IRELAND’S MAIN AIRPORTS
AN ECONOMIC PROFILE (2017)

ALL MAIN AIRPORTS

PASSENGERS CHANGE SINCE 2012

34.4m

DUBLIN 29.4m
CORK 2.3m
SHANNON 1.6m
KNOCK 0.75m
KERRY 0.34m

+45.5% (10.8m)

96.2%

of this growth was at Dublin Airport

ECONOMIC IMPACT

€12.8bn

6.4% of Ireland’s GNI*
4.3% of Ireland’s GDP

ECONOMIC IMPACT

€8.3bn

4.1% of Ireland total GNI*
2.8% of Ireland’s total GDP

EMPLOYMENT

Dublin Airport had the busiest year in its 78 year history in 2017

143,745

Total employment (21,635 are directly employed)

267

Number of Scheduled routes served from all main Irish airports

CONNECTIVITY

TOP ROUTES (ARRIVALS AND DEPARTURES)

1. London (Heathrow)
2. London (Gatwick)
3. Amsterdam
4. Manchester
5. Birmingham

2016
2017

2012 2013 2014

IN & OUTBOUND

MAIN MARKETS

 Total EU
(incl. UK)
 Britain
 US/Canada
 Spain

82% 34% 11% 7%

MAIN MARKETS (IN & OUTBOUND)

CONNECTIVITY

19th

Most (directly) connected airport in Europe

Number of scheduled destinations served by 41 airlines

DUBLIN AIRPORT

PASSENGERS

29.4m

This represents a +54% increase since 2012. Dublin Airport processes:

85.5%

of all passengers at the main Irish airports

85% Short haul
15% Long haul

ECONOMIC IMPACT

€8.3bn

4.1% of Ireland total GNI*
2.8% of Ireland’s total GDP

EMPLOYMENT

117,300

Total employment (19,200 are directly employed)

CONNECTIVITY

176

Number of scheduled destinations served by 41 airlines

CORK AIRPORT

PASSENGERS

2.3m

This represents a -1.4% decrease since 2012. Cork Airport processes:

6.7%

of all passengers at the main Irish airports

99% Short haul
1% Long haul

ECONOMIC IMPACT

€727m

4.6% of Ireland’s GDP
1% of Ireland’s total GNI*

EMPLOYMENT

10,710

Total employment (1,920 are directly employed)

CONNECTIVITY

39

Number of scheduled destinations served by 9 airlines

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**SHANNON AIRPORT**

**PASSENGERS**

1.6m

This represents a +24.4% increase since 2012. Shannon Airport processes:

- **4.6%** of all passengers at the main Irish airports

- **75%** Short haul
- **25%** Long haul

**MAIN CARRIERS**

- **Ryanair**
- **Aer Lingus Regional**
- **Norwegian Air Int.**

**MAIN MARKETS**

- **Total EU (50%)**
- **Britain (46%)**
- **US/Canada (25%)**
- **Spain (8.2%)**

**ECONOMIC IMPACT**

€3.8bn

**EMPLOYMENT**

13,695

Total employment (260 are directly employed)

**CONNECTIVITY**

30

Number of scheduled destinations served by 8 airlines

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**KNOCK AIRPORT**

(IRELAND WEST AIRPORT)

**PASSENGERS**

0.75m

This represents a +10.5% increase since 2012. Knock Airport processes:

- **2.2%** of all passengers at the main Irish airports

- **100%** Short haul

**MAIN CARRIERS**

- **Ryanair**
- **Aer Lingus**
- **Flybe**

**MAIN MARKETS**

- **Total EU (99.9%)**
- **Britain (85%)**
- **Portugal (5%)**
- **Spain (4.5%)**

**ECONOMIC IMPACT**

€150m

**EMPLOYMENT**

1,400

Total employment (175 are directly employed)

**CONNECTIVITY**

15

Number of scheduled destinations served by 3 airlines

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**KERRY AIRPORT**

**PASSENGERS**

0.34m

This represents a +17.1% increase since 2012. Kerry Airport processes:

- **1%** of all passengers at the main Irish airports

- **100%** Short haul

**MAIN CARRIERS**

- **Ryanair**
- **Aer Lingus Regional**

**MAIN MARKETS**

- **Total EU (100%)**
- **Germany (57%)**
- **Ireland (30%)**
- **Spain (15.3%)**

**ECONOMIC IMPACT**

€70m (EST.)

**EMPLOYMENT**

640

Total employment (80 are directly employed)

**CONNECTIVITY**

7

Number of scheduled destinations served by 2 airlines

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**Report**

- Shannon Group Annual Report (2017), Tables 4 and 11
- Report (2018), p. 8
- Ireland West Airport Annual Review
- Shannon Group Economic Impact Report (2017), p. 8
- Shannon Group Economic Impact Report (2018), p. 8

**Source**

- L&RS, based methodology applied to similar sized airports
- CSO Aviation
- Flight Radar 24 data, published 2017/2018 summer / winter flight schedules, average frequency, and the 2017/2018 seat total for each airline
- L&RS estimate based on FlightRadar24 data, published 2017/2018 summer / winter flight schedules, average frequency, and the 2017/2018 seat total for each airline
- L&RS, based on a similar methodology applied to similar sized airports