



NORTH RUNWAY THROUGH THE LENS 2019-2020





NORTH RUNWAY WILL BE LOCATED 1.69KM TO THE NORTH, AND PARALLEL TO, THE EXISTING MAIN 10/28 RUNWAY AT DUBLIN AIRPORT.

The new runway will be 3,110 metres long and 75 metres wide with a parallel taxiway located to the south that will be connected into the existing taxiway network.

Much of the construction is being delivered landside, that is, outside the security restricted airside area at Dublin Airport.

The project is being delivered through two main packages. The first package, which broadly focused on site clearance and road construction, commenced in December 2016 and was completed one year later in December 2017.

In October 2018, following an international tender process, the main construction contract for North Runway was awarded to a joint venture comprising Irish construction company Roadbridge and the Spanish infrastructure group FCC Construcción (FCC).

The second construction package is currently underway and covers the detailed design, construction, testing, commissioning and completion of the runway, taxiways and associated infrastructure.

The main works compound was opened in January 2019 and the project was officially launched on February 14, 2019 by the Taoiseach, Leo Varadkar, daa's Chief Executive, Dalton Philips, and Minister for Transport, Tourism and Sport, Shane Ross.

North Runway is due to be delivered in 2021.

GLOSSARY

> Attenuation Tank

This is a tank that controls the speed of flow of water from the North Runway into the external watercourses.

> Bearing Capacity

The load you can place on a structure without fracture or collapse.

> Dry Lean Concrete Layer

A 150mm layer of concrete which forms part of the structure of the runway.

> Granular Sub-Base

A 350mm layer forming part of the runway structure.

> Soil Stabilisation

Method by which the strength of the soil can be improved to achieve the design bearing capacity.

> Terram Layer

A geotextile layer that is placed on the compacted soil level prior to laying the sub-base which stops the sub-base from compressing into the soil, while at the same time allowing moisture to pass through it.



TOPSOIL
STRIPPING IN
THE CLEAR
AND GRADED
AREA SOUTH
OF THE
TAXIWAY.

LAYING FIELD DRAINAGE
ON THE LINE OF THE NEW
AIRSIDE PERIMETER ROAD.





SOIL STABILISATION
AND STRENGTHENING WITH
CEMENT AND LIME TO
ACHIEVE THE APPROPRIATE
BEARING CAPACITY.



FULL WIDTH OF RUNWAY
TO THE EAST OF 16/34 UP
TO THE SUB-BASE LEVEL.



SOIL STABILISATION
USING CEMENT AND
LIME ON THE EASTERN
RUNWAY SECTION.



SOIL STABILISATION IN THE
BACKGROUND AND PREPARATION
FOR DRY LEAN IN THE FOREGROUND.



PROGRESS WITH THE DRY LEAN MIX
CONCRETE IN PREPARATION FOR THE
PAVEMENT QUALITY CONCRETE LAYER.







PREPARATION OF THE RUNWAY
EDGE DRAINAGE AND CHASING
OUT DUCTS FOR THE AIRFIELD
GROUND LIGHTING (AGL).

VIEW FROM TAXIWAY
MIKE OF THE LAYING
OF THE DRY LEAN
CONCRETE LAYER ON
THE MAIN RUNWAY.



PROGRESS WITH THE
GRANULAR SUB-BASE
ON THE EAST PORTION
OF THE RUNWAY.



RUNWAY
SUB-BASE
TO THE EAST
OF RUNWAY
16/34 WITH
THE LEVEL
BUILD-UP IN
THIS AREA OF
FILL PLUS THE
TERRAM
FABRIC LAYER
BELOW.



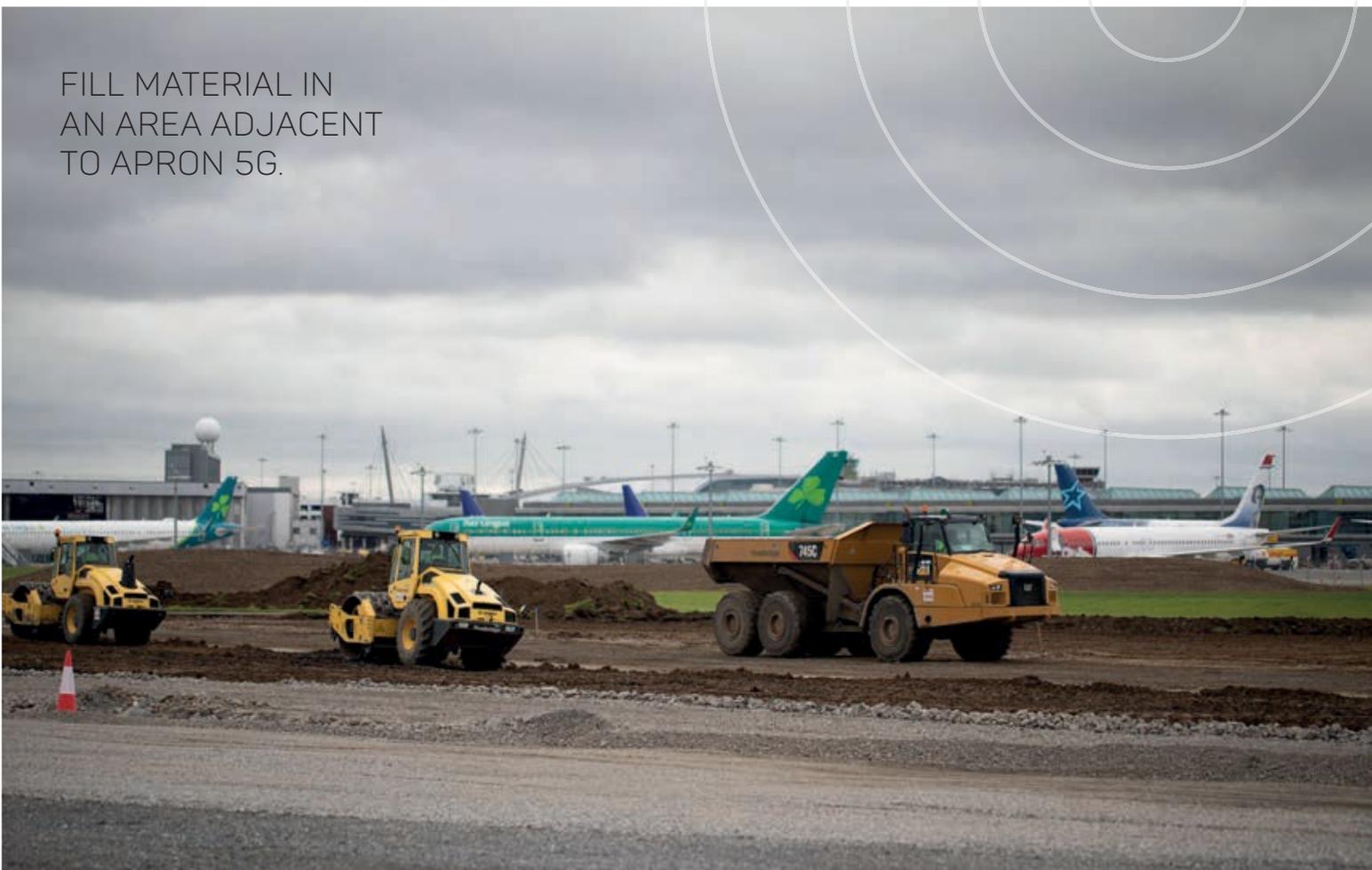
LAYING THE TERRAM LAYER
IN PREPARATION FOR THE LAYER
OF GRANULAR SUB-BASE.



THE FIRST 30M
WIDTH OF DRY
LEAN CONCRETE
ON THE MAIN
RUNWAY WITH
THE TEAM
MOVING ONTO THE
NEXT 11.25M WIDE
RUNWAY.



FILL MATERIAL IN
AN AREA ADJACENT
TO APRON 5G.



EXCAVATION OF A ONE-ACRE PIT, HOME FOR A 9000M³ WATER ATTENUATION TANK.



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DUCTING FOR THE
AIRFIELD GROUND
CENTRE-LINE LIGHTING.



THE BEGINNING OF THE LAYING
OF THE FINAL RUNWAY LAYER
WITH PAVEMENT QUALITY
CONCRETE.



ROLLING AND
COMPACTING THE
TAXIWAY SUB-BASE
IN PREPARATION
FOR THE DRY LEAN
CONCRETE LAYER.







LAYING OF PQC
(PAVEMENT QUALITY
CONCRETE)



AERIAL VIEW OF NORTH RUNWAY
CONSTRUCTION (FROM WEST TO EAST)





