

Dublin Airport Authority plc  
Financial Review and Extract from  
Regulated Entity Accounts

Year Ended 31 December 2011

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

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# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Statement of directors' responsibilities of Dublin Airport Authority plc for the Financial Review and Extract from Regulated Entity Accounts

The Commission for Aviation Regulation ("CAR") is the statutory body established to regulate, inter alia, certain aspects of the aviation sector in Ireland. Pursuant to the Aviation Regulation Act of 2001 ("the Act"), the Commission is required to make determinations ("Regulatory Determinations") governing the maximum levels of airport charges that can be levied at Dublin Airport by Dublin Airport Authority plc ("the Company" or "DAA") as the airport authority.

Pursuant to Section 28 (1) of the Act, the Commission has requested that DAA prepare accounts showing its regulated activities, as defined, separate from its other activities ("Regulated Entity Accounts"), made up to a year-end date of 31 December, the corresponding date to which the statutory accounts of the Company are made up. At the discretion of the Commission, extracts from these Regulated Entity Accounts may be published. The directors of DAA are responsible for preparing both the full Regulated Entity Accounts and these extracts from the Regulated Entity Accounts.

These accounts represent an extract from the Regulated Entity Accounts of accounting policies, profit and loss account and associated notes as they pertain to Dublin Airport and are consistent with the full Regulated Entity Accounts which have been provided to the Commission. The full Regulated Entity Accounts are based on the statutory financial statements for the year ending 31 December 2011 of the relevant legal entities comprising the Regulated Entity. They have been prepared solely to present fairly for the Regulated Entity results and cashflows for that year, and the financial position as at the year end. They have been prepared in accordance with the Statement of Accounting Policies on pages 6 to 11 to present fairly the profit and loss account, balance sheet and cashflows of the Regulated Entity as set out in accordance with the Basis of Preparation as described on page 6.


In preparing the statutory financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently
- make judgements and estimates that are reasonable and prudent
- prepare the accounts on the going concern basis unless it is inappropriate to presume that the entity will continue in business.

The directors are responsible for keeping proper books of account which disclose with reasonable accuracy at any time the financial position of the Company and of the DAA Group, of which the Regulated Entity forms part, and to enable them to ensure that the statutory accounts of those entities making up the Regulated Entity comply with the Companies Acts, 1963 to 2009. They are also responsible for taking such steps as are reasonably open to them to safeguard the assets of the DAA Group and to prevent and detect fraud and other irregularities.

The directors are responsible for establishing and maintaining the system of internal control throughout the Company and DAA Group of which the Regulated Entity is a part including controls to enable the Company to comply with Regulatory Determinations as these affect maximum airport charges. The system of internal control comprises the ongoing processes for identifying and evaluating and managing significant risks faced by the DAA Group in pursuing its business objectives. Such a system is designed to manage rather than eliminate the risk of failure and therefore can only provide reasonable and not absolute assurance that the DAA Group will achieve those objectives or that the DAA Group would not suffer material misstatement or loss.

On behalf of the Board



Pádraig Ó Riordáin  
Chairman



Gerry Walsh  
Director

18 May 2012

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

Financial review of the outturn performance of the regulated entity compared to the CAR Determination Forecast  
*for the year ended 31 December 2011*

This financial review compares Dublin Airport results and attributable financials with CAR forecasts. All references to forecasts by CAR refer to the forecasts contained in the 2009 'Determinations on the Maximum Level of Airport Charges at Dublin Airport' (4 December 2009) as amended by 'Decision of the Commission further to Referral by the 2010 Aviation Appeal Panel' (30 July 2010). The forecasts have been inflated in line with the percentage change in the Consumer Price Index between October 2009 and October 2010 which, per CP1/2011 "Maximum Levels of Airport Charges at Dublin Airport, Price cap for 2011" published 4 March 2011, was 0.7%.

## **Passengers and aeronautical revenue**

Passengers in Dublin Airport for 2011 were 18.7 million, which is 1.1 million or 6% below the CAR passenger forecast of 19.9 million reflecting the fall in Irish Gross Domestic Product to 2005 levels.

The lost revenue to Dublin Airport of the passenger variance against the CAR forecast at the price cap of €10.42 was €12.0 million.

## **Commercial revenue**

Commercial revenue in Dublin Airport for 2011 was €121.7 million, which is €2.1 million or 2% lower than the commercial revenue forecast of €123.8 million set by CAR.

The commercial revenue per passenger of €6.49 achieved was 4% higher than the forecast of €6.23 set by CAR. Improved facilities, better promotions and initiatives such as shop and collect are the main reasons for the increase. This improvement of €5.0 million in passenger spend mitigates the reduction in volume of €7.1 million (1.1 million passengers at €6.23 per passenger).

## **Operating expenses**

Operating expenses in Dublin Airport for 2011 were €180.5 million, which was €26.2 million or 13% below the cost forecast of €206.7 million set by CAR.

Payroll costs, at €108.2 million, are €9.8 million or 8% below the CAR forecast. €5 million of this is in the existing facilities (i.e. pre Terminal 2) due to the successful implementation of the Cost Recovery Programme that the DAA undertook in 2010.

Non-payroll costs, at €72.3 million, are €16.4 million or 19% below the CAR forecast. Non-payroll costs relating to Terminal 2 were €10.8 million below the projected cost, mainly due to the deferral of incurring some costs to 2012, previously forecast in 2011.

## **EBITDA**

Dublin Airport's Earnings before Interest, Taxes, Depreciation and Amortisation (EBITDA) for 2011 was €133.6 million, up €9.2 million on the CAR forecast figure of €124.3 million. This improvement was achieved despite a €19.1 million volume variance at gross margin level due to lower passengers.

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

Financial review of the outturn performance of the regulated entity compared to the CAR Determination Forecast (continued)

for the year ended 31 December 2011

## Capital expenditure

Capital expenditure at Dublin Airport was €73.7 million. Capital expenditure for 2011 as per the CAR capital allowance is €38.1 million. As CAR used a straight line profile of capital expenditure, these amounts are not comparable. In addition, during 2011 DAA acquired Aer Lingus' leasehold interest in its head office building site situated at Dublin Airport for a deferred consideration of €20.3 million.

## Funds from operations: net debt

The funds from operations: net debt ratio for Dublin Airport was 8.3% based on an FFO for the year of €81.7 million and attributable net debt at the balance sheet date of €980.1 million.

Funds from operations (FFO) is calculated in line with Standard and Poor's methodology and is defined as EBITDA less net interest and taxes paid with operating lease costs and payments made in respect of post retirement benefits added back. Net debt includes closing net debt position as well as pension obligations and the capital value of operating lease commitments allocated to Dublin Airport.

	<b>€000</b>
<b><u>FFO</u></b>	
EBITDA	133,619
Interest paid	(52,715)
Tax rebate	11
Operating lease payments	864
Post retirement benefits payments	(86)
	<hr/>
<b>Funds from operations (FFO)</b>	<b>81,694</b>
	<hr/>
<b><u>Net debt</u></b>	
Closing net debt	967,456
Capital value of operating leases	904
Net pension liability	11,725
	<hr/>
<b>Adjusted net debt</b>	<b>980,085</b>
	<hr/>
<b>FFO : net debt</b>	<b>8.3%</b>



# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

Financial review of the outturn performance of the regulated entity  
compared to the CAR Determination Forecast (continued)

*for the year ended 31 December 2011*

## **Return on capital**

The return on the Dublin Airport regulated asset base (RAB) for the year was 3.4%. Earnings before interest and tax (EBIT) were €51.7 million and the average RAB for the year based upon the CAR Determination Forecast is €1,521 million.

This return is below the 7% cost of capital afforded to Dublin Airport per the CAR Determination Forecast, primarily due to the deferral of remuneration resulting from CAR's unitised approach to Terminal 2 revenues, and a further €54.8 million of EBIT would be required to achieve such a return.

On behalf of the Board



Pádraig Ó Riordáin  
Chairman



Gerry Walsh  
Director

18 May 2012



**KPMG**  
**Chartered Accountants**  
1 Stokes Place  
St. Stephen's Green  
Dublin 2  
Ireland

## Independent Auditor's Report to the Directors of Dublin Airport Authority plc on the Extract from the Regulated Entity Accounts

The accompanying Extract from the Regulated Entity Accounts, which comprise the summary profit and loss account of Dublin Airport for the year ended 31 December 2011 and related notes, are derived from the audited Regulated Entity Accounts of Dublin Airport Authority plc ("the Company") for the year ended 31 December 2011 prepared by the Company for submission to the Commission for Aviation Regulation ("CAR") as required by the Aviation Regulation Act of 2001. We expressed an unmodified audit opinion on those accounts in our report dated 18 May 2012.

This report is made solely to the Company's directors, as a body, in accordance with the terms of our engagement letter. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Company and the Company's directors as a body, for this report, or for the opinions we have formed.

The Extract from the Regulated Entity Accounts do not contain all the disclosures required by Accounting Standards issued by the Accounting Standards Board and promulgated by the Institute of Chartered Accountants in Ireland applied in the preparation of the audited financial statements of the Company. Reading the Extract from the Regulated Entity Accounts, therefore, is not a substitute for reading the audited financial statements of the Company.

### **Directors' responsibility for the Extract from the Regulated Entity Accounts**

As described on page 1, the directors of the Company are responsible for the preparation of the Extract from the Regulated Entity Accounts in accordance with the criteria agreed by the Company with CAR.

### **Auditor's responsibility**

Our responsibility is to express an opinion on the Extract from the Regulated Entity Accounts based on our procedures, which were conducted in accordance with International Standards on Auditing (ISA) 810, "Engagements to Report on Summary Financial Statements".

### **Opinion**

In our opinion, the Extract from the Regulated Entity Accounts derived from the audited Regulated Entity Accounts of the Company for the year ended 31 December 2011 is consistent, in all material respects, with those accounts in accordance with the criteria agreed by the Company with CAR.

**KPMG**  
**Chartered Accountants**

18 May 2012



# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Statement of accounting policies

*for the year ended 31 December 2011*

### **Background**

Pursuant to section 28 of the Aviation Regulation Act 2001, DAA is required to produce audited annual accounts in respect of its regulated activities which shall be submitted to the Commission. The format and content of these accounts has been agreed with the Commission and the full Regulated Entity Accounts have been submitted by DAA to the Commission. As also agreed with the Commission, and at their discretion, extracts from the full Regulated Entity Accounts may be published by the Commission. The accounts on pages 6 to 16 represent an extract from the Regulated Entity Accounts of accounting policies, profit and loss account and associated notes as they pertain to Dublin Airport and are consistent with the full Regulated Entity Accounts which have been provided to the Commission. The financial statements have been prepared in accordance with the following accounting policies.

### **Basis of Preparation**

The format and content of the Regulated Entity Accounts was determined following consultation with the Commission on the form of accounts required from the DAA per Commission Note 1/2011 issued on 16 November 2011.

For the purpose of preparing these accounts pursuant to Section 28(1) of the Aviation Regulation Act 2001, the Regulated Entity comprises Dublin Airport Authority plc (the Company) and four of its subsidiaries, ASC Airport Services Consolidated Limited, DAA Airport Services Limited, DAA Finance plc and DAA Operations Limited. Other subsidiary undertakings of Dublin Airport Authority plc not forming part of the Regulated Entity, due to insufficient nexus to the operating activities of Dublin Airport, are not consolidated for the purpose of these accounts.

These Regulatory Entity Accounts have been prepared by consolidating the audited single company accounts of the Company and the accounts of its four subsidiaries for the year ended 31 December 2011.

The Regulated Entity Accounts are prepared in accordance with generally accepted accounting principles under the historical cost convention and comply with financial reporting standards of the Accounting Standards Board, as promulgated by Chartered Accountants Ireland, except in respect of certain presentation and disclosure requirements of those standards.

### **State Airports Act 2004 and Separation of Cork and Shannon Airports**

In 2003, the Government announced its intention to restructure the Company, the necessary legislative basis for which is set out in the State Airports Act 2004 (“the 2004 Act”), pursuant to which it is proposed that the Group will, in the future, cease to own Shannon and Cork airports (the “Restructuring”).

Pending the completion of the Restructuring, all assets and liabilities of Cork and Shannon airports remain within the Company as does ultimate responsibility for the management, operation and development of these airports. Following the Restructuring, Cork Airport Authority plc (“CAA”) and Shannon Airport Authority plc (“SAA”), which are owned by the State but which are not part of the Group, will act as fully independent and legally autonomous airport authorities for Cork and Shannon airports respectively. Pending this, and pursuant to the 2004 Act, the Company has entered into a management agreement with each of CAA and SAA for the performance of certain of its functions in relation to Cork and Shannon airports respectively.



# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Statement of accounting policies *(continued)* for the year ended 31 December 2011

In December 2008, the then Minister for Transport announced the deferral until 2011 of a decision on the Restructuring given the very difficult circumstances in the aviation sector. In 2011, The Minister for Transport, Tourism and Sport (“the Minister”) commissioned Booz & Company (“Booz”) to conduct a study on options for the future ownership and operation of Cork and Shannon airports to inform Government policy. Booz subsequently furnished a report to the Minister on this matter. The Company understands that it is the Minister’s intention to consider the recommendations of the Booz report, and to bring proposals on the matter to Government in 2012.

### **Profit and Loss Accounts**

The results for Dublin Airport are shown separately from the results of those attributable to all Other Activities that have an insufficient nexus to the operating activities of Dublin Airport and hence do not form part of the regulatory or single till. Shannon and Cork Airports, international investments and other international activities (Aer Rianta International cpt) and property related joint venture and associated undertakings fall outside the regulatory till. Costs associated with the proposed development of Dublin Airport City have, in line with DAA’s response to Commission Paper 6/2008 and correspondence with the Commission, also have been excluded from the results of Dublin Airport and included under Other Activities. All costs (and where appropriate, revenues) of the Regulated Entity have been allocated to the airports (Dublin, Shannon and Cork) as set out below:

- Shared and head office activities

All costs (and where appropriate, revenues) of shared and head office activities are allocated to the airports. Where direct attribution is not possible the revenue and cost is apportioned between each airport on a basis that reflects the causality of the cost with allocations as appropriate. Cost causality implies that costs are attributed to businesses in accordance with the activities which cause the costs to be incurred.

- Exceptional items

The exceptional item in 2011 relating to the cost of fundamental restructuring of the Company under the Cost Recovery Program (“CRP”) has been allocated to the airports based on the number of applicants from each airport and the associated costs.

The exceptional item in 2011 relating to the repurchase of loan notes has been allocated to “Other Activities” as the cash used to repurchase the loan notes was generated by non regulated activities.

- Interest

Regulated Entity interest payable has been allocated to the airports on the basis of intra-group borrowings attributable to these airports and interest receivable has been allocated on the basis of deemed cash balances. Interest on borrowings and deposits attributable to subsidiary undertakings not forming part of the Regulated Entity or otherwise relating to the cost of fundamental restructuring arising from activities or investments outside of the single or regulatory till have been excluded from the airport allocation. Such interest is included within Other Activities in the profit and loss account and taxation adjusted accordingly.

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Statement of accounting policies *(continued)* for the year ended 31 December 2011

- Taxation

The tax charge attributable to the airports, comprising corporation tax and deferred tax, has been allocated by pro-rating the current year tax charge/credit (excluding tax on exceptional items) by reference to the profit/loss before exceptional items and tax of the individual airports. Tax on exceptional items is specifically allocated to the airport where the exceptional items arise.

Amounts receivable or payable for group tax relief from subsidiaries not forming part of the Regulated Entity, where applicable, in excess of the relevant tax value are included within other operational income or expense and excluded from the amounts allocated to each airport.

### **Turnover**

Turnover represents the fair value of goods and services, net of discounts, delivered to external customers excluding value added tax. Where the provision of a service is delivered over a time period, turnover is recognised proportionately to the time elapsed.

### **Financial Assets**

Income from financial assets is recognised on a receivable basis in the profit and loss account. Investments in entities (subsidiaries, joint ventures and associates) not forming part of the Regulated Entity are shown in the balance sheet as financial fixed assets and are stated at cost less provisions for impairment in value with income from such assets included under other activities. Other financial fixed assets are also carried in the balance sheet on the same basis.

### **Foreign Currency**

Transactions arising in foreign currencies are translated into euro at the rates of exchange ruling at the date of the transactions or at contracted rates. Monetary assets and liabilities denominated in foreign currencies are translated into euro at the contracted rates or at year-end rates of exchange. The resulting profits or losses are dealt with in the profit for the year.

### **Stocks**

Stocks are stated at the lower of cost and net realisable value. Cost is based on invoice price on an average basis for all stock categories. Net realisable value is calculated as estimated selling price less estimated selling costs.

### **Tangible Fixed Assets and Depreciation**

Tangible fixed assets are stated at cost, less accumulated depreciation and any impairment losses. Depreciation is calculated to write off the cost of tangible fixed assets other than land and assets in the course of construction on a straight line basis over the estimated useful lives as follows:

Terminal complexes	10 - 50 years
Airfields	10 - 50 years
Plant and equipment	2 - 20 years
Other property	10 - 50 years

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

Statement of accounting policies *(continued)*  
for the year ended 31 December 2011

## **Tangible Fixed Assets and Depreciation (continued)**

Assets in the course of construction are transferred to completed assets when substantially all the activities necessary to get the asset ready for use are complete.

Borrowing costs incurred up to the time that separately identifiable major capital projects are ready for service are capitalised as part of the cost of the assets. Where appropriate, cost also includes own labour costs of construction, related architectural and engineering services and directly attributable overheads.

Where a tangible fixed asset is to be withdrawn from use, the depreciation charge for that asset is accelerated to reflect the asset's remaining useful life based on the period between the date of the decision to withdraw the asset and the forecast date when withdrawal will take place.

On an annual basis, the Company estimates the recoverable amount of its tangible fixed assets based on the higher of their net realisable values or the present values of future cash flows expected to result from their use. For the purposes of this review, Dublin, Cork and Shannon airports combined are considered to form one income-generating unit. Where the recoverable amount is less than the carrying amount of the assets the Company recognises an impairment loss in the financial statements.

In estimating the present values of future cash flows the discount rate used is the pre-tax discount rate that reflects the time value of money and the risk specific to the income generating unit.

The cash flows are taken from the Company's ten year business plan. The main components of the business plan are:

- Earnings projections based on expected passenger numbers, revenues and costs
- Capital investment and working capital projections

Added to these cash flows is a terminal value including an estimate of the full remuneration for all regulated assets, some of which has been deferred due to the regulatory profiling of future revenues.

The main assumptions that affect the estimation of the value in use are continuation of the current regulatory regime without material change, the passenger growth rate and the discount rate.

## **Capitalisation of Interest**

Interest incurred from commencement of activities on separately identifiable major capital projects up to the time that such capital projects are ready for service is capitalised as part of the cost of the assets.



# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

Statement of accounting policies (*continued*)  
for the year ended 31 December 2011

## **Taxation**

Corporation tax is provided at current rates and is calculated on the basis of the results for the year adjusted for taxation purposes.

Full provision without discounting is made for all timing differences at the balance sheet date in accordance with Financial Reporting Standard 19 (FRS 19) "Deferred Tax". Provision is made at the tax rates that are expected to apply in the periods in which the timing differences are expected to reverse. Deferred tax assets are recognised to the extent that they are regarded as recoverable based on the likelihood of there being suitable taxable profits from which the future reversal of the underlying timing differences can be deducted.

## **Provisions**

Provisions are recognised when the Company has a present obligation (legal or constructive) as a result of a past event, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. Provisions are measured at the best estimate of the expenditure required to settle the obligation at the balance sheet date and are discounted to present value where the effect is material.

## **Pension and Other Post-Retirement Obligations**

The Company operates contributory pension schemes, covering the majority of its employees. The schemes are administered by Trustees and are independent of the Company.

For schemes accounted for as defined contribution, contributions are accrued and recognised in operating profit in the period in which they are earned by the relevant employees.

For the schemes accounted for as defined benefit schemes:

- The difference between the market value of the schemes' assets and actuarially assessed present value of the schemes' liabilities, calculated using the projected unit credit method, is disclosed as an asset/liability on the balance sheet net of deferred tax (to the extent that it is recoverable).
- The amount charged to operating profit is the actuarially determined cost of pension benefits promised to employees earned during the year plus any benefit improvements granted to members during the year.
- The expected return on the pension schemes' assets during the year and the increase in the schemes' liabilities due to the unwinding of the discount during the year are shown in finance costs/income in the profit and loss account.
- Any differences between the expected return on assets and that actually achieved and any changes to the liabilities due to changes in assumptions or because actual experience during the year was different to that assumed, are recognised as actuarial gains and losses in the statement of total recognised gains and losses.

The Company has certain unfunded retirement benefit liabilities which are accounted for as defined benefit arrangements.

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

Statement of accounting policies *(continued)*  
for the year ended 31 December 2011

## **Operating Leases**

Expenditure on operating leases is charged to the profit and loss account on a basis representative of the benefit derived from the asset, normally on a straight-line basis over the lease period.

## **Capital Grants**

Capital grants are treated as deferred income and amortised over the expected lives of the related fixed assets.

## **Derivative Financial Instruments**

The principal objective of using derivative financial instruments, including forward exchange contracts, forward rate agreements and interest rate swaps, is to hedge the Group's interest rate and currency exposures. Where these derivative financial instruments hedge an asset, liability or interest cost reflected in the financial statements, the cost of the hedging instrument is included in the carrying amount together with the income and expenses relating to the asset and liability. Where the derivative is a hedge of future cash flow, the gains and losses on the hedging instruments are not recognised until the hedged future transaction occurs.

## **Cash and Liquid Resources**

Within the cash flow statement, cash is defined as cash, deposits repayable on demand and overdrafts. Other deposits with maturity or notice periods of over one working day, but less than one year, are classified as liquid resources.

## **Debt and Finance Costs**

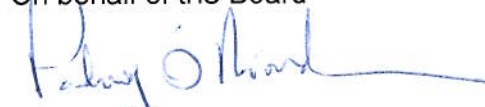
Debt is initially stated at the amount of the net proceeds after deduction of finance and issue costs. Finance and issue costs are charged to the profit and loss account over the term of the debt at a constant rate on the carrying amount.

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Profit and loss account – Dublin Airport for the year ended 31 December 2011

	Note	2011 €000	2010 €000
<b>Turnover</b>	1	<b>348,422</b>	321,600
<b>Operating costs</b>			
Cost of sales		(34,286)	(30,172)
Payroll and related costs	2	(108,228)	(100,010)
Materials and services	3	(72,289)	(73,439)
Depreciation and amortisation	4	(81,944)	(53,406)
		<b>(296,747)</b>	(257,027)
<b>Operating profit – continuing operations</b>		<b>51,675</b>	64,573
Costs of fundamental restructuring	5	(786)	-
<b>Profit before interest and tax</b>		<b>50,889</b>	64,573
Net interest payable		(52,203)	(36,145)
<b>(Loss)/profit on ordinary activities before tax</b>		<b>(1,314)</b>	28,428
Tax credit/(charge)/ on (loss)/ profit on ordinary activities		166	(3,379)
<b>(Loss)/profit on ordinary activities after tax</b>		<b>(1,148)</b>	25,049

On behalf of the Board



Pádraig Ó Ríordáin  
Chairman



Gerry Walsh  
Director

18 May 2012



# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

Notes on and forming part of the Regulated Entity Accounts  
for the year ended 31 December 2011

<b>1 Turnover</b>	<b>2011</b> <b>€000</b>	2010 €000
Airport charges	<b>192,530</b>	170,068
Property and concessions	<b>37,387</b>	41,452
Direct retailing and retail/catering concessions	<b>86,639</b>	80,688
Car parking	<b>23,490</b>	24,934
Other activities	<b>8,376</b>	4,458
	<hr/>	<hr/>
	<b>348,422</b>	321,600
	<hr/> <hr/>	<hr/> <hr/>

## **Airport charges**

Airport charges are charges levied in respect of the landing, parking or taking off of an aircraft including the supply of airbridges, charges levied in respect of the arrival at or departure from an airport by air of passengers, or charges levied in respect of the transportation by air of cargo to or from an airport.

	<b>2011</b> <b>€000</b>	2010 €000
Runway	<b>79,364</b>	73,814
Aircraft parking	<b>13,746</b>	12,757
Airbridge	<b>1,514</b>	636
Passenger charges	<b>104,120</b>	86,159
Traffic / route incentive schemes	<b>(4,736)</b>	(3,298)
	<hr/>	<hr/>
<b>Airport charges levied</b>	<b>194,008</b>	170,068
Provision for incentive schemes	<b>(1,478)</b>	-
	<hr/>	<hr/>
	<b>192,530</b>	170,068
	<hr/> <hr/>	<hr/> <hr/>

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Appendix 4 – Excluded information

The following information which has been included in the full Regulated Entity Accounts that have been submitted to the Commission has been excluded from these extracted Regulated Entity Accounts, on the grounds of relevance to the regulated business.

“Other Activities” column in the profit and loss account which relates to the non regulated activities

Statement of total recognised gains and losses

Reconciliation of movement in shareholders’ funds

Balance sheet

Cash flow statement

“Other Activities” column in the profit and loss account notes 1, 2, 3 and 4

Note 6 Interest

Note 7 Tax on profit/loss on ordinary activities

Note 8 Tangible fixed assets

Note 9 Fixed assets – financial

Note 10 Subsidiary undertakings

Note 11 Debtors

Note 12 Creditors: amounts falling due within one year

Note 13 Creditors: amounts falling due after more than one year

Note 14 Capital grants

Note 15 Financial liabilities

Note 16 Provisions for liabilities

Note 17 Deferred tax liability/(asset)

Note 18 Reconciliation of net assets

Note 19 Called up share capital

Note 20 Reconciliation of operating profit to net cash inflow from operating activities

Note 21 Reconciliation of net cashflow to movement in net debt

Note 22 Analysis of net debt

Note 23 Pensions

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Notes on and forming part of the Regulated Entity Accounts

for the year ended 31 December 2011

<b>1 Turnover</b>	<b>2011</b> <b>€000</b>	2010 €000
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Property and concessions	<b>37,387</b>	41,452
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### **Airport charges**

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	<b>2011</b> <b>€000</b>	2010 €000
Runway	<b>79,364</b>	73,814
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Traffic / route incentive schemes	<b>(4,736)</b>	(3,298)
	<hr/>	<hr/>
<b>Airport charges levied</b>	<b>194,008</b>	170,068
Provision for incentive schemes	<b>(1,478)</b>	-
	<hr/>	<hr/>
	<b>192,530</b>	170,068
	<hr/> <hr/>	<hr/> <hr/>



# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Notes (continued)

for the year ended 31 December 2011

### 1 Turnover (continued)

#### Price cap outturn

The Commission for Aviation Regulation regulates the level of revenues that the Company may collect in airport charges levied on users of Dublin Airport. The Commission achieves this by setting a maximum level of airport charges per passenger that can be collected at Dublin Airport.

	<b>2011 Dublin Airport</b>	<b>2010 Dublin Airport</b>
Airport charges levied	€194,007,857	€170,756,880
Passenger numbers	18,740,593	18,431,064
	<hr/>	<hr/>
<b>Average airport charge per passenger</b>	<b>€10.35</b>	<b>€9.26</b>
Commission per passenger cap on airport charges	€10.42	€9.31
	<hr/>	<hr/>
Under recovery of airport charges	€0.07	€0.05
	<hr/> <hr/>	<hr/> <hr/>

The average airport charge per passenger in 2011 was €10.35 (2010: €9.26). The passenger numbers through Dublin Airport for the year were 18,740,593 (2010: 18,431,064). The price cap set by the Commission for the year was €10.42 (2010: €9.31).

The airport charges levied during 2011 for Dublin Airport were €194,007,857 (2010: €170,756,880). In 2010, an amount of €689,085 in respect of a prior period over accrual relating to persons with reduced mobility (“PRM”) revenue was released to the profit and loss account.

#### Persons with reduced mobility (“PRM”)

Dublin Airport PRM charges of €3.5 million (2010: €2.3 million) are included in passenger charges within airport charges as they form part of the price cap pursuant to CP 4/2009 (Determination on Maximum Levels of Airport Charges at Dublin Airport).

#### Cargo services charges

No separate charges in respect of cargo were levied during the year other than charges generally applicable to the landing, parking or taking off of cargo aircraft (including the supply of airbridges), which are disclosed as airport charges.

#### Access to installations (“ATI”)

Pursuant to S.I. No. 505/1998 - Regulations Entitled European Communities (Access To The Groundhandling Market At Community Airports) Regulations, 1998, DAA is required to seek approval from the Commission for changes to ATI fees. Dublin Airport ATI fees comprise fees for check-in desks. Included in property and concessions turnover above are ATI fees for check-in desks of €2.0 million (2010: €2.1 million).

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Notes (continued)

for the year ended 31 December 2011

### 2 Payroll and related costs

	2011 €000	2010 €000
Wages and salaries	94,845	90,209
Social welfare costs	8,879	8,316
Pension costs	4,603	5,172
Other staff costs	1,671	365
	<hr/>	<hr/>
	<b>109,998</b>	104,062
Staff costs capitalised into fixed assets	(1,770)	(4,052)
	<hr/>	<hr/>
Net staff costs	<b>108,228</b>	100,010
	<hr/> <hr/>	<hr/> <hr/>

### 3 Materials and services

	2011 €000	2010 €000
Repairs and maintenance costs	9,814	13,402
Rents and rates	12,511	12,716
Energy costs	6,009	3,550
Technology operating costs	6,946	5,769
Insurance	2,585	2,277
Cleaning contracts & materials	4,053	2,341
CUTE operating lease costs	1,162	1,188
Fees and professional services	7,154	8,597
Marketing & promotional costs	4,309	4,321
Aviation customer support	852	298
Telephone print and stationery	821	716
Employee related overheads	2,802	3,055
Other overheads	2,930	5,429
PRM service provider	4,259	3,790
Travel & subsistence	776	511
Car park direct overheads	3,515	3,464
CAR costs	1,791	2,015
	<hr/>	<hr/>
	<b>72,289</b>	73,439
	<hr/> <hr/>	<hr/> <hr/>

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Notes (continued)

for the year ended 31 December 2011

### 4 Depreciation and amortisation

	2011 €000	2010 €000
Depreciation and loss on retirements and disposals of fixed assets	82,721	54,195
Amortisation of capital grants	(777)	(789)
	<hr/>	<hr/>
	<b>81,944</b>	<b>53,406</b>
	<hr/> <hr/>	<hr/> <hr/>

### 5 Exceptional item

#### Cost of fundamental restructuring

In 2009, in response to significant challenges in the business environment, a Cost Recovery Programme (“CRP”) was developed following consultation with staff and staff representatives, to address fundamental changes to the cost base. The CRP included a voluntary severance scheme, reductions in pay, further pay pauses and changes in work practices.

The Company has continued to restructure under the CRP; €0.8 million has been charged to the exceptional items in 2011 (2010: net €nil). The impact on taxation was to reduce the tax charge by €0.1 million in 2011. The prior year also included a curtailment gain of €2.8 million which was credited to exceptional items in 2010 as it arose directly from the CRP, the cost of which was charged to exceptional items.

### 6 Approval of Regulated Entity Accounts

The Regulated Entity Accounts were approved by the Board on 18 May 2012.

# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Appendix 1 – Passenger numbers

	2011	2010
Embarking	9,380,542	9,217,274
Disembarking	9,351,890	9,204,048
Transit	8,161	9,742
	<hr/>	<hr/>
	<b>18,740,593</b>	18,431,064
	<hr/> <hr/>	<hr/> <hr/>

## Appendix 2 - Employee numbers

	2011	2010
Average Full-time Equivalents	1,952	1,797
	<hr/> <hr/>	<hr/> <hr/>

## Appendix 3 – Rolling incentives

Pursuant to the rolling incentives introduced for some categories of payroll operating costs, as outlined in paragraphs 6.82 to 6.84 of CP4/2009, the following information is disclosed:

	2011 €000	2010 €000
Dublin Airport payroll costs include		
Airfield services	2,781	3,421
Car parking	2,150	2,325
Property and other commercial activities	3,850	3,088
Support services (Dublin)	724	944
Total payroll costs include:		
Shared costs	15,165	14,177
	<hr/>	<hr/>
<b>Total DAA payroll costs above</b>	<b>24,670</b>	23,955
<b>Total payroll costs per CAR (inflated)</b>	<b>25,702</b>	25,684
	<hr/>	<hr/>
<b>Variance</b>	<b>(1,032)</b>	(1,729)
	<hr/> <hr/>	<hr/> <hr/>



# Dublin Airport Authority plc – Financial Review and Extract From Regulated Entity Accounts

## Appendix 4 – Excluded information

The following information which has been included in the full Regulated Entity Accounts that have been submitted to the Commission has been excluded from these extracted Regulated Entity Accounts, on the grounds of relevance to the regulated business.

“Other Activities” column in the profit and loss account which relates to the non regulated activities

Statement of total recognised gains and losses

Reconciliation of movement in shareholders’ funds

Balance sheet

Cash flow statement

“Other Activities” column in the profit and loss account notes 1, 2, 3 and 4

Note 6 Interest

Note 7 Tax on profit/loss on ordinary activities

Note 8 Tangible fixed assets

Note 9 Fixed assets – financial

Note 10 Subsidiary undertakings

Note 11 Debtors

Note 12 Creditors: amounts falling due within one year

Note 13 Creditors: amounts falling due after more than one year

Note 14 Capital grants

Note 15 Financial liabilities

Note 16 Provisions for liabilities

Note 17 Deferred tax liability/(asset)

Note 18 Reconciliation of net assets

Note 19 Called up share capital

Note 20 Reconciliation of operating profit to net cash inflow from operating activities

Note 21 Reconciliation of net cashflow to movement in net debt

Note 22 Analysis of net debt

Note 23 Pensions