



## Terminal 2, Dublin Airport

State of the art new terminus

### Project Information

Building owner  
**Dublin Airport**

Architect  
**Pascal Watson Architects**

Main Contractor  
**PJ Hegartys**

Sub-Contractor  
**Oakleaf Contracts**

During the three years of construction, more than 10,400 men and women were involved in the project and more than 1,000 new jobs have been created with the opening of the new terminal.

### Project Overview

Construction began on the new 100,000sq.m Terminal 2 at Dublin Airport in Jan 2008 and was officially opened in November 2010. The design brief was to construct a state of the art new terminus as the existing terminal was deemed to be incapable of dealing with the increase in passenger numbers and had severe congestion issues. Terminal 2 is a 75,000sq.m (810,000 sq ft) terminal and pier of 25,000sq.m (pier E) which provides 19 air bridges for aircraft and is capable of handling 15 million passengers annually, thereby allowing the airport to handle 35 million passengers a year. The project was designed by Pascal+Watson Architects and the total cost of the project was €600 million. This innovative project was designed fundamentally to improve passenger experience.

### The Challenge

Due to the scale and size of the project, there were 22 different types of partitions with differing acoustic, fire and thermal resistance performance criteria. A combined total of 530,000sq.m of Gyproc Plasterboard was used in the installation of partitions, ceilings and steel encasements, making it at the time of construction, the largest project ever undertaken in Ireland. There were severe challenges in terms of the number of service ducts and also the the requirement to provide high levels of fire resistance and protection to the structure and protection to the Terminal inhabitants.

### The Approach

High levels of on-site technical support were provided by Gyproc and there was also a large amount of bespoke detailing required to ensure that the relevant project performance criteria in terms of acoustics and fire were met. Close co-ordination between the Gyproc Technical Specification team and the project stakeholders ensured that the various ceiling, partition, and lining systems were installed to a very high standard both in terms of workmanship and quality of aesthetic. Many of the Gypframe CasoLine MF Ceiling installations were required to provide up to 2 hour fire resistance using Glasroc F FireCase boards. There were also many detailed and decorative bulkheads incorporating lighting features throughout the Terminal building.

## Project Gallery



## Gyproc Products Used

Gyproc ShaftWall was used specifically in the service risers and elevator shafts to provide the required fire resistance where full access was restricted. The primary steel sections were suitably fire protected encased in either Gyproc FireLine or Glasroc F FireCase. The necessity to provide optimum levels of security required bespoke detailing. Steel security mesh was incorporated in the partition build-ups in areas separating the air-side from land-side.

## Product List

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ShaftWall Studs, Channels & Accessories

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CasoLine MF Ceiling Channels & Accessories

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Gyproc DuraLine

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Gyproc FireLine

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Glasroc F FireCase

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