stands (indicative for illustration) located at Pier 3 and the Island Stands, including contact, walkout, and remote stands.
- Half of stands (indicative for illustration) located at Aprons 5G and 5H, all of which are remote stands.

The peak demand stand demand period occurs overnight and during the early morning peak operational period. The 2031 Terminal 1 airline demand exceeds contact stand capacity by more than 10 stands.

The chart illustrates that 2026 demand is close to the available pier capacity. Currently, the airlines conduct an extensive towing operation to manage access to contact aircraft stands. As demand increases to the 2031 level, the towing operation will become increasingly complex and available remote capacity for towing will be exceeded. See following page for Terminal 2 remote capacity requirements.



SOURCES: Dublin Airport, 2026 (design day flight schedules); Ricondo & Associates, Inc., *Annual Capacity Assessment*, July 2026 (stand inventory).

Design Day Flight Schedule Analysis

Aircraft on the Ground – Terminal 2

Terminal 2 stand demand exceeds available stand capacity and remains at or above Pier 4 and South Apron contact capacity through the mid-afternoon. Peak Terminal 2 aircraft stand demand is driven by overnight aircraft and early transatlantic arrivals.

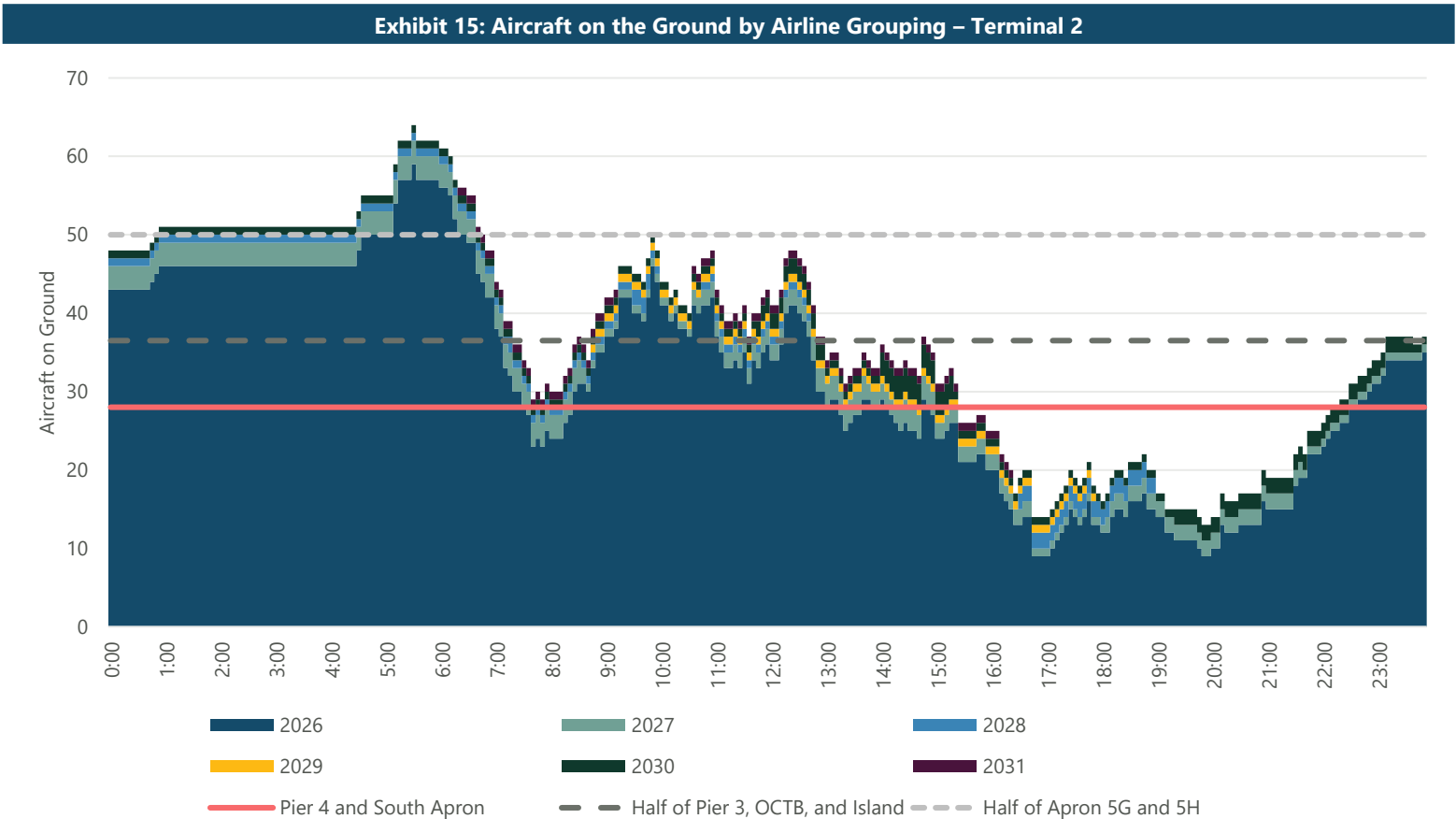
Exhibit 15 presents similar data as presented on the previous page for airlines using check-in facilities in Terminal 2. The following stands are assumed to be fully or partially utilized by Terminal 2 airlines:

- **Stands located at Pier 4 and the South Apron**, including contact stands with and without US CBP Preclearance, as well as remote stands.
- **Half of stands** (indicative for illustration) **located at Pier 3 or the Old Central Terminal Building, or among the Islands Stands**, including contact, walkout, and remote stands.
- **Half of stands** (indicative for illustration) **located at Aprons 5G and 5H**, all of which are remote stands.

The peak demand stand demand period occurs overnight and during the early morning peak operational period. The 2031 Terminal 2 airline demand exceeds contact stand capacity by more than 30 stands.

The chart illustrates that 2026 demand substantially exceeds the available pier capacity by more than 25 aircraft-on-the-ground. Currently, the airlines conduct an extensive towing operation to manage access to contact aircraft stands. As demand increases to the 2031 level, the towing operation will become increasingly complex and available remote capacity for towing will be exceeded.

SOURCES: Dublin Airport, 2026 (design day flight schedules); Ricondo & Associates, Inc., *Annual Capacity Assessment*, July 2026 (stand inventory).



Design Day Flight Schedule Analysis

Representative Additional Flights

Stand and gate capacity constraints will prevent Dublin Airport from accommodating requests from airlines for new service at preferred times. Several factors influence the practicality of flight retiming, including:

Arrival/departure timing at destination; destination transfer hub bank timing; demand level at Dublin Airport; or aircraft utilization; among other factors

While a design day flight schedule represents a highly interrelated combination of assumptions related to existing activity growth as well as new aircraft operations, investigating representative aircraft operations can highlight how specific flights contribute to overall demand limitations. While many airlines currently operate at the Airport and are assumed to operate at the Airport in design day flight schedules, a selection one new flight each (i.e., one that would potentially not be accommodated if capacity is constrained) in four key activity segments is presented in **Table 8**.

New operations presented in the table are representative of broader capacity limitations. Peak aircraft stand demand, particularly for Terminal 2 airlines and departing flights requiring US CBP Preclearance, represent the most restrictive constraints on accommodating potential new flights.

Additional specific cases, including peak overall stand demand for arriving and RON aircraft and off-peak timing considerations for the Airport and US CBP Preclearance, are presented on subsequent pages.

SOURCES: Dublin Airport, 2026 (design day flight schedules); Sabre Market Intelligence, September 2026 (passenger itinerary data); Ricondo & Associates, Inc., *Annual Capacity Assessment*, July 2026 (stand inventory).

Table 8: Design Day Flight Schedule Additional Operation Constraint Case Study					
Representative Added DDFS Flight	Airline Grouping	Activity Segment	DDFS Operation Type	Capacity Limitation	Commercial Considerations
EI 4081 to Nashville (BNA)	Aer Lingus	Transatlantic (United States) Departure	Turn (Arrives at 10:35, Departs at 13:45)	Total Terminal 2 and US CBP Preclearance Terminal 2 Stand Demand	US-bound flights typically operate daytime westbound and nighttime eastbound for connecting opportunities. Shifting the flight earlier would move it further into peak US CBP Preclearance stand demand, while a move later impacts connecting opportunities for the return flight.
EI 632 to Brussels (BRU)	Aer Lingus	Short Haul Departure	Turn (Arrives at 6:20, Departs at 9:15)	Terminal 2 Stand Demand (Inbound Aircraft Arrival)	BRU ranks among the top 15 European connecting markets for Aer Lingus, and an additional frequency would fill a relatively large gap in the schedule.
WN 9500 to Baltimore (BWI)	US-Based Airlines	Transatlantic (United States)	Turn (Arrives at 7:15, Departs at 9:50)	US CBP Preclearance Stand Demand	Southwest Airlines would be a new entrant airline and does not currently operate transatlantic flights. However, based on current US-based airline scheduling practices, it is likely that similar commercial considerations would apply to the airline as observed currently.
FR 1978 to Łódź (LCJ)	Ryanair	Short Haul	RON (Departs at 8:25)	Total Airport Stands	Ryanair based aircraft generally RON at DUB and start their operational day in the morning and then operating several additional segments which can return to DUB throughout the day, potentially multiple times. Limits on available stands for RON aircraft could potentially limit morning as well as later afternoon activity accordingly.

Design Day Flight Schedule Analysis

Aircraft on the Ground – Peak Period Aircraft Turns

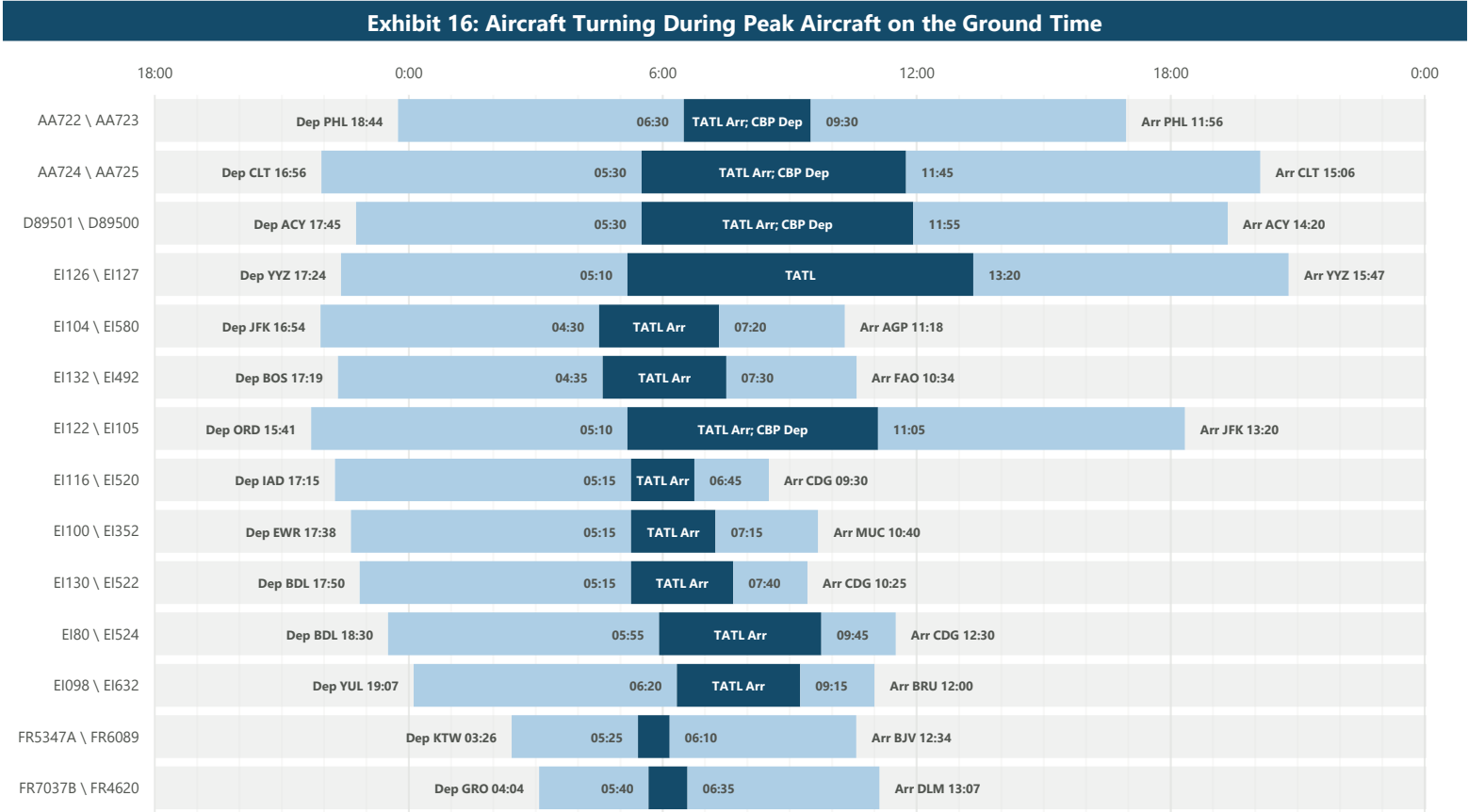
Most aircraft on the ground during peak stand occupancy are on the ground overnight.

Operational and economic constraints limit retiming opportunities for aircraft operations.

Among the 110 aircraft on the ground in the 2031 design day flight schedule identified as being on the ground during the peak period from 4:30 to 6:30, 96 aircraft are considered as remaining at DUB overnight (RON aircraft). While most aircraft arrive on the prior calendar day, these also include the limited number of aircraft that arrive between midnight and 1:00, as these aircraft remain at DUB for five hours or longer before operating early morning departing flights. The remaining 14 aircraft are presented on **Exhibit 16**, while RON aircraft are discussed further on the subsequent page.

Among these aircraft, 12 represent inbound transatlantic (US or Canadian) arrivals. Nine are operated by Aer Lingus and three are operated by other airlines. Among Aer Lingus aircraft, seven operate departures to European airports in a morning outbound departure bank. These timing patterns promote high utilization, with aircraft returning to DUB to operate transatlantic flights later in the day. Additionally, most leave North America relatively early in the afternoon and accordingly have early arrivals at DUB, with timing flights to be earlier lengthening connecting times at DUB and resulting in minimal changes in aircraft on the ground due to RON aircraft, while timing flights to be later could reduce the number of aircraft on the ground, though could also change aircraft utilization and connectivity to morning Europe-bound departures.

NOTES: CBP Dep – Departing Flights Requiring United States Customs and Border Patrol Preclearance; TATL – Transatlantic
SOURCES: Dublin Airport, 2026 (design day flight schedules); Ricondo & Associates, Inc., *Annual Capacity Assessment*, September 2026 (analysis).



Design Day Flight Schedule Analysis

Aircraft on the Ground – Peak Period Remain Overnight Aircraft

Moving departure times earlier has limited effect on peak aircraft-on-ground counts

Moving departure times later extends peak period constraints and has potential aircraft utilization and commercial impacts.

RON aircraft departures represent the beginning of an aircraft’s operational period during a day, and aircraft typically begin operating in the morning. These are presented by departure time on **Exhibit 17**, grouped for Ryanair or subsidiary airlines, Aer Lingus and regional affiliates, and other short haul airlines. Among the 96 RON aircraft, 11 depart between 5:30 and 6:00, the period with the most acute aircraft stand constraint. An additional 34 aircraft depart between 6:00 and 7:00, after which aircraft stands are relatively unconstrained. However, operational and commercial factors influence departure times and the ability to shift stand demand to other times.

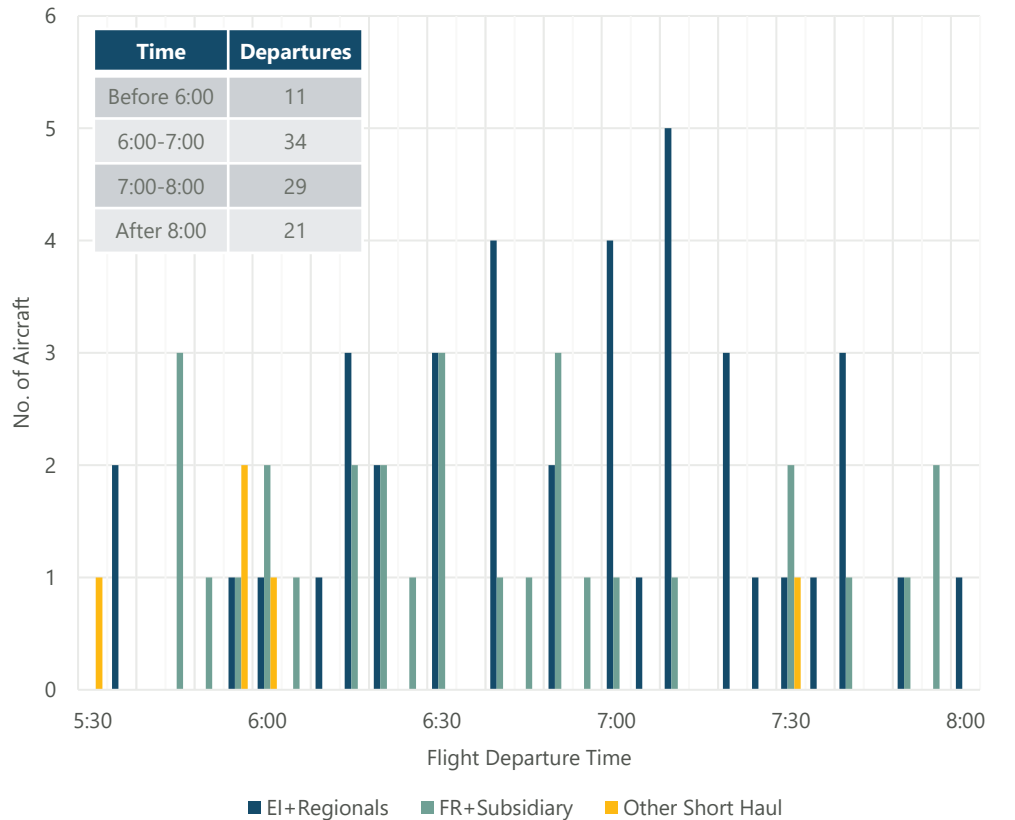
Shifting departure times earlier does not reduce the overnight count of RON aircraft, though it may reduce the “peak of the peak” that occurs after overnight flights begin to arrive in the early morning hours. Most other airline RON aircraft depart between 5:30 and 6:00, the peak period. These serve demand to destination airports as well as feed passengers into hub connecting complexes. However, Aer Lingus and Ryanair represent most RON aircraft:

- **Aer Lingus** operates a connecting hub at DUB. Transatlantic-to-Europe connections are a significant segment of this activity, and aircraft overnighting at other airports and operating morning segments to DUB could impact the number of destinations served or commercial viability of air service if changes to hub structure are made, in addition to potential impacts to labor and maintenance practices.
- **Ryanair** primarily operates a point-to-point network, basing aircraft at particular airports. Accordingly, O&D passenger demand is the primary segment of activity on the airline’s flights, and restricting early departure times could have an adverse impact on demand.

Shifting departure times later extends peak period constraints. Additionally, aircraft return later in the operational day, which could impact the number of flights that can be operated, reducing utilization and commercial potential. Similar peak aircraft on the ground counts are not observed in later periods of the day, as flight times vary by destination and some based aircraft operate segments to other airports before returning to DUB. While some additional activity by non-based aircraft could be added or stimulated later in the day, the peak aircraft on the ground constraint impacts potential capacity offered by the Airport’s two primary airlines.

SOURCES: Dublin Airport, 2026 (design day flight schedules); Ricondo & Associates, Inc., *Annual Capacity Assessment*, September 2026 (analysis).

Exhibit 17: Departing Aircraft Remaining at DUB Overnight



Design Day Flight Schedule Analysis

Aircraft on the Ground – Flight Timing Outside of Peak

Timing at the origin and destination airport affects flight timing at Dublin Airport.

Time zone at the origin/destination airport and timing of transfer banks in US or Middle East airports limit arrival and departure windows at Dublin Airport.

Table 9 presents flight timing data for hours after peak aircraft stand constraints are observed. The middle column lists the hours from 7:00 to 23:00 at DUB. Columns on the left side of the include the local time at selected originating airports for flights arriving at DUB in those hours, while columns on the right side of the present the estimated local arrival time at the selected airports for flights departing DUB at the respective time. Local operation times are color-coded per the key below.

As presented on the , there are wide ranges of potential time limitations that vary based on the direction of travel, elapsed time of flight, and time zone differences. Additional commercial considerations (hub activity, demand preference, airline operating models) are not included in color-coding the cells. Some flights may currently operate in periods that result in overnight operations at the other airport.

Color Coding Key for Other Airport Time
Overnight (0:00 to 6:00)
Late Evening and Early Morning (6:00 to 8:00, 22:00 to 0:00)
Daytime (8:00 to 22:00)

Table 9: Flight Timing for Off-Peak Stand Occupancy Periods																
Arrivals at DUB from:									Departures from DUB to:							
PEK	DXB	IST	FRA	LHR	JFK	ORD	LAX	Time at DUB	PEK	DXB	IST	FRA	LHR	JFK	ORD	LAX
								7:00								
								8:00								
								9:00								
								10:00								
								11:00								
								12:00								
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								18:00								
								19:00								
								20:00								
								21:00								
								22:00								
								23:00								

SOURCES: Dublin Airport, 2026 (design day flight schedules); Ricondo & Associates, Inc., September 2026 (analysis).

8. Depeaking and Demand Accommodation

Depeaking and Demand Accommodation

Airline Economic and Operational Considerations

There are airline-specific and broader industry factors that can support growth in a constrained environment. These factors may not be feasible or realistic to implement.

Table 10: Qualitative Factors

Factors Enabling Growth	Impediments
Airlines can grow capacity in shoulder and off-peak periods.	Lower demand in off-peak periods generates lower unit revenues. The incremental service may not be profitable or financially viable. Airlines serve markets when there is sufficient demand to support sustained profitability.
Airlines can re-time flights to move arrivals and departures out of the peak hours of the day.	Airlines schedule flights at times that are appropriate for the markets served. Longer-haul flights have specific timeframes in which they must operate. Flights are also timed to support connections. Curfews and slot controls also limit the degree to which airlines adjust flight times. Even with the flexibility to move flights to off-peak periods, lower demand at those times may not support fare levels that are profitable
New and Incumbent airlines can add service to currently unserved markets	Airlines already serve 200 destinations nonstop from DUB. Of the top 100 O&D markets, 99 are currently served nonstop. Most or all of the remaining markets without nonstop service are too small to be viable on a nonstop basis.
Airlines can run higher load factors to accomodate more passengers with the same seat capacity	Airlines can dilute unit revenues with higher load factors that may only be achieved through lower fares. They manage their inventory to maximize revenue and profitability. Constrained airports do not typically run at higher-than-average load factors.
Airlines can increase average seats per departures to drive capacity growth when they can no longer increase flights.	There are limits to how much airlines can increase average seats per departures. Larger aircraft may not be appropriately sized for the markets served. In many business markets airlines prefer to have multiple frequencies on smaller aircraft. Larger aircraft may drive longer turn times which can reduce turns per stand. In the near term, airlines have limited opportunities to adjust fleet strategy as new aircraft are not readily available and delivery of new aircraft ordered years ago are often delayed. While Ryanair's systemwide average aircraft size will likely increase over the next decade, Aer Lingus current fleet strategy does not support growth in average seats per departure.

Depeaking and Demand Accommodation

Airline Economic Considerations

Airlines generate maximum unit revenues and profit margins in peak summer months. Growth in off peak-seasons, days of week, or times of day may not be financially viable.

Airlines provide different levels of capacity by season to accommodate fluctuating levels of demand for air travel. Diminished levels of demand in off-peak periods may not support average fares or load factors that generate unit revenues (revenue per available seat kilometer) that can support sustained profitability for the airlines. **Exhibit 18** presents the unit revenues by month as a percentage of average annual unit revenue for 2024 and 2025 for all flights departing DUB. There is a consistent pattern of unit revenue peaking in June and July and falling below annual averages in January, April, September, and October. Similar patterns emerge based on day of week and time of day. While airlines and airports may have capacity to support additional activity in off-peak periods, the service would not likely generate revenues that would cover the costs of the operation.

Ricondo has developed estimates of airline profitability by route for US airlines incorporating publicly available financial data, ticket revenue data, and airline statistical data. Airline revenues are prorated to flight segments using distance-based proration and costs are assigned to flight segments using activity-based allocation techniques that account for costs that are specific to an airline, region, and aircraft type.

Exhibit 19 presents the estimated weighted average operating profit margin for US airlines on transatlantic routes in 2023, 2024, and 2025 by quarter. There is a consistent pattern of peak profitability in the second and third quarters and negative margins in the first quarter. The airlines were profitable in the fourth quarter in 2024 and 2025, but at lower margins than the second and third quarters. These trends are in line with the unit revenue patterns for all airlines at DUB presented in **Exhibit 18**. It is unlikely that incremental capacity provided in the first quarter would be profitable.

Exhibit 18: DUB Unit Revenue Performance by Month

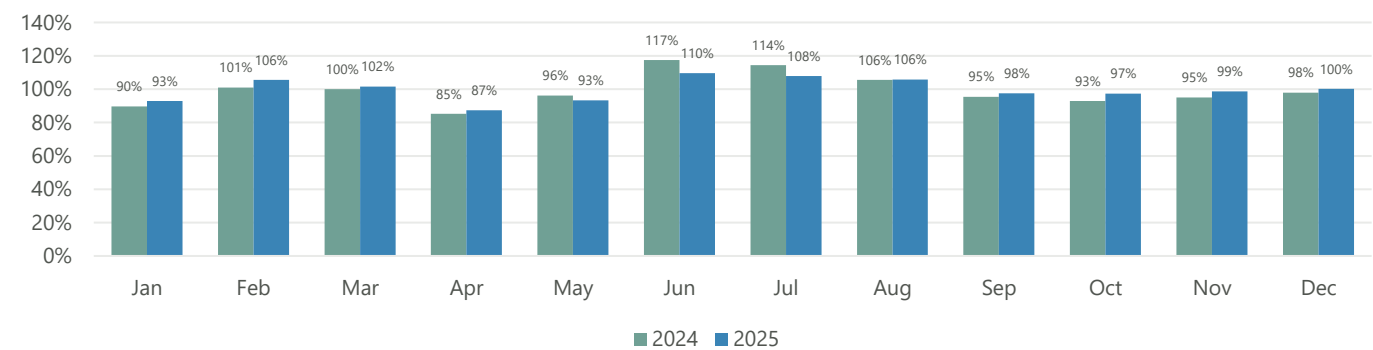
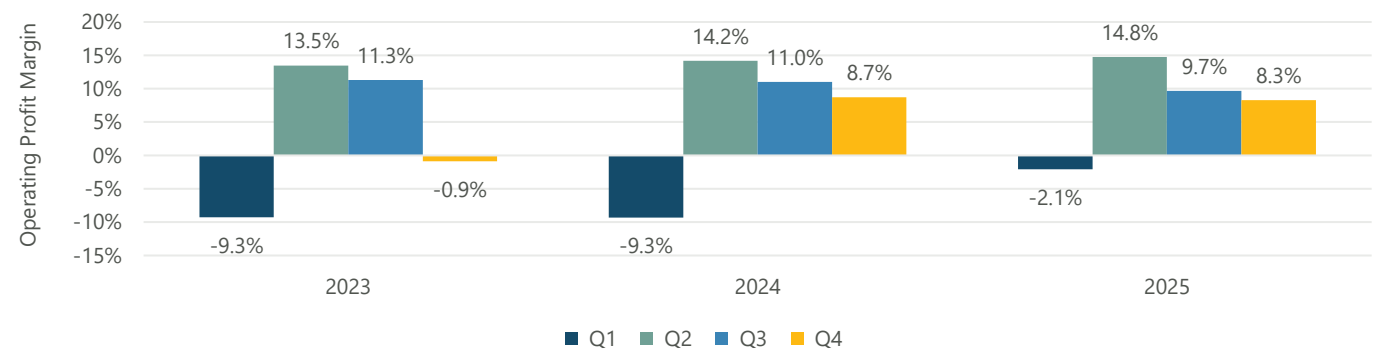


Exhibit 19: US Airline Transatlantic Operating Profit Margin



SOURCES: Sabre Market Intelligence, September 2026, (average unit revenues); Ricondo & Associates, Inc. September 2026 (airline profitability estimates).

Depeaking and Demand Accommodation

New Market Considerations

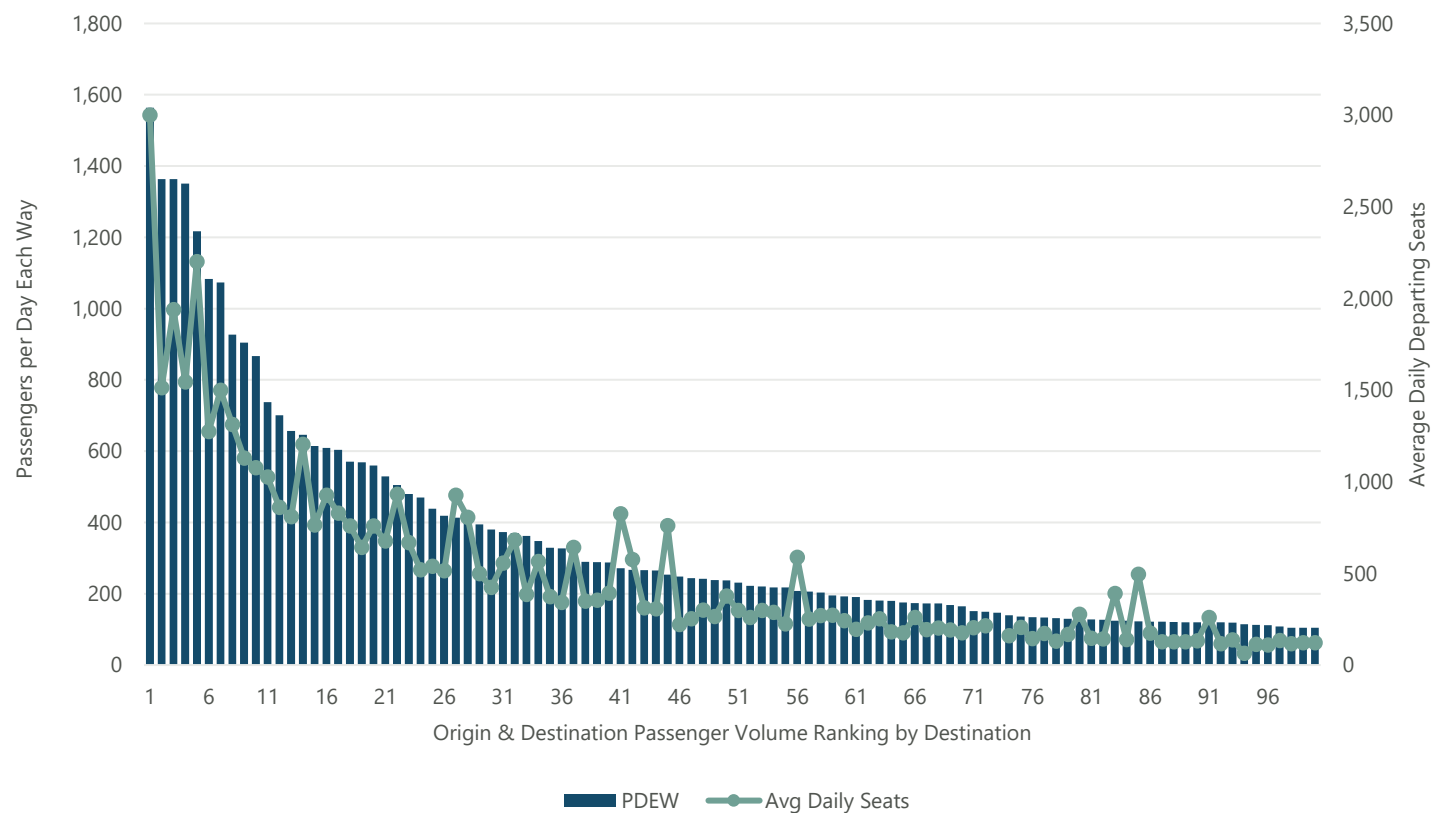
The largest markets are already served nonstop.

Available seat capacity is in line with demand.

Incremental service to currently unserved destinations from DUB could support growth in off-peak periods. However airlines already serve the largest markets from DUB. In 2026, 51 airlines scheduled nonstop service from DUB to 207 destinations. **Exhibit 20** presents the passengers per day each way (PDEW) for the top 100 O&D destinations for travel to and from DUB in 2025 and the average daily seats to and from those destinations. Of the top 100 O&D markets in 2025, 99 were served nonstop. Seat capacity generally aligns with market size as airlines allocate capacity by market in line with demand. Average daily seat capacity may exceed demand where the flights are accommodating local passengers as well as passengers connecting to other flights, either at DUB or another connecting hub. In cases where daily seat capacity is lower than average daily passengers, the O&D market is being accommodated through a combination of nonstop flights as well as connections over other hubs.

The 100th destination in terms total passengers generated 104 PDEW, which would represent one daily flight at a 58 percent load factor on a 180-seat aircraft, which is the average seats per departure for scheduled service at DUB in 2026. While breakeven load factors vary by airline, market, and season, 58 percent is well below the 84 percent average load factor at DUB in 2025. Although additional destinations were served nonstop, many of these were on smaller aircraft or were providing connecting passenger feed to other flights at DUB or other connecting hubs.

Exhibit 20: DUB Top Origin and Destination Markets



SOURCE: Sabre Market Intelligence, September 2026.

Depeaking and Demand Accommodation

Incremental Load Factor Considerations

Higher load factors can dilute unit revenues and drive operational challenges.

Constrained airports do not necessarily run at higher load factors.

While higher load factors may enable passenger growth when seat capacity is constrained, economic and operational considerations limit how far airlines can realistically increase load factor. Airlines can dilute unit revenues with higher load factors that may only be achieved through lower fares, resulting in lower profitability despite passenger growth. Airlines manage their seat inventory to maximize revenue, which in many markets is driven more by higher yields than higher load factors. Consistently running an operations at elevated load factors can also drive operational challenges, including longer turn times, increased delays, and more misconnecting passengers, which generate higher costs and lower profitability.

Constrained airports do not necessarily run at higher-than-average load factors. **Exhibit 21** presents the average annual load factor in 2023, 2024, and 2025 for all Western European airports, London Heathrow (LHR), which is slot controlled and one of the most constrained airports in the world, and DUB. In all three years, LHR posted a lower load factor than both the western European average and DUB. **Exhibit 22** presents the average annual load factor in 2023, 2024, and 2025 for three slot-controlled airports in the United States: Washington Reagan National (DCA), New York LaGuardia (LGA) and New York JFK as well as the average of all large hub airports in the United States.¹ DCA and LGA posted load factors that were at or below the average for all large hub airports while JFK posted a load factor that was only marginally higher than the average.

¹ Large hub airports represent at least 1 percent of total United States passengers.
SOURCES: Sabre Market Intelligence, September 2026 (European airport load factors); Cirium Diio, September 2026 (US DOT T-100 database for US airport load factors).

Exhibit 21: Average Annual European Airport Load Factor

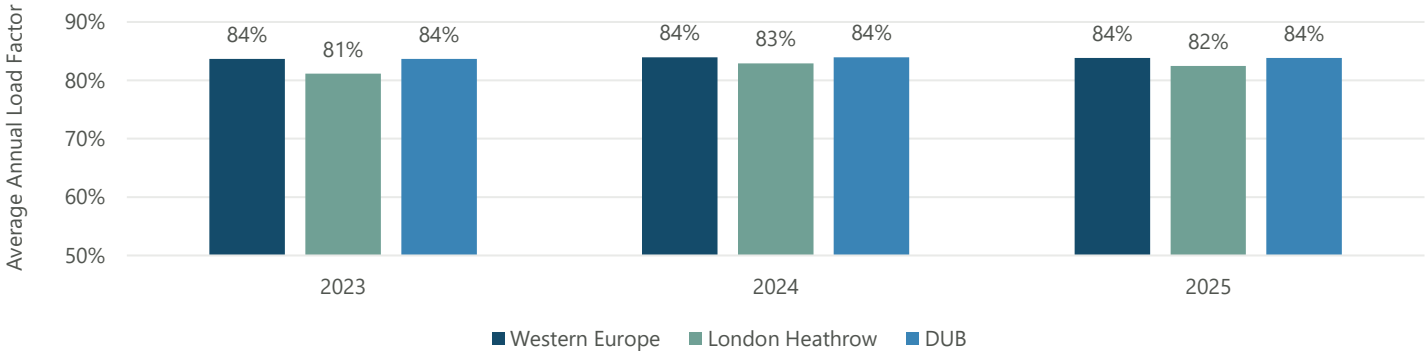
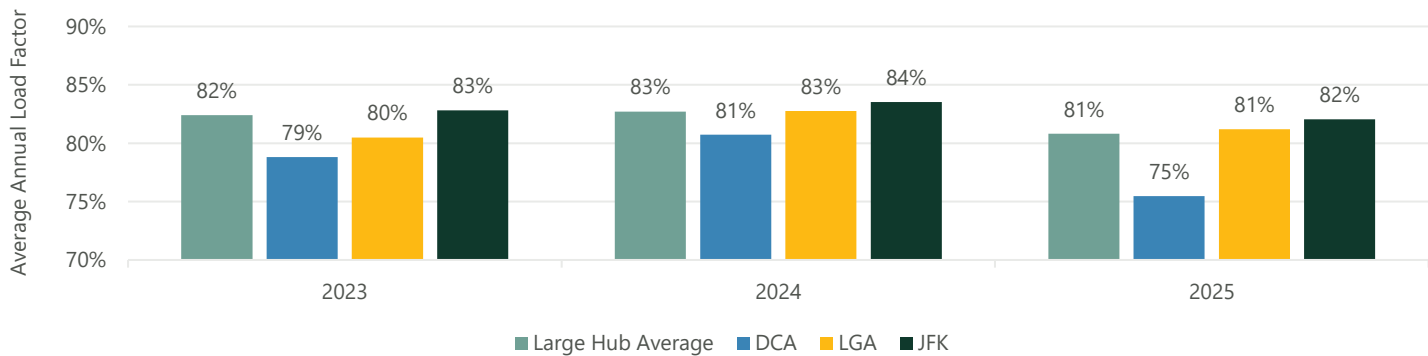


Exhibit 22: Average Annual United States Load Factor



Depeaking and Demand Accommodation

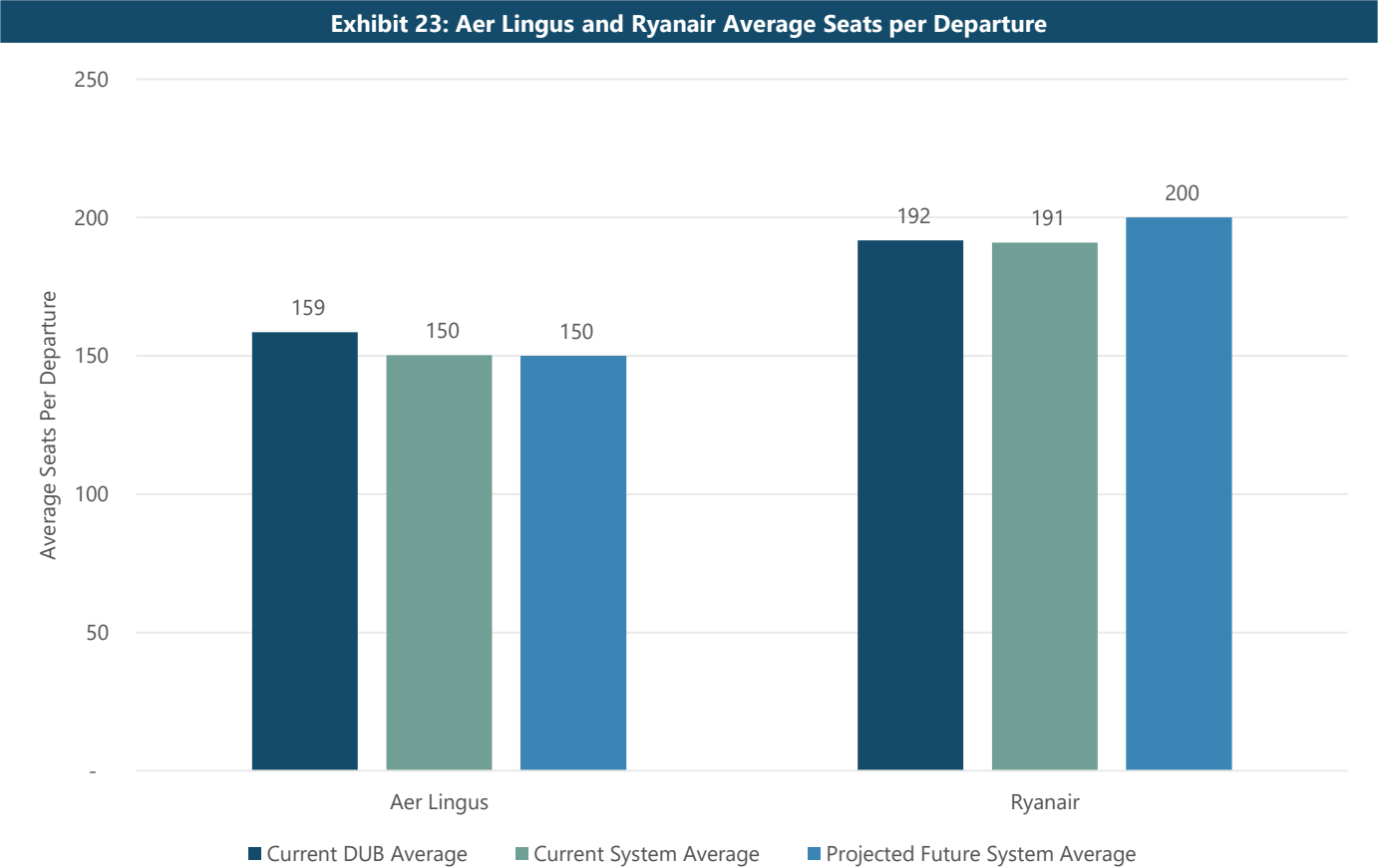
Fleet Mix Considerations

There are limited opportunities to grow average seats per departure.

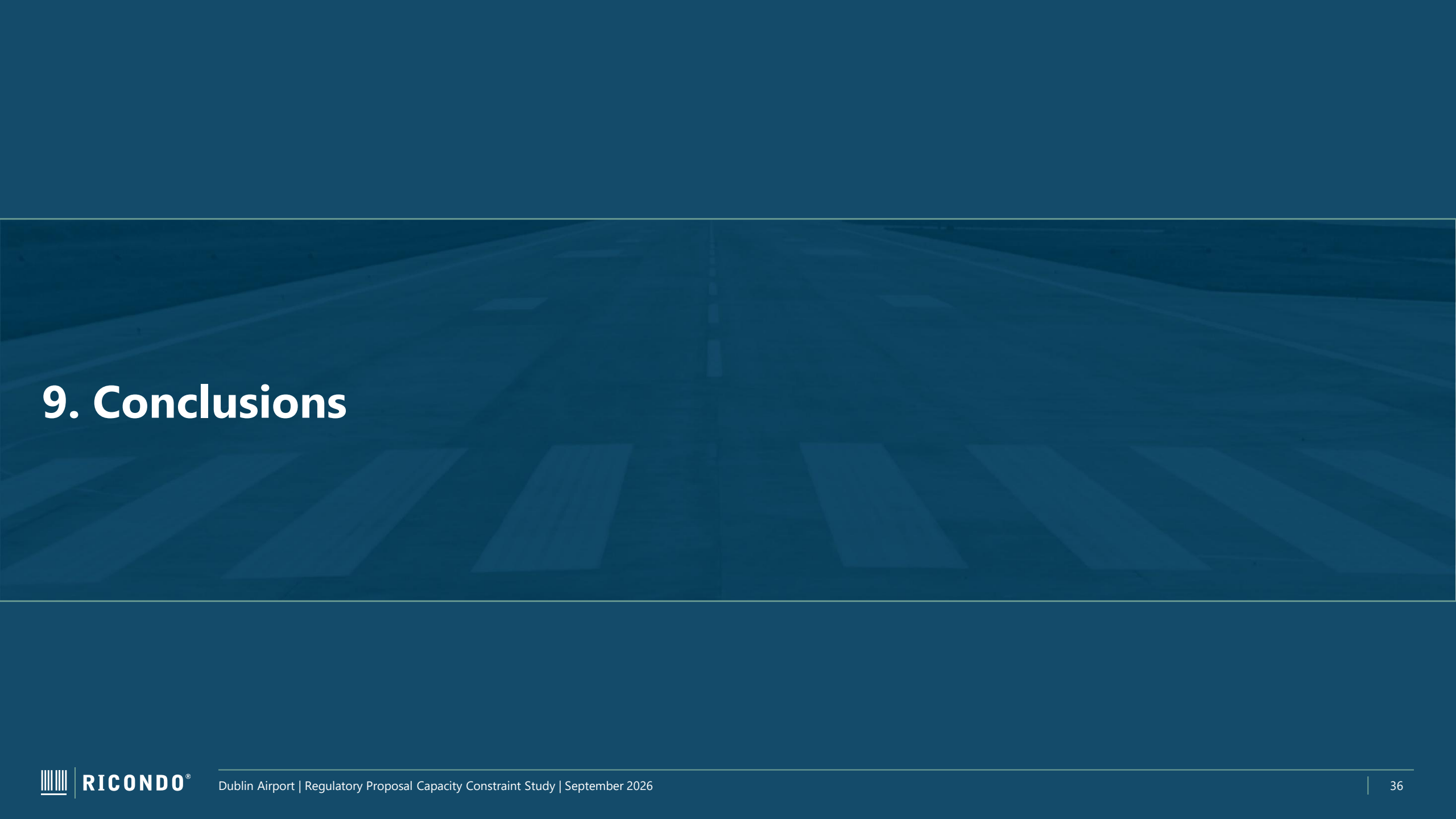
However, some upgauging of Ryanair activity is expected to occur in the short term due to Boeing 737-10 aircraft deliveries.

While airlines can grow seat capacity through use of larger aircraft, there are limits to how much airline can and should increase average aircraft size. Larger aircraft may not be appropriately sized for certain markets. Or they only provide the right level of capacity in peak season and result in excess capacity the rest of the year. In many business markets, airlines prefer to schedule multiple frequencies on smaller aircraft instead of fewer frequencies on larger aircraft. Larger aircraft may drive longer turn times which can reduce turns per stand and offset any capacity gains made through higher seats per departure. Airlines may have to staff additional flight attendants on larger aircraft, increasing costs and reducing profitability.

In the near term, airlines have limited opportunities to adjust fleet strategy as new aircraft are not readily available and delivery of new aircraft ordered years ago are often delayed. **Exhibit 23** presents the average seats per departure for Aer Lingus and Ryanair at DUB currently, systemwide currently, and an estimate of future systemwide average seats per departure based on current aircraft orders. Aer Lingus and Ryanair average aircraft size at DUB already exceeds their system average aircraft size. Aer Lingus only has firm orders for narrowbody aircraft that will likely replace older existing narrowbody aircraft. Any new widebody aircraft would likely replace older existing widebody aircraft. Ryanair has 150 Boeing 737-10 aircraft which are larger than the aircraft Ryanair currently operates. These aircraft will enable some growth in average aircraft size. Though it is unknown how Ryanair will deploy these aircraft across its route network.



SOURCE: Cirium Diio, September 2026 (Airline Fleet Database).



9. Conclusions

Conclusion

Ricondo was tasked with analysing the effect of infrastructure constraints at Dublin Airport on future passenger activity levels. This included a review of existing forecasts, historical data, airline trends and broader industry analysis.

The 2026 capacity of existing infrastructure, facilities and systems at the airport was established, based on actual historical Dublin Airport operational data in a separate Ricondo Capacity Report, excerpts of which are included in Appendix A. Ricondo conducted quantitative analysis in the following areas to extrapolate the capacity assessment over the five-year period to 2031:

- Trendline assessment of demand profile factors from the 2026 Capacity Report
- Daily activity projections, evaluating how aircraft boarding gate constraints would limit demand growth during busy days in separate unconstrained forecasts developed by daa and IAA.
- Review of the forecast unconstrained 2031 design day flight schedule compared to available contact stand capacity (equivalent to aircraft boarding gates), illustrating the deficiency in capacity during the peak overnight and morning departure periods.

The analyses reached the following conclusions:

- **Indicative trendline** projections suggest a potential 2031 annual capacity range of **40.5 to 42.5 MPPA**
- The **Ricondo constrained daily activity** analysis projects 2031 capacity of **42.3 MPPA**, which falls within the indicative trendline range and represents a 2.2 MPPA reduction compared to the IAA Unconstrained Forecast. Demand growth constraints would emerge as early as 2027-2028 and increase through 2031.
- Ricondo’s review of the **2031 design day flight schedule** and the related commercial considerations for airlines operating at Dublin Airport indicate the increasingly constrained flight scheduling and fleet allocation options for airlines are likely to result in commercial decisions that will reduce air service, connectivity and demand at Dublin Airport compared to unconstrained forecasts.

Table 11: Unconstrained and Constrained Forecast Comparison

Year	Annual Forecast (mppa)		Ricondo Constrained Daily Activity Projection (mppa)	
	daa Unconstrained	IAA Unconstrained	daa Unconstrained Basis	IAA Unconstrained Basis
2025	36.4	36.4	36.4	36.4
2026	37.5	37.9	37.5	37.6
2027	38.7	39.4	38.7	38.8
2028	39.9	40.8	39.9	40.3
2029	41.2	42.0	41.2	41.2
2030	42.5	43.2	41.7	41.7
2031	43.8	44.5	42.3	42.3

- Sources include:
- Historical DUB Dublin Airport Data
 - Ricondo Annual Capacity Assessment
 - daa and IAA annual forecasts
 - daa design day flight schedules
 - Industry news and sources



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Appendix A: Dublin Airport Capacity Report Excerpts



Introduction

Ricondo & Associates, Inc. (Ricondo) was engaged by daa to establish the current capacity of the existing facilities and infrastructure at Dublin Airport (DUB or the Airport). The capacity assessment is a partial update to the previously completed baseline capacity assessment included in the Capacity Assessment Report for the 40 million passengers per annum (MPPA) Infrastructure Application (IA) submitted by daa to Fingal County Council (FCC) in December 2023 (the 2023 Capacity Report).

The purpose of the existing capacity assessment is to define the annual passenger demand volume that Dublin Airport could accommodate with existing facilities and infrastructure and the current profile of demand as of the date of the report. The existing capacity assessment does not include assumptions about facilities and infrastructure improvements or changes in the demand profile that could occur in the future.

CAPACITY ASSESSMENT METHODOLOGY

This assessment follows standard methodologies for determining airport capacity, as defined by the International Air Transport Association (IATA) Airport Development Reference Manual (ADRM), 12th Edition. The IATA ADRM provides guidelines, recommendations and standards for the planning, design and development of airport facilities, including airside and terminal infrastructure. The document was first published in the 1970s and is recognised as one of the aviation industry’s most important guides for airport development planning.

The updated capacity assessment report estimates the capacity of Dublin Airport facilities, infrastructure, and equipment relevant to passenger capacity as of the date of this report. Any areas undergoing construction were assumed to be as configured prior to start of construction.

Airport capacity is dynamic and subject to a wide range of factors that can vary over time. These include patterns of demand, such as seasonality or flight schedules, which can change the relationship between peak hour and annual volumes; or capacity factors, such as technology and innovation in airport and airline business practices, which can improve the throughput of existing facilities. The capacity assessment methodology uses historical Dublin Airport operational data through December 31, 2025, and observational

studies of individual processing functions to provide the modelling inputs and assumptions used in the IATA ADRM methodologies for capacity assessment. The observational studies were completed prior to the 2023 Capacity Report and were not updated as part of this assessment.

DEFINING CAPACITY

In the context of this report, capacity represents the ability of the on-airport facilities and infrastructure to accommodate a maximum annual volume of passengers flying on commercial airlines. As illustrated in **Exhibit E.1**, the full airport campus contains a broad interconnected system of landside, terminal, pier, apron, and airfield facilities and infrastructure, collectively serving a diverse range of needs from different users of the airport.

No single element of the system defines the total airport capacity. There are two key considerations in establishing the capacity of the system:

- **Individual sequential processes** – capacity is determined by the lowest performing step in the process. Increasing the capacity of the lowest performing step moves the capacity limitation to the next lowest performing step. Improving a single step in a sequential process to a target capacity level does not bring the whole process to the same level. Improvements are typically required across multiple elements of the system.
- **Multiple parallel processes serving different user needs** – Dublin Airport serves multiple airlines providing a diverse range of services, each with distinctly different facility and infrastructure needs. Projects that increase the capacity of processes serving one type of airline do not increase capacity for a different type of airline with different needs.

Demand from each distinct category of users grows in parallel and Dublin Airport needs to provide for the corresponding capacity needs of each group in parallel as demand grows.

Introduction

CATEGORIES OF PASSENGERS

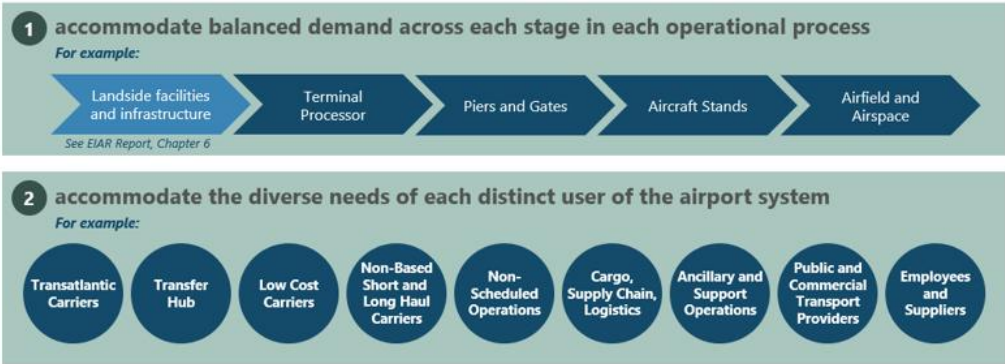
Dublin Airport serves four categories of commercial airline passengers, each of which utilise a different set of airport facilities and infrastructure:

- **Originating passengers:** departing passengers who begin their journey by accessing the airport using public or private ground transportation modes. Originating passengers utilise all major components of the airport system, flowing from landside ground transportation facilities through terminal departures processing to piers, boarding gates and aircraft stands, and onwards to the airfield.
- **Terminating passengers:** passengers arriving at the airport on an aircraft and completing the journey to their final destination by using public or private ground transportation. Terminating passengers utilise all major components of the airport system, flowing from the airfield to aircraft stands, disembarking via arrival gates and proceeding through terminal arrivals processing to the landside ground transportation facilities.
- **Transfer passengers:** arrive and depart the airport onboard two different aircraft. Transfer passengers utilise the airfield, aircraft stands, piers and gates, and transfer facilities. They do not utilise arrivals or departures terminal processing nor the landside ground transportation facilities.
- **Transit passengers:** arrive and depart the airport onboard the same aircraft. Unlike transfer passengers, transit passengers do not disembark the aircraft at Dublin Airport and utilise only the airfield and aircraft stand infrastructure.

This report uses the standard aviation method of counting passengers. Originating and terminating passengers are counted once, as either a departing or arriving passenger, respectively. Transfer passengers are counted twice, as both an arriving and a departing passenger. Transit passengers are counted once since they remain on the same aircraft while at the airport.

EXHIBIT E.1: AIRPORT CAPACITY – A SYSTEM OF INFRASTRUCTURE SERVING DIVERSE USER NEEDS

Airport capacity represents the ability of the total system to:



SOURCE: Ricondo, June 2026.

Introduction

Demand Profile Considerations

The capacity of individual airport systems is generally expressed as the volume of demand that can be accommodated in a peak period, when the greatest amount of demand is placed on the airport system in a defined period of time, typically an hour or a day.

The profile of demand over the day—the level of “peakiness” in the schedule—and the seasonality of demand determine how frequently peak period capacity can be utilised in a year. Market factors, such as purpose of travel, airline business model, time zones at destinations, whether airlines are based at the airport, and the volume of transfer activity, establish seasonality and the daily profile of demand. These elements are combined to create a peak period ratio, which is applied to the peak period capacity to determine annual capacity (the total volume of passengers that can be accommodated in a year). The IATA ADRM provides methodologies for identifying the appropriate peak period and corresponding peak period ratios and these are used in this report.

Historical Dublin Airport operational data through December 31, 2025, has been evaluated to establish the unique demand profile of the airport and how this has changed over time. The capacity assessment detailed in this report is based on the demand profile through 2025, representing the current capacity of the airport in the context of the most recent available actual demand profile data.

Airline and Airport User Characteristics

Airport capacity is delivered by a set of functional areas that accommodate a diverse range of airline and airport users. Individual airlines have distinct operational characteristics, which has important implications for capacity. For example, available narrow-body aircraft stands cannot serve the needs of long-haul widebody aircraft operators. Similarly, airbridge-equipped stands in pier facilities that serve a complex mix of operations cannot provide capacity for the fast-

turnaround, walkout boarding process required by some low-cost operators. Consequently, balanced capacity must be provided across the sequential steps of individual airport processes and across the parallel needs of distinct airport users.

Section 2 provides an overview of the methodologies used in the capacity assessment and **Section 3** discusses the demand characteristics that are important considerations in establishing capacity utilisation. **Section 4** provides a summary of the capacity assessment for each major function in the airport system and the resulting conclusions on total existing and future capacity.

Additional detail and technical information on the capacity assessment and applied methodologies are provided in **Appendices A and B**.

Section 2

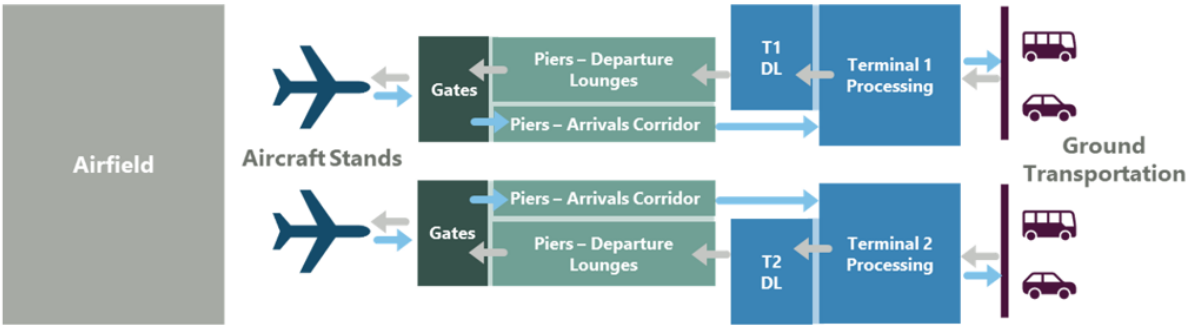
Capacity Methodology Overview

The existing facilities and infrastructure at Dublin Airport provide capacity to accommodate the volume, profile, and characteristics of demand as described in Section 2. Demand is handled at the airport through a series of sequential steps for arriving and departing passengers. The major functional components of the airport are illustrated in **Exhibit 2.1** and include:

- On-airport ground transportation facilities and infrastructure.
- Terminal passenger and baggage processing facilities.
- Terminal and pier departure lounge facilities.
- Gates and aircraft stands.
- Airfield.

Each of the five functional areas are described in this section along with the corresponding operational factors that establish capacity.

EXHIBIT 2.1: MAJOR FUNCTIONAL AREAS



SOURCE: Ricondo, June 2026.
NOTE: DL = Departure Lounge

2.1 BALANCED CAPACITY

Airports are an ecosystem of interconnected infrastructure, facilities, and operational processes – supporting a diverse range of passengers, supply chains, operators, businesses, and other users of aviation services. As demand grows, capacity must be balanced across functional components. Balanced capacity represents the ability of the total airport system to:

- Accommodate demand across each stage in each operational process.
- Accommodate the diverse needs of each distinct user of the airport system.

For example, provision of new widebody bridge-served aircraft stands provides capacity for long-haul, full-service aircraft operators. The same stands do not provide equivalent capacity for short-haul, low-cost airlines operating narrowbody aircraft from walkout gates. Demand growth is delivered by all airlines operating at an airport and the distinct capacity needs of each airline operator must be addressed to accommodate demand that is growing in parallel.

2.2 KEY CONSIDERATIONS FOR CAPACITY ASSESSMENT

The capacity assessment for commercial passenger operations at Dublin Airport utilises standard methodologies published by the International Air Transport Association (IATA) in the Airport Development Reference Manual (ADRM), Edition 12. Key considerations for evaluating capacity include the following.

2.2.1 DEMAND PROFILE AND PEAKING CHARACTERISTICS

The characteristics of demand and the relationship between annual and peak periods are important considerations in establishing capacity. Demand is dynamic and the relationship between peak periods and total annual demand generally changes with demand growth.

The relationship between peak-hour capacity and annual capacity is determined by the profile of demand at an airport. The profile is established by the seasonality of passenger volumes and the flight schedule on a peak day. **Exhibit 2.2** charts demand seasonality at Dublin Airport over the 5-year period from 2014 to 2025, excluding 2020 to 2022 and **Exhibit 2.3** illustrates a typical Dublin Airport pattern of rolling hour scheduled departing passenger volumes.

¹ Data from 2020 to 2022 has been excluded due to demand disruptions and operational mitigations resulting from the global Covid-19 pandemic.

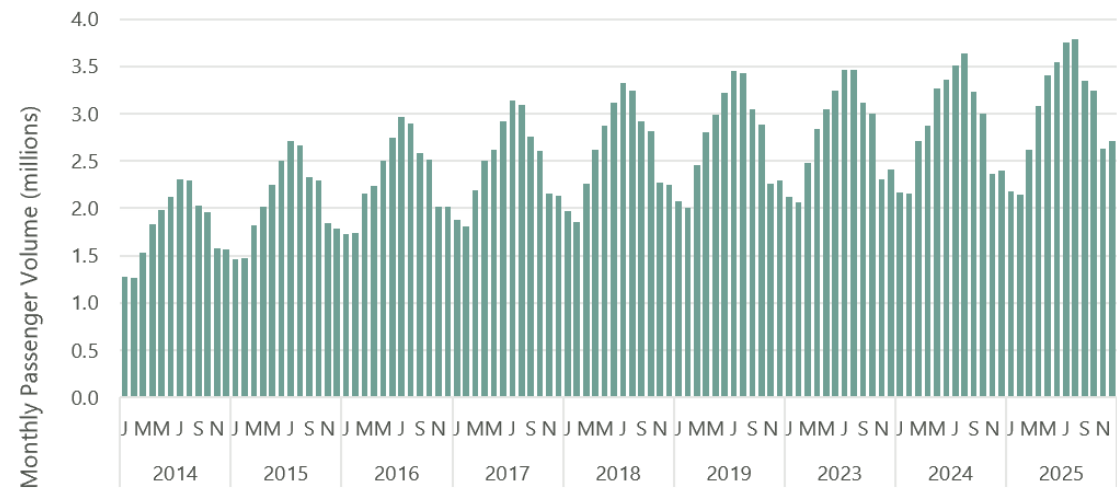
Section 2

Capacity Methodology Overview

Collectively, seasonality and the flight schedule establish how much of the theoretical 24 hours a day, 365 days a year capacity has practical utility for accommodating demand. The relationship between the annual passenger volume and the peak hour is referred to as the peak hour ratio. This ratio is used to convert peak hour capacity to a corresponding annual capacity level.

The process to choose the peak hour is defined in the IATA ADRM 12th Edition. This explains how the peak hour figure should not represent the absolute peak traffic volume in a year, but rather a volume that is representative of busy periods rarely exceeded throughout the year. The approach outlined in section 2.2.10.1.2 a) of the IATA ADRM 12th Edition is used to select the peak hour. The approach determined that the 30th highest hour of passenger flow experienced in the year is used as the peak hour.

EXHIBIT 2.2: DUBLIN AIRPORT SEASONALITY – MONTHLY PASSENGER VOLUMES 2014-2025



SOURCE: Ricondo, June 2026, analysis of Dublin Airport operations data.

The 30th busiest hour is determined by finding the peak rolling hour scheduled traffic for each of the Terminal 1 and Terminal 2 Arrivals and Departures flows in 5-minute increments for each day in the historical record between 2014-2019 and 2023-2025. The 30th busiest hour is identified for each individual flow.

The peak hour is divided by the total annual passenger volume for the corresponding flow to produce the peak hour ratio.

See **Section 3** for further detail on Dublin Airport demand characteristics.

EXHIBIT 2.3: INDICATIVE DEPARTURES FLIGHT SCHEDULE



SOURCE: Ricondo, June 2026.

Section 2

Capacity Methodology Overview

2.2.2 PASSENGER PRESENTATION PROFILES

The timing of passenger show-up at airport processes before or after a flight and the distribution of demand volumes utilising parallel processing functions affects the capacity of airport processes.

For example, a high proportion of passengers travelling on long-haul flights typically check bags and tend to show up well in advance of their flight to allow enough time for the check-in process. As a result, the flow of passengers to check-in for a long-haul flight tends to be spread over a long period. In contrast, passengers travelling short haul tend to check fewer bags, and arrive at the airport closer to the time of departure for their flight, creating a shorter, peakier demand at check-in and at security due to a higher percentage of passengers not checking bags.

Individual functional areas provide capacity to process passengers as they arrive at the function. The relationship between peak passenger presentation volumes and the peak volume of passengers onboard aircraft at scheduled flight arrival or departure time is important for correctly expressing capacity at a peak period or annual level.

Presentation profiles are also influenced by operational characteristics such as airline checked baggage policies and technology enablement along the passenger journey, impacting the timing and distribution of passenger flows through processing facilities.

Exhibit 2.4 provides an example presentation profile for passengers at security over the course of a typical day. The chart compares rolling hour passenger volumes presenting at security screening relative to rolling hour passenger volumes at scheduled flight departure times. This illustrates that peak demand at security screening is lower than peak demand at scheduled flight departure times.

Exhibit 2.5 provides an example of the diverse range of flow distributions through a typical departures process, driven by different airline business processes and operating characteristics. In the example, 90% of passengers flying with the long-haul, full-service operator proceed to check-in and 30% utilise the agent check-in process. In contrast, 27% of passengers flying with the short-haul, low-cost operator proceed to check-in, with 5% utilising the agent check-in service.

Presentation profiles, representing the volume of passengers presenting at individual processing functions, are established by a combination of the show-up profiles and the flow distribution percentages.

Section 3, Capacity Assessment Summary, provides presentation profiles for each processing function, expressing the peak presentation volume at each processor as a percentage of the peak passenger volume at scheduled flight time. Each of the four processing flows (Terminal 1 Departures, Terminal 1 Arrivals, Terminal

2 Departures, and Terminal 2 Arrivals) include an exhibit illustrating the processing facilities and flows. The presentation volume for each flow is also presented in the exhibits as a percentage of peak scheduled flight time volume.

Peak hour capacity is calculated for each processing function, representing the volume of passengers that can be physically handled at the facility in a peak period. The presentation profile percentages are applied to the peak processor capacity to express the peak hour capacity in terms of scheduled flight time.

As an example, a processing facility with a capacity of 1,000 passengers and a presentation profile volume of 50% of the scheduled flight time volume, would have an equivalent capacity at scheduled flight time of 2,000 passengers.

EXHIBIT 2.4: INDICATIVE DEPARTING PASSENGER SHOW-UP PROFILE

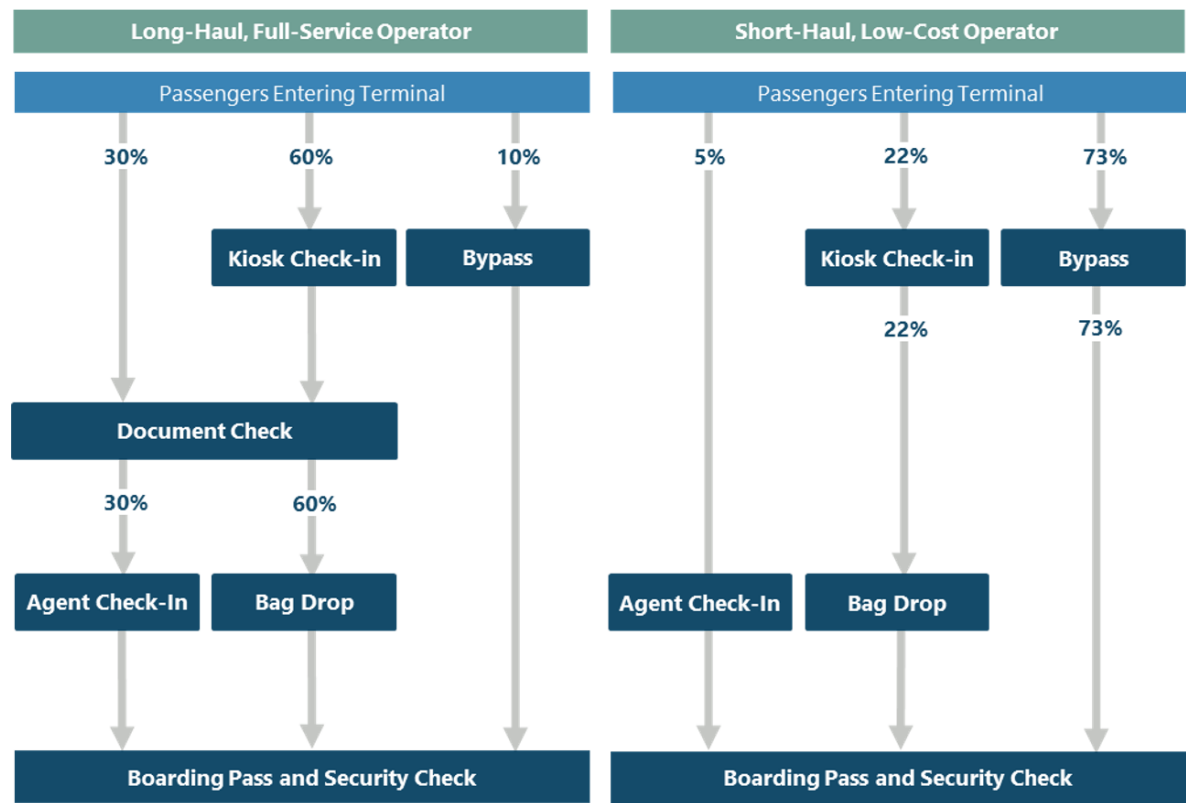


SOURCE: Ricondo, June 2026.

Section 2

Capacity Methodology Overview

EXHIBIT 2.5: INDICATIVE DEPARTURE PROCESSING DEMAND DISTRIBUTION



SOURCE: Ricondo, June 2026.

2.2.3 LEVEL-OF-SERVICE (LOS) STANDARDS

The IATA ADRM provides guidance for setting Level-of-Service (LOS) standards, considering waiting times and space occupancy, as illustrated in **Exhibit 2.6**. daa utilises optimum LOS targets in assessing operational performance and planning for capacity requirements. Optimum levels have been utilised to establish the capacity levels summarised in Section 3, Capacity Assessment Summary.

EXHIBIT 2.6: IATA ADRM LEVEL-OF-SERVICE MATRIX

		SPACE		
		Over-Design	Optimum	Sub-Optimum
		Excessive or empty areas	Sufficient space to accommodate necessary functions in a comfortable environment	Crowded and uncomfortable
QUEUEING TIME	Over-Design	Overprovision of resources	OVER-DESIGN	Optimum SUB-OPTIMUM ► Consider Improvements
	Optimum	Acceptable queuing times	Optimum	OPTIMUM SUB-OPTIMUM ► Consider Improvements
	Sub-Optimum	Unacceptable queuing times	SUB-OPTIMUM ► Consider Improvements	SUB-OPTIMUM ► Consider Improvements UNDER-PROVIDED ► Reconfigure

SOURCE: IATA ADRM Edition 12

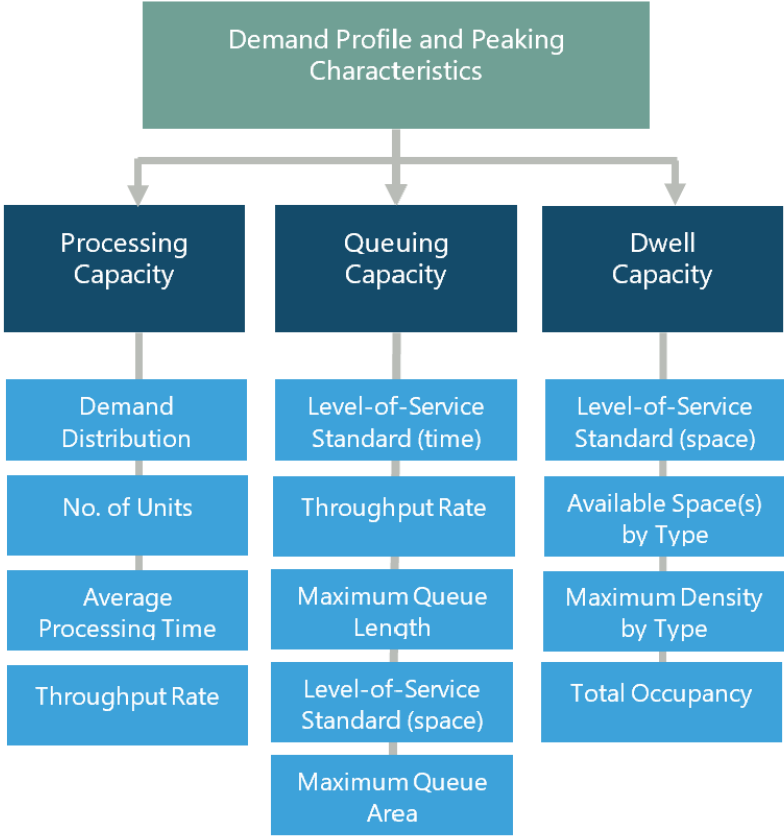
Section 2

Capacity Methodology Overview

2.2.4 CAPACITY APPROACH BY FUNCTIONAL AREA TYPE

- The three primary categories of functional area within airport systems include:
- **Processing:** active processes such as check-in, security, or immigration.
 - **Queuing:** space to accommodate passengers waiting for processing functions.
 - **Dwell:** space available to accommodate passengers, aircraft, or vehicles. For example, passengers typically dwell in the departures lounge and gate lounge areas prior to boarding; aircraft are accommodated on parking stands during the aircraft turnaround from an arriving operation to a departing operation.
- Exhibit 2.7** illustrates the key considerations for assessing capacity in each of the three functional types. These considerations, and the IATA ADRM methodologies applied, are summarised in Section 3, Capacity Assessment Summary and discussed in more detail in the technical analysis detailed in Appendices B and C. for each functional component of the existing facilities and infrastructure at Dublin Airport.

EXHIBIT 2.7: CAPACITY ASSESSMENT CONSIDERATIONS BY FUNCTIONAL TYPE



SOURCE: Ricondo, June 2026.

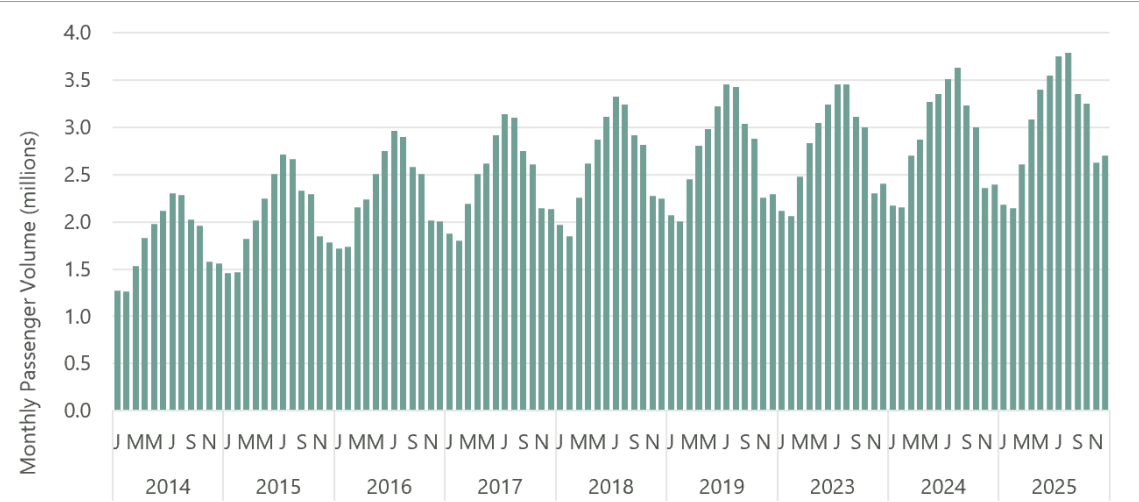
Section 3

Demand Profile

The relationship between peak-hour capacity and annual capacity is determined by the profile of demand at an airport. The profile is established by the seasonality of passenger volumes and the schedule on a peak day. **Exhibit 3.1** illustrates demand seasonality at Dublin Airport over the 9-year period from 2011 to 2019. **Exhibit 3.2** illustrates a typical Dublin Airport pattern of rolling hour scheduled departing passenger volumes.

Airport capacity is determined by establishing the volume of demand that can be accommodated during a peak period, generally the peak hour in a busy day for most functions. When peak period demand reaches peak period capacity, the ability of the airport to accommodate demand becomes constrained – further peak period growth cannot be accommodated. Growth outside the peak periods can be accommodated, however, similar to roadway traffic, a high proportion of demand occurs during peak seasons, busy days, and peak hours – the equivalent of rush hour during a weekday on a roadway. When no further demand can be accommodated in peak periods or the rush hour, an airport or roadway is effectively operating at capacity.

EXHIBIT 3.1: DUBLIN AIRPORT DEMAND SEASONALITY – MONTHLY PASSENGERS 2014-2025



SOURCE: Ricondo, June 2026, analysis of Dublin Airport operations data.

The demand profile represents the pattern of unconstrained demand across a year, peak months, busy days, and peak hours, establishing how much of the theoretical 24 hours a day, 365 days a year that capacity will be utilised by airlines and passengers, and how much will not. The demand profile is used to represent airport capacity in terms of total annual passenger volume – taking into account capacity availability when there is demand for air service and not including periods when demand does not exist.

The relationship between the annual passenger volume and the peak hour is referred to in this report as the peak hour ratio. The ratios are used to convert peak hour capacity to a corresponding annual demand level that can be accommodated by the airport.

EXHIBIT 3.2: INDICATIVE DEPARTURES FLIGHT SCHEDULE



SOURCE: Ricondo, June 2026.

Section 3

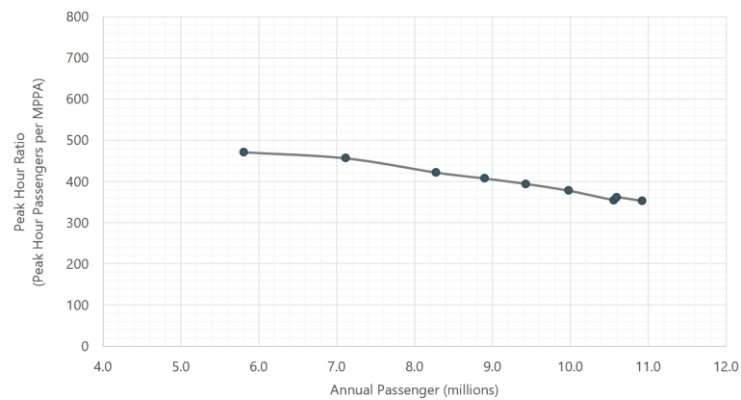
Demand Profile

The process to identify peak hours that represent busy periods rarely exceeded throughout the year is defined in the IATA ADRM 12th Edition. The approach outlined in Section 2.2.10.1.2 a) of the IATA ADRM was applied to select representative peak hours for each functional component evaluated. The methodology selects the 30th busiest hour experienced in a year as the peak hour. This is determined based on finding the peak rolling hour passenger volumes for the Terminal 1 and Terminal 2 Arrivals and Departures flows in 5-minute increments for each day in the historical operations records between 2014 to 2025, excluding the pandemic years of 2020 to 2022, and ranking those for each year and selecting the 30th busiest hour for each year. The corresponding peak hour ratio for each year is determined by dividing the peak hour volume by the annual volume.

Peak period demand ratios represent the peak period demand per one million passengers per annum (MPPA) for each demand segment. For example, if a peak period demand ratio for a particular passenger processing function is 500 peak hour passengers per one million annual passengers and the corresponding peak hour capacity for the function is 1,000 passengers, the annual capacity for the function would be two million passengers ($1000 \div 500 = 2$ MPPA)

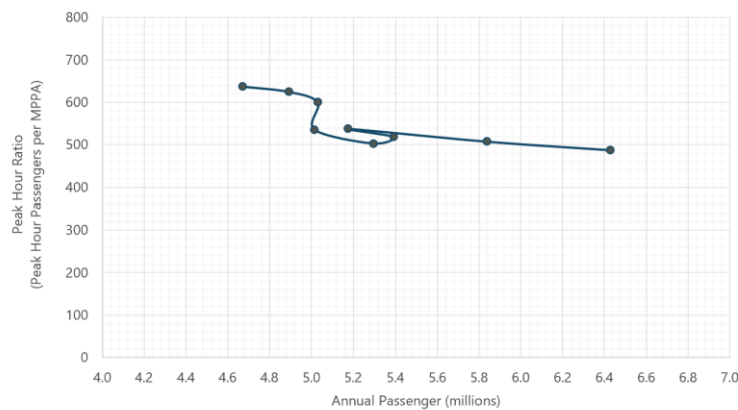
Exhibits 3.3 to 3.6 detail the resulting peak hour passengers per MPPA ratio for each of the nine years. **Exhibit 3.7** presents the peak day ratio, the 30th busy day for airport-wide departing passengers divided by the total annual airport-wide departing passengers per year. **Exhibit 3.8** presents the average aircraft seat size per movement and the average passenger load per movement in each year. **Exhibit 3.9** presents the busy day average load factor per year.

EXHIBIT 3.3: TERMINAL 1 ORIGINATING – HISTORICAL PEAK HOUR TO ANNUAL PASSENGER RATIO



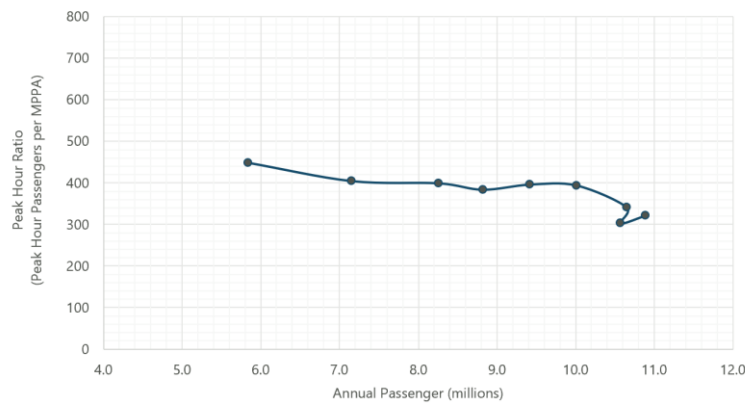
SOURCE: Ricondo, June 2026, analysis of Dublin Airport operations data. Exhibit A-3: Terminal 2 Originating – Historical Peak Hour to Annual Passenger Ratio

EXHIBIT 3.4: TERMINAL 2 ORIGINATING – HISTORICAL PEAK HOUR TO ANNUAL PASSENGER RATIO



SOURCE: Ricondo, June 2026, analysis of Dublin Airport operations data.

EXHIBIT 3.5: TERMINAL 1 TERMINATING – HISTORICAL PEAK HOUR TO ANNUAL PASSENGER RATIO

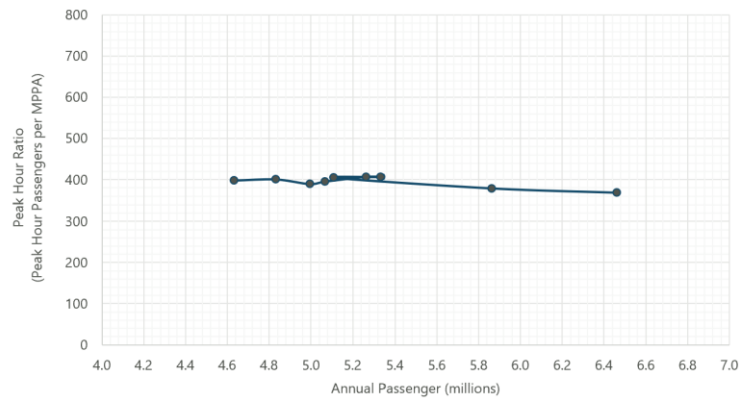


SOURCE: Ricondo, June 2026, analysis of Dublin Airport historical operations data.

Section 3

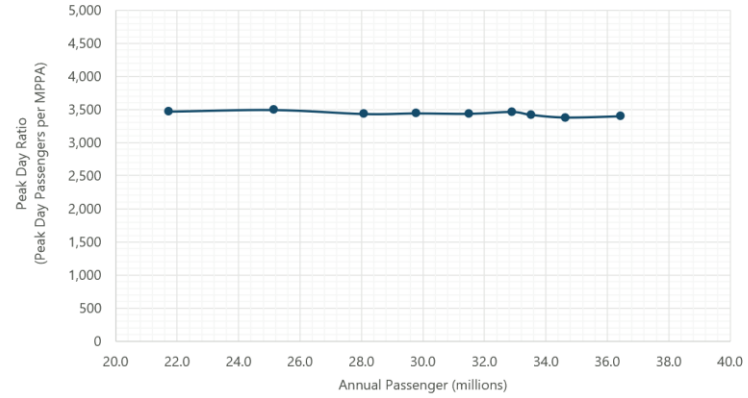
Demand Profile

EXHIBIT 3.6: TERMINAL 2 TERMINATING – HISTORICAL PEAK HOUR TO ANNUAL PASSENGER RATIO



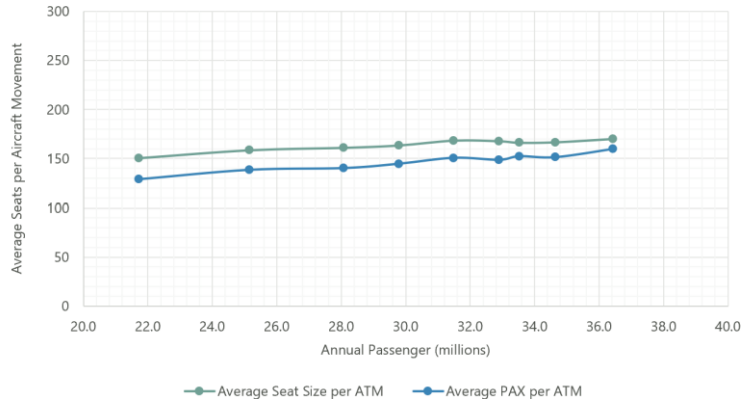
SOURCE: Ricondo, June 2026, analysis of Dublin Airport historical operations data.

EXHIBIT 3.7: AIRPORT-WIDE PEAK DAY – HISTORICAL PEAK DAY TO ANNUAL PASSENGER RATIO



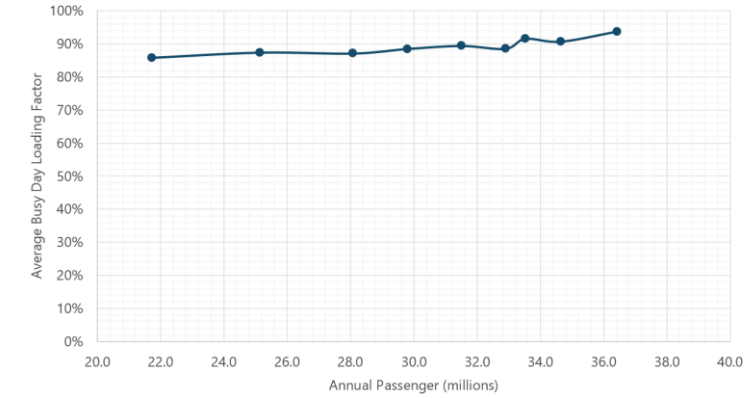
SOURCE: Ricondo, June 2026, analysis of Dublin Airport historical operations data.

EXHIBIT 3.8: AVERAGE AIRCRAFT SEAT SIZE AND AVERAGE PASSENGERS PER MOVEMENT



SOURCE: Ricondo, June 2026, analysis of Dublin Airport historical operations data.

EXHIBIT 3.9: BUSY DAY AVERAGE LOAD FACTOR



SOURCE: Ricondo, June 2026, analysis of Dublin Airport historical operations data.

TABLE 3.1: SELECTED PEAK-HOUR RATIOS AND METRICS

Terminal and Flow	Current Peak-Hour Ratio
Terminal 1 Originating Departures	355
Terminal 1 Terminating Arrivals	320
Terminal 2 Originating Departures	510
Terminal 2 Terminating Arrivals	375
Terminal 2 Transfers Departure	955
Peak Day Airport-Wide Departing Passengers	3,400
Average Seats per Aircraft Movement	170
Average Passengers per Aircraft Movement	160

SOURCE: Ricondo, June 2026, analysis of Dublin Airport historical operations data.

Section 4

Capacity Assessment Summary

4.5 EXISTING CAPACITY SUMMARY

The peak period existing capacity for each functional component of the Airport is converted to annual capacity using the corresponding peak period demand ratio and rounded to the nearest 0.5 million passengers per annum. The ratios and resulting annual function capacities are summarised in **Table 4.1**.

Peak period ratios represent the peak period demand per one million passengers per annum (MPPA) for each demand segment. For example, the peak period demand ratio for Terminal 1 departures is **355 peak hour** originating passengers **per one million annual** originating passengers. **Section 3** provides additional information on peak period ratios.

Continuing the above example, Terminal 1 peak hour departures capacity is 4,715 passengers. **Dividing the 4,715 peak hour passenger capacity** by the Terminal 1 originating **peak period demand ratio of 355 peak hour passengers per one million annual passengers**, establishes the corresponding **annual Terminal 1 annual departures capacity of 13.3 MPPA**.

The annual Terminal 1 terminating arrivals capacity, calculated in the same manner as Terminal 1 originating departures, is 17.2 MPPA, which is higher than the Terminal 1 departures capacity. A similar process is followed for Terminal 2 to calculate the 14.0 MPPA capacity shown in Table 4.1. Combining the Terminals 1 and 2 originating and terminating passenger capacities plus the transfer capacity value establishes 43.5 MPPA as the total terminal capacity.

Airlines book approximately the same volume of arriving and departing passengers, which limits total capacity to the lowest of the departures or arrivals processes, which means that on an annual basis, arrivals and departures demand are approximately equal and limited by the lower capacity. Equivalent capacities for the Terminal departures and arrivals functions are determined by selecting the lowest functional flow for each terminal and multiplying by two to represent the combined arrivals and departures capacity. As an example, in Table 4.1 the Terminal 1 departures capacity of 13.3 MPPA is lower than the Terminal 1 Arrivals capacity of 17.2 MPPA. The lower departures capacity is doubled (rounded to the nearest 0.5 MPPA) to represent the originating and terminating capacity of Terminal 1.

Boarding gates are the limiting functional component, establishing the current airport passenger capacity as **40.5 MPPA**.

TABLE 4.1: EXISTING CAPACITY SUMMARY

FACILITY	PEAK PERIOD	PEAK PERIOD CAPACITY	PEAK PERIOD DEMAND RATIO	ANNUAL FUNCTION CAPACITY (MPPA)	EQUIVALENT ANNUAL AIRPORT CAPACITY (MPPA)
TERMINAL PROCESSING CAPACITY					
Terminal 1					26.5
Departures	Peak Hour Originating Passengers	4,715	355	13.3	
Arrivals	Peak Hour Terminating Passengers	5,490	320	17.2	
Terminal 2					14.0
Departures	Peak Hour Originating Passengers	3,565	510	7.0	
Arrivals	Peak Hour Terminating Passengers	2,995	375	8.0	
Total Originating and Terminating Terminal Capacity					40.5
Terminal 2 Transfers	Peak Hour Transfer Passengers	1,485	955	1.6	3.0
Total Terminal Capacity					43.5
AIRCRAFT STANDS					
Aircraft Stands	Peak Day Total Passengers ^{1/}	139,000	3,400	41.0	
Total Aircraft Stand Capacity					41.0
BOARDING GATES					
Boarding Gates	Peak Day Total Passengers ^{1/}	137,000	3,400	40.5	
Total Boarding Gate Capacity					40.5
TOTAL AIRPORT CAPACITY ^{2/}					40.5

SOURCE: Ricondo, June 2026.
NOTES:
1/ Originating, terminating, transfer, and transit passengers
2/ Lowest of terminal, aircraft stands, and boarding gate capacities

Appendix A

Existing Capacity

A.3 PASSENGER BOARDING GATES

Passenger boarding facilities are provided to assemble passengers prior to accessing the aircraft via a boarding gate. To enable on time departure of flights, airlines call passengers to assemble at the gates ahead of departure so that when the aircraft is ready for boarding, the aircraft can be loaded quickly and efficiently.

Passenger boarding gates are categorised into the following groups:

- Contact gates – direct connection for aircraft boarding and deplaning via an airbridge.
- Contact US CBP preclearance gate – a contact gate serving the segregated US CBP precleared area.
- Walkout gate – a gate with direct access to the apron and marshalled access to aircraft via stairs.
- Remote bus gate – a gate where passengers board a bus to be transported to the departure aircraft.

The current passenger boarding gate inventory is shown in **Table A-17**. **Table A-18.A** presents the estimated capacity of the existing gate inventory, assuming 0% contingency available for redundancy and resilience in the 2023 Baseline Capacity assessment and the 2026 Existing Capacity assessment, respectively. **Table A-18.B** summarizes the differences between the 2023 and 2026 data.

The 2026 Existing Capacity assessment detailed in **Table A-18.A** indicates the boarding gates can accommodate up to 137,000 busy day passengers, equivalent to **40.5 MPPA**.

TABLE A-17: 2026 PASSENGER BOARDING GATES ^{1/}

AREA	APRON	TYPE	NARROWBODY EQUIVALENT GATES
North	Pier 1	Remote	1
		Walkout	15
Terminal	Pier 2	Remote	2
		Walkout	8
	OCTB	Walkout	1
	Pier 3	Walkout	1
		Contact	7
	Pier C	Remote	4
South	Pier 4	Contact US CBP	15
		Contact	4
	South Apron	Remote	5
		Total	63

SOURCE: daa; Ricondo analysis, June 2026.

NOTES:

1/ No change from 2023 to 2026.

Appendix A

Existing Capacity

TABLE A-18.A: 2026 PASSENGER BOARDING GATES CAPACITY CALCULATION

CATEGORY	2023 BASELINE	2026 EXISTING	NOTES
AVAILABLE GATES			
Gate Inventory	63	63	
Operational Reserve	0	0	
Available Operational Gates	63	63	
BUSY DAY AIRCRAFT MOVEMENT CAPACITY			
Aircraft Movements per Gate	13.6	13.6	
Busy Day Aircraft Movements Capacity	857	857	
BUSY DAY PASSENGER CAPACITY			
Average Aircraft Seat Size	165	170	Aircraft operating at the airport increased in size from 2019 to 2025
Average Load Factor	90%	94%	The average percentage of aircraft seats filled increased from 2019 to 2025
Average Passengers per Aircraft Movement	149	160	Larger aircraft and higher load factors increased average passengers per aircraft from 2019 to 2025
Busy Day Passengers	127,000	137,000	
ANNUAL PASSENGER CAPACITY			
Busy Day Passengers per MPPA ^{1/}	3,500	3,400	Passenger volumes were slightly higher during non-busy days in 2025 compared to 2019
Annual Passenger Capacity	36.5 MPPA	40.5 MPPA	

SOURCE: daa; Ricondo analysis, June 2026.

NOTES:

1/ MPPA = million passengers per annum

Appendix A

Existing Capacity

A.4 AIRCRAFT STANDS

Aircraft stands are required to park aircraft when they arrive at the airport. Operational stands are categorised into the following groups:

- Contact stands – adjacent to pier facilities and served by an airbridge.
- Contact preclearance capable – contact stands that connect to the US CBP segregated precleared area.
- Walkout stands – stands adjacent to pier facilities with pedestrian access from the building to the apron and marshalled access to the aircraft via stairs.
- Remote stands – stands not adjacent to pier facilities and served by bus from a remote boarding lounge.
- Inactive stands – stands not used for active operations, primarily utilised for long-ground time aircraft.
- Cargo stands – stands that are used by freighter aircraft, with access to specialised cargo loading equipment.

In addition to the operational stands, it is typical to provide several contingency stands for based carrier standby aircraft, for eventualities related to schedule disruption, and for performing unscheduled maintenance.

Table A-19 provides an inventory of available aircraft stands. **Table A-20.A** presents the Dublin Airport aircraft stands capacity assessment. The table presents the updated 2026 capacity calculation alongside the corresponding 2023 Capacity Report calculation. **Table A-20.B** summarizes the differences between the 2023 and 2026 data.

The 2026 Existing Capacity assessment detailed in **Table A-20.A** indicates the aircraft stands can accommodate up to 139,000 busy day passengers, equivalent to **41.0 MPPA**.

TABLE A-19: 2026 AIRCRAFT STANDS^{1/}

AREA	APRON	STAND TYPE	NARROWBODY EQUIVALENT STANDS (NBES)
North	Hangars	Remote	3
	Pier 1	Remote	3
		Walkout	20
	Apron 5G	Remote	15
	Apron 5H	Remote	12
Terminal	Island	Remote	5
	Pier 2	Walkout	9
	OCTB	Walkout	1
	Pier 3	Walkout	3
		Contact	8
South	Pier 4	Contact US CBP	15
		Contact	4
	South Apron	Remote	9
West	West Apron	Inactive / Cargo	24
		Total	131

SOURCE: daa; Ricondo analysis, June 2026.

NOTE: 1/ No change from 2023 to 2026.

Appendix A

Existing Capacity

TABLE A-20.A: 2026 AIRCRAFT STANDS CAPACITY CALCULATION

CATEGORY	2023 BASELINE	2026 EXISTING	NOTES
AVAILABLE STANDS			
Stand Inventory (NBE) ^{1/}	131	131	Apron 5H was included as an approved project in the 2023 Baseline and has since been completed
Standby; Reserve; Resilience (NBE)	-10	-10	
Available Operational Stands (NBE)	121	121	
BUSY DAY AIRCRAFT MOVEMENT CAPACITY			
Average Aircraft Movements per Stand	7.2	7.2	
Busy Day Aircraft Movements	871	871	
BUSY DAY PASSENGER CAPACITY			
Average Aircraft Seat Size	165	170	Aircraft operating at the airport increased in size from 2019 to 2025
Average Load Factor	90%	94%	The average percentage of aircraft seats filled increased from 2019 to 2025
Average Passengers per Aircraft Movement	149	160	Larger aircraft and higher load factors increased average passengers per aircraft from 2019 to 2025
Busy Day Passengers	129,500	139,000	
ANNUAL PASSENGER CAPACITY			
Busy Day Passengers per MPPA ^{2/}	3,500	3,400	Passenger volumes were slightly higher during non-busy days in 2025 compared to 2019
Annual Passenger Capacity	37.0 MPPA	41.0 MPPA	

SOURCE: daa; Ricondo analysis, June 2026.
 NOTES:
 1/ NBE = narrowbody equivalent aircraft, 2/ MPPA = million passengers per annum