

Some Statistics:

T2/Pier E:

- 75,000 sq m terminal building
- 18 passenger screening units
- 6km of baggage conveyor belts
- 9,000 sq m of retail/catering
- 60 toilet blocks
- 25,000 sq m pier
- 19 boarding gates
- Unique facility to clear US customs

Other Projects:

- 75,000 sq m of new road surfaces
- 75km of new utility, power, IT cables
- 80 acres of concrete for aircraft parking

Cost of T2/Pier E

The new terminal and pier remain within their original budget of €609m.

This investment also includes a new energy centre and new kerbs, roads and airside apron works



Declan Collier shows broadcaster, Pat Kenny around the T2 site

Welcome to the first of a series of updates about T2 and other key elements of the DAA's Transforming Dublin Airport Investment Programme. We hope you find them useful and informative.

As those of you who have visited the airport recently will have observed, T2's external structure is now fully in place and we are progressing well with the internal fit-out of the various buildings and with installation of the complex baggage, security and IT systems required in a modern airport terminal.

While there are still many significant challenges ahead, I am pleased to confirm that T2 is on budget and on schedule for full operation in November 2010.

T2 is now by far the largest construction project in Ireland with up to 2,200 building workers currently employed directly on site.

In addition, we estimate that for every T2-related job directly created at the airport, at least three others are supported throughout Ireland in the manufacturing, service and transport sectors.

We in the DAA are delighted to be involved in this exciting and challenging investment programme that will not only complete delivery of a transformed customer experience at Dublin Airport, but which is also delivering very tangible employment and other benefits in the current difficult environment. In the meantime we wish to thank you again for your patience as we strive to deliver this transformation with the least possible inconvenience to airport customers.

**Declan Collier,
Chief Executive, DAA**



1D200092 Photo: © Peter Barrow Photography 22nd August 2009 Tel: 045-401070

T2— More Than Just a New Terminal

The construction project that we call T2 actually comprises a number of distinct but linked structures, and the roads, kerbsides and airfield infrastructure that service them.

The first new building visitors to the Airport will pass as they approach the T2 complex is the Energy Centre. This facility, with its distinctive “chimney” has already begun to provide the heat and ventilation required by the new terminal. It incorporates its own efficient combined heat and power electricity generating system.

The main terminal building itself comprises two principal elements. The lower section to the front is the Check-In Hall where departing passengers will access check-in services for themselves or their luggage and where arriving passengers will emerge from the baggage and customs areas.

The higher section to the rear is where all the key processing functions will take place such as passenger security screening, baggage sortation and distribution, Garda Immigration and Customs Controls. This section will also house most of the terminal’s 9,000 square meters of retail and catering facilities. The two sections of the terminal are linked by a bridge. This bridge also passes over the road, which will carry all surface traffic to Terminal 1.

Stretching almost 400 meters on to the airfield from the rear of the terminal building is T2’s boarding gate facility, called Pier E. Covering 25,000 square meters, this is a sizeable structure in its own right and will accommodate 19 new boarding gates. Close to half of these can be used by long-haul, wide-bodied aircraft. The new pier will also contain Dublin Airport’s US Customs and Border Protection (CBP) facility.

Unique in Europe to Dublin and Shannon Airports, CBP will enable departing passengers to clear full US customs, immigration and agriculture controls and greatly facilitate their onward journey in the US.

Airbridges

All 19 airbridges have now been installed on Pier E, T2's boarding gate facility .

Eight of the new airbridges, which were installed by the US firm, Jetways, are capable of servicing wide-bodied aircraft operating long-haul routes.

Retail/Catering

There has been a very strong response to the DAA tender for retail and catering offers in the new terminal.

The fit-out process for most shops and food outlets is scheduled to begin in April and complete in August.

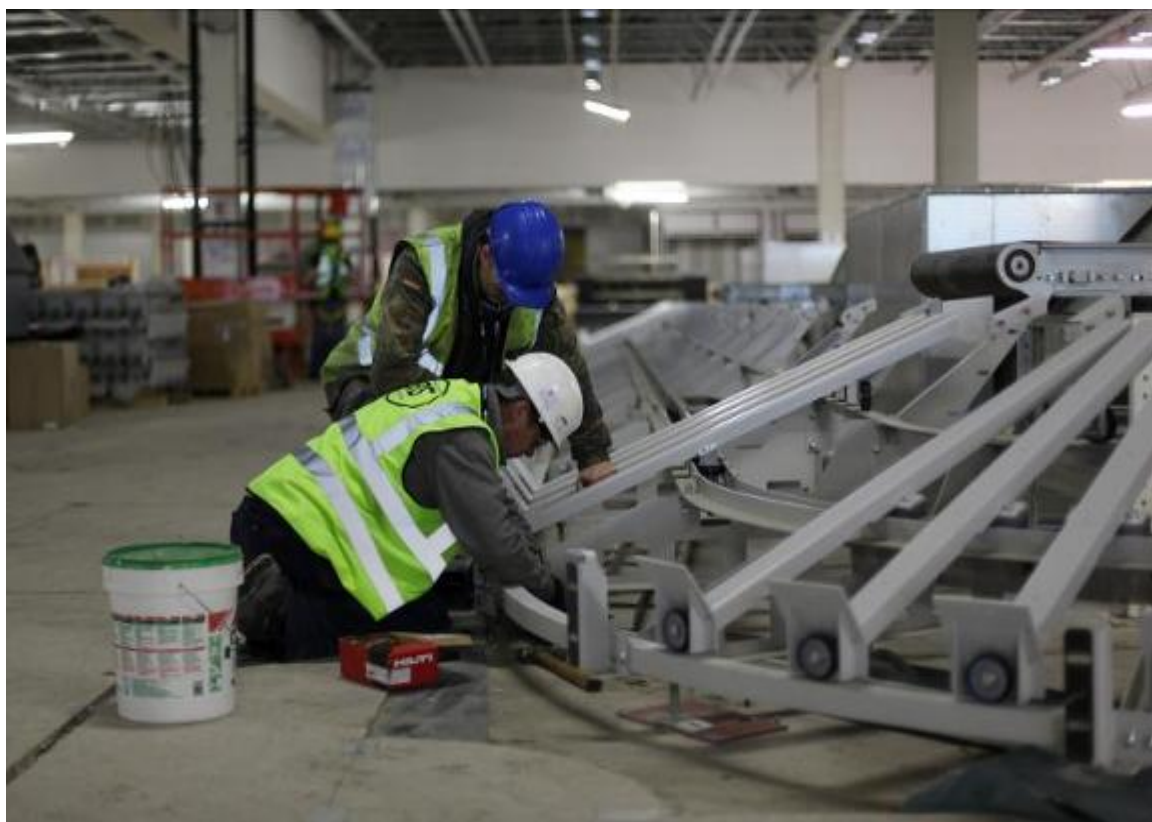
Information

For more information please refer to the Transforming Dublin Airport pages on the DAA and Dublin Airport websites

www.dublinairport.com

www.dublinairportauthority.com,

or contact Vincent Wall on 087 6860727



Baggage System

The critical engine of any airport terminal is the baggage handling system and more than 85% of T2's system has already been installed.

The German engineering company, Siemens is delivering the system for DAA and their current principal focus is on commissioning and testing the complex matrix of component parts.

T2's baggage system will incorporate 6km of baggage conveyor belts and will enable the secure and efficient transport of almost 5,000 pieces of luggage per hour.

The outbound network of conveyors will connect the passenger check-in and baggage drop desks with the X-ray machines that profile every piece of luggage, and onward to an automated sortation process. Here, the bar-coded information on the luggage tags will be scanned and the bags directed down chutes to specific collection carousels for transport to the holds of specific aircraft.

In-bound luggage will take a reverse journey whereby bags are ultimately directed to their owners via six carousels in T2's spacious new Baggage Hall.

The whole system will be driven by 1250 individual motors and controlled by so-called programmable logic controllers. These will monitor all working parts, ensure they are operating efficiently and in sequence and switch to back-up should any problems arise. A sophisticated tracking system will allow individual bags to be identified at all stages of the process and retrieved if necessary.

The testing and commissioning process will take up to six months to complete.



View from the arrivals floor of the Check-in Hall of T2, showing lifts, stairs and escalators to the departures floor.



View of the land-side departures floor facing towards the centralised passenger security screening area. The linear fanlight in view stretches from the front to the back of the new terminal



View of a construction worker carrying an external cladding panel across the roof of the new Terminal. The cladding and glazing contract for T2 is being delivered by the Portuguese firm, Martifer.