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.
RUNWAY CENTRE MARKER WHERE THE EAST MEETS THE WEST WORKS.
SOIL STABILISATION USING CEMENT AND LIME ON THE EASTERN RUNWAY SECTION.
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.

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)