

Appendix 2-1. Letter from IAA



23rd February 2021

Ref: IE.513 / AGA 2/30/2

Mr. Aidan Fidgeon,
Head of Capacity Solutions,
Terminal 1,
Dublin Airport.

Re: Proposed Runway 16-34 Underpass Proposal.

Dear Aidan,

I refer to daa's proposal to construct an underpass (tunnel) under Runway 16/34 at Dublin Airport.

The Authority notes that the proposal is included in Dublin Airport's Capital Investment Programme 2020 – 2024 (CIP.20.03.051B – West Apron Underpass) and has been approved in the CAR's Final Determination on the Maximum Level of Airport Charges at Dublin Airport.

The Authority has reviewed the information provided having due regard to the following:

1. Letter of conditional acceptance issued by the Authority for the temporary use of a vehicle surface crossing on Runway 16/34 ('West Apron Surface Crossing') which was installed to provide an alternative means of service vehicle access between the apron areas east and west of the runway during the construction of the new north runway 10L/28R, and the timeline associated with the construction of a West Apron Vehicle Underpass (tunnel);
2. Current limitations on the use of the surface crossing;
3. Planned opening of the new north runway 10L/28R in 2022;
4. Increase in aircraft movements forecast to be operating (taxiing) on Runway 16/34.

While the daa has implemented a customized solution (reference point 1 above) including appropriate mitigating measures, the continued use of the Runway 16/34 surface crossing post the opening of the new north Runway 10L/28R is considered by the Authority to be unsustainable from a safety perspective.

Vehicles on the manoeuvring area should be limited to those necessary for inspection and maintenance activities and emergency vehicles responding to an aircraft incident.

Therefore, the proposal to construct the underpass (tunnel) is considered by the Authority to be an essential safety improvement thereby eliminating as opposed to minimising a risk of an aircraft /vehicle collision on the manoeuvring area for those vehicles accessing the apron areas. The provision of a tunnel in this instance would also likely negate the need to impose significant operational restrictions thereby enhancing aerodrome operational efficiency.

Furthermore, the Authority approved the existing vehicle surface crossing on the basis of it being a temporary solution pending the construction of the underpass linking the apron areas east and west of Runway 16/34. It is noted that construction was originally scheduled to commence in Q4 2022 with handover in Q4 2024 as identified in the Capital Investment Plan Programme, 2020+ issued on 19th February 2019. Despite the impact of COVID19 and the likely slippage in programme with regard to this project, IAA-SRD continues to support the proposal as an essential safety mitigation to safeguard RWY 16/34 and taxiing operations for the new North Runway whilst safely allowing for the maximisation of the existing airfield and enhanced operational flexibility into the future.

The Authority welcomes the daa's focus on prioritising the continued safety of activities at the airport.

Yours sincerely,



John Hughes
Manager – Aerodromes
Safety Regulation Division