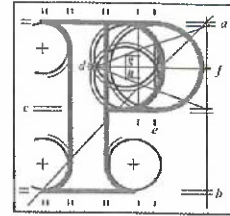


**Our Case Number:** ABP-314724-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

The IALPA (Irish Airline Pilots Association)  
Unit 2.4  
Woodford Business Park  
Santry  
Dublin 17  
D17 E524

**Date:** 06 December 2022

**Re:** Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]  
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont,  
Co. Dublin

Dear Sir / Madam,

An Bord Pleanála has received your recent submission and oral hearing request (including your fee of €50) in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you on this matter in due course.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: [www.pleanala.ie](http://www.pleanala.ie).

If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

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## Irish Air Line Pilots' Association

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*Representing pilots since 1946*

An Bord Pleanála  
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22<sup>nd</sup> November 2022

**Observation; TII “Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022”**

Dear Sir/ Madam,

### **Introduction:**

The IALPA (Irish Airline Pilots Association) represents over 1200 professional Commercial Airline Pilots. The Safety & Technical (S&T) section deals with technical aviation matters and monitors development plans to protect Airport environs.

IALPA S&T continues to call for the establishment of an overall Dublin Airport planning TSAR.

The Metrolink Railway Order 2022 highlights possible strategic gaps that could be considered vital for the development and future connectivity with Irelands Premier Gateway - Dublin Airport.

Treated in isolation, this RO has the potential to curtail the development and expansion of Dublin Airport.

In respect of Metrolink we attach two previous submissions made to TII. Our concerns with the 2022 Metrolink Railway Order are outlined below.

### **Executive Summary:**

1. Long term Western Airfield Campus development has been overlooked
2. The Dublin Airport Station and platforms may not meet future demand
3. Metrolink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line

Member: European Cockpit Association (ECA) and International Federation of Air Line Pilots' Association (IFALPA)

Branch of: **FORSA**

# 1) Long term Western Airfield Campus development has been overlooked?

Ref: Metrolink Planning Report. (4.3 AZ2 Airport section. Page 110.)

## Transport Infrastructure Ireland

Section	Paragraph / Policy / Objective	Project Response
	best international standards for public transport interchanges. Objective PT6 ▪ Investigate and provide for connections from the western parts of the airport campus to MetroLink, in the context of potential future planned development to the west of the existing terminals.'	Objective PT6 is not applicable in the absence of proposals for the western parts of the airport campus.

In relation to Metrolink development on DAA property, between 2018 and 2022 the DAA and TII held 49 consultations (Chapter 8: Consultations Page 9).

These consultations may have lacked independent technical expertise since the DAA failed to draw down (and no longer requires) a €100,000 allocation from CAR (Commission for Aviation regulation) to employ a dedicated Metrolink Co-Ordinator.

However, the fact remains that the Metrolink Planning Report gives absolute clarity with respect to *“proposals for the western parts of the airport campus”*. The FCC Local area development plan objective PT6 *“is not applicable”* - therefore by deduction, airport capacity expansion plans have not been addressed.

Given previous ABP determinations, the Bord is aware that the Airport Eastern Campus has reached its 32m passenger cap.

In order to determine the eventual location of T3 (to cater for projected Airport passenger expansion from 32 to 50mppa). A 2018 *“Review of Future Capacity needs at Irelands State Airports”* report decision is both required and awaited from Government.

The DAA Airport Manager has stated *“that passenger numbers at Dublin will grow to around 40 million passengers by 2030 compared to 33 million passengers in 2019”*– (Sunday Independent Business Page 3: 13/11/22)

In both our TII Metrolink submissions we highlighted a requirement to future proof a Metrolink connection to the Western Campus. However, this 2022 RO lacks such future proofing connectivity between the Eastern & Western Campus. The East shall be served by an in line Metrolink whilst the West will be served by the existing road network.

An oral hearing could explore the content of the *“49 consultations”* held between the DAA and TII and determine if a future proofing omission linking both Campuses is indeed an anomaly or deliberate?

S&T believe a Park & Ride adjacent to Dardistown, with future proofed local link (to the western campus) would alleviate pressure on the M50/M1/Airport Roundabout.

**2) The Dublin Airport Station and platforms may not meet future demand?**

The DAA long term airfield masterplan (known to FCC) caters for 50mppa.

The DAA assumes all 50 million passengers will be processed from the Eastern Campus which, is currently capped at 32mppa by ABP.

Therefore, it's not unreasonable to ask at what stage in DAA expansion does TII anticipate when the 65m Dublin Airport Station platform length could become limiting?

As TII and the NTA are unaware of Western Campus development (incorporating a large-scale satellite Pier), an Oral Hearing could determine the suitability of Dublin Airport Station with respect to platforms, internal capacity limits, connections with current and future terminals, and interference with surface vehicular traffic within the GTC (Ground Transport Centre).

**3) Metrolink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line.**

To enable increased passenger processing, the DAA shall have a requirement to expand or replace existing ageing Terminals. As stated, the DAA masterplan has a requirement to process up to 50mppa from the Eastern Campus. Therefore, will TII Metrolinks RO alignment curtail DAA development plans?

In our submission to ABP PL06F.247299, we sought to protect future Terminal expansion and an APM between T1 and T2 by proposing a Metrolink Station East of the T2 MSCP.

However, the Metrolink alignment now rests adjacent to and within the GTC. This alignment may now pose challenges or restrict DAA Terminal expansion and screened passenger APM movement.

Prior to any notional T3 development, both our Metrolink submissions and indeed the DAA masterplan show a requirement for a satellite Pier on the Western campus. To link a satellite Pier to T1&T2, an APM (Automatic People Mover) shall be required. Therefore, Metrolink cannot be allowed to impede this vital link, otherwise Airport expansion shall be in peril.

Gaining knowledge from Zurich Airport APM (from the main terminal to its Satellite Dock E), S&T T1&T2 subterranean station is perpendicular to the current Metrolink line with turn back crossing over the Metrolink Line. Whilst The DAA concept drawing has a subterranean station with turn back running under terminal 1.

Either way, DAA Pier and terminal replacement and expansion to 50mppa and APM construction shall be required on top of the proposed Metrolink tunnel.

Enabling works to protect Charlemont Station have already been carried out by Haines. Therefore, enabling works maybe required by the DAA to allow Terminal expansion on top of and without damaging the RO Metrolink alignment? To mitigate against these additional costs, should the DAA and TII reconsider the S&T's Station proposal East of T2 MSCP?

We refer TII and ABP to Alignment Drawing ML-RO-302 D-E specifically cross section drawing AA.

Similar to Zurich Airports APM design, in order to ensure a subterranean APM station box between T1&T2 at LEVEL-1 (perpendicular to and on top of the Metrolink line) we request that ABP safeguards this critical future APM. TII could therefore be asked to deepen the southbound tunnel (from the Dublin Airport station) towards section AA.

#### **Conclusion:**

Metrolink when operational, will in theory ease current vehicular access pressures to the Eastern Campus. However, an in-line Dublin Airport Station lacking a local Metrolink network link (between both campuses) does not bode well for increased additional congestion on the M1/M50.

In the absence of an airport planning TSAR an ABP oral hearing could address some of our concerns to ensure a successful Metrolink design that complements and doesn't restrict Airport Pier and Terminal Development towards 50mppa.

Yours sincerely



**Dave Morrissey**  
**Director of Safety & Technical**  
*Irish Air Line Pilots Association*





## Irish Air Line Pilots' Association

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**Ref: Public Consultation: Metrolink "Emerging Preferred Route March 2019"**

IALPA S&T welcome the opportunity to contribute to the public consultation phase of Metrolink Consultations i.e. The "Emerging Preferred Route". Whilst the NTA has re-iterated that further Airport Station design / integration (between the authority and the DAA) is required, we had expected that some basic conceptual design criteria would be outlined at this stage. At this point in the consultation process IALPA S&T wish to reemphasise our initial submission of May 2018 (attached) in relation to the "Emerging Preferred Route"

It is important that the NTA and the Airport Authority embrace current Metro requirements and facilitate future enhancement to the network without compromising the initial operational line.

**Location: Dublin Airport environs:**

In our initial submission we focused on three local Locations / Stations: i.e. North of the Airport, Dublin Airport and Dardistown. The Mar 2019 "Preferred Route" document outlines the NTA's current design philosophy:

- A) To Automate Metrolink Trams, akin to Copenhagen and Barcelona EL Prat Airport Line 9 metro.
- B) The Tunnel preference is now via a single bore 9.2m diameter Tunnel boring Machine (TBM).
- C) The designation of Dardistown as the Metrolink Tram Depot.
- D) In respect to Dublin Airport two Tunnels are proposed, a short Northern section and a longer Southern stretch incorporating a fire evacuation route.

### **Safety & Technical Proposals:**

This document updates our 11 May 2018 initial submission (attached) and covers the following topics:

- 1) Status – Dublin Airport Station.
- 2) Tunnel Design.
- 3) Station Platform design – Egress & Entry.
- 4) Security Considerations.

Member: Oneworld Cockpit Crew Coalition, European Cockpit Association and  
International Federation of Air Line Pilots' Association

Branch of:

**FORSA**

- 5) Interface with Airport Complex.
- 6) Expansion capabilities.

**Status – Dublin Airport Station:**

The Airport Station must provide and protect expansion opportunities by offering maximum platform space.

It would appear that at “Emerging Route Stage” the NTA seeks no changes to this crucial Airport Station, in that Ireland’s International Gateway Hub Airport shall be designated an in line station.

Consequently International passengers will experience serious restrictions and barriers in accessing rail transport by having to initially compete with passenger disembarking Trams. Thereafter enter occupied Trams with luggage to avail of whatever remaining tram space remains if:

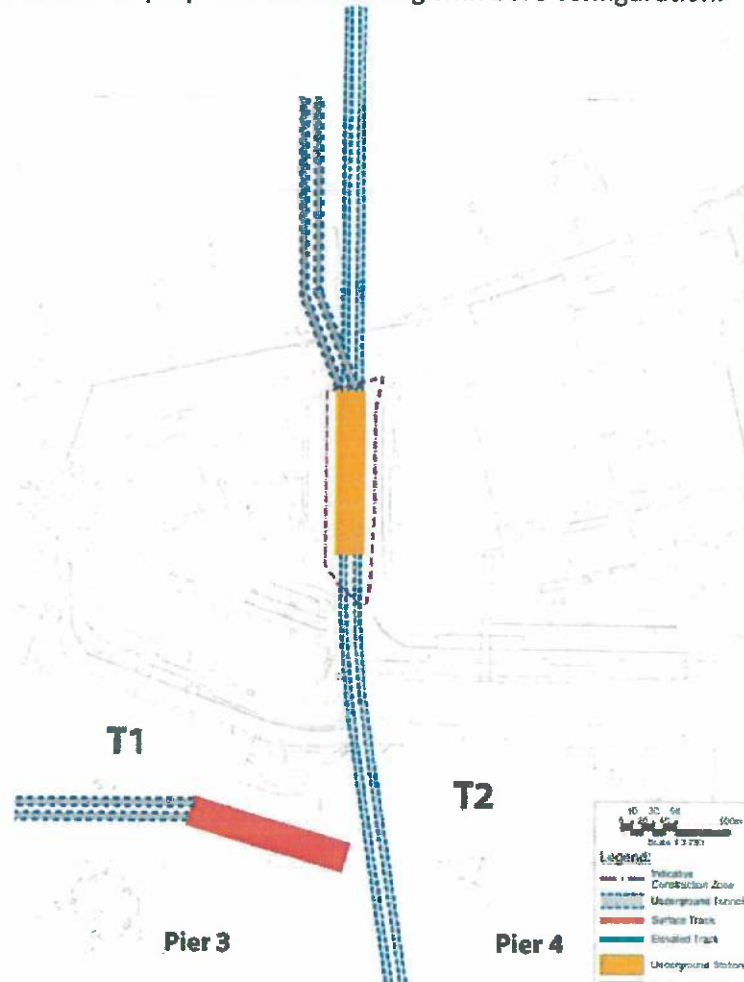
- A) Heading Northbound – Compete with Commuter Belt customers exiting the City.
- B) Heading Southbound – Compete with Commuters originating from Irelands most populous/ expanding region (Fingal), a 3000 Space Park and ride facility at Estuary, and possibly with a long term interchange/ transfer to the commuter Northern Line (Thus allowing NE Coast and Northern Ireland residents a Heavy Rail / Metrolink interchange connection to Dublin Airport).

As Metrolink is supposedly comparable to Barcelona Airport Line 9, we trust that Dublin Airport Station should have, in addition to Estuary, a Terminus Status. Therefore, an opportunity may be lost by the NTA (At Emerging Route Stage) to upgrade this Station to, in IALPA’s view, to Terminus Status.

However we deem it important to highlight that at Emerging Route Sheet 6 “Northern Tunnel Portal and Intervention Shaft” there may still be an NTA opportunity to add a tram storage/ Turnback facility because presently this is not detailed (at Sheet 6). We respectfully ask that the NTA review this suggestion.

### Tunnel Design:

In our initial submission we proposed the following twin bore configuration.

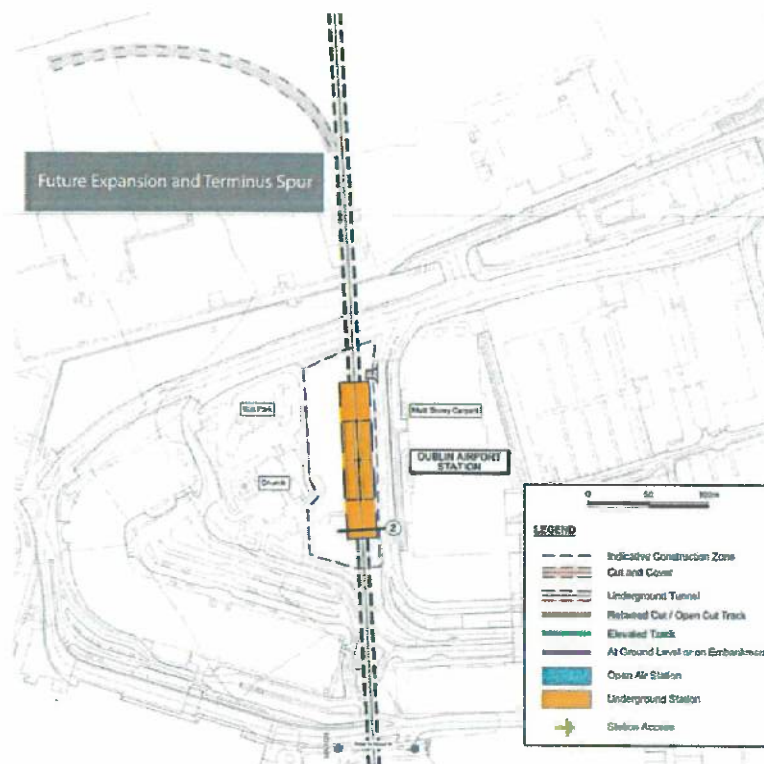


**Fig 1: IALPA proposed Twin Bore Dublin Airport Track layout (May 2018).**

**Note:** This Map also include our recommended APM (Automatic People Mover) connection to the Western Campus.

Since the NTA has elected to develop a single Bore Tunnel design we recommend the following simple split North of the Dublin Airport Station or Alternatively construct a Turn back at Emerging Route "Sheet 6" with an additional Mine for future expansion capability just North of the Airport Station to eventually serve the Western Campus / T3 Terminus?





**Fig 2: IALPA Proposed Single Bore Dublin Airport Track layout (April 2019).**

**Pros:**

If constructed this Auxiliary spur Tunnel shall:

- Provide immediate capability to enable dedicated (rapid) Airport service Terminus Turnback.
- The facility to store Airport Specific Trams (Enhanced Luggage stowage trams) supplied as required from the Dardistown Depot Facility.
- Future proof a dedicated airport Terminus service, combining capacity for passenger expansion.
- Facilitates a FCC / DAA requirement to develop Pier and/or Terminal 3 facilities out West.

**Cons:**

- The drill bit / head of the TBM may be sacrificed at the Tunnel end?
- Too expensive when a mined section may suffice?

### **Station Platform design – Egress & Entry.**

IALPA S&T understands that the NTA propose Screened Platforms that shall allow passengers to safely access and disembark the automated trams at pre determined / designated platform locations.

Whilst the quantity, quality and locating of Tram Doors widths are unknown we have confidence that the NTA shall have due regard to passenger Comfort / safety which naturally is of paramount importance. Trams should therefore provide

- An efficient design providing maximum passenger safety,
- Efficiency of operation at the design rate of 30 trams per hour.
- Minimum Station way-finding restrictions for impaired passengers and those unfamiliar with Dublin Airport.
- Ideally designated “Airport only Trams” should have dedicated Luggage storage facilities akin to the dedicated Dublin Bus Airport service.

In order to safely provide for both egress and entry at this in line station then segregation of passengers (Predominately with luggage) may require reconsideration to the adoption of an Island (Exit Only) platform. This safety stratagem of using the outer platforms for Tram entry shall obviously alter the fundamental design/track structure within the Airport Station box.

Were this additional Island (triple platform) ease of Tram access / egress proposal be deemed impractical then the NTA may have to consider;

- A) Our Proposed Terminus Status, whereby airport passengers could avail of empty trams on the platform thus allowing a comfortable one way entry flow onto trams
- Or
- B) Make no changes to the Standard in line Platform design, make no provision for Terminus Status and acknowledge that airport passengers with luggage, shall have to endure a contra flow platform melee.

### **Security Considerations.**

IALPA is a Stakeholder to the National Civil Aviation Security Forum. Suffice to say we expect that a full NTA Security Review of this high profile station has been undertaken. Stating the obvious we trust that:

- The Automated Tram system can be independently securely controlled from both Main and remote back up locations.
- The secure Metrolink control centre shall have full control of automated Trams, overriding in an emergency, any action initiated on board the Tram.
- The Automatic transport signaling system shall be protected from cybercrime.

### **Interface with the Airport Complex.**

IALPA S&T acknowledge notes attributed to the Dublin Airport Station during the first round "Public consultation document".

Whilst Terminals / Metrolink interface is a matter for the DAA we trust that pedestrian access to/from Metrolink shall not restrict nor thwart surface vehicular drop off transport flows entering the Airport Complex.

### **Expansion capabilities:**

FCC are currently reviewing their 2006 Dublin Airport Local area Plan (LAP) and as stated in our initial submission this LAP had an Internal Airport Campus requirement:

IA2: "To provide a high quality high capacity link between the Eastern and Western campuses".

(Note: The Campus demarcation line being the Operational Cross runway 16/34).

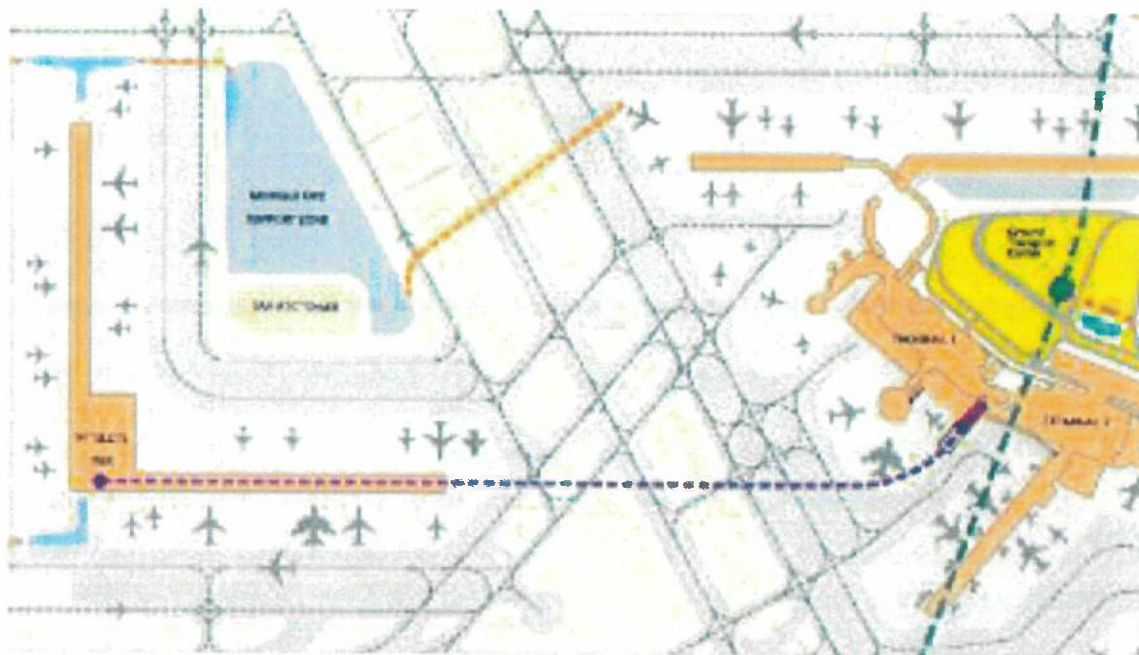
Presently the DAA await funding approval from the Commission for Aviation Regulation (CAR) to construct an internal vehicular tunnel /underpass.



**Fig 3: DAA 2020+ CIP.20.03.051B West Apron Vehicle Underpass – Pier 3**

- This project proposes the construction of a vehicle underpass below runway 16/34 linking Pier 3 to the Western campus.

This underpass combined with further DAA expansion plans to 50mppa shall incorporate an internal APM (Automatic People Mover) to the Western Campus.



**Fig 4: The Feb 2019 DAA APM proposal, linking T1 & T2 with the Western Campus now mirrors our Fig 1 above and Fig 5 Below.**

Being cognizant of ABP and FCC's acknowledged congestion concerns surrounding the M1 - M50 / Swords Corridor. We submit that the combined outstanding decision for both the DAA and the NTA is to define now the eventual location of T3.

Given the foregoing we have reviewed our long term integrated transport vision having decided to segregate the traveling public from security screen airline passengers who shall avail of the APM. Hence we now propose that Metrolink should eventually only Link T3 to the Dublin Airport Station.

**Fig 5: IALPA Proposed Metrolink and APM interface to the Western Campus.**

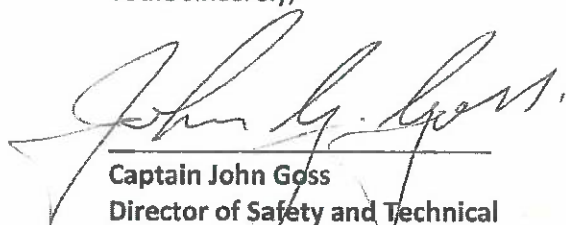
As the DAA shall eventually develop the Western Campus It would be remiss of the NTA not to future proof Metrolink expansion opportunities with the potential of finally developing an airport Terminus i.e On the Western Campus.

### **Summary**

Metrolink has the capability to radically transform the movement of both commuter and Airport Passengers into the heart of the city. Given the success of the LUAS system we deem it important that the Operational Metrolink shall, from the outset, have the capability to adapt capacity enhancements without impacting operations. Future proofing must therefore be a fundamental NTA design prerequisite.

IALPA S&T thank the NTA for considering our submission and we look forward to the final Preferred Track and Airport station design. We trust that our submission be viewed as a genuine constructive engagement that eventually leads to a successful Metrolink that the NTA can be proud of and will serve generations to come.

Yours sincerely,



Captain John Goss  
Director of Safety and Technical  
Irish Air Line Pilots Association



# **IALPA Safety & Technical Initial Metrolink Submission**

**May 2018.**



## Irish Air Line Pilots Association

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MetroLink  
Transport Infrastructure Ireland  
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10<sup>th</sup> May 2018

### Ref: MetroLink Public Consultation 2018.

Dear Sir/Madam,

The Irish Airline Pilots Association (IALPA) Safety and Technical Committee (S&T) representing 1200 pilots welcomes the opportunity to submit our initial observation with regard to the proposed MetroLink.

Our Submission is twofold;

Part 1) To comment on the MetroLink Public Consultation 2018 document promulgated by TII.

Part 2) To specifically issue initial comments to the designated Dublin Airport "separate study group" as outlined in the Tunnel Configuration document at 4.2.4 "Dublin Airport".

Thereafter we aspire to an opportunity to make a presentation to the "separate study group" prior to the Rail procurement order.

### Introduction:

IALPA is a DTTAS acknowledged stakeholder/contributor to the Government commissioned "Irish Airport Capacity Review Group".

Our submission to consultants (Oxford Economics and Cambridge Economic Policy Associates) highlighted the shortcomings and inadequacies of the now, thankfully, scrapped "Optimised/New Metro North."

We emphasised a holistic requirement to fully integrate all future modes of transport contained in the Fingal County Council (FCC) LAP (Local Area Plan) "Airport Box" with TII Metro system.

Member: Oneworld Cockpit Crew Coalition, European Cockpit Association and  
International Federation of Air Line Pilots' Association

Branch of: **IMPACT**

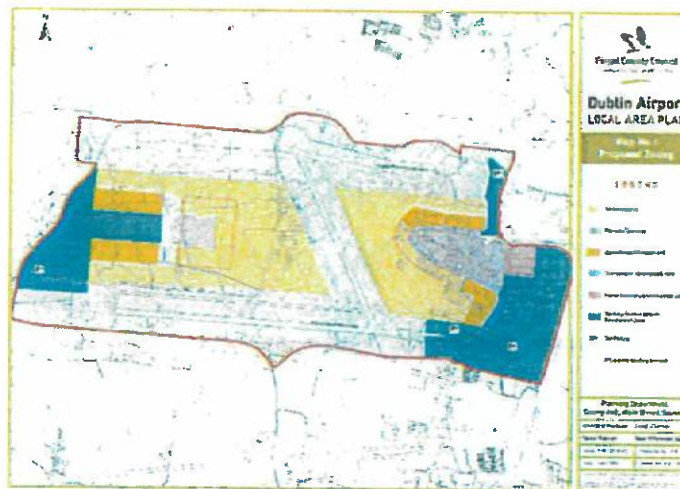


Fig1: Airport Box with the "Eastern" and "Western" Campus delineated by the Cross Runway 34/16.

Naturally we are somewhat heartened by the recently announced MetroLink proposals which shall have increased capacity potential for:

- A) An expanding population growth within the FCC catchment area.
- B) The capability to grow and enhance passenger access to/from Dublin Airport.

However, in Part 2 we would like to flag concerns associated with the Dublin Airport Stop.

#### Part 1: MetroLink Public Consultation 2018.

MetroLink spans some 26 Km as it winds its way northward from Sandyford to Estuary. Our submission, garnered from exposure to various Airport transport systems shall focus merely on the environs to Dublin Airport i.e. those outlined in Appendix A. Route Overview Sheets 7-10.

- Sheet 7. Dublin Airport North.
- Sheet 8. Dublin Airport.
- Sheet 9. Dublin Airport South.
- Sheet 10. Dardistown (Future Station).

#### Comment Sheets 7-10.

##### Sheet 7. Dublin Airport North.

Alternative Option B: Northwood and Airport, indicates a "Depot & Stabling" facility at Dardistown.

Were Dardistown designated an underground station then the relocation of the "Depot & Stabling" facility to ideally the construction site at Sheet 7, could allow for a designated Airport Terminus turnaround facility (see Part 2).

Sheet 8. Dublin Airport.

Dublin Airport is Ireland's premier gateway. Its integration with MetroLink is by far one of the most critical stations on the network. Whilst originally designated as a Metro terminus, this station has over time subtly morphed into an in-line station. We outline our MetroLink concerns for this critical in-line station at Part 2.

Sheet 9. Dublin Airport South.

FCC has a requirement to upgrade (to dual carriageway status) the road network south of the airport box.

In order to alleviate existing M1 access pressure to the Airport, consideration could be given to aligning the Metro at surface grade in the central median of the re-aligned dual carriageway. A cost benefit analysis may provide both infrastructures for the same cost to the stand alone bored tunnel option from Dublin Airport South to Northwood.

Sheet 10. Dardistown (Future Station).

Presently this is a Greenfield site with designated zoning potential as outlined in the FCC Development Plan 2017-2023 (Map 11 South Fingal below.)



Dardistown station has two options (i) Underground, Sheet 10 or (ii) at Surface: Alternative Option B.

Whilst a cost benefit study may dictate the ultimate design, we deduce that the indicative "Depot & Stabling" is a moveable piece of associated infrastructure. Hence our comment at Sheet 7 to facilitate an Airport Terminus.

**Part 2: Analysis Dublin Airport Station.**

IALPA understands from the Tunnel Configuration document at 4.2.4 that a "separate study group" shall be formed to specifically address this critical Airport station. We wish to be part of or designated a stakeholder to this group.

Presently, two very important report/plans relating to the Dublin Airport gateway are expected during 2018.

- 1) The government commissioned "Irish Airports Capacity Review report" undertaken by Oxford Economics and Cambridge Economic Associates and.
- 2) The Dublin Airport Authority (DAA) Airport Campus Masterplan.



IALPA stress to TII and to the "separate study group" the paramount importance of these reports and for TII to take cognisance of their findings in order to dovetail MetroLink with Ireland's premier gateway towards 2050.

In relation to 2) above one could look on MetroLink as either an asset or indeed a liability to the DAA. An asset, whereby MetroLink delivers domestic and international travellers efficient access to the Airport Campus inner core. Conversely, a DAA liability whereby MetroLink has the potential to i) severely impact on revenues associated with DAA operated car parks and ii) given the predictability of MetroLink travel time reduce planned passenger loiter / shopping time airside at the Airport.

#### International trends:

The recent political push for sustainable transport systems, combined with road congestion on the Swords Corridor has caused an awareness to provide public transport in assessing an airports capacity. Indeed in the UK airport expansion has been made conditional on achieving targets of up to 50% of passengers using public transport.

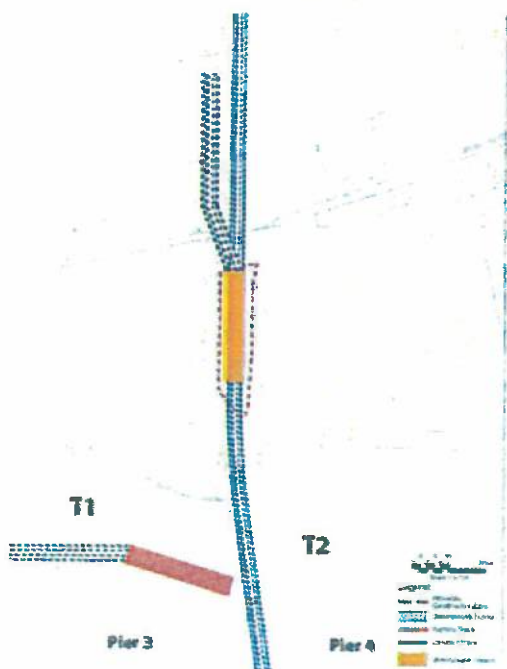
Typical underground / metro system are characterised by short distances between frequent stops. Short headway times are mostly suitable for employees and for people with business at the airport (DAC: Dublin Airport Central staff). Its advantages are high frequency and low cost. The disadvantages are that it is relatively slow and usually not suitable for the transportation of larger pieces of luggage.

We recommend that TII study the London Piccadilly and Paddington service to London's Heathrow and thereafter strike a balance between the requirements for a Northbound Estuary and /or an Airport service e.g. does an Airport express service from Sandymount have to stop at all enroute stations?.

In keeping with international norms we recommend that Dublin Airport Station should be designated a terminus stop with select express route from Sandymount to the Airport. Such trams on this service must cater for larger pieces of luggage as Airport Passenger access to MetroLink (with associated luggage) must be provided for in a safe spacious unrushed platform.

The Airport interchange requires extensive scrutiny to ensure its viability to cater as a dedicated Airport service, in that City bound passenger should not compete with Park and ride passenger from Estuary nor the population boom north of the airport stop.

One must not forget that passenger numbers are expected to increase significantly in the coming decades which further enforced the argument to safeguard a dedicated Airport Terminus.





IALPA suggested MetroLink shunt to provide a four track dedicated Airport North / Southbound priority carriageway. Use of the TII on-site Tunnel Boring Machine (TBM) could facilitate a long overdue stand-alone DAA funded link to the western Campus. This strategically located DAA link has the potential to feed passengers from Terminal 1 and Terminal 2 to the IALPA proposed satellite Pier 5.

#### DAA declared position:

Recent comments attributed to the DAA CEO have indicated that the requirement for a Terminal 3 may occur in our "children or grandchildren's lifetime" and consequently it was not a pressing requirement for the DAA.

What we in IALPA and indeed the independent Commission for Aviation Regulation (CAR) can state is that presently there is a chronic shortage of (particularly for wide bodied aircraft) contact/parking stands on the Eastern Campus.

This deficiency is already acknowledged by the DAA. Therefore the Eastern campus currently has reached its maximum capability during the summer season. This is prior to the construction of the new parallel East/west runway which shall deliver even more passengers!

So where is Dublin airport apron expansion going to occur? The Western Campus.

IALPA confidentially expects the capacity report to endorse our prophesise that there is an immediate requirement for an additional satellite pier 5 to cater for wide bodied long haul airport in order for Dublin airport to develop as a secondary hub towards 2050.

#### **IALPA PIER 5 PROPOSAL WITH PASSENGER LINK TO T1 AND T2**



Airport expansion to the Western Campus can only be achieved via an access tunnel under the existing operational cross Runway 16/34.

Indeed FCC LAP Internal Access objective IA 2 states a requirement "To provide a high quality high capacity link between the Eastern and western Campus."

The once in a lifetime opportune timing and ability to dovetail the future Airport capacity needs with that of MetroLink is both now and absolutely vital. Having a TBM on the Airport campus cannot be overlooked. The DAA must grasp this opportunity.

Finally, cost efficiency for the DAA and TII can be obtained by integrating in tandem these two strategic infrastructure projects, (Metro and Terminal/Pier). In addition further boring out West could ensure long term Terminal 3 and T1 T2 link.

We thank you for the opportunity to comment on MetroLink and look forward to being contacted by the Dublin Airport separate study group to elaborate on our proposals.

Yours sincerely,



Captain Evan Cullen

President

*Irish Air Line Pilots Association*



## IALPA PROPOSED PIER 5, METROLINK AND APM LINK TO T1 & T2

