1. Introduction

1.1 Introduction

1.1.1 The Dublin Airport (Passenger Capacity) Act 2026 (the Act) was enacted into law on 16th of July. The Act recognises the strategic importance of Dublin Airport as supporting international connectivity, passenger travel, tourism, trade, investment, national competitiveness, economic growth, labour mobility and wider State interests. It empowers the Minister for Transport (the Minister) to amend or revoke the existing passenger capacity conditions, which currently limit the combined passenger capacity of Terminal 1 and Terminal 2 at Dublin Airport to 32 million passengers per annum (mppa). It is proposed by daa to increase the passenger capacity limit to 40 mppa across Dublin Airport as a whole[1] (the 'Proposed Order')[2].

1.1.2 The Act makes provision for An Coimisiún Pleanála (ACP), before any such order to amend passenger capacity conditions can be made, to carry out environmental assessments for the purposes of the Environmental Impact Assessment Directive (Directive 2011/92/EU) and the Habitats Directive (Directive 92/43/EEC. The Act also makes provision for the Minister to submit to ACP an environmental impact assessment prepared by daa (section 13 (1)(b) of the Act).

1.1.3 On 5 August 2026, daa submitted an application to the Minister under section 7 of the Act for a Ministerial Order to be made in accordance with section 25 of the Act. This application and its supporting documentation, referred to as 'the Application Document', is presented in Appendix 1-1.

1.1.4 On 11 September 2026, pursuant to section 7(5)(a) of the Act, the Minister gave notice to daa of his intention to accept the proposal set out by daa in its application and make an order in accordance with section 25(1) of the Act, subject to the outcome of an environmental impact assessment and appropriate assessment.

1.1.5 On the same day (11 September 2026), the Minister, in accordance with Section 12 (1) of the Act, requested that ACP provide a scoping opinion on the information for inclusion in the environmental impact assessment report (EIAR) to support the Proposed Order. ACP provided a scoping opinion to the Minister on 21 October 2026 (ACP's 'Scoping Opinion'; Appendix 1-2). ACP's Scoping Opinion was informed in part by information provided to the Minister by daa within the Application Document (Appendix 1-1).

1.1.6 On 2 November 2026, in accordance with section 6 of the Act, the Minister directed daa to prepare and give to the Minister an EIAR by 16 November 2026. This EIAR has been prepared by AECOM Ireland Limited on behalf of daa in relation to the Proposed Order that the Minister has given notice of his intention to make pursuant to the Dublin Airport (Passenger Capacity) Act 2026. As required by Section 12 (6) of the Act, this EIAR is consistent with ACP's Scoping Opinion with regard to the scope and level of detail.

1.1.7 These 'Ministerial Communications' (Minister's notice to daa (dated 11 September 2026), Minister's request to ACP for a Scoping Opinion (dated 11 September 2026) and Minister's direction to daa to prepare an EIAR (dated 2 November 2026)) are compiled and presented in Appendix 1-3.

1.1.8 In the preparation of this EIAR, and aligned to the ACP Scoping Opinion dated 21 October 2026, notices in relation in the Scoping Opinion requirements were sent to the following State bodies:

- Environmental Protection Agency (EPA);
- Health and Safety Authority (HSA);
- Health Service Executive (HSE);
- Inland Fisheries Ireland (IFI);
- National Parks and Wildlife Service (NPWS);
- National Transport Authority (NTA); and

[1] Dublin Aiport as a whole is defined as all the existing landside and airside infrastructure used to accommodate passenger activity.
[2] The enumeration of passengers as provided by the Proposed Order would be based on the definitions of All Passengers on Board provided within Eurostat Reference Manual on Air Transport Statistics.

- Transport Infrastructure Ireland (TII).

1.1.9 Details of these notices are provided in Appendix 1-4. No responses were received.

1.1.10 It should be noted that the reason that an EIA is being conducted in respect of the Minister's proposal is because domestic legislation provides for same (see for example sections 13(1)(a) and section 24(1)(a) of the 2026 Act). The Minister has now, pursuant to section 13(1)(a), requested the Commission to conduct an EIA of his proposal, However, for the avoidance of doubt, it is daa's position that an EIA in respect of the proposal is not required as a matter of EU law. This is because subject-matter of the proposal is not a 'project' within the meaning of the EIA Directive as it proposes a change to operating conditions at Dublin Airport only and does not involve any works or other interventions involving alterations to the physical aspect of Dublin Airport (see, for example, Case C-275/09, Brussels Airport). In this context, daa wishes to note that the Inspector's reliance, in her report underlining the Commission's EIA Scoping Opinion, on Schedule 5, Part 2, Class 13 of the Planning and Development Regulations 2001 is incorrect because, properly interpreted, the thresholds referred to in that Class relate only to physical changes and extensions, as is made clear, for example, by the CJEU Judgment in Case C-121/11, Pro-Braine.

1.1.11 This EIAR considers the potential environmental consequences that may occur as a result of changes to the operation of Dublin Airport as an integrated airport system associated with an increase in the passenger capacity from 32 mppa to 40 mppa. In this context, the EIAR considers the operation of the existing airport system, including terminals, aprons, runways, taxiways, baggage handling systems and associated operational infrastructure.

1.2 Assessment Assumptions

1.2.1 The future environmental conditions, operational assumptions and forecasts presented within this EIAR have been developed solely for the purposes of the environmental assessment of the Proposed Order. They provide a consistent framework for identifying, describing and assessing the likely significant environmental effects associated with the Proposed Order and should not be interpreted as determining or prejudicing the interpretation of existing planning conditions or other statutory or regulatory requirements applicable to Dublin Airport.

1.2.2 Except where expressly stated, the future environmental conditions, assumptions and forecasts presented within this EIAR are without prejudice to daa's position in any other forum, process or application concerning the interpretation of conditions attached to existing planning permissions at Dublin Airport, including the 32 mppa conditions and the conditions relating to the operation of the North Runway.

1.3 Overview of the Proposed Order

1.3.1 The Proposed Order seeks to amend the existing passenger capacity conditions from 32 mppa to 40 mppa at Dublin Airport as a whole. It does not authorise any new airport infrastructure, construction works, demolition works or other physical alterations to Dublin Airport.

1.3.2 The Dublin Airport Annual Capacity Report[3] concludes that, based on the 2026 airport passenger demand profile, existing airport infrastructure, facilities and operational systems are capable of accommodating an operational scenario of approximately 40.5 mppa without additional infrastructure. The proposed passenger throughput of up to 40 mppa can therefore be accommodated within the existing airport system, including the terminals, aprons, runways, taxiways, baggage handling systems and associated operational infrastructure.

1.3.3 Accordingly, this EIAR assesses the likely significant environmental effects arising from changes in airport operations associated with an increase in passenger capacity from 32 mppa to 40 mppa. Any future physical development at Dublin Airport would remain subject to separate statutory, planning and environmental assessment processes, as required.

1.3.4 The year 2029 has been selected as the principal assessment year as this has been as the year in which 40 mppa would be reached in the absence of the existing passenger capacity conditions based on the 2026 airport passenger demand profile (Mott MacDonald, 2026[4]). The basis for the selection of 2029 and its application within the assessment framework is explained further in Chapter 5: Methodology.

[3] Dublin Aiport Annual Capacity Assessment, Ricondo. July 2026.
[4] Dublin Airport Operating Scenarios, Mott MacDonald, October 2026; included as Appendix 4-1 of this EIAR.

1.4 Evolution of the Airport Planning and Operational Context

1.4.1 The existing passenger capacity conditions arise from planning permissions associated with the development of Terminal 1 Extension and Terminal 2 at Dublin Airport. These conditions limit annual passenger throughput through the terminal facilities to 32 mppa.

1.4.2 Since the introduction of these conditions, Dublin Airport has continued to evolve through a range of separate planning, operational and regulatory processes. During this period, passenger demand, airline operations, aircraft technology, airport infrastructure and the wider regulatory environment have continued to change, influencing how airport activity is accommodated and managed.

1.4.3 Separate planning and regulatory processes have also been undertaken in relation to Dublin Airport's future infrastructure and operations. These include the Infrastructure Application (IA) (F23A/0781), which was submitted in 2023 to Fingal County Council (FCC) for consent for future airport infrastructure improvements and an amendment of the 32 mppa threshold to 40 mppa, and the North Runway Relevant Action (NRRA), which establishes operational controls relating to the use of the North Runway, including noise management measures.

1.4.4 The IA is currently under consideration by FCC and has been the subject of a Draft Regulatory Decision (Draft RD) dated 28th May 2026, issued by the Aircraft Noise Competent Authority (ANCA). Due to the considerable timescales involved with progressing the IA through the planning process, it was identified that an alternative statutory mechanism established by the Act is required to address the passenger capacity conditions (the Proposed Order).

1.4.5 Although both the IA and the NRRA are separate from the Proposed Order and do not form part of the application before the Minister, they are relevant to the wider planning and operational context within which the Proposed Order is being assessed. Further information regarding the planning and regulatory context of the Proposed Order is presented in Appendix 1-1, with detailed planning policy and planning history context set out in Appendix 1-5.

1.4.6 Where appropriate, this EIAR has had regard to environmental information, survey and monitoring data, and technical studies previously prepared in support of the IA. This source information has been reviewed and updated where necessary to reflect the scope of the Proposed Order, current environmental conditions and the operational assumptions adopted for this assessment.

1.4.7 Accordingly, the environmental assessment has been undertaken having regard to the current airport system and relevant planning, operational and regulatory processes where material to the assessment. The operational assumptions adopted in relation to these matters are described further in Chapter 4: Proposed Order.

1.5 Airport Operations Overview

1.5.1 As a small island economy located on the western periphery of Europe, Ireland is highly dependent upon international air connectivity for the movement of people, goods and services. Dublin Airport is Ireland's principal international hub airport and serves as the primary gateway to the State. In 2025, Dublin Airport passenger throughput reached approximately 36.4 million passengers (using the Aviation Count methodology, whereby each passenger is counted once on arrival and once on departure (Ricondo, 2026)), representing approximately 84% of passenger traffic across Ireland's main airports.

1.5.2 In addition to passenger services, Dublin Airport performs an important role in supporting national and international freight movements. In 2025, approximately 191,838 tonnes of air freight passed through the airport, supporting a wide range of economic sectors and international supply chains.

1.5.3 The airport provides extensive domestic and international connectivity. In 2025, Dublin Airport accommodated more than 2,600 flights per week during the summer schedule, operated by 43 airlines serving over 190 destinations. The airport also functions as a significant operating base for a number of airlines, including Aer Lingus and Ryanair, supporting associated flight operations, maintenance activities and ground handling services.

1.5.4 The strategic importance of Dublin Airport is recognised in national policy. The National Aviation Policy for Ireland (2015) seeks to enable Dublin Airport to perform its role as the State’s primary international gateway and hub airport. National Planning Framework First Revision (2025) identifies Dublin Airport as

a key component of Ireland's international connectivity infrastructure, supporting economic activity, tourism, trade and access to global markets.

1.5.5 Dublin Airport has undergone significant development over recent decades, including the opening of Terminal 2 and the US Preclearance facility in 2010 and the opening of the North Runway in 2022. Together with existing airport infrastructure, these developments have increased the airport's operational capability and enhanced high-quality international connectivity.

1.5.6 Airport activity and airport capacity are influenced by a combination of infrastructure availability, airline scheduling, operational practices, regulatory controls, market demand and passenger behaviour. Passenger throughput therefore represents one indicator of airport activity rather than a complete measure of airport capacity in isolation. Accordingly, the assessment of the Proposed Order has been undertaken having regard to a range of operational characteristics, including passenger throughput, aircraft movements, fleet mix and operational activity across the wider airport system.

1.6 Factors Influencing Airport Activity and Capacity

1.6.1 The operation and management of Dublin Airport as an integrated system requires the effective utilisation of existing and permitted airport infrastructure, whilst maintaining appropriate standards of safety, security, operational performance and environmental management. The ability of the airport to accommodate activity is influenced by a range of interrelated factors, which collectively determine the operational envelope within which airport operations occur.

1.6.2 These factors include:

- the availability, configuration and operational performance of existing and permitted airport infrastructure;
- airline scheduling patterns, route development decisions and aircraft fleet composition;
- runway, terminal and airfield operational arrangements;
- air traffic management requirements and wider aviation system constraints;
- safety, security and regulatory requirements applicable to airport operations;
- passenger demand, market conditions and airline business decisions;
- environmental considerations and applicable operational controls; and
- technological developments, operational efficiencies and changes in airport operating practices.

1.6.3 These factors operate collectively rather than independently and influence how airport activity is accommodated over time. As a result, passenger throughput alone does not determine airport activity or airport capacity. The assessment framework adopted within this EIAR, therefore, considers a range of operational assumptions and activity indicators in order to provide a realistic and supportable basis for the assessment of environmental effects associated with the Proposed Order. This approach is set out in Chapter 4: Proposed Order and Chapter 5: Methodology.

1.7 Scope of the Proposed Order

1.7.1 The Proposed Order relates specifically to amending the extant passenger capacity conditions (which currently limit the combined passenger capacity of Terminal 1 and Terminal 2 at Dublin Airport to 32 mppa) to 40 mppa across Dublin Airport as a whole (the ‘Proposed Order’). The operational consequences of amending those extant conditions extend across the operation of Dublin Airport as an integrated airport system. Accordingly, the environmental assessment considers the operation of the airport as a whole, including both airside and landside infrastructure used to accommodate passenger activity.

Airport Activity

1.7.2 Airport activity may be described using a range of indicators including passenger throughput, aircraft movements, fleet mix, route networks and operational characteristics. Passenger throughput therefore represents one indicator of airport activity rather than a complete measure of airport capacity in isolation.

1.7.3 For the purposes of this EIAR, passenger throughput is expressed using the Aviation Count methodology (as defined in Ricondo, 2026), whereby each passenger is counted once on arrival and once on departure.

1.7.4 It has been the consistent position of daa that compliance with the 32 mppa Conditions, when those conditions are properly interpreted, is not to be assessed by reference to an Aviation Count of passengers using Dublin Airport as a whole in a calendar year. Rather, those Conditions refer to the actual number of passengers using the two Terminal Buildings. Notwithstanding this, however, the adoption of an Aviation Count approach ensures a consistent approach in the future, avoiding the uncertainty and ambiguity associated with the proper interpretation of the 32 mppa Conditions. This approach is detailed further in Chapter 4: Proposed Order.

Airport Infrastructure and Operational Capacity

1.7.5 The Dublin Airport Annual Capacity Report (Ricondo, 2026) demonstrates that passenger throughput of 40mppa can be accommodated within existing facilities, infrastructure and operational processes based on the current demand profile of Dublin Airport.

1.7.6 Airport capacity is determined by the combined performance of multiple interdependent infrastructure and operational systems rather than by any single element of airport infrastructure. The ability of the airport to accommodate activity is influenced by the interaction of runway capacity, terminal processing capability, baggage handling systems, aircraft stand availability, surface access arrangements, airline scheduling and wider operational practices. Consequently, passenger throughput represents one indicator of airport activity and capacity rather than a complete measure in isolation.

1.7.7 The assessment framework adopted within this EIAR has therefore been developed having regard to the operation of the airport as an integrated system and is based on realistic and supportable operational assumptions regarding future airport activity. Those operational assumptions, including the assumed passenger throughput of 40mppa, are described in Chapter 4: Proposed Order and form the basis of the environmental assessment.

1.7.8 Dublin Airport operates a continuous programme of maintenance, renewal and operational improvement works across both landside and airside areas. Such activities are necessary to support the safe, efficient and sustainable operation of the airport and would continue irrespective of the Proposed Order. These activities form part of the normal operation and management of the airport and do not constitute part of the Proposed Order.

North Runway Relevant Action

1.7.9 The North Runway Relevant Action (NRRA) is a separate regulatory and planning process relating to the operation of the North Runway and associated operational controls, including noise management measures. The NRRA considers matters such as runway operating arrangements and the application of a Noise Quota System.

1.7.10 The NRRA is separate from the Proposed Order and does not form part of the application to the Minister. However, the NRRA is relevant to the wider operational context within which future airport activity may occur and has therefore informed the development of the assessment framework adopted within this EIAR.

1.7.11 Passenger growth beyond the existing 32mppa passenger capacity conditions is not contingent upon the determination of the NRRA. However, the operational assumptions adopted within the EIAR, including hours of operation of the North Runway, and the use of a noise quota system for managing nighttime aircraft noise, have been developed having regard to the current status of the NRRA. Further details of the assumptions adopted for assessment purposes are provided in Chapter 4: Proposed Order.

1.8 Need for the Proposed Order

1.8.1 The need for the Proposed Order is articulated in detail within Chapter 3 of Appendix 1-2, which explains the timing imperative for amending the existing passenger capacity conditions, the economic and social consequences of inaction, and the consistency of an amendment with relevant Government, national, regional and local policy. Dublin Airport is the State's primary international airport and a critical element of national infrastructure. It supports international connectivity, trade, tourism, foreign direct investment, labour mobility, regional access, business travel, cargo movement and social connectivity. Its role is recognised across national, regional, local and sectoral policy and underpins the reasons and justification for the Proposed Order. The need for the Proposed Order is documented within the Act itself, which identified three relevant categories of harm as the bases for the making if an Order by the Minister: harm

to the economy of the State, harm to international connectivity, and harm to the international reputation of the State in respect of air transport.

1.8.2 In the Minister's notice to daa (dated 11 September 2026; see Appendix 1-3), paragraphs 89-91 set out the Minister's view on these categories of harm:

"89. It is my view that maintaining the 32 million passenger cap planning condition is likely to cause serious harm to the economy of the State. This is not just from the perspective of future growth, but maintaining the passenger cap is likely to result in a cut to existing passenger numbers, harming Ireland's existing international connectivity and employment. Maintaining the passenger cap would also prevent future growth and hamper the actions set out in the Government's Action Plan on Market Diversification 2025 to enhance direct air connectivity with new and emerging markets.

90. While Ireland has a stellar reputation in relation to the aviation and aerospace sector, there is no doubt that the negative publicity around the passenger cap has the potential to damage Ireland's international reputation as regards air transport. There is also the ongoing complaint by Airlines for America to the US Department of Transportation, which I am sure will remain live until such time as the passenger cap is addressed.

91. daa notes the power that I have under section 7(5) of the Act of 2026 to vary its proposal and that should I wish to vary that proposal to revoke the passenger cap, it would be delighted to provide the relevant information. I also note the statements daa has made in relation to the urgency around the making of an Order and its contention that its planning application does not address the risk around timing. I agree that the quicker this matter is addressed the better."

1.9 Structure of Environmental Impact Assessment Report

1.9.1 This EIAR is presented in four volumes:

- Volume 1: Non-Technical Summary (NTS);
- Volume 2: Environmental Impact Assessment Report (EIAR);
- Volume 3: Figures; and
- Volume 4: Appendices (including Appendix Figures).

1.9.2 Volume 2 of this EIAR comprises the following chapters:

- Chapter 1: Introduction
- Chapter 2: Site and Surroundings
- Chapter 3: Alternatives
- Chapter 4: Proposed Order
- Chapter 5: Methodology
- Chapter 6: Material Assets (Traffic and Transport)
- Chapter 7: Air Quality
- Chapter 8: Non-Aircraft Noise and Vibration
- Chapter 9: Aircraft Noise and Vibration
- Chapter 10: Land and Soils
- Chapter 11: Water
- Chapter 12: Biodiversity
- Chapter 13: Climate
- Chapter 14: Cultural Heritage
- Chapter 15: Landscape and Visual

- Chapter 16: Material Assets (Waste)
- Chapter 17: Material Assets (Built Services)
- Chapter 18: Major Accidents and Disasters
- Chapter 19: Population and Human Health
- Chapter 20: In-Combination and Cumulative Effects
- Chapter 21: Potential Future Developments
- Chapter 22: Summary of Mitigation and Monitoring Measures
- Chapter 23: Summary of Significant Residual Effects

1.9.3 The EIAR has been prepared using a common assessment framework and a consistent set of operational assumptions, assessment scenarios and methodologies, as described in Chapters 4 and 5. These chapters provide the basis for the topic-specific environmental assessments presented in Chapters 6 to 21.

1.9.4 The purpose of this EIAR is to assist ACP in carrying out its EIA. In this regard, it is worth recalling that the role of the Commission in respect of this application, as set out in the 2026 Act, is to conduct an EIA (section 15) and an Appropriate Assessment (section 21) in respect of a proposal of the Minister that has been the subject of a notice under section 7(5) of the 2026 Act. The Commission is not deciding whether an order should or should not be made under section 25 of the 2016 Act and is not conducting an assessment of the planning merits of the proposal. In terms of its EIA role, the Commission does have a discretion under section 15(10) to recommend an 'environmental condition' for inclusion in any order made by the Minister under section 25 (which recommendation the Minister may or may not accept), but is not empowered to make a recommendation to the Minister as to whether or not to make the proposed order.

1.9.5 The content of this EIAR has been prepared having regard to the requirements of Sections 13 and 15 of the Dublin Airport (Passenger Capacity) Act 2026 and Article 5 and Annex IV of the EIA Directive. Table 1-2 at the end of this chapter provides the required content of the EIAR, identifying where the relevant information required by the Dublin Airport (Passenger Capacity) Act 2026 and EIA Directive is addressed within the EIAR. The table is intended to assist the reader in navigating the document and demonstrates how the information requirements of the Dublin Airport (Passenger Capacity) Act 2026 and EIA Directive have been addressed within the assessment.

1.9.6 A number of related environmental assessments accompany the application and have informed the overall assessment process, where relevant. These include:

- Water Framework Directive Assessment; and
- Natura Impact Statement (Appropriate Assessment).

1.9.7 The relationship between these assessments and the EIAR is described throughout the document, where relevant.

1.9.8 In preparing this EIAR, consideration has also been given to supporting technical studies, environmental assessments and operational analyses prepared in relation to Dublin Airport's planning, operational and regulatory context, including previous airport planning applications, where relevant. Such information has been used, where appropriate, to inform the assessment framework, baseline understanding and assessment assumptions adopted within the EIAR. Where such information has been used, this has been detailed within the relevant chapters.

1.9.9 A glossary of terms, abbreviations and technical definitions is provided at the front of the EIAR.

1.10 Competent Experts

1.10.1 This EIAR has been prepared by competent experts with relevant qualifications, professional memberships and experience in their respective disciplines. All competent experts are listed in Table 1-1.

Table 1-1 Competent Experts

EIAR Chapter	Author/contributor	Qualifications / Experience	Role
Chapter 1: Introduction Chapter 2: Site and Surroundings Chapter 3: Alternatives	Daniel O'Kelly CEnv FISEP, MSc, BSc	Technical Director with over 20 years' experience in Environmental Impact Assessment (EIA), specialising in the coordination and preparation of EIARs for major and complex infrastructure projects. He is a Fellow of the UK Institute of Sustainability and Environmental Professionals with an MSc in Environmental Management and Assessment and has extensive experience in defining EIA scope and assessment frameworks, including consideration of project definition, future development, cumulative effects and the relationships between related projects and consent processes. Daniel has led and coordinated multidisciplinary environmental assessments for major transport and infrastructure projects in Ireland and the UK.	Technical Lead and Lead Author for the assessment framework and methodology
Chapter 4: Proposed Order Chapter 5: Methodology	Sarah Edwards MISEP, MA, BSc	Technical Director with more than 25 years' experience as an EIA professional, specialising in the coordination and preparation of EIARs for major and complex infrastructure projects, mainly electrical systems and renewables as well as transport and other infrastructure projects.	Environmental Impact Assessment Coordinator and Lead Author
	Aldona Binchy MSc Eng	Associate Director with more than 20 years' experience as an EIA professional, specialising in the coordination and preparation of EIARs for major infrastructure projects, mainly energy, renewable energy, mining and minerals as well as transport and other infrastructure projects.	Environmental Impact Assessment Coordinator
Chapter 6: Traffic and Transport	Keith Dalton BA (Hons), MSc, MCIHT	Principal Consultant in AECOM's Transportation team, with 18 years' professional experience as a transport planner and traffic modeller undertaking Traffic and Environmental Impact Assessments for EIARs.	Chapter Author
	Oliver Baldwin BSc (Hons), MSc	Associate Director in AECOM's Transport Planning team with 21 years' experience in transport planning and modelling, which also includes over 18 years' experience relating to airport surface access.	Traffic and transport assessment
	Elaine Brick BSocS, MSc, MIPI, PMP	Regional Director in AECOM's Future Mobility team, with over 20 years' experience in planning, design, and project management of transport projects including the surface access elements of the Dublin Airport Masterplan (2018) and was involved in recent stakeholder engagement around the potential growth of Dublin Airport to 40mppa.	Technical review and approval
	Colin Acton BEng (Hons) CEng MIEI FCIHT	Regional Director with AECOM Ireland and a Chartered Member of Engineers Ireland with 40 years' experience	Technical review and approval
Chapter 7: Air Quality	Olivia Wilkin MMet IES, IAQM	Olivia has four years of experience with AECOM and previously authored the EIAR Air Quality Chapters for the Dublin Airport Infrastructure Application and the EAR for the Dublin Airport Operational Application. She is experienced in air quality dispersion modelling of road, energy centre and aircraft emissions sources.	Chapter Author
	Gareth Hodgkiss BSc, MSc, MIEnvSc, MIAQM	Associate Director with AECOM. Gareth has over 19 years of experience in environmental consultancy and air quality assessments. He has managed the air quality assessment of large development and infrastructure schemes across Ireland and the UK and has acted as expert witness for air quality at public inquiry.	Technical review and approval
	Edward Robinson BSc (Hons), MIOA	Technical Director in AECOM's Acoustics team, with 20 years' experience in the assessment	Chapter Author

EIAR Chapter	Author/contributor	Qualifications / Experience	Role
		of environmental noise and vibration. Edward has experience of working on airport expansion projects having been involved in London Luton Airport Expansion, Heathrow Hub and Calgary Parallel Runway projects.	
Chapter 8: Non-Aircraft Noise	Chris Skinner MSci / MA MIOA	Regional Director in AECOM's Acoustics team, with 18 years' experience in the assessment of environmental noise and vibration. Chris has worked on major infrastructure and developments in the UK such as London Luton Airport Expansion, High Speed Two, and Battersea Power Station (including the Northern Line Extension).	Technical review and approval
Chapter 9: Aircraft Noise	David Charles	Partner at Bickerdike Allen Partners LLP with over 30 years' experience in acoustics. Much of this time has been in relation to aviation. Has worked on projects for airports, local authorities, and other stakeholders. Airport projects include planning applications, master plans, airspace changes, noise mapping, noise action plans, and regular reporting. David also sits on two airport consultative committees providing technical support. David has a Bachelor's degree in Mathematics and a Post-graduate Diploma in Environmental Acoustics.	Technical review and approval
	Nick Williams	Associate at Bickerdike Allen Partners LLP with over 15 years' experience. Much of this time has been in relation to aviation. Has worked on projects for airports, local authorities, and other stakeholders. Airport projects include planning applications, master plans, airspace changes, noise mapping, noise action plans, and regular reporting. Nick has a Bachelor's degree in Mathematics and a Master's degree in Environmental and Architectural Acoustics.	Technical Lead Chapter Author
Chapter 10: Land and Soils	Edel O'Hannelly BA(Mod), MSc	Associate Geo-Environmental Consultant at AECOM with over 25 years' experience. Edel completed the Land and Soils Environmental Impact Assessment Report (EIAR) Chapter for the Underpass beneath Runway 16/34 at Dublin Airport. Edel also completed the Land and Soils Chapter of the EIAR for the Project Opera development site in Limerick, and baseline assessments for ESB Poolbeg and Northwall in Dublin.	Chapter Author
	Kevin Forde BSc, MSc	Technical Director in AECOM's Investigation and Remediation team. Kevin completed his MSc in Hydrogeology and has over 25 years' experience.	Technical review and approval
Chapter 11: Water	Lucy Ledgard BSc MSc EnvPartner CIWEM	Senior Hydrogeologist with 6 years' experience. Lucy is currently preparing EIAs for two SSE gas generation projects in Ireland, undertaking data review, baseline development and impact assessment. She also has wider experience of hydrogeological assessment across the UK and internationally	Chapter Author
	Darragh Reilly MSc BSc PGeo	Principal Hydrogeologist with 10 years' experience. Darragh has undertaken numerous EIAs for infrastructure projects in Ireland and the UK. Project examples include the Dublin Airport Underpass and Bord na Mona gas energy generation project EIAs.	Technical review and approval
Chapter 12: Biodiversity	Chris Hill BSc (Hons) MRes, MCIEEM	Technical Director who leads the AECOM Ecology Team in Ireland, Scotland, Wales and Southwest England. Chris has over 18 years' experience in professional ecological consultancy. Examples of large-scale infrastructure developments on which Chris has	Author and Technical Review

EIAR Chapter	Author/contributor	Qualifications / Experience	Role
		acted as ecology lead (at the planning stage) include Heathrow Airport Expansion.	
Chapter 13: Climate	Joana Cerejeira BSc (Hons), MRes, PISEP	Principal Sustainability Consultant in AECOM's Carbon and Environmental Social and Governance (ESG) team with over eight years of experience in consultancy. Joana has worked on multiple GHG and climate change risk assessments, helping to calculate, report and reduce a project's carbon footprint.	Chapter Author Carbon calculations and greenhouse gas (GHG) reporting inputs Appendix 13-2 Climate Change Risk Assessment (CCRA Appendix 13-3 (In-combination Climate Change Impact (ICCI) assessment) Supplementary Appendices
	Adrian Mallory PhD, Meng	Associate Director from AECOM's Carbon and ESG team with four years' experience in carbon quantification and management, sustainable design and climate change assessment.	Review carbon calculations
	Andrew Steeds, BSc (Hons), MSc, CEnv, MIEnvSc	Principal Sustainability Consultant in AECOM's Carbon and ESG team with over eight years' experience in consultancy, including a recent Dublin Airport application for a proposed North Runway Relevant Action (NRRA) relating to the night-time use of the runway system	Technical Review
	Ian Davies BSc (Hons) MISEP, CEnv,	Technical Director in AECOM's Carbon and ESG team, with over 20 years' experience in the provision of environmental sustainability assessment, specialising in GHG and climate change risk assessments. These include recent applications for the proposed Dublin Airport Underpass and for the proposed NRRA, and for the expansion of London Luton Airport.	Technical Review and Approval
Chapter 14: Cultural Heritage	David Kilner, BA (Hons), MSc	Associate Director in AECOM's Environment and Sustainability team with 24 years' experience in heritage impact assessment in Ireland. David has provided Heritage consultation to the North Runway, Underpass and Cargo Relocation projects at Dublin Airport.	Chapter Author
	Dr Gillian Scott BSc, PhD	Technical Director of Built Heritage in AECOM with 20 years' experience in heritage impact assessment. Gillian has provided Built Heritage consultation to several major infrastructure and energy projects including HS2 Hybrid Bill, Nationally Significant Infrastructure Projects in relation to overhead line infrastructure, solar farms and carbon capture power stations	Technical Review and Approval
Chapter 15 Landscape and Visual	Joerg Schulze, Diplom-Ingenieur (FH) Landscape Architecture (Erfurt, Germany), MILI.	Joerg Schulze has over 23 years' professional experience working for clients in the private and public sectors. He has a comprehensive track record in developing and managing landscape and visual impact assessments of industrial, infrastructural, commercial, renewable energy, tourism, residential and civic developments throughout the island of Ireland and in the UK.	Chapter Author
	Daniel O'Kelly CEnv FISEP, MSc, BSc	As above	Technical Review and Approval
Chapter 16: Material Assets (Waste)	Lucy Hill BSc (Hons) MSc CRWM MCIWM CEnv	Associate Director in AECOM's Carbon and ESG Team with 18 years' experience in waste management and resource efficiency including preparing waste impact assessments. Lucy has undertaken the role of waste discipline technical lead for several projects in Ireland	Chapter Author

EIAR Chapter	Author/contributor	Qualifications / Experience	Role
		including Galway to Oughterard Greenway, Shannon Technology & Energy Park (STEP) and N26 Ballina Bypass and various Nationally Significant Infrastructure Projects (NSIPs) in England including Luton Airport.	
	Philip Charles, BSc (Hons), MISEP, CEnv,	Associate Director in AECOM's Carbon and ESG Team, with 24 years' experience in sustainability and circular economy, including the review of materials and waste impact assessment. Philip has been involved in the delivery of a range of infrastructure projects including NSIPs in England, including the A303 Stonehenge project for National Highways and Luton Airport.	Technical Review
	Ian Davies, BA (Hons), MISEP, CEnv	Director for Carbon and ESG at AECOM, with over 25 years of experience in sustainability project delivery. Ian has worked on a number of infrastructure projects across the aviation, road, rail and energy sectors.	Approver
Chapter 17: Material Assets (Built Services)	Mike Jones BSc, CEnv	Associate Director in AECOM's Environment and Energy team with 20 years' experience in Environmental Impact Assessment (EIA). Mike has 15 years' experience of leading EIAs for large-scale infrastructure schemes, including numerous highway schemes.	Chapter Author
	Daniel O'Kelly CEnv FISEP, MSc, BSc	As above	Technical Review and Approval
Chapter 18: Major Accidents and Disasters (MADs)	Jason Ferns, BEng (Hons), MSc, PhD, AMIChemE, MIAQM, MIEnvSc,	Air Quality Consultant in AECOM's Environment and Energy team with over two years' experience in Major Accidents and Disasters	Chapter Author
	Angela Graham, BSc, MSc, MICWM, MIIRSM	Technical Director in AECOM's Environment, Health and Safety team with over 30 years' experience in EHS permitting and compliance projects.	Technical Review and Approval
Chapter 19: Population and Human Health	Sean Leach BA, MSc, MIED	Principal Consultant at AECOM with eight years' experience in socio-economic and health impact assessments. Sean has led population and human health impact assessments for infrastructure projects in Ireland and the UK, including Dublin Array Offshore Wind Farm.	Chapter Author
	Dave Widger BSc, MSc	Senior Director and head of AECOMs Economic Development Team. 20 years' experience in economic and health impact assessments. Dave has significant experience in leading and reviewing population and human health impact assessments including for Luton Airport, High Speed Two and the A303 Stonehenge.	Technical Review and Approval
	Stephen Turner MA, MSc, HonFIOA	Over 49 years' experience in acoustics and noise management. He is an Honorary Fellow and former President of the Institute of Acoustics. He has extensive experience in environmental noise, including the effect of noise on human health, and noise policy, having been a technical advisor to the noise policy team in the UK Government for 15 years.	Peer Review and Technical Advisor
Chapter 20: Cumulative Effects	Daniel O'Kelly CEnv FISEP, MSc, BSc	As above	Chapter Author
Chapter 21: Potential Future Development	Daniel O'Kelly CEnv FISEP, MSc, BSc	As above	Chapter Author

EIAR Chapter	Author/contributor	Qualifications / Experience	Role
Chapter 22: Summary of Mitigation and Monitoring Measures	Daniel O'Kelly CEnv FISEP, MSc, BSc	As above	Chapter Author
Chapter 23: Summary of Significant Residual Effects	Daniel O'Kelly CEnv FISEP, MSc, BSc	As above	Chapter Author

Table 1-2: Required Content of the EIAR

Dublin Airport (Passenger Capacity) Act 2026 Source	Dublin Airport (Passenger Capacity) Act 2026 Stated Requirement	EIA Directive Source	EIA Directive Stated Requirement	Where this requirement is located in this EIAR
Section 15	1. The Commission shall carry out an environmental impact assessment of a proposal in respect of which an application has been made under section 13(1)	Article 3	1. The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case the direct and indirect significant effects of a project on the following factors:	
	2. An environmental impact assessment carried out under this section shall, in an appropriate manner and in the light of each individual case, identify, describe and assess the direct and indirect significant effects (if any) of the proposal concerned on— (a) population and human health, (b) biodiversity, with particular attention given to species and habitats protected under the Habitats Directive and the Birds Directive, (c) land, soil, water, air and climate, (d) material assets, cultural heritage and the landscape, and (e) the interaction between the factors referred to in paragraphs (a), (b), (c) and (d).		(a) population and human health;	Chapter 19: Population and Human Health
			(b) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC;	Chapter 12: Biodiversity A Natura Impact Statement is provided as Appendix 12-1
			(c) land, soil, water, air and climate;	Chapter 7: Air Quality Chapter 10: Land and Soils Chapter 11: Water Chapter 13: Climate A Water Framework Directive report is provided as Appendix 11-1 A Flood Risk Assessment is provided as Appendix 11-2
			(d) material assets, cultural heritage and the landscape;	Chapter 6: Material Assets (Traffic & Transport) Chapter 14: Cultural Heritage Chapter 15: Landscape and Visual Chapter 16: Material Assets (Waste) Chapter 17: Material Assets (Built Services)
			(e) the interaction between the factors referred to in points (a) to (d).	Chapter 20: In-combination and Cumulative Effects
Section 15	3. The identification, description and assessment of the effects of the proposal concerned on the factors referred to in subsection (2) shall include the identification, description and assessment of expected effects deriving		2. The effects referred to in paragraph 1 on the factors set out therein shall include the expected effects deriving from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project concerned.	Chapter 18: Major Accidents and Disasters

Dublin Airport (Passenger Capacity) Act 2026 Source	Dublin Airport (Passenger Capacity) Act 2026 Stated Requirement	EIA Directive Source	EIA Directive Stated Requirement	Where this requirement is located in this EIAR
	from any vulnerability of the proposal to a risk of major accident or disaster which are relevant			
Section 13	2. An environmental impact assessment report under subsection (1)(b) shall include—	Article 5	1. Where an environmental impact assessment is required, the developer shall prepare and submit an environmental impact assessment report. The information to be provided by the developer shall include at least:	
	b. (i) a description of the proposal comprising information on the site and other relevant features of the proposal		(a) a description of the project comprising information on the site, design, size and other relevant features of the project;	Chapter 4: Proposed Order
	b.(ii) a description of the likely significant effects (if any) of the proposal on the environment		(b) a description of the likely significant effects of the project on the environment;	Assessment of Likely Significant Effects sections of Chapters 6 - 20 Residual Effects and Conclusions sections of Chapters 6 – 19 Chapter 23: Summary of Significant Residual Effects
	b.(iii) a description of the features of the proposal and of measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment		(c) a description of the features of the project and/or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;	Current Receiving Environment sections of Chapters 6-19 in relation to existing embedded management measures. Mitigation sections of Chapters 6 - 19 Chapter 22: Summary of Mitigation Measures
	b.(iv) a description of the reasonable alternatives studied by daa, which are relevant to the proposal and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the proposal on the environment		(d) a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment;	Chapter 3: Alternatives
	b.(v) a non-technical summary of the information referred to in subparagraphs (i) to (iv)		(e) a non-technical summary of the information referred to in points (a) to (d);	EIAR Volume 1: Non-Technical Summary
	b.(viii) any additional information specified in Annex IV to the Environmental Impact Assessment Directive that is relevant to the specific characteristics of the proposal or type of proposal and to the environmental features likely to be affected		(f) any additional information specified in Annex IV relevant to the specific characteristics of a particular project or type of project and to the environmental features likely to be affected.	As set out below

Dublin Airport (Passenger Capacity) Act 2026 Source	Dublin Airport (Passenger Capacity) Act 2026 Stated Requirement	EIA Directive Source	EIA Directive Stated Requirement	Where this requirement is located in this EIAR
Section 13	2b.(viii) any additional information specified in Annex IV to the Environmental Impact Assessment Directive that is relevant to the specific characteristics of the proposal or type of proposal and to the environmental features likely to be affected	Annex IV	1. A description of the project, including in particular:	
			(a) a description of the location of the project;	Chapter 4: Proposed Order
			(b) a description of the physical characteristics of the whole project, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;	Chapter 4: Proposed Order
			(c) a description of the main characteristics of the operational phase of the project (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;	Chapter 4: Proposed Order
			(d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.	Chapter 4: Proposed Order Assessment of Likely Significant Effects sections of Chapters 6 - 20
			2. A description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	Chapter 3: Alternatives
			3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the project as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	Current Receiving Environment sections of Chapters 6 - 19 Future Receiving Environment sections of Chapters 6 - 19
			4. A description of the factors specified in Article 3(1) likely to be significantly affected by the project: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion,	Current Receiving Environment sections of Chapters 6 - 19

Dublin Airport (Passenger Capacity) Act 2026 Source	Dublin Airport (Passenger Capacity) Act 2026 Stated Requirement	EIA Directive Source	EIA Directive Stated Requirement	Where this requirement is located in this EIAR
			compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.	
			5. A description of the likely significant effects of the project on the environment resulting from, inter alia:	
			(a) the construction and existence of the project, including, where relevant, demolition works;	Assessment of Likely Significant Effects sections of Chapters 6 - 19 Residual Effects sections of Chapters 6 – 19 However, no construction or demolition is included in the Proposed Order.
			(b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;	Chapter 4: Proposed Order Chapter 7: Air Quality Chapter 10: Land and Soils Chapter 11: Water Chapter 12: Biodiversity
			(c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;	Chapter 8: Non-Aircraft Noise Chapter 9: Aircraft Noise and Vibration Chapter 16: Material Assets (Waste)
			(d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);	Chapter 18: Major Accidents and Disasters Chapter 19: Population and Human Health
			(e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;	Chapter 20: In-combination and Cumulative Effects
			(f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas	Chapter 13: Climate

Dublin Airport (Passenger Capacity) Act 2026 Source	Dublin Airport (Passenger Capacity) Act 2026 Stated Requirement	EIA Directive Source	EIA Directive Stated Requirement	Where this requirement is located in this EIAR
			emissions) and the vulnerability of the project to climate change;	
			(g) the technologies and the substances used.	Chapter 4: Proposed Order
			The description of the likely significant effects on the factors specified in Article 3(1) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project.	All technical chapters (Chapters 6 - 19)
			6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	Chapter 5: Methodology Methodology sections of Chapters 6 - 19
			7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.	Current Receiving Environment sections of Chapters 6-19 in relation to existing embedded management measures. Mitigation sections of Chapters 6 - 19
			8. A description of the expected significant adverse effects of the project on the environment deriving from the vulnerability of the project to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to Union legislation such as Directive 2012/18/EU of the European Parliament and of the Council or Council Directive 2009/71/Euratom or relevant assessments carried out pursuant to national legislation may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include	Chapter 18: Major Accidents and Disasters

Dublin Airport (Passenger Capacity) Act 2026 Source	Dublin Airport (Passenger Capacity) Act 2026 Stated Requirement	EIA Directive Source	EIA Directive Stated Requirement	Where this requirement is located in this EIAR
			measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	
			9. A non-technical summary of the information provided under points 1 to 8.	EIAR Volume 1: Non-Technical Summary
			10. A reference list detailing the sources used for the descriptions and assessments included in the report.	Footnotes throughout the EIAR when a source is first cited in each chapter