

		Number	Project Title	Mar '26 DAA Cost (nominal)	Jul '26 IFS Cost (nominal)	Δ€	Reject	Reject at proposed cost	Ryanair Comment
		CIP27.02.02A	Pier 1 East	€686.9	€673.1	(€13.8)		X	Reject at cost - project is overscoped including fixed links, airbridges, contact gates for NB and WB a/c. This is unnecessary given that 75% of the Terminal is used by low-cost airline. €263m was allocated in the CIP 2020 allowance for this project for module 1, however costs remain excessive and need to be reduced. The project needs to be a simplified low cost pier with no airbridges, fixed links, or airline lounge, which is clearly inappropriate and overscoped when the airport's largest customer is a low-cost airline. DUB must provide efficient low-cost infrastructure that is actually required. See 7.39-44 for more.
		CIP27.02.05A	Pier 5	€451.6	€443.1	(€8.5)		X	Reject at cost - Cost is excessive, unjustified and project is unnecessary. The project needs to be rescoped to a scale that is proportionate. €502m was allocated in the CIP 2020 allowance for this project, however there appears to be some creative accounting with merging projects and uplifting the cost.
		CIP27.02.12	MV/ HV Network Expansion	€389.7	€389.7	€0.0		X	Reject at cost - a 615% increase in cost compared to CIP20 is still unjustified. A more comprehensive explanation to the expansion in scope needs to be provided and whether these can be deferred.
		CIP27.02.05B	South Apron Expansion	€239.6	€225.7	(€13.9)		X	Reject at cost - the costs continue to be unreasonable. (See above comment for CIP27.02.05A)
		CIP27.02.04	Terminal 2 CBP and Transfer Extension	€158.9	€150.7	(€8.2)		X	Reject a cost - Cost is excessive and increase from CIP20 is unjustified - €74.9 allocated under CIP20, now the proposed amount is 101% more expensive. Unclear how "Design Refinement and Rate Escalation" has led the project to increase by €64m. Also given that this project forms part of the 40 mppa application, it is unclear why the scope and costs have increased above the original costs for the scheme as applied for.
		CIP27.02.02B	MRO Relocation + Utilities	€158.8	€154.5	(€4.3)	X		Reject - unclear why utilities (€47.6m) are included in the Mar submission when these were not included in the original CIP. Additionally, further justification required for the scale of expenditure proposed for these relocation works, including the extent of aprons proposed.
		CIP27.02.14	Integrated Transport Hub	€145.9	€140.0	(€5.9)		X	Reject at cost -The project remains unchanged from the original proposal and continues to include unnecessary gold-plated additions such as "glazed canopy". Furthermore, it is unclear how a expensive bus stop can facilitate behavioural change in favour for public transport uptake. The project needs to be rescoped to a scale that is proportionate.

1	Expansion	CIP27.02.06	Eastlands Cargo	€107.2	€104.8	(€2.4)	X		Reject - excessive, given that cost only covers the land and access point, and no construction of warehouses. How can DUB justify the unnecessary west apron tunnel, which was originally supported by cargo operators whose operations now seem destined for the Eastlands location according to this CIP?
		CIP27.02.50	PFAS on Construction Site	€106.8	€106.8	€0.0	X		NA
		CIP27.02.30	Airfield Safety Projects	€97.5	€91.3	(€6.2)		X	Reject at cost - we welcome the project dropping the Fueller Welfare Unit, however the project remains overscoped for need (e.g. Northern Fire Lane)
		CIP27.02.11	Fuel Hydrant Network	€89.5	€89.5	€0.0		X	Reject at cost
		CIP27.02.20	Existing Pier 2 Optimisation and Refurbishment	€89.4	€77.9	(€11.5)	X		Reject - even though supported by only one respondent, DUB has included the optional Phase 2 extension (altering façade, enlarging gate hold rooms, new washrooms). Construction inflation for internal works has increased by €5.52m (158%) and for external by €1.48 (123%).
		CIP27.02.15	Consolidated Security and Screening Centre	€66.5	€62.9	(€3.6)	X		Reject - the costs are excessive relative to the claimed benefits and should be reduced accordingly.
		CIP27.02.48	Terminal 2 Checkin and Sortation Optimisation	€64.7	€61.5	(€3.2)	X		Reject - continues to be overscoped. The scope and costs of this project are excessive to gain only 5 check-in desks. The terminal extension works are not included within the 40 mppa application indicating that it is unlikely to be deliverable within the next 5 years.
		CIP27.02.21	Existing Pier 3 Optimisation and Refurbishment	€55.1	€48.2	(€6.9)	X		Reject - even though supported by only one respondent it is included. Furthermore, nothing has changed in the scope of the project yet the cost is 30% less. DUB has included specific costs for the F&B fit out in the original Nov version but not in the Mar version even though the scope is unchanged therefore assuming these works are is still included. Unsure where these costs are absorbed.
		CIP27.02.35	Fixed Electrical Ground Power	€54.2	€53.9	(€0.3)	X		Reject
		CIP27.02.43	PBZ Relocation	€41.1	€39.3	(€1.8)	X		Reject unclear why this scope is not proposed for Pier 1 East or Pier 5?
		CIP27.02.31	Airfield Operational Projects	€36.0	€36.0	€0.0	X		Reject
		CIP27.02.18	Existing Pier 1 West Extension	€34.3	€32.4	(€1.9)		X	Reject at cost - excessive cost to deliver 2 gates. Inflation has increased by 108% and environmental risk cost is no longer included in the breakdown. If this cost is now categorised as PFAS this needs to be made clear.
		CIP27.02.13	Junctions Upgrades	€26.5	€26.4	(€0.1)	X		Reject - if these are considered mandatory due to planning permission why was this not stated in the original proposal.
		CIP27.02.34	Advanced Visual Docking Guidance System	€24.7	€24.7	€0.0		X	Reject at cost
		CIP27.02.08	Wide Body Engine Test Facility	€21.1	€21.1	€0.0	X		Reject - given the infrequency of WB engine test and that these can be done on stand, DUB has not provided enough evidence why this is required.
		CIP27.02.07	Gate Post 4 Relocation	€20.6	€19.8	(€0.8)	X		Reject
		CIP27.02.37	Foul Water Expansion	€19.8	€19.6	(€0.2)	X		Reject
		CIP27.02.36	On Stand CCTV	€17.1	€16.4	(€0.7)	X		Reject

	CIP27.02.09/10	North & South Apron De-Icing Storage	€16.6	€15.3	(€1.3)	X	Reject at cost - the costs continue to be unreasonable. Another example of a wasteful DUB expenditure - having already spent €1.3m on a feasibility study to determine that more de-icing storage is required when airlines have been saying this for years.
	CIP27.02.22	Dual Passenger Boarding Bridge to Stand 315C	€14.8	€12.8	(€2.0)	X	Reject Reject. Clear evidence that the project was originally overscoped and unfeasible as it has been descoped to feasibility design and planning.
	CIP27.02.40	Pier 2 Bolt On Extension	€14.4	€14.0	(€0.4)	X	Reject - T2 Bag Sortation project is deferred and the scope of this is not agreed upon, therefore moving the handler accommodation will limit scope of optioneering for a new sortation project in the future. Not necessary now. Further cost justifications and demand evidence needed.
	CIP27.02.49	South Apron Handler Accommodation Relocation	€9.1	€8.5	(€0.6)	X	
	CIP27.02.47	Remote Bussing Lounges (OCTB)	€8.1	€6.8	(€1.3)	X	Reject at cost - Potential to support as a solution to more stands subject to efficient costs
	CIP27.02.39	Potable Water Expansion	€7.6	€7.5	(€0.1)	X	Reject
	CIP27.02.38	Hydrant Water Expansion	€6.4	€6.0	(€0.4)	X	Reject
	CIP27.02.41	Pier 3 Bolt On Extension	€5.6	€4.9	(€0.7)	X	Reject. Clear evidence that the project was originally overscoped and unfeasible as it has been descoped to feasibility design and planning.
	CIP27.02.25	Terminal 2 Pier 3 Arrivals Washrooms	€2.9	€2.6	(€0.3)	X	Reject
	TOTAL		€3289.0	€3187.7	(€101.3)		

2	Sustainability	CIP27.01.11	Legacy PFAS Mitigation and Remediation	€172.9	€172.9	€0.0	X		Reject Reject - can be deferred according to DUB. It has also not justified the increase in cost for this project compared to CIP20. The cost allowance must be in line with previously allowed amount
		CIP27.01.03	Solar PV and Energy Storage	€147.2	€142.5	(€4.7)	X		Reject at cost - cost continues to change without justification. Cost reduced -30% from CIP20 to Nov submission and it has increased by nearly the same amount in the March CIP.
		CIP27.01.01	Terminal 2 and Pier 1 Renewable Heating	€107.6	€106.0	(€1.6)		X	Reject at cost - reduction in scope and cost demonstrated DUB's tendency to overscope and present unfeasible projects.
		CIP27.01.02A	Charging Network	€60.9	€59.6	(€1.3)		X	Reject - Ryanair's new generation a/c at Dublin Airport are - 40% quieter and this trend is evident with most airlines' a/c. Further money spent on noise insulation is unnecessary and wasteful given the size of the CIP.
		CIP27.01.06B	Noise insulation Scheme	€53.6	€49.1	(€4.5)	X		Reject at cost - DUB has not justified the cost increase for this project. The cost allowance reduced to the previously allowed amount.
		CIP27.01.02B	North Apron GSE Charging Hub	€37.0	€35.5	(€1.5)		X	Reject at cost - reduction in scope and cost demonstrated DUB's tendency to overscope and present unfeasible projects.
		CIP27.01.10	Landside Surface Water Compliance	€25.9	€24.8	(€1.1)		X	Reject - airlines are still being double charged as DUB charge annual fees for de-icing fluid clean up to protect rivers.
		CIP27.01.07	Biodiversity and Natural Habitat Restoration	€19.8	€19.2	(€0.6)	X		Reject
		CIP27.01.08	Campus Buildings Sustainability Retrofits	€19.3	€18.7	(€0.6)	X		Reject - Ryanair's new generation a/c at Dublin Airport are - 40% quieter and this trend is evident with most airlines' a/c. Further money spent on noise insulation is unnecessary and wasteful given the size of the CIP.
		CIP27.01.06A	Air Quality and Noise Monitoring	€18.2	€17.3	(€0.9)	X		Reject
		CIP27.01.04	Mobility and Accessibility	€6.9	€6.9	€0.0	X		Reject
		TOTAL			€669.3	€652.5	(€16.8)		

3	Asset Management	CIP27.04.01A	Airfield Pavement Rehabilitation	€166.5	€166.5	€0.0	X		Reject
		CIP27.04.02	Roads and Carparks	€88.1	€85.7	(€2.4)	X		Reject
		CIP27.04.26	BHS Terminal 2 Critical Asset Re-Life Programme	€69.6	€65.2	(€4.4)	X		Reject
		CIP27.04.15	Airport Existing MV Network Upgrades	€66.1	€65.7	(€0.4)	X		Reject
		CIP27.04.28	Baggage Handling System Asset Replacements and Upgrades	€57.2	€57.2	€0.0	X		Reject
		CIP27.04.19	Campus Buildings M&E and Life Safety Systems	€41.4	€41.0	(€0.4)	X		Reject
		CIP27.04.23	Terminals and Piers M&E and Life Safety Systems	€36.9	€36.3	(€0.6)	X		Reject
		CIP27.04.21	Lifts and Escalators Modernisation Programme	€33.7	€33.7	€0.0	X		Reject
		CIP27.04.04	Building Fabric Upgrade	€33.6	€32.7	(€0.9)	X		Reject
		CIP27.04.20	Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades	€31.8	€24.3	(€7.5)	X		Reject
		CIP27.04.17	Primary Standby Power Generation Upgrade	€30.9	€28.7	(€2.2)	X		Reject
		CIP27.04.05	Airfield Maintenance Base Improvement Programme	€30.1	€28.6	(€1.5)	X		Reject
		CIP27.04.03	Airfield Lighting, Control and Signage Upgrades	€24.0	€23.0	(€1.0)	X		Reject
		CIP27.04.16	Terminals and Piers Low Voltage (LV) Electrical Upgrade	€22.5	€19.9	(€2.6)	X		Reject
		CIP27.04.29	Terminal Operational Improvements	€20.7	€19.8	(€0.9)		X	Reject at cost- optimisation is covered already in multiple projects under Airline Development. Not clear that users are not double charged for similar projects
		CIP27.04.01B	Airfield Pavement Rehabilitation - Roads and jointing	€20.1	€20.5	€0.4	X		Reject
		CIP27.04.14	Airport Heavy Fleet and Equipment Replacement	€20.0	€20.0	€0.0	X		Reject
		CIP27.04.24	Terminals and Piers HVAC Upgrade	€18.9	€13.2	(€5.7)	X		Reject
		CIP27.04.27	Baggage Handling System Efficiency and Resilience Upgrades	€16.3	€15.9	(€0.4)	X		Reject
		CIP27.04.22	Potable and Foul Water Upgrades	€15.8	€15.5	(€0.3)	X		Reject
		CIP27.04.11	Fire Risk Mitigation	€15.0	€15.0	€0.0		X	Reject at cost
		CIP27.04.06	Airfield AGL Substation Improvement Programme	€14.2	€14.1	(€0.1)	X		Reject
		CIP27.04.18	Small Energy Projects	€12.6	€12.6	€0.0	X		Reject
		CIP27.04.13	Airport Light Fleet Replacements	€9.4	€9.4	€0.0	X		Reject
		CIP27.04.25	Asset Management Monitoring and Control Systems	€7.3	€7.3	€0.0	X		Reject
		CIP27.04.08	Piers and Terminals Critical Maintenance	€4.7	€4.1	(€0.6)	X		Reject
		CIP27.04.07	Campus Buildings Critical Maintenance	€3.3	€3.3	€0.0	X		Reject
		CIP27.04.09	Asset Management Stores Consolidation	€2.4	€2.4	€0.0	X		Reject
		CIP27.04.12	Surface Water and Foul	€2.3	€2.3	€0.0	X		Reject
		CIP27.04.10	Landside Gardening and Maintenance Consolidation	€1.6	€1.6	€0.0	X		Reject
		TOTAL		€917.0	€885.5	(€31.5)			

4	Commercial	CIP27.03.02	Car Rental	€84.0	€83.5	(€0.5)		X	Reject at cost - cost are excessive and not efficient. Concern that it does not achieve commercial payback at the cost proposed. The scope and costs must be adjusted downwards to ensure that the project delivers an appropriate commercial return.
		CIP27.03.04	Airline Lounges	€49.8	€48.7	(€1.1)		X	Reject at cost - Support lounges provided contribution to single-till recognised.
		CIP27.03.01B	Other Car Parks (Staff car parks + others)	€42.7	€42.3	(€0.4)		X	Reject at cost - DUB has not shared the revenue benefits of this investment in the NDA version of the CIP, therefore users not able to evaluate the efficiency of this investment
		CIP27.03.06	Platinum Services Collinstown House Upgrade	€35.0	€34.0	(€1.0)	X		Reject - project lacks required detail and 7 years asset life is not cost efficient. This cost for a small number of pax that use this service is not cost efficient or necessary given the magnitude of this CapEx Proposal and DUB's plans to relocate it.
		CIP27.03.01A	Long Term Express Red Surface Expansion	€27.9	€26.4	(€1.5)		X	Reject at cost - DUB has not shared the revenue benefits of this investment in the NDA version of the CIP, therefore users not able to evaluate the efficiency of this investment. Also unclear why the proposed costs have increased from previous Dets. The costs must be fully justified
		CIP27.03.10B	Terminal 2 IDL ARI Refurbishment	€26.4	€25.7	(€0.7)	X		Reject - asset life <10 years is not cost efficient.
		CIP27.03.10A	ARI Retail Projects	€21.7	€21.2	(€0.5)	X		Reject - asset life <10 years is not cost efficient.
		CIP27.03.05	Commercial Property Refurbishment	€21.2	€21.2	€0.0	X		Reject - project lacks required detail and 10 years asset life is not cost efficient.
		CIP27.03.07	Media Sales Expansion	€14.7	€13.9	(€0.8)	X		Reject - the IRR has reduced by 9p.p and EBITDA impact has reduced by €0.6m, yet the cost has increased by 1%. This is not cost efficient and DUB has not clearly justified the cause for the less attractive business case.
		CIP27.03.03	OCTB Refurbishment	€10.7	€10.7	€0.0	X		Reject - the asset life have reduced by 50% from 20 years to 10 years but the cost has reduced by 1%. Refurb changed from "comprehensive" to "light" and now only a feasibility study is carried out. Yet the cost for the construction is higher then when the proposal included platinum services and aviation heritage exhibition - no explanation to how this is the case.
		CIP27.03.09	Commercial Innovation	€2.5	€2.4	(€0.1)	X		Reject - there needs to a legitimate business case for the potential additions.
		TOTAL			€336.6	€330.0	(€6.6)		

5	Security	CIP27.05.05	Security Operations Systems and Equipment	€43.6	€43.6	€0.0	X		Reject
		CIP27.05.02	Aviation Security Training Organisation Relocation	€27.5	€27.3	(€0.2)	X		Reject - costs have risen dramatically since it was originally proposed without justification. The allowance and scope must be reduced to match the scope of the project as originally proposed.
		CIP27.05.04	Access Control System Replacement	€17.5	€16.9	(€0.6)	X		Reject
		CIP27.05.03	Damage by Vehicle Risk Mitigation	€16.4	€15.0	(€1.4)	X		Reject - cost increase is unjustified.
		CIP27.05.01	Intrusion Detection System	€15.3	€13.4	(€1.9)	X		Reject
		CIP27.05.07	Vehicle Control Post 11 and 32 Replacement	€10.3	€9.7	(€0.6)	X		Reject
		CIP27.05.10	Security Operations Refurbishments	€9.9	€9.9	€0.0	X		Reject - the project costs has reduced by -82% but the scope has not changed. Only difference clear to users is that the K9 Faculties refurbishment is downgraded from "heavy" to "significant" with cost reduction from €56.5m (consulted CIP) to €9.88 (published CIP).
		CIP27.05.09	Remote Screening Centre	€7.0	-	-	X		Reject - DISALLOWED BY IAA
		CIP27.05.11	Security Innovations and Technology	€7.0	€7.0	€0.0	X		Reject
		CIP27.05.06	Hold Baggage System Version Upgrade	€3.7	€3.7	€0.0	X		Reject
		CIP27.05.08	Terminal 2 Staff Screening Expansion	€1.3	€1.1	(€0.2)	X		Reject
		TOTAL			€159.5	€147.6	(€11.9)		
6	IT	CIP27.06.09	Operational Reliability, Safety, Security and Compliance	€22.5	€22.5	€0.0	X		Reject - the projects have not changed in scope or cost since presented and have all projects have an asset life of less than 10 years. These are not cost efficient or necessary. DUB did not provide enough information to the IFS/IAA regarding costs, hence the IFS could not evaluate it as it did for all other envelopes.
		CIP27.06.10	Networks and Infrastructure	€17.6	€17.6	€0.0	X		
		CIP27.06.14	Data and Integrations	€11.6	€11.6	€0.0	X		
		CIP27.06.01	Airport Passenger Journey	€10.5	€10.5	€0.0	X		
		CIP27.06.03	Airfield Technology	€10.0	€10.0	€0.0	X		
		CIP27.06.08	Cyber Security and Cyber Resilience	€10.0	€10.0	€0.0	X		
		CIP27.06.07	Operational Devices	€9.9	€9.9	€0.0	X		
		CIP27.06.12	Business Efficiency and Enterprise Applications	€9.9	€9.9	€0.0	X		
		CIP27.06.02	Digital Passenger Experience	€8.6	€8.6	€0.0	X		
		CIP27.06.11	Servers and Storage	€8.3	€8.3	€0.0	X		
		CIP27.06.13	Cloud, Data Centre, Disaster Recovery and Infrastructure	€7.2	€7.2	€0.0	X		
		CIP27.06.04	IT Innovation and AI	€7.0	€7.0	€0.0	X		
		CIP27.06.05	Sustainability- Digitalisation and Reporting	€6.5	€6.5	€0.0	X		
		CIP27.06.06	Commercial Technology Upgrades	€6.5	€6.5	€0.0	X		
TOTAL			€146.1	€146.1	€0.0				
7	Other	CIP27.07.01	Minor Works	€33.0	€6.7	(€26.3)	X		Reject - Insufficient detail
		CIP27.07.04	Programme Management	€30.3	€30.3	€0.0	X		Reject - duplication of costs
		CIP27.07.03	Capital Planning Studies	€18.1	€18.1	€0.0	X		Reject - Insufficient detail
		CIP27.07.02	Construction Accommodation	€15.7	€15.7	€0.0	X		Reject - Insufficient detail
		TOTAL			€97.1	€70.8	(€26.3)		

	daa	IFS
TOTAL	€5,615	€5,420
%Δ vs. daa		(3%)