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**DUBLIN AIRPORT (EIDW)**  
**CONSTRUCTION OF APRON 5H (12 NEW PARKING STANDS)**

This Supplement is related to the changes to the aerodrome associated to the Apron 5H construction works. The works described in this supplement form part of a more extensive continuing overall project. Further supplements may be issued in due course, with details of later phases and areas of work.

The construction work will be carried out both within the aerodrome (airside) and landside (East of Runway 28R).

It is anticipated that construction works will begin on 10<sup>th</sup> of September 2022 and the works are scheduled to take 52 weeks to complete (12 weeks for Phase 0 & 40 weeks for Phase 1A).

The construction site will be fenced, signed and illuminated as necessary. The limits of the working areas are shown in the appendices to this Supplement.

The exact start date, hours of work, and order and duration of phases of work contained in this supplement are indicative only. Details will be confirmed by NOTAM in due course, with reference to this supplement, and may vary over the course of the project.

Restrictions on the availability of existing aircraft stands are described below per phase. Any further restrictions on the availability of aircraft stands due to the works in progress will be advised locally.

### **Phase 0**

#### **See Appendix 1**

#### **Phase 0 working hours**

Phase 0 Working Hours will generally be Day work 0800-1800 (local) Monday to Friday, with some intermittent requirements for nightworks.

- Day work: 0800 – 1800 (local)
- Night work: 2200 – 0500 (local)

#### **Airside works in Phase 0**

- Installation of utilities in the north of the Apron 5H construction site.
- Installation of permanent Jet Blast Fence (JBF) in the north and west of the Apron 5H construction site.
- Construction of temporary airfield perimeter road in the north and west of the Apron 5H construction site.
- Construction of a temporary site access road.
- Adjustment of existing Apron Taxiway 6 centre-line north of Stands 52 and 53 to provide a new centre-line for aircraft wingspan up to 65m (Code E).

- Adjustment of the ATC Boundary Line at Stand 53 in coordination with the above Apron Taxiway 6 centre-line adjustment.
- Installation of a separate Apron Taxiway 6 centre-line to the south for aircraft wingspan up to 36m (Code C), including installation of Tow Only, Maximum Wingspan and Stand Direction markings.
- Relocation of the landside/airside boundary fence around the Apron 5H site to facilitate an area for landside construction.

#### Operational Arrangements during Phase 0

- Generally aircraft may only use Apron Taxiway 6 under Tow (all aircraft codes). ATR 72-600 aircraft may taxi on-power to Stands 50 to 53.
- Light Aircraft Parking Bravo (LAPB) withdrawn from service permanently.
- Apron Taxiway 6 centre-line adjusted for aircraft with wingspan up to 65m (Code E) to enable use whilst construction works are ongoing.
- Construction plant, materials and personnel shall be pulled-back behind the Code E Clearance Line in advance of Code E aircraft movement past the site, to ensure adequate wing-tip clearance to passing aircraft on Apron Taxiway 6.
- Second Apron Taxiway 6 centre-line provided for aircraft with wingspan up to 36m (Code C). All Code C and smaller aircraft should use this centre-line. At the time of the works ANSP will advise/instruct on where aircraft will stop (under a 'follow me' vehicle), before collection by tractor and tow onto appropriate Apron Taxiway 6 centre-line.
- Construction plant, materials and personnel shall be pulled-back out of blast impact area in advance of ATR 72-600 taxi on-power past the site and into Stands 50-53, to mitigate blast impact on construction works.
- Temporary diversion of the Perimeter Road in the north and west of the Apron 5H site, crossing Apron Taxiway 6 and running abeam the east of Stand 105L to join the existing road north of hangar buildings.
- Engine Test Site 4 is generally operational but may be temporarily withdrawn from operation from time to time in coordination with nearby construction works.
- From time-to-time construction activities will be required to be undertaken that infringe the Runway 10L-28R OLS. Such activities will be scheduled at night outside normal runway operational hours.
- In the event that Low Visibility Conditions occur within planned working hours work will not take place.

#### Phase 1A

##### **See Appendix 2**

#### Phase 1A working hours

Phase 1A Working Hours will generally be Day work 0800-1800 (local) Monday to Friday, with some intermittent requirements for nightworks.

- Day work: 0800 – 1800 (local)
- Night work: 2200 – 0500 (local)

#### Airside Works in Phase 1A

- Airside construction of Apron 5H pavement, services and drainage networks on Apron Taxiway 6 under curfew-works procedures where within the trafficked area of pavement (all aircraft codes). Curfew working hours to be determined in due course based on aircraft access requirements.

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- Airside construction of Apron 5H pavement, services and drainage networks on Apron Taxiway 6 under pull-back procedures where within wing-tip clearance of aircraft using the Code E centre-line.
  - Installation of temporary ramps on Apron Taxiway 6 where required for levels continuity during pavement works.

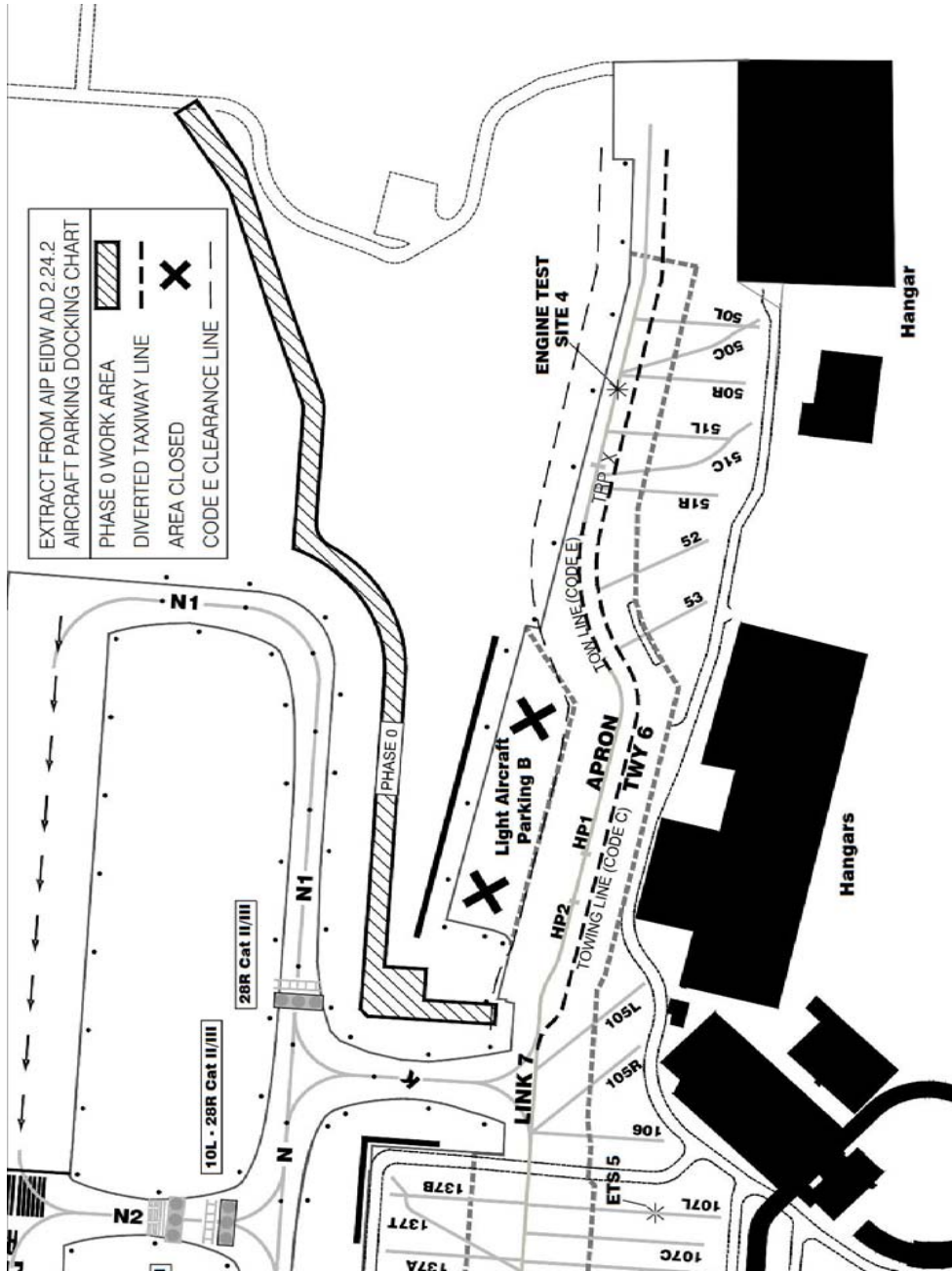
#### Landside Works in Phase 1A

- Landside construction of Apron 5H pavement, services and drainage networks.
- Landside construction of a new substation building east of Taxiway K.

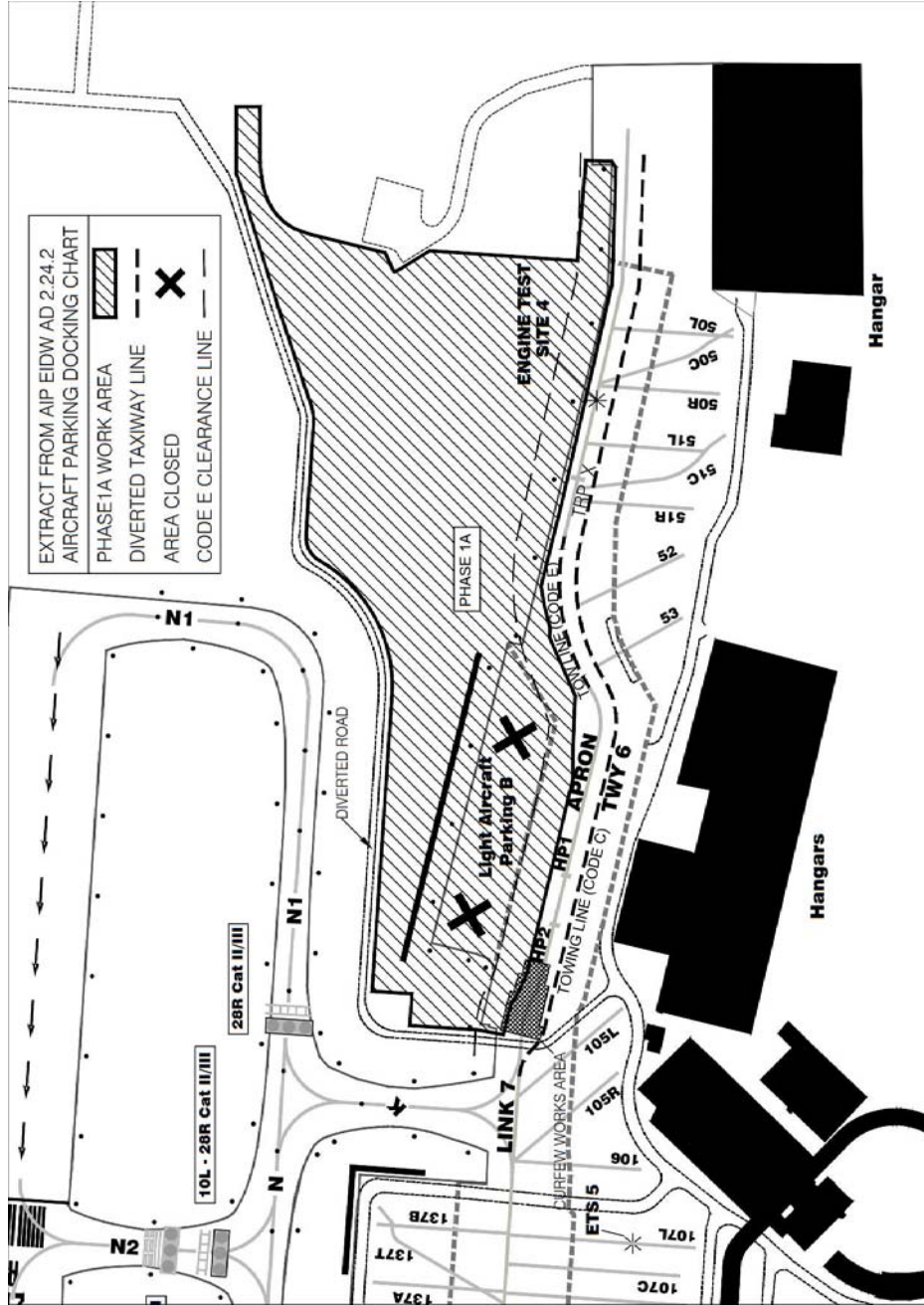
#### Operations Impact / Arrangements during Phase 1A

- Generally aircraft may only use Apron Taxiway 6 under Tow (all aircraft codes). ATR 72-600 aircraft may taxi on-power to Stands 50 to 53.
- Light Aircraft Parking Bravo (LAPB) withdrawn from service.
- Construction plant, materials and personnel shall be pulled-back behind the Code E Clearance Line in advance of Code E aircraft movement past the site, to ensure adequate wing-tip clearance to passing aircraft on Apron Taxiway 6.
- Second Apron Taxiway 6 centre-line remains provided for aircraft with wingspan up to 36m (Code C). All Code C and smaller aircraft should use this centre-line. At the time of the works ANSP will advise/instruct on where aircraft will stop (under a 'follow me' vehicle) before collection by tractor and tow onto appropriate Apron Taxiway 6 centre-line.
- Construction plant, materials and personnel shall be pulled-back out of blast impact area in advance of ATR 72-600 taxi on-power past the site and into Stands 50-53, to mitigate blast impact on construction works.
- Temporary diversion of the Perimeter Road remains in the north as per Phase 0 above.
- Engine Test Site 4 is generally operational but may be temporarily withdrawn from operation from time to time in coordination with nearby construction works.
- From time-to-time construction activities will be required to be undertaken that infringe the Runway 10L-28R OLS. Such activities will be scheduled at night outside normal runway operational hours.
- In the event that Low Visibility Conditions occur within planned working hours work will not take place.

Appendix 1



Appendix 2



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