

daa Statement

Ryanair's wild(flower) theories debunked

The below can be attributed to a spokesperson for daa, the operator of Dublin Airport:

We note Ryanair's statement today, which is littered with misleading numbers and false claims, suggesting Ryanair might need a new calculator.

- Ryanair's claims about our passenger charges are **WRONG**
- Ryanair's claims about no capacity growth are **WRONG**
- Ryanair's claims about us spending €7m on wildflowers are **WRONG**
- Ryanair's claims about our new lounges not being wanted by passengers are **WRONG**

We love Ryanair and we're proud to have given them a platform here at Dublin Airport to grow from around 50 routes and four million passengers to over 100 routes and 20 million passengers over the past 20 years, culminating in them having a record summer at Dublin Airport in 2025, which will be repeated again this year.

We want to support their growth into the future, but when it comes to planning ahead, our job is to take their views into consideration along with those of the other 40+ airlines that operate out of Dublin Airport. As per our mandate as an airport operator, which includes growing Ireland's connectivity, our focus is on ensuring that the airport is fit to meet the demands of those airlines already here, and the many more who would like to bring great new routes to Ireland over the years ahead.

The bottom line is that growing an airport requires investment. Passenger numbers at Dublin Airport continue to grow, placing increasing pressure on existing infrastructure. Standing still is simply not an option.

Dublin Airport's role is to deliver a high-quality experience for all passengers and airline partners - not just the one that shouts the loudest.

Ryanair's claims about no capacity growth are WRONG

The proposed new Pier 5 has the capacity to support an extra three million passengers per annum (the majority of which will be inbound US tourists), while the proposed new Pier 1 East has the capacity to support an extra seven million passengers per annum.

Ryanair's claims about our passenger charges are WRONG

The maximum daa is currently allowed to charge is €10.40 - the same price as 15 years ago, despite 20%+ inflation (CPI) in the intervening period. Our regulatory proposition for the next five years requests a modest increase to average €13, which will fund further improvements of facilities for passengers and our 40+ airline partners. The passenger charge increases proposed by daa would still leave Dublin Airport positioned amongst the cheapest airports in Europe.

Ryanair's claims about us spending €7m on wildflowers are WRONG

The claims of us spending €7 million on wildflowers are, frankly, wilder than any flowers we could potentially buy. While it might make for a catchy headline in their press release, it is inaccurate, misleading and ignorant of the requirements associated with growing an airport.

What Ryanair is seemingly trying to blanket refer to as "wildflowers" is actually "replacement of lost habitat" - a mandatory environmental mitigation and habitat restoration programme required to support future airport development and secure planning approval for critical infrastructure projects.

As Dublin Airport expands, existing greenfield and brownfield areas will be developed for operational infrastructure such as aircraft stands, taxiways, aprons, and terminal-related facilities - the type of infrastructure that Ryanair is crying out for so they can grow.

Under Irish and EU environmental legislation, these impacts must be mitigated through compensatory habitat creation, biodiversity enhancement, and river catchment restoration measures. See a recent example here: [daa Gifts Compensatory Habitat During Biodiversity Week](#)

Ryanair's claims about our new lounges not being wanted by passengers are WRONG

Seeing how busy our lounges are at Dublin Airport, we would suggest that Michael O'Leary may be a little out of touch with what passengers want from an airport. Thankfully, just as Michael knows how to run an airline very well, daa knows how to run great airports, and we'd invite him to join the many thousands of customers - including lots of Ryanair passengers - who are enjoying our bigger and better lounges every day at Dublin Airport. We'll even shout him a cocktail from the new menu in The Phoenix Lounge.

The reason we've added new lounge capacity at Dublin Airport is simple: passenger demand. Our lounges in both T1 and T2 were consistently full last year and we were regularly turning people away, so we invested in additional space to meet that demand, putting smiles on passengers' faces.

Unlike many European airports, Dublin Airport is not state-funded. Our airline and passenger fees are also among the lowest in Europe, so generating ancillary revenue through popular products such as lounges is vital to enabling continued investment in facilities, security and the overall passenger experience. The way the regulatory charges system works, this ancillary revenue actually helps keep our airport fees low for airlines like Ryanair, so our new lounge developments should be music to their ears.