

daa plc
Financial Review and Extract from
Regulated Entity Accounts

Year Ended 31 December 2025

daa plc

Financial Review and Extract From Regulated Entity Accounts

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daa plc

Financial Review and Extract From Regulated Entity Accounts

Statement of directors' responsibilities for the Financial Review and Extract from Regulated Entity Accounts

The Irish Aviation Authority ("IAA") is the statutory body established to regulate, inter alia, certain aspects of the aviation sector in Ireland. Pursuant to the Aviation Regulation Act 2001 ("the Act"), as amended by the Air Navigation and Transport Act 2022, the IAA is responsible for making determinations ("Regulatory Determinations") governing the maximum levels of airport charges that can be levied at Dublin Airport by daa plc ("the Company") as the airport authority.

Pursuant to Section 28 (1) of the Act, it is required that daa plc prepare accounts ("Regulated Entity Accounts") showing its regulated activities, including a profit and loss account, separate from its other activities, made up to a year-end date of 31 December 2025, the corresponding date to which the statutory accounts of the Company are made up. The directors of daa plc are responsible for preparing 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 IAA. The full Regulated Entity Accounts are based on the statutory financial statements for the year ending 31 December 2025 of the relevant legal entities comprising the Regulated Entity as set out under the Basis of Preparation on page 9. They have been prepared solely to present fairly the assets, liabilities and financial position of the Regulated Entity for the year end, and of the related profit or loss and cashflows for the year then ended. They have been prepared in accordance with the Statement of Accounting Policies on pages 9 to 19 to present fairly the assets, liabilities and financial position of the Regulated Entity as set out in accordance with the Basis of Preparation as described on page 9.

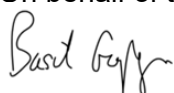
In preparing the statutory financial statements, the directors are required to:

- 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 accounting records which disclose with reasonable accuracy at any time the assets, liabilities, financial position and profit or loss of that company, from which the Regulated Entity Accounts are based, and to enable them to ensure that the statutory accounts of those entities making up the Regulated Entity Accounts comply with the Companies Act 2014. They are also responsible for taking such steps as are reasonably open to them to safeguard the assets of those entities and to prevent and detect fraud and other irregularities.

The directors are responsible for establishing and maintaining the system of internal control throughout the parent Company 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 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 daa Group will achieve those objectives or that daa Group would not suffer material misstatement or loss.

On behalf of the Board



Basil Geoghegan
Chairman



Risteard Sheridan
Director

27 March 2026

Financial Review and Regulated Entity Accounts

Financial review of the outturn performance of Dublin Airport compared to the IAA Determination Forecast

for the year ended 31 December 2025

The following financial review compares Dublin Airport results and attributable financial information with the IAA forecasts. All references to forecasts by the IAA refer to the forecasts contained in the 'Decision on an Interim Review of the 2019 Determination in relation to 2023-2026'.

The IAA forecasts have been inflated by 15.7% (2024: 16.3%) in accordance with the methodology set out in the IAA Determination. The IAA forecasts for 2025 have been inflated based on the percentage change in the Consumer Price Index between February 2022 and October 2024 which was 13.7% and a forecast for inflation in 2025 of 1.8%.

Financial Overview

Dublin Airport's profit after taxation before exceptional items and related tax is €147.8 million, (2024: €154.4 million). Exceptional items decrease the profit after tax by €1.0 million (2024: increased profit by €1.8 million).

The outturn performance compared to the IAA forecasts is summarised in the table below with additional explanation on the variances in the commentary that follows.

	2025			2024		
	Actual Performance	IAA Forecast	Variance	Actual Performance	IAA Forecast	Variance
Passengers ¹ (m)	36.4	34.7	1.7	34.6	33.6	1.0
Airport Charges (€'m)	334.1	343.7	(9.6)	323.3	306.1	17.2
Commercial Revenue (€'m)	413.0	365.1	47.9	388.7	345.5	43.2
Operating Expenses (€'m)	(412.6)	(374.4)	(38.2)	(380.0)	(369.5)	(10.5)
EBITDA² (€'m)	334.5	334.4	0.1	332.0	282.1	49.9

Passengers and airport charges

Passengers in Dublin Airport for 2025 were 36.4 million¹ (2024: 34.6 million¹), which is 1.7 million or 5% above (2024: 1.0 million or 3% above) the IAA passenger forecast for 2025 of 34.7 million (2024: 33.6 million). In light of the impact of Covid-19 on the aviation sector, the IAA conducted three interim reviews of the 2019 Determination. This first review was concluded in December 2020, with the revised Decision outlining the price cap for compliance purposes for 2020 and 2021. A second interim review of the 2019 Determination concluded in December 2021 relating to the price cap for 2022 and a third review concluded in December 2022 extending the determination period by two years to 2026 and outlining the price caps for 2023-2026. The final price cap for 2025 was €9.40 after adjusting for inflation, quality of service and the cost passthrough mechanism.

¹ Includes Transfer, Transit, Unscheduled and Other Passengers

² Earnings before Interest, Taxes, Depreciation and Amortisation

Financial Review and Regulated Entity Accounts

Financial review of the outturn performance of Dublin Airport compared to the IAA Determination Forecast continued

for the year ended 31 December 2025

Airport charges for the purpose of price cap compliance in 2025 amounted to €334.1 million (2024: €323.3 million). Airport charges were €9.6 million lower than the IAA forecast, this was due to actual price cap triggers achieved being €0.79 lower than the IAA forecast, offset by €0.35 added to the price cap for the cost passthrough adjustment relating to 2024 operating costs, as well as higher passenger volumes. See Note 2 for further information to the financial review and regulated entity accounts.

Commercial revenue

Commercial gross margin (commercial revenue) in Dublin Airport for 2025 was €413.0 million (2024: €388.7 million), which was €47.9 million (2024: €43.2 million) or 13% (2024: 13%) higher than the IAA commercial revenue forecast of €365.1 million (2024: €345.5 million).

Commercial revenue per passenger of €11.35 (2024: €11.22) was 8% (2024: 9%) higher than the IAA forecast of €10.52 (2024: €10.28) reflective of the strong commercial revenue performance relative to passenger numbers across the commercial revenue streams in particular car parks, car hire concessions and food and beverage (F&B). Retail is also performing ahead of forecast as a result of strong duty-free sales.

Operating expenses

The operating expenses excluding depreciation, amortisation and exceptional items in Dublin Airport for 2025 were €412.6 million (2024: €380.0 million), which was €38.2 million or 10% higher (2024: €10.5 million or 3% higher) than the IAA cost forecast of €374.4 million (2024: €369.5 million).

A passthrough mechanism applies to items for which the cost is largely outside the control of Dublin Airport (e.g., rates and regulatory charges). Upside or downside variation relative to the IAA forecast for these costs will be recoverable after they have been incurred. Included within operating expenses is €16.4 million (2024: €13.2 million) of costs that are eligible for the passthrough mechanism. Local authority rates accounted for €11.1 million (2024: €12.0 million) and IAA costs accounted for the remaining €5.3 million (2024: €1.2 million).

Operating expenses per passenger of €11.34 (2024: €10.97) were 5% higher (2024: 0.2% lower) than the IAA forecast of €10.79 (2024: €10.99) which was largely due to higher security resourcing in addition to the costs outlined above that were eligible for the passthrough mechanism.

EBITDA

Dublin Airport's Earnings before Interest, Taxes, Depreciation and Amortisation (EBITDA), excluding exceptional items was €334.5 million (2024: €332.0 million), higher by €0.1 million (2024: €49.9 million) on the implied IAA forecast of €334.4 million (2024: €282.1 million).

Capital expenditure

The IAA capital allowance for the current regulatory period is €3,264 million (excluding PACE (Programme of Airport Campus Enhancement)). Capital expenditure on regulatory till activities in 2025 at Dublin Airport was €270.1 million (2024: €219.4 million), of which €2.1 million is relating to including North Runway and €268 million on CIP 2020 – 2026 & PACE.

Financial Review and Regulated Entity Accounts

Financial review of the outturn performance of Dublin Airport compared to the IAA Determination Forecast continued

for the year ended 31 December 2025

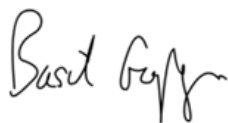
Funds from operations: net debt

The funds from operations (FFO): net debt ratio for Dublin Airport was 31.7% (2024: 31.1%) based on an FFO for the year of €294.0 million (2024: €288.5 million) and adjusted net debt attributable to the regulated activities at the balance sheet date of €928.5 million (2024: €927.7 million).

Funds from operations (FFO) is calculated based upon S&P Global Ratings' methodology and is defined as EBITDA after costs of fundamental restructuring, less net interest and taxes paid, with operating lease costs and payments made in respect of post-retirement benefits added back. Adjusted net debt for these purposes comprises the closing net debt position including pension obligations, and the capital value of operating lease commitments allocated.

	2025 €000	2024 €000
<u>FFO</u>		
EBITDA	334,477	331,979
Interest paid	(20,695)	(21,683)
Tax paid	(20,701)	(22,654)
Operating lease payments	484	406
Post-retirement benefit payments	435	423
Funds from operations (FFO)	294,000	288,471
<u>Adjusted net debt</u>		
Closing net debt	927,831	926,896
Capital value of operating lease	693	773
Adjusted net debt	928,524	927,669
FFO: net debt	31.7%	31.1%
Return on RAB		

The return on the Dublin Airport Regulated Asset Base (RAB) for the year was 6.5% (2024: 7.3%) which is above the cost of capital allowed by IAA of 4.35%. Earnings before interest and tax (EBIT), exceptional items and fair value increases on investment properties were €192.6 million (2024: €200.1 million). The average RAB for the year based upon the IAA Determination Forecast is €2,947.9 million (2024: €2,755.8 million). An EBIT of €128.2 million would be required to achieve a return of 4.35%.



Basil Geoghegan
Chairman



Risteard Sheridan
Director

27 March 2026



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INDEPENDENT AUDITOR'S REPORT TO THE DIRECTORS OF DAA PLC

Opinion

We have audited the non-statutory Extract from Regulated Entity Accounts of daa plc ("the Company") for the year ended 31 December 2025, which comprise the Summary Profit and Loss Account and the related notes 1 to 7, including the accounting policies. The financial reporting framework that has been applied in their preparation is a special purpose framework comprising the financial reporting provisions of Commission Note 1/2011, issued by the Irish Aviation Authority (IAA) (formerly the Commission for the Aviation Regulation (CAR)) on 16 November 2011.

In our opinion, the accompanying Extract from the Regulated Entity Accounts of the Company for the year ended 31 December 2025 is prepared, in all material respects, in accordance with the financial reporting provisions of Commission Note 1/2022, issued by the IAA on 16 November 2011.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (Ireland) (ISAs (Ireland)) including '*ISA (Ireland) 800 Special Considerations – Audits of Financial Statements Prepared in Accordance with Special Purpose Frameworks*'. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Extract from Regulated Entity Accounts section of our report. We are independent of the Company in accordance with ethical requirements that are relevant to our audit of the Extract from Regulated Entity Accounts in Ireland, including the Ethical Standard issued by the Irish Auditing and Accounting Supervisory Authority (IAASA), and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

The Statutory Financial Statements of daa plc have been prepared on the going concern basis. The Statutory Financial Statements were approved on 27 March 2026, and the directors' assessment of the Company's ability to continue as a going concern was performed as of that date. The assessment reflects the financial position of the Company at 27 March 2026 and the Directors are not required to and have not performed an updated assessment for the purpose of the Extract from Regulated Entity Accounts. We have not performed an assessment in respect of going concern for the purposes of the Extract from Regulated Entity Accounts.

Emphasis of Matter – Basis of Accounting

We draw attention to the fact that the Extract from Regulated Entity Accounts have been prepared in accordance with the special purpose framework. The nature, form and content of the Extract from Regulated Entity Accounts are determined by IAA. It is not appropriate for us to assess whether the nature of the information being reported upon is suitable or appropriate for IAA's purposes. Accordingly, we make no such assessment. The Extract from Regulated Entity Accounts is separate from the Statutory Financial Statements of the Company and has not been prepared under the basis of FRS 102 *The Financial Reporting Standard applicable in the UK and Republic of Ireland* ("FRS 102"). Financial information other than that prepared on the basis of FRS 102 does not necessarily represent a true and fair view of the financial performance or financial position of a company as shown in statutory financial statements prepared in accordance with the Companies Act 2014.

Our opinion is not modified in respect of this matter.



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INDEPENDENT AUDITOR'S REPORT TO THE DIRECTORS OF DAA PLC (continued)

Other information

The directors are responsible for the other information. The other information comprises the information included in the Financial Review and Extract from Regulated Entity Accounts, other than the Extract from Regulated Entity Accounts and our auditor's report thereon. Our opinion on the Extract from Regulated Entity Accounts does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

Our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the Extract from Regulated Entity Accounts or our knowledge obtained in the course of the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the Extract from Regulated Entity Accounts or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of the other information, we are required to report that fact.

We have nothing to report in this regard.

Responsibilities of directors for the Extract from Regulated Entity Accounts

As explained more fully in the Statement of Directors' Responsibilities (set out on page 1), the directors are responsible for the preparation of the Extract from Regulated Entity Accounts and for such internal control as the directors determine is necessary to enable the preparation of the Extract from Regulated Entity Accounts that is free from material misstatement, whether due to fraud or error.

Those charged with governance are responsible for overseeing the Company's financial reporting process.

Auditor's responsibilities for the audit of the Extract from Regulated Entity Accounts

Our objectives are to obtain reasonable assurance about whether the Extract from Regulated Entity Accounts as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (Ireland) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this Extract from Regulated Entity Accounts.

A further description of our responsibilities for the audit of the financial statements is located on the IAASA's website at: https://iaasa.ie/wp-content/uploads/docs/media/IAASA/Documents/audit-standards/Description_of_auditors_responsibilities_for_audit.pdf.

This description forms part of our auditor's report.



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INDEPENDENT AUDITOR'S REPORT TO THE DIRECTORS OF DAA PLC (continued)

Use of our report

This report is made, on terms that have been agreed, solely by the Company and IAA, in order to meet the requirements of the Regulations. Our audit work has been undertaken so that we might state to the Company those matters that we have agreed to state in our auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Company, for our audit work, for this report or for the opinions we have formed.

Our opinion on the Extract from Regulated Entity Accounts is separate from our opinion on the Statutory Financial Statements of the Company for the year ended 31 December 2025 on which we reported on 27 March 2026, which are prepared for a different purpose. Our audit report in relation to the Statutory Financial Statements of the Company (our "Statutory audit") was made solely to the Company's members, as a body, in accordance with the Companies Act 2014. Our Statutory audit work was undertaken so that we might state to Company's members those matters we are required to state to them in a Statutory audit report and for no other purpose. In these circumstances, to the fullest extent permitted by law, we do not accept or assume responsibility for any other purpose or to any other person to whom our Statutory audit report is shown or into whose hands it may come save where expressly agreed by our prior consent in writing.

A handwritten signature in black ink that reads 'Ernst & Young' in a cursive, script style.

Ernst & Young
Chartered Accountants and Registered Auditor

Dublin

30 March 2026

daa plc

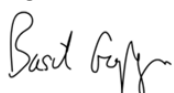
Financial Review and Extract From Regulated Entity Accounts

Summary profit and loss account – Dublin Airport

for the year ended 31 December 2025

		2025 €000	2024 €000
	Note		
Turnover	2	824,698	784,460
Operating costs			
Cost of sales		(77,640)	(72,476)
Payroll and related costs	3	(225,551)	(204,175)
Materials and services	4	(187,030)	(175,830)
Depreciation and amortisation	5	(141,830)	(131,878)
Exceptional item – fair value adjustment on investment properties	6	(1,265)	2,450
		(633,316)	(581,909)
Operating profit – continuing operations		191,382	202,551
Profit before interest and taxation		191,382	202,551
Finance expense		(17,510)	(20,590)
Fair value adjustment on financial instruments		(2,342)	4,178
Profit on ordinary activities before taxation		171,530	186,139
Taxation charge on profit on ordinary activities		(24,720)	(29,925)
Profit for the financial year		146,810	156,214
Exceptional items (net of taxation)		(952)	1,838
Profit for the financial year excluding exceptional items		147,762	154,376

On behalf of the Board



Basil Geoghegan
Chairman



Risteard Sheridan
Director

27 March 2026

Notes on and forming part of the financial statements

for the year ended 31 December 2025

1 Accounting Policies

The financial statements have been prepared in accordance with the following accounting policies, which have been applied consistently with the prior year.

1.1 Basis of Preparation

daa plc ("the Company") is a company incorporated in Ireland under the Companies Act 2014. The nature of the operations and principal activities of the Company and its subsidiaries consolidated in these accounts are airport operation and management and Irish airport retail management.

The directors consider that the obligation to meet the requirements of Section 28(1) of the Aviation Regulation Act 2001 is met by these Regulated Entity Accounts. The format and content of the Regulated Entity Accounts was determined following consultation with IAA per Commission Note 1/2011 issued on 16 November 2011.

For the purpose of preparing these accounts, the Regulated Entity Accounts includes the financial statements of daa plc ("the Company") and four of its subsidiaries, ASC Airport Services Consolidated Limited, DAA Airport Services Limited, DAA Finance plc and DAA Operations Limited (together comprising "the Regulated Entity"). The financial activities of other subsidiary undertakings of daa plc are not consolidated for the purpose of these accounts due to insufficient nexus to the operating activities of Dublin Airport.

These Regulated Entity Accounts have been prepared by consolidating the audited single company accounts of the Company and the accounts of the four subsidiaries set out above for the year ended 31 December 2025 and are unadjusted for any events from the date those audited accounts were approved.

The Regulated Entity Accounts are derived from the financial statements of the companies noted above, which are prepared in accordance with generally accepted accounting principles under the historical cost convention modified to include certain items at fair value and comply with Financial Reporting Standard 102 (FRS 102) of the Financial Reporting Council, except in respect of certain presentation and disclosure requirements of those standards and except for DAA Finance plc which is reporting under International Financial Reporting Standards (IFRS).

1.2 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. Cork Airport is included in the Regulated Entity Accounts but is outside the regulatory till. International investments and other international activities (Aer Rianta International cpt and daa International Limited) and joint ventures and associated undertakings fall outside the regulatory till and are not included in the Regulated Entity Accounts. Costs associated with operations without sufficient nexus to the regulated asset, such as the development of Dublin Airport Central have also been excluded from the results of Dublin Airport and included under Other Activities.

Notes (continued)

*for the year ended 31 December 2025***1 Accounting Policies continued****1.2 Profit and Loss Accounts continued**

The full till exit of lands associated with Dublin Airport Central (DAC) has been reflected in the regulated accounts from 1 January 2015 in accordance with Commission Paper 3/2014. This includes the transfer of all relevant revenues, operating costs and assets outside of the regulatory till. All costs (and where appropriate, revenues) of the Regulated Entity have been allocated to Dublin Airport and Other Activities as set out below:

- **Shared and head office activities**
All costs (and where appropriate, revenues) of shared and head office activities are allocated between Dublin Airport and Other Activities. Where direct attribution is not possible the revenue and cost are 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**
Fair value adjustments on investment property and fixed assets are allocated between Dublin Airport and Other Activities based on the location of assets. Restructuring costs related to the restructuring programme have been split based on the location of employees who availed of the scheme. See Note 6 for further information.
- **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 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.
- **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 business units where the exceptional item has been allocated.
- **Consolidation adjustment**
The consolidation adjustment relates to cross charges between Dublin Airport and Dublin Airport Central (DAC) which falls outside the regulatory till and is therefore included in "Other Activities".

Notes (continued)

for the year ended 31 December 2025

1 Accounting Policies continued

1.3 Basis of consolidation

The Regulated Entity Financial Statements consolidate the Financial Statements of the company and its subsidiary undertakings ("subsidiaries") up to December 31, 2025.

The results of subsidiaries are consolidated and included in the consolidated profit and loss account from their date of acquisition, being the date on which the Company obtains control and continue to be consolidated until the date that such control ceases. Control comprises the power to govern the financial and operating policies of the investee so as to obtain benefits from its activities.

Adjustments are made where necessary to subsidiary accounting policies when preparing the Regulated Entity Financial Statements. All intra-group transactions, balances, income, and expenses are eliminated on consolidation.

1.4 Turnover

Turnover is recognised to the extent that it is probable that the economic benefits will flow to the Regulated Entity and the revenue can be reliably measured. Turnover represents the fair value of goods and services, net of discounts, delivered to external customers in the accounting period excluding value added tax.

Sale of goods comprises goods supplied to external customers. Turnover from the sale of goods is recognised when the customer takes delivery of the goods.

Aeronautical revenue comprises passenger charges which are recognised on their departure, runway movement charges (recognised on landing and take-off) levied according to aircraft's maximum take-off weight, aircraft parking charges based on a combination of time parked and area of use, and other charges which are recognised when services are rendered. IAA regulates the level of revenues that the Company may collect in airport charges levied on users of Dublin Airport. IAA achieves this by setting a maximum level of airport charges per passenger that can be collected at Dublin Airport.

Rendering of services include property letting, which is recognised on a straight-line basis over the term of the rental period and usage charges for the operational systems (e.g. check-in desks), which are recognised as each service is provided. Car Park revenue, of which the majority is pre-booked is recognised as the service is provided.

Concession fee revenue, in general, is a percentage of turnover which may be subject to certain minimum contracted amounts. The minimum contracted amounts are recognised on a straight-line basis over the period to which they relate and the excess which is a percentage of turnover is recognised at the time the excess is reached and can be reliably measured.

Notes (continued)

for the year ended 31 December 2025

1 Accounting Policies continued

1.5 Other income

Other income comprises government grants and assistance availed of by the Regulated Entity in the form of government subsidised wage schemes to provide relief for entities during the COVID-19 pandemic. Government grants are recognised in the Profit and Loss on a systematic basis over the period in which the entity has recognised the related costs for which the grants are intended to compensate.

1.6 Investments in subsidiaries and associates

Investments in subsidiaries and associates are shown in the balance sheet as financial fixed assets and are valued at cost less allowance for impairment in value.

1.7 Financial Income

Income from financial assets is recognised on a receivable basis in the profit and loss account.

1.8 Foreign Currency

(i) Functional and presentation currency

For the purposes of the individual financial statements, the results and financial position of the company are expressed in Euro, which is the functional currency of the company and the presentation currency for the financial statements. All values are rounded to the nearest thousand (€000), except where otherwise indicated.

(ii) Transactions and balances

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

1.9 Leases

Operating leases

(i) As lessor

Leases where the Company retains substantially all the risks and benefits of ownership are classified as operating leases. Initial direct costs incurred in negotiating an operating lease are added to the carrying value of the lease asset and recognised over the lease term on the same basis as income.

(ii) As lessee

Expenditure on operating leases is charged to the profit and loss account on a straight-line basis over the lease period except where there are rental increases linked to expected general inflation, in which case these increases are recognised when incurred.

Notes (continued)

for the year ended 31 December 2025

1 Accounting Policies continued

1.10 Capital Grants

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

1.11 Stocks

Stocks are stated at the lower of cost and estimated selling price less costs to complete and sell. Cost is based on invoice price on either an average basis or on a first-in first-out basis depending on the stock category. An allowance is made on an annual basis in respect of potential stock obsolescence. It is based on an aged analysis of stock.

Maintenance stock relates solely to stock which will be expensed when consumed. It comprises spare parts which are used for maintenance purposes and office supplies.

1.12 Intangible Assets

Intangible assets are recorded at acquisition cost, being fair value at the date of acquisition, less the amounts amortised to the profit and loss account. These intangible assets comprise of computer software and are amortised over their economic lives, being the duration of the licenses which currently range from three to seven years.

The Company is also legally required to participate in the EU Emissions Trading Scheme. Free granted carbon credits are not recorded in the financial statements, while purchased carbon credits are initially recorded as intangible assets at cost less impairment, if any, taking into consideration the residual value. The quotas recognised are not amortised if the residual value is at least equal to the carrying value.

1.13 Tangible Fixed Assets and Depreciation

Tangible fixed assets are stated at cost, less accumulated depreciation and any accumulated 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 building, pier and satellite structures	20 - 50 years
Terminal fixtures and fittings	4 - 30 years
Airport plant and equipment	5 - 30 years
Runway surfaces	10 - 15 years
Runway bases	50 years
Taxiways and aprons	25 - 40 years
Motor vehicles	5 - 15 years
Office equipment	3 - 10 years
Computer equipment	3 - 7 years

Notes (continued)

*for the year ended 31 December 2025***1 Accounting Policies continued****1.13 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. Depreciation is not applied to assets in the course of construction. The cost of land and buildings and construction work in progress includes an apportionment of staff costs directly associated with the acquisition and development of the assets.

Assets which are constructed by a lessor are recognised as a completed asset when substantially all the activities necessary to get the asset ready for use are completed. In return for the transfer of title of the asset, the lessor receives abated rent for the period of the contract. The asset is initially recognised at the present value of the future cashflows which is the deemed cost.

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.

The carrying values of items of property, plant and equipment are reviewed for indicators of impairment at each reporting date and are subject to impairment testing when events or changes in circumstances indicate that the carrying values may not be recoverable.

The Company estimates the recoverable amount of its tangible fixed assets based on the higher of their fair value less costs to sell or their value in use, consisting of the present values of future cash flows expected to result from their use. For the purposes of this review, Dublin and Cork airports combined are considered to form one cash-generating unit based on the statutory mandate to operate critical national infrastructure, the interdependence of the airports' cash flows and the functional organisational structure by which the airports are managed. Where the carrying value exceeds the estimated recoverable amount (being the greater of fair value less costs to sell and value-in-use), an impairment loss is recognised by writing down the assets to their recoverable amount.

1.14 Investment property

Investment property is property held to earn rentals or for capital appreciation or both. Assets that are currently held for an undetermined future use are also regarded as held for capital appreciation. Investment property is stated at fair value at the reporting date. Gains or losses arising from changes in the fair value of investment property are included in the profit and loss account for the period in which they arise. Investment properties are not depreciated.

Valuations were carried out having regard to comparable market evidence relevant to each specific property or class of properties. In assessing fair value, current and potential future income (after deduction of non-recoverable outgoings) has been capitalised using yields derived from market evidence.

Notes (continued)

for the year ended 31 December 2025

1 Accounting Policies continued

1.14 Investment property continued

Investment properties in the course of construction are transferred to completed investment property when substantially all the activities necessary to get the asset ready for use are complete. During the construction phase, property under construction is stated at cost less any accumulated impairment losses. On completion the investment property is stated at fair value.

1.15 Borrowing Costs

Borrowing costs which are directly attributable to major capital projects are capitalised as part of the cost of the assets. The commencement of capitalisation begins when both the finance costs and expenditures for the asset are being incurred and activities that are necessary to get the asset ready for use are in progress. Capitalisation ceases when substantially all the activities that are necessary to get the asset ready for use are complete.

1.16 Taxation

Current tax, including Irish corporation tax and foreign tax, is provided at amounts expected to be paid (or recovered) using the tax rates and laws that have been enacted for the financial year.

Deferred tax is recognised in respect of all timing differences that have originated but not reversed at the balance sheet date where transactions or events that result in an obligation to pay more tax in the future or a right to pay less tax in the future have occurred at the balance sheet date. Timing differences are differences between the Regulated Entity's taxable profits and its results as stated in the financial statements that arise from the inclusion of gains and losses in tax assessments in periods different from those in which they are recognised in the financial statements.

Unutilised tax losses and other deferred tax assets are recognised only to the extent that, on the basis of all available evidence, it can be regarded as more likely than not that there will be suitable taxable profits from which the future reversal of the underlying timing differences can be deducted.

When the amount that can be deducted for tax for an asset (other than goodwill) that is recognised in a business combination is less/(more) than the value at which it is recognised, a deferred tax liability/(asset) is recognised for the additional tax that will be paid/(avoided) in respect of that difference. Similarly, a deferred tax asset/(liability) is recognised for the additional tax that will be avoided/(paid) because of a difference between the value at which a liability is recognised and the amount that will be assessed for tax. The amount attributed to goodwill is adjusted by the amount of deferred tax recognised.

Deferred tax liabilities are recognised for timing differences arising from investments in subsidiaries and associates, except where the Company is able to control the reversal of the timing difference and it is probable that it will not reverse in the foreseeable future.

Notes (continued)

for the year ended 31 December 2025

1 Accounting Policies continued

1.16 Taxation continued

Deferred tax is measured using the tax rates and laws that have been enacted or substantively enacted by the balance sheet date that are expected to apply to the reversal of the timing difference. Deferred tax relating to property, plant and equipment is measured using the revaluation model and investment property is measured using the tax rates and allowances that apply to sale of the asset.

The tax expense or income is presented in the same component of comprehensive income or equity as the transaction to which it relates.

Payments for corporation tax group relief to companies within the daa Group that are in excess of the tax value surrendered are treated as a capital contribution.

Current tax assets and liabilities are offset only when there is a legally enforceable right to set off the amounts and the Company intends either to settle on a net basis or to realise the asset and settle the liability simultaneously.

1.17 Provisions for liabilities

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.

The Company is also legally required to participate in the EU Emissions Trading Scheme. The Company recognises a provision for carbon credits costs when the actual carbon emissions exceed the carbon credits granted or still held. When actual carbon emissions exceed the amount of carbon credits granted, a provision is recognised for the exceeding carbon credits based on the carrying amount of the purchased quotas.

1.18 Retirement benefit obligations

The Company operates or participates in 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 schemes, 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.

Notes (continued)

for the year ended 31 December 2025

1 Accounting Policies continued

1.18 Retirement benefit obligations continued

- Deferred tax on the pension is recognised (to the extent that it is recoverable) and disclosed as part of provisions for liabilities if it is a deferred tax liability and part of debtors if it is a deferred tax asset.
- The amount charged to operating profit is the actuarially determined cost of pension benefits promised to employees earned during the financial year plus any benefit improvements granted to members during the year.
- The net interest cost on the net defined benefit liability is included within finance costs in the profit and loss account.
- Re-measurement comprising actuarial gains and losses, due to changes in the actuarial assumptions or because actual experience during the year was different to that assumed, and the return on scheme assets (excluding amounts included in net interest on the net defined benefit liability) are recognised in other comprehensive income.
- Tax in relation to service costs, net interest costs, past service costs or gains and losses on curtailments and settlements is recorded in the profit and loss account. Tax on re-measurements is recorded in other comprehensive income.

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

Other post-employee benefits are recognised where there is a legal or constructive obligation and are measured at the present value of the benefit obligation at the reporting date.

Termination benefits are recognised when the Company has a present obligation (legal or constructive) to provide termination benefits as a result of an offer made in order to encourage voluntary redundancy or early retirement. Termination benefits 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 termination benefits are due more than 12 months after the balance sheet date. The Group records net assets relating to defined benefit schemes to the extent that they are recoverable either through reduced future contributions or through refunds from the plan. Net assets in the schemes are restricted from recognition to the extent that none of these conditions are met.

1.19 Financial Instruments

Financial assets and financial liabilities are recognised when the Regulated Entity becomes a party to the contractual provisions of the instrument.

Financial liabilities and equity instruments are classified according to the substance of the contractual arrangements entered into. An equity instrument is any contract that evidences a residual interest in the assets of the Company after deducting all of its liabilities.

Notes (continued)

for the year ended 31 December 2025

1 Accounting Policies continued

1.19 Financial Instruments continued

(i) Financial assets and liabilities

All financial assets and liabilities are initially measured at transaction price (including transaction costs), except for those financial assets classified as at fair value through profit or loss, which are initially measured at fair value (which is normally the transaction price excluding transaction costs).

Debt instruments which meet the basic financial instruments conditions, such as the Company's bank loans which have fixed or determinable payments, are subsequently measured at amortised cost using the effective interest method. Debt instruments that are classified as payable or receivable within one year and which meet the basic financial instruments conditions, such as intercompany loans which are repayable on demand, are measured at the undiscounted amount of the cash or other consideration expected to be paid or received, net of impairment.

At the end of each reporting period financial assets measured at amortised cost, such as unlisted investment in loan stock, loan receivables which are repayable on demand, and loan receivables with fixed repayment dates, are assessed for objective evidence of impairment. If an asset is impaired the impairment loss is the difference between the carrying amount and the present value of the estimated cash flows discounted at the asset's original effective interest rate. The impairment loss is recognised in the profit and loss account.

If there is a decrease in the impairment loss arising from an event occurring after the impairment was recognised the impairment is reversed. The reversal is such that the current carrying amount does not exceed what the carrying amount would have been had the impairment not previously been recognised. The impairment reversal is recognised in profit and loss.

Financial assets and liabilities are only offset in the balance sheet when, and only when there exists a legally enforceable right to set off the recognised amounts and the Company intends either to settle on a net basis, or to realise the asset and settle the liability simultaneously.

Financial assets are derecognised when and only when (a) the contractual rights to the cash flows from the financial asset expire or are settled, (b) the Company transfers to another party substantially all of the risks and rewards of ownership of the financial asset, or (c) the Company, despite having retained some, but not all, significant risks and rewards of ownership, has transferred control of the asset to another party.

Financial liabilities are derecognised only when the obligation specified in the contract is discharged, cancelled or expires.

Notes (continued)

for the year ended 31 December 2025

1 Accounting Policies continued

1.19 Financial Instruments continued

(ii) Derivative financial instruments

The Regulated Entity uses derivative financial instruments to reduce exposure to foreign exchange risk. The Regulated Entity does not hold or issue derivative financial instruments for speculative purposes. Examples of use are forward contracts purchased for energy.

Where energy forward contracts are denominated in foreign currencies, foreign exchange contracts are entered into with the supplier to fix the currency exposure.

Derivatives are initially recognised at fair value at the date a derivative contract is entered into and are subsequently re-measured to their fair value at each reporting date. The resulting gain or loss is recognised in profit or loss immediately.

(iii) Fair value measurement

The best evidence of fair value is a quoted price for an identical asset in an active market. When quoted prices are unavailable, the price of a recent transaction for an identical asset provides evidence of fair value as long as there has not been a significant change in economic circumstances or a significant lapse of time since the transaction took place. If the market is not active and recent transactions of an identical asset on their own are not a good estimate of fair value, the Regulated Entity estimates the fair value by using a valuation technique.

(iv) Interest income and expense recognition

Interest income and expense is recognised in the profit and loss account for all interest-bearing financial instruments using the effective interest method. The effective interest method is a method of calculating the amortised cost of a financial asset or financial liability (or group of financial assets or financial liabilities) and of allocating the interest income or interest expense over the relevant period. The effective interest rate is the rate that exactly discounts estimated future cash payments or receipts through the expected life of the financial instrument, or when appropriate, a shorter period to the carrying amount of the financial asset or liability.

1.20 Cash and cash equivalents

Cash equivalents are short-term highly liquid investments that are readily convertible to known amounts of cash that are subject to an insignificant risk of changes in value. Within the cash flow statement, cash is defined as cash and deposits repayable on demand.

1.21 Exceptional Items

Exceptional items are material items of income and expense that, because of the unusual nature and expected infrequency of the events giving rise to them, merit separate presentation to allow an understanding of the Company's financial performance. Such events may include gains or losses on disposal of assets, costs of a fundamental reorganisation or restructuring or fair value movements on investment property.

Notes (continued)

for the year ended 31 December 2025

2 Turnover

	2025	2024
	€000	€000
Aeronautical turnover	334,078	323,264
Property and concessions*	79,513	75,759
Direct retailing and retail/catering concessions	268,107	247,705
Car parking	79,870	78,417
Advertising	6,524	6,685
Other activities	56,606	52,630
	824,698	784,460

* includes ATI and baggage hall fees of €3.3 million (2024: €3.4 million) and €0.2 million (2024: €0.1 million) respectively.

Airport charges

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

	2025	2024
	€000	€000
Runway	90,004	108,676
Aircraft parking	28,241	27,073
Airbridge	2,645	2,593
Noise charges	9,079	4,932
Passenger charges	210,598	198,296
Environmental discounts	(1,137)	(6,784)
Traffic / route incentive schemes	(5,352)	(11,522)
Airport charges for price cap compliance	334,078	323,264

Price cap outturn

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

Notes (continued)

for the year ended 31 December 2025

2 Turnover continued

	2025 Dublin Airport	2024 Dublin Airport
Airport charges	334,078,196	323,264,324
Passenger numbers*	36,431,234	34,645,117
Average airport charge per passenger	€9.17	€9.33
*Per passenger cap on airport charges	€9.40	€9.54
Under recovery of airport charges	€0.23	€0.21

The average airport charge per passenger in 2025 was €9.17 (2024: €9.33). The passenger numbers through Dublin Airport in 2025 was 36,431,234 (2024: 34,645,117). Based on the price cap set for 2025 Dublin Airport has not exceeded the level of revenue which it is allowed to collect for the year ended 31 December 2025. The price cap set by IAA in 2025 was €9.40 per passenger.

Persons with reduced mobility (“PRM”)

Dublin Airport PRM charges of €15.2 million (2024: €12.5 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 Ground handling Market At Community Airports) Regulations, 1998, daa plc is required to seek approval from IAA for changes to ATI fees. Dublin Airport ATI fees comprise fees for check-in desks and baggage hall desks. Included in property and concessions turnover are ATI fees for check-in desks of €3.3 million (2024: €3.4 million) and baggage hall desks of €0.2 million (2024: €0.1 million).

* Includes Transfer, Transit, Unscheduled and Other Passengers

Financial Review and Extract From Regulated Entity Accounts

Notes (continued)

for the year ended 31 December 2025

3 Payroll and related costs

	2025 €000	2024 €000
Wages and salaries	215,052	194,887
Social insurance costs	19,900	18,052
Retirement benefit costs	13,712	11,936
Other payroll related costs	3,932	3,159
	252,596	228,034
Staff costs capitalised into fixed assets	(27,045)	(23,859)
Payroll and related costs	225,551	204,175

4 Materials and services

	2025 €000	2024 €000
Repairs and maintenance costs	23,538	22,201
Rents and rates	30,664	29,829
Energy costs	10,620	12,852
Technology operating costs & CUTE*	13,683	12,798
Insurance	3,599	5,060
Cleaning contracts & materials	12,104	11,420
Fees and professional services	17,745	15,380
Marketing & promotional costs	4,789	3,874
Aviation customer support	115	98
Telephone print and stationery	815	939
Employee related overheads	7,255	7,893
Other overheads	27,460	25,790
PRM service provider	15,775	14,675
Travel & subsistence	660	629
Car park direct overheads	8,597	7,671
Regulatory costs	9,611	4,721
	187,030	175,830

* Common user terminal equipment

Notes (continued)

*for the year ended 31 December 2025***5 Depreciation and amortisation**

	2025 €000	2024 €000
Depreciation and loss on retirements and disposals of fixed assets	142,798	132,868
Amortisation of capital grants	(968)	(990)
	141,830	131,878

6 Exceptional items**Fair value adjustment on investment property**

The Regulated Entity has engaged independent valuation specialists to determine the fair value of its properties deemed to be investment properties at 31 December 2025. These valuations resulted in Dublin Airport recognising a fair value decrease of €1.3 million (2024: increase of €2.5 million). The impact on taxation was the recognition of a net deferred tax credit of €0.3 million (2024: charge of €0.6 million).

7 Approval of Regulated Entity Accounts

The Regulated Entity Accounts were approved by the Board on 27 March 2026.

daa plc

Financial Review and Regulated Entity Accounts

Financial Review and Extract From Regulated Entity Accounts

Appendix 1 – Passenger numbers

	2025	2024
Embarking	18,213,571	17,317,729
Disembarking	18,206,766	17,317,967
Transit	10,897	9,421
	36,431,234	34,645,117*

Appendix 2 - Employee numbers

	2025	2024
Average Full-time Equivalents	3,200	2,947

Appendix 3 – Rolling incentives

Pursuant to the rolling incentives categories introduced for commercial revenues and operating expenses, as outlined in paragraph 9.94 (commercial revenues) of CP7/2022, the following information is disclosed:

Commercial revenues:

	2025 Dublin Airport	2025 IAA inflated	(Under)/Out Performance
<u>Per pax, €:</u>			
Retail Revenue	5.23	4.64	0.59
Car parking revenue	2.19	2.05	0.14
Lounges, FastTrack & Platinum Services	0.82	0.73	0.09
Advertising	0.18	0.21	(0.03)

* Includes Transfer, Transit, Unscheduled and Other Passengers

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 other comprehensive income

Balance sheet

Statement of changes in equity

Cash flow statement

“Other Activities” column in the profit and loss account notes 2, 3, 4 and 5

Note 7 Finance income/(expense)

Note 8 Tax on profit/(loss) on ordinary activities

Note 9 Tangible fixed assets

Note 10 Investment property

Note 11 Intangible fixed assets

Note 12 Investments

Note 13 Other Financial (liabilities) / assets

Note 14 Subsidiary undertakings

Note 15 Stock

Note 16 Debtors

Note 17 Creditors: amounts falling due within one year

Note 18 Creditors: amounts falling due after more than one year

Note 19 Capital grants

Note 20 Financial liabilities

Note 21 Provisions for liabilities

Note 22 Deferred tax liability

Note 23 Reconciliation of net assets

Note 24 Called up share capital presented as equity

Note 25 Reconciliation of operating profit/(loss) to cash generated by operations

Note 26 Analysis of net debt

Note 27 Retirement benefits