

daa plc  
Financial Review and Extract from  
Regulated Entity Accounts

Year Ended 31 December 2015

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 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"), CAR is required to make determinations ("Regulatory Determinations") governing the maximum levels of airport charges that can be levied at Dublin Airport by daa plc ("the Company" or "daa") as the airport authority.

CAR has requested that daa 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, the corresponding date to which the statutory accounts of the Company are made up. At the discretion of CAR, 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 CAR. The full Regulated Entity Accounts are based on the statutory financial statements for the year ending 31 December 2015 of the relevant legal entities comprising the Regulated Entity as set out under the Basis of Preparation on page 7. They have been prepared solely to present fairly the Regulated Entity assets, liabilities and financial position for the year end. They have been prepared in accordance with the Statement of Accounting Policies on pages 7 to 15 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 7.

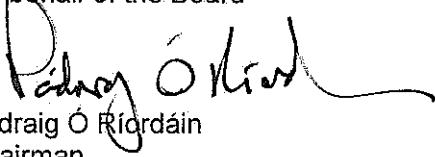
In preparing the statutory financial statements, the directors are required to:

- 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 financial position 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

  
Pádraig Ó Riordáin  
Chairman

  
Gerry Walsh  
Director

15 April 2016

daa plc

## Financial Review and Extract From Regulated Entity Accounts

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

*for the year ended 31 December 2015*

The following 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 2014 'Determinations on the Maximum Level of Airport Charges at Dublin Airport (7 October 2014).

CAR forecasts have been inflated in line with the percentage change in the Consumer Price Index between October 2014 and October 2015 which was -0.3%.

#### **Till exit**

On 10 December 2014, CAR issued a paper titled "Guidance on the Till Exit of Lands Associated with Dublin Airport City" (CP3/2014), which provided a Till Exit price for the transfer of almost 70 acres of land from the regulated entity to Dublin Airport Central (DAC), which was within daa plc. On 20 January 2015, Dublin Airport confirmed it was proceeding with the DAC project outside of the regulatory till in accordance with the provisions of CAR's guidance document. The accounting for the full till-exit has been reflected in the Regulated Entity Accounts from 1 January 2015.

Revenues, operating costs and assets connected with the circa 70 acres have been transferred from Dublin Airport to DAC. The operations related to DAC are classified in 'Other Activities' in the Profit and Loss account for the year commencing 1 January 2015, and all arrangements between Dublin Airport and DAC are reflected on an arm's length basis.

The Regulated Asset Base (RAB) for Dublin Airport, as advised by CAR, and the attributable net debt have been reduced for the till exit. The till exit price represents the market value of assets transferred to DAC of €93.0 million less the previous investment of €45.0 million which has not been entered into the RAB.

#### **Financial Overview**

Dublin Airport's profit after taxation before exceptional items and related tax is €55.2 million, (2014: €31.9 million). Exceptional items increased profit after tax by €6.2 million (2014: reduced by €6.7 million). As a result of the adoption of FRS 102, fair value gains of €1.7 million have been recognised on investment properties for the first time in 2015 (2014: €15.1 million) and these are reported as exceptional items.

#### **Passengers and airport charges**

Passengers in Dublin Airport for 2015 were 25.1 million (2014: 21.7 million), which is 2.9 million or 13% above the CAR passenger forecast of 22.1 million (2014: 22.4 million). Greater than expected passenger volumes contributed to an average charge per passenger of €9.74 compared to the price cap set by CAR of €10.26. Airport charges for 2015 amounted to €239.0 million (2014: €219.8 million).

## Financial Review and Extract From Regulated Entity Accounts

Financial review of the outturn performance of Dublin Airport compared to the CAR Determination Forecast (continued)

for the year ended 31 December 2015

### Commercial revenue

Commercial gross margin (commercial revenue) in Dublin Airport for 2015 was €176.5 million (2014: €152.3 million), which was €31.6 million or 22% higher than the CAR commercial revenue forecast of €144.9 million (2014: €138 million). The till-exit reduced commercial revenue in the regulated entity by €3.5 million.

Commercial revenue per passenger of €7.04 (2014: €7.00) was 7% higher than the CAR forecast of €6.56 (2014: €6.17).

Improved car park yields, additional commercial concessions revenue and increased average retail customer spend along with increases in passenger numbers have all contributed to the positive commercial revenue variance with CAR forecasts.

### Operating expenses

2015 operating expenses excluding depreciation, amortisation and exceptional items in Dublin Airport were €216.5 million (2014: €198.8 million), which was €19.6 million or 10% higher than the CAR cost forecast of €197 million\* (2014: €224.2 million). Operating expenses relating to the till exit amounted to €1.4 million.

Operating expenses per passenger of €8.64 (2014: €9.16) was 3% lower than the CAR forecast of €8.91 (2014: €10.02).

Dublin Airport's increase in operating costs is primarily due to increased payroll costs and investment in technology and marketing activities in 2015.

### EBITDA

Dublin Airport's Earnings before Interest, Taxes, Depreciation and Amortisation (EBITDA), excluding exceptional items and after the till exit was €198.4 million (2014: €172.9 million), up €23.4 million on the CAR forecast\* of €175 million (2014: €152.7 million).

\*

Adjusted for €1.6 million historical pension deficit allowance

### Capital expenditure

2015 is the first year of the 2015 – 2019 regulatory period. The CAR allowance for the five year period is €341 million (excluding trigger projects). Capital expenditure on regulated activities in 2015 at Dublin Airport was €65.6 million (2014: €55.9 million).

### Funds from operations: net debt

The funds from operations (FFO) : net debt ratio for Dublin Airport was 19.6% (2014: 14.5%) based on an FFO for the year of €153.9 million (2014: €123.3 million) and adjusted net debt attributable to the regulated activities at the balance sheet date of €785.7 million (2014: €852.6 million).

## Financial Review and Extract From Regulated Entity Accounts

Financial review of the outturn performance of Dublin Airport compared to the CAR Determination Forecast (continued)

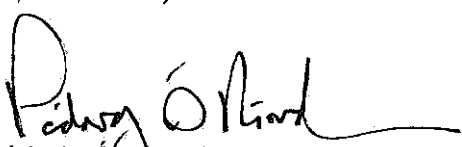
for the year ended 31 December 2015

Funds from operations (FFO) is calculated based upon Standard and Poor's methodology and is defined as EBITDA before 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 to Dublin Airport.

	€000
<b>FFO</b>	
EBITDA	198,449
Interest paid	(44,492)
Operating lease payments	328
Post retirement benefit payments	(336)
	<hr/>
<b>Funds from operations (FFO)</b>	<b>153,949</b>
	<hr/>
<b>Adjusted net debt</b>	
Closing net debt	872,035
Capital value of operating leases	68
Net pension liability	6,625
Till Exit adjustment	(93,000)
	<hr/>
<b>Adjusted net debt</b>	<b>785,728</b>
	<hr/>
<b>FFO : net debt</b>	<b>19.6%</b>
	<hr/>

### Return on RAB

The return on the Dublin Airport RAB for the year was 7.2% (2014: 5.4%). Earnings before interest and tax (EBIT), exceptional items and unrealised gains on investment properties were €111.6 million (2014: €88.0 million). The average RAB for the year based upon the CAR Determination Forecast adjusted for the till exit price of €48 million is €1,547 million (2014: €1,632 million).

  
Pádraig Ó Ríordáin  
Chairman

  
Gerry Walsh  
Director

15 April 2016

## **Independent auditors' report to the directors of daa 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 financial year ended 31 December 2015 and the related noted 1 to 6, are derived from the audited Regulated Entity Accounts of daa plc ("the Company") for the financial year ended 31 December 2015 prepared by Company for submission to the Commission for Aviation Regulation ("CAR") as required by the Aviation Regulation Act of 2001. We expressed an unmodified opinion on those accounts in our report dated 15<sup>th</sup> April 2016.

This report is made solely to the Company's directors, as a body, in accordance with the terms of our engagement letter dated 2<sup>nd</sup> February 2016. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone (including CAR), 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 does not contain all the disclosures required by Accounting Standards issued by the Financial Reporting Council 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, is not a substitute for reading the audited Regulated Entity Accounts.

### **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.

### **Auditors' Responsibility**

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

### **Opinion on the Extract from the Regulated Entity Accounts**

In our opinion, the Extract from the Regulated Entity Accounts, derived from the audited Regulated Entity Accounts for the Company for the financial year ended 31 December 2015, is consistent in all material aspects, with those accounts in accordance with the criteria agreed by the Company with CAR.



Deloitte  
Chartered Accountants and Statutory Audit Firm  
Dublin

Date 15/4/16

daa plc

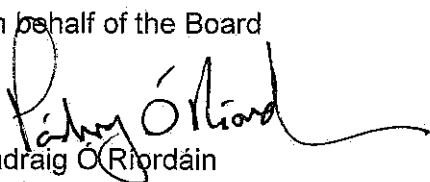
## Financial Review and Extract From Regulated Entity Accounts


### Summary profit and loss account – Dublin Airport

for the year ended 31 December 2015

		2015 €000	2014 €000
<b>Turnover</b>	2	<b>462,623</b>	409,311
<b>Operating costs</b>			
Cost of sales		(47,639)	(37,567)
Payroll and related costs	3	(131,905)	(116,409)
Exceptional item – pension	6	5,621	(20,724)
Materials and services	4	(84,630)	(82,469)
Depreciation and amortisation	5	(86,803)	(84,846)
Exceptional item – fair value adjustment on investment properties	6	1,746	15,099
		<b>(343,610)</b>	<b>(326,916)</b>
<b>Operating profit – continuing operations</b>		<b>119,013</b>	82,395
<b>Profit before interest and tax</b>		<b>119,013</b>	82,395
Financial expense		(45,494)	(51,415)
Fair value adjustment on financial instruments		(200)	(677)
<b>Profit on ordinary activities before tax</b>		<b>73,319</b>	30,303
Tax charge on profit on ordinary activities		(11,879)	(5,009)
<b>Profit on ordinary activities after tax</b>		<b>61,440</b>	25,294
Exceptional items (net of tax)		(6,231)	6,685
<b>Profit for the financial year excluding exceptional items</b>		<b>55,209</b>	31,979

On behalf of the Board

  
Pádraig Ó Riordáin  
Chairman

  
Gerry Walsh  
Director

15 April 2016



daa 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 2015*

### **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.

#### **Basis of Preparation**

daa plc is a company incorporated in Ireland under the Companies Act 2014. The nature of the Company's operations and its principal activities 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 CAR on the form of accounts required from daa plc 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 ("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 2015.

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, as promulgated by Chartered Accountants Ireland, except in respect of certain presentation and disclosure requirements of those standards.

The underlying financial statements (daa plc, ASC Airport Services Consolidated Limited, DAA Airport Services Limited and DAA Operations Limited) for the financial year ended 31 December 2015 are the first financial statements that comply with FRS 102.

#### **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 property related 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 proposed development of Dublin Airport Central and Car Parks International, in line with daa's response to Commission Paper 6/2008 and correspondence with CAR, have also been excluded from the results of Dublin Airport and included under Other Activities.

Notes (continued)

for the year ended 31 December 2015

**1 Accounting Policies (continued)**

The full till exit of lands associated with Dublin Airport Central has been reflected in the 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 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 pension related credit and charge in 2015 and 2014 respectively have been allocated to Dublin Airport and Other Activities based on the element of the amount attributable to employees at each location. Fair value adjustments on investment property have been allocated to Dublin Airport and Other Activities based on the location of assets. 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 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.

- 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.

## Turnover

Turnover is recognised to the extent that it is probable that the economic benefits will flow to the Company 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.

Notes (continued)

for the year ended 31 December 2015

**1 Accounting Policies (continued)**

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. CAR regulates the level of revenues that the Company may collect in airport charges levied on users of Dublin Airport. CAR 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 income of which the majority is pre-booked is recognised on a straight-line basis.

For concession agreements, minimum contracted (fixed) amounts are recognised on a straight-line basis over the period to which they relate with any access (variable) amounts recognised at the time at which the trigger has been reached and can be reliably measured.

**Investments 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.

**Financial Income**

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

**Foreign Currency**

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.

**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 2015

**1 Accounting Policies (continued)**

**Capital Grants**

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

**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. A provision 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.

**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 computer software and are amortised over their economic lives, being the duration of the licenses which currently range from three to seven years.

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

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.

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 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 recoverable amount is less than the carrying amount of the assets the Company recognises an impairment loss in the financial statements.

## Notes (continued)

for the year ended 31 December 2015

**1 Accounting Policies (continued)****Investment properties**

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.

**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.

**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 or substantively enacted by the balance sheet date.

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 Company'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 2015

**1 Accounting Policies** (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 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 value 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.

**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.

**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.
- 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 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.

Notes (continued)

for the year ended 31 December 2015

**1 Accounting Policies (continued)**

- 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 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.

**Financial Instruments**

Financial assets and financial liabilities are recognised when the Company 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.

*(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.

Notes (continued)

for the year ended 31 December 2015

**1 Accounting Policies** *(continued)*

At the end of each reporting period financial assets measured at amortised cost, such as intercompany loan receivables which are repayable on demand, 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 profit and loss.

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.

*(ii) Derivative financial instruments*

The Company uses derivative financial instruments to reduce exposure to foreign exchange risk. The Company does not hold or issue derivative financial instruments for speculative purposes.

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 Company 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 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.



Notes (continued)

for the year ended 31 December 2015

**1 Accounting Policies** (continued)

**Cash and cash equivalents**

Cash is represented by cash in hand and deposits with financial institutions repayable without penalty on notice of not more than 24 hours. Cash equivalents are highly liquid investments that mature in no more than three months from the date of acquisition and that are readily convertible to known amounts of cash with insignificant risk of change in value.

**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 2015

<b>2 Turnover</b>	<b>2015</b>	2014
	<b>€000</b>	€000
Airport charges	<b>239,038</b>	219,842
Property and concessions	<b>50,039</b>	50,657
Direct retailing and retail/catering concessions	<b>123,504</b>	97,523
Car parking	<b>32,341</b>	27,548
Other activities	<b>17,701</b>	13,741
	<hr/>	<hr/>
	<b>462,623</b>	409,311
	<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>2015</b>	2014
	<b>€000</b>	€000
Runway	<b>105,336</b>	93,208
Aircraft parking	<b>17,010</b>	15,355
Airbridge	<b>1,985</b>	1,877
Passenger charges	<b>146,048</b>	127,634
Traffic / route incentive schemes	<b>(26,043)</b>	(17,033)
	<hr/>	<hr/>
<b>Airport charges levied</b>	<b>244,336</b>	221,041
Provision for incentive schemes	<b>(5,298)</b>	(1,199)
	<hr/>	<hr/>
	<b>239,038</b>	219,842
	<hr/> <hr/>	<hr/> <hr/>

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 Financial Review and Extract From Regulated Entity Accounts

Notes (continued)  
 for the year ended 31 December 2015

**2 Turnover (continued)**

**Price cap outturn**

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

	<b>2015 Dublin Airport</b>	2014 Dublin Airport
Airport charges levied	<b>€244,336,160</b>	€221,040,557
Passenger numbers	<b>25,049,319</b>	21,711,967
	<hr/>	<hr/>
<b>Average airport charge per passenger</b>	<b>€9.75</b>	€10.18
Per passenger cap on airport charges	<b>€10.26</b>	€10.68
	<hr/>	<hr/>
Under recovery of airport charges	<b>€0.51</b>	€0.50
	<hr/> <hr/>	<hr/> <hr/>

The average airport charge per passenger in 2015 was €9.75 (2014: €10.18). The passenger numbers through Dublin Airport for the year were 25,049,319 (2014: 21,711,967). The price cap set by CAR for the year was €10.26 (2014: €10.68).

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

Dublin Airport PRM charges of €5.1 million (2014: €5.2 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 plc is required to seek approval from CAR 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 €2.5 million (2014: €2.3 million) and baggage hall desks of €0.1 million (2014: €0.1 million).

Notes (continued)

for the year ended 31 December 2015

**3 Payroll and related costs**

	2015 €000	2014 €000
Wages and salaries	116,422	104,784
Social welfare costs	11,452	10,296
Pension costs	5,905	4,764
Other staff costs	4,862	1,837
	<hr/>	<hr/>
	138,641	121,681
Staff costs capitalised into fixed assets	(6,736)	(5,272)
	<hr/>	<hr/>
Net staff costs	131,905	116,409
	<hr/> <hr/>	<hr/> <hr/>

**4 Materials and services**

	2015 €000	2014 €000
Repairs and maintenance costs	11,006	10,999
Rents and rates	14,724	14,460
Energy costs	6,472	6,329
Technology operating costs & CUTE*	9,318	9,432
Insurance	2,855	3,411
Cleaning contracts & materials	3,352	3,646
Fees and professional services	9,628	9,891
Marketing & promotional costs	4,683	3,972
Aviation customer support	3,813	3,137
Telephone print and stationery	1,045	856
Employee related overheads	3,640	3,642
Other overheads	1,911	1,485
PRM service provider	5,102	4,523
Travel & subsistence	1,256	1,197
Car park direct overheads	4,149	3,776
CAR costs	1,447	1,713
Management and service charges	229	-
	<hr/>	<hr/>
	84,630	82,469
	<hr/> <hr/>	<hr/> <hr/>

\*Common user terminal equipment

Notes (continued)

for the year ended 31 December 2015

**5 Depreciation and amortisation**

	<b>2015</b>	2014
	<b>€000</b>	€000
Depreciation and loss on retirements and disposals of fixed assets	<b>87,511</b>	85,571
Amortisation of capital grants	<b>(708)</b>	(725)
	<hr/>	<hr/>
	<b>86,803</b>	84,846
	<hr/> <hr/>	<hr/> <hr/>

**6 Exceptional items and fair value adjustments on investment property**

**a) Pension**

Pursuant to the finalisation of collective (industrial relations) agreements and in full and final settlement of matters arising in connection with the 2014 restructuring of the Irish Airlines (General Employees) Superannuation Scheme ("IAS Scheme"), the Company agreed to make certain once-off pension contributions into a new defined contribution pension scheme. These once-off lump-sum contributions were informed by the recommendations of a government sponsored 'Expert Panel', both its report of 16 June 2014 and its final determination of 9 March 2015.

Provision was made in 2014 for the final offers, which had then been issued to each eligible current or former employee who was an active or deferred member of the IAS Scheme at 31 December 2014, amounting to €72.2 million in once-off pension contributions into the new scheme. As a provision of €31.5 million had been made in respect of earlier pension proposals, superseded following the restructuring of the IAS Scheme, the net charge for 2014 was €43.2 million. After taking account of a curtailment gain of €16.1 million, which arose in respect of unfunded pension obligations upon the restructuring of the IAS Scheme, a net exceptional pension cost of €27.1 million arose in respect of 2014. The net exceptional cost attributable to Dublin Airport was €20.7m. The total net impact on taxation for 2014 was to recognise a deferred tax credit of €3.4 million.

Following the final determination of the Expert Panel in March 2015, and as part of the process of reaching final collective agreements, the Company agreed to make a) an additional once-off top-up pension contributions to eligible staff closest to retirement date and b) an additional once-off lump sum pension contribution offer to a certain category of employees as part of a full and final settlement of matters, including transitional arrangements, changes in retirement age and payments in lieu of added years' service.

Provision has been made in 2015 in respect of these additional, final, once-off pension contributions amounting to €5.0 million. After taking account of a) the release of a provision for costs made in the prior year of €1.0 million, no longer required and b) curtailment gains of €12.1 million in respect of unfunded pension obligations which arose upon completion of the restructuring of these pensions and related matters, a net exceptional pension credit of €8.2 million arose in 2015. The net exceptional credit attributable to Dublin Airport is €5.6m.

Notes (continued)

for the year ended 31 December 2015

**6 Exceptional items and fair value adjustments on investment property (continued)**

The total net impact on taxation was to recognise a deferred tax charge in the year of €1.0 million.

**b) Fair value adjustment on investment property**

The Company has engaged independent valuation specialists to determine the fair value of its properties deemed to be investment properties at 31 December 2015 and 31 December 2014 and 1 January 2014. These valuations indicate that Dublin Airport should recognise a fair value revaluation uplift of €1.7 million (2014: €15.1 million). The impact on taxation was the recognition of a deferred tax credit of €0.4 million (2014: €3.7 million).

**7 Approval of Regulated Entity Accounts**

The Regulated Entity Accounts were approved by the Board on 15 April 2016.

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**Appendix 1 – Passenger numbers**

	<b>2015</b>	2014
Embarking	<b>12,488,351</b>	10,857,250
Disembarking	<b>12,461,036</b>	10,850,079
Transit	<b>99,932</b>	4,638
	<hr/>	<hr/>
	<b>25,049,319</b>	21,711,967
	<hr/> <hr/>	<hr/> <hr/>

**Appendix 2 - Employee numbers**

	<b>2015</b>	2014
Average Full-time Equivalents	<b>2,216</b>	2,065
	<hr/> <hr/>	<hr/> <hr/>

**Appendix 3 – 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 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 Financial 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 Subsidiary undertakings

Note 14 Debtors

Note 15 Creditors: amounts falling due within one year

Note 16 Creditors: amounts falling due after more than one year

Note 17 Capital grants

Note 18 Financial liabilities

Note 19 Provisions for liabilities

Note 20 Deferred tax liability/(asset)

Note 21 Reconciliation of net assets

Note 22 Called up share capital

Note 23 Reconciliation of operating profit to cash generated by operations

Note 24 Analysis of net debt

Note 25 Retirement benefits

Note 26 First time adoption of FRS 102 of the underlying entities