

# CONNECT

NORTH RUNWAY SUPPLEMENT  
SEPTEMBER, 2019

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The background is a solid dark gray. It features several thin, light gray concentric circles that are partially visible. A horizontal dotted line in a reddish-orange color extends from the left edge of the page towards the center, ending just before the word 'CONNECT'.

# CONNECT



## 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.

EDITOR

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PHOTOS

**PETER ROWEN**

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## 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.





KIM SULLIVAN IS ONE OF 38  
DUMP TRUCK DRIVERS ON  
THE NORTH RUNWAY SITE.  
SHE DRIVES A 30 TONNE A40  
ARTICULATED DUMP TRUCK.



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





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

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



150MM  
THICK DRY  
LEAN MIX  
CONCRETE  
LAYER.



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 EAST 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.





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

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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.

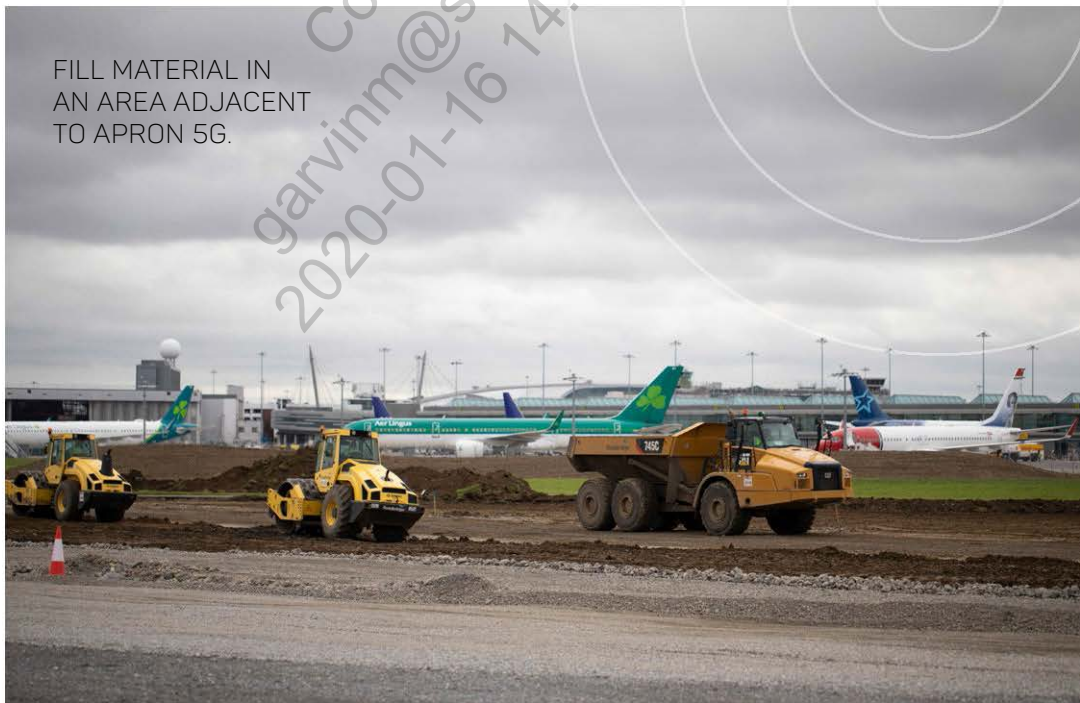




THE FIRST 30M  
WIDTH OF DRY  
LEAN CONCRETE  
ON THE MAIN  
RUNWAY WITH  
THE TEAM  
MOVING ONTO THE  
NEXT 11.25M WIDE  
RUNWAY.



FILL MATERIAL IN  
AN AREA ADJACENT  
TO APRON 5G.



VIEW FROM THE  
WEST WITH TAXIWAY  
MIKE TAKING SHAPE.



EXCAVATION OF A ONE-ACRE PIT, HOME FOR  
A 9000M<sup>3</sup> 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.







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