DUBLIN AIRPORT AUTHORITY plc

ÚDARÁS AERFORT BHAILE ÁTHA CLIATH cpt

ANNUAL REPORT AND ACCOUNTS 2004

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Board of Directors

GARY MCGANN

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ANTHONY SPOLLEN

LINDA TANHAM

GARY MCGANN Chairman

Gary McGann held various senior management positions in Irish industry, including at LM Ericsson Holdings, Gilbeys of Ireland and Grand Metropolitan Finance, prior to joining Aer Lingus as Group Chief Executive in 1994. In 1998, he joined the Smurfit Group as Chief Financial Officer and was appointed President and Chief Operations Officer the following year. Elected to the Board of Smurfit Group in 2000, he was appointed Chief Executive Officer in 2002. Gary is the current President of IBEC.

OLIVER CUSSEN

Oliver Cussen joined Aer Rianta in 1998 as Director – Corporate Development, which incorporated the Human Resources function. In 2001 he was appointed Director – Marketing and Communications and two years later he assumed the role of Director – Corporate Affairs & Company Secretary. In October 2004 he was appointed Acting Chief Executive. Prior to joining Aer Rianta Oliver was Assistant Secretary General in the Department of Education and Science.

MICHAEL LANDERS

Michael Landers is Assistant General Secretary of the trade union IMPACT. He has experience of representing members throughout the aviation industry, including pilots, cabin crew, air traffic controllers and administrative and professional staff. Prior to becoming a trade union official, Michael worked for Eircom in a variety of engineering, human resources and internal communications roles.

COLM BARRINGTON

Colm Barrington joined Aer Lingus in 1967 as a financial analyst and later assumed responsibility for acquiring and financing hotels for the airline. He joined GPA, the Shannon-based aviation group, in 1979 and held a number of senior executive positions there until it was acquired by GE Capital Aviation Services, where he was appointed President. Since 1994 he has been a partner with Babcock & Brown, the international investment bank that specialises in aircraft financing.

MARY DAVIS

Mary Davis is National Director, Special Olympics Ireland and former Chief Executive of the World Special Olympic Games held in Ireland in 2003. Appointed by President McAleese as a Member of the Council of State in 2004, she has served on the co-ordinating committee of the European Year of People with Disabilities and is currently Chairperson of St. Patrick's Festival.

MARIE O'CONNOR

Marie O'Connor has been an audit partner with PricewaterhouseCoopers since 1986. As the firm's Investment Manager and Financial Services Leader, her most recent focus has been on advising international companies developing operations in Dublin's International Financial Services Centre. Marie is currently a board member of the American Chamber of Commerce in Ireland and of the Irish Chapter of the Irish US Council for Commerce and Industry.

BILL CULLEN

Bill Cullen has been Chairman and owner of Renault Ireland, one of Ireland's largest automotive retail and service companies since he acquired the business in 1986. A successful author, he is also President of the Irish Youth Foundation, where he has been the principal driver of successful fundraising campaigns for youth projects throughout Ireland.

ARTHUR HALL

Arthur Hall is the Regional Secretary of the Technical Engineering and Electrical Union. One of the industrial sectors for which Arthur has responsibility is the avionics industry in Ireland and he represents craftworkers employed at Dublin, Shannon and Cork Airports. He is also the Vice-President of the Dublin Council of Trade Unions and a board member of the Institute of Technology in Tallaght.

ANTHONY SPOLLEN

Anthony Spollen is an international consultant and advisor on internal audit issues and standards and has advised the European Union Economic and Social Committee, amongst others, on financial regulation matters. During his previous career at AIB, the major Irish bank, he was Financial Controller of Allied Irish Investment Bank for seventeen years and subsequently Head of Group Internal Audit at AIB itself for five years.

DES CUMMINS

Des Cummins is Chairman of the Cummins Group that employs over 50 people in Ireland and the UK. A member of the National Executive of the Small Firms Association for the past ten years, he has participated in Government-sponsored Task Forces on Small Businesses and Company Law Reform. He is a member of Comhar, the National Sustainable Development Partnership.

SIR MICHAEL HODGKINSON

Sir Michael Hodgkinson joined the British Airports Authority (BAA) in 1992 as Group Airport Director, having held senior management positions in the motor and food industries in Britain and Europe. During his twelve years at BAA, including from 1999 to 2003 as Chief Executive, he had responsibility for expansion planning at all BAA's airports including Heathrow and Stansted. He is a member of the UK's Commission for Integrated Transport, the UK Airports Advisory Council and the Transport for London Committee.

LINDA TANHAM

Linda Tanham was appointed National Official with the trade union Mandate in October 2004, following a 24-year career in various senior roles with Mandate and its predecessor, IDATU based in Cork, Galway and Dublin. She has represented retail employees at Dublin, Shannon and Cork Airports since 2001. Linda currently represents the Irish Congress of Trade Unions on the Expert Skills Group on Future Training Needs.

GARY MCGANN Chairman

Chairman's Statement

Dublin, Shannon and Cork Airports are vital assets for an island nation whose economic well-being is dependent on the broadest possible range of cost-effective transport links with people and markets worldwide.

In this context, 2004 may prove to have been an historic year in the strategic development of these airports and national aviation policy in general. The passing into law of the State Airports Act last July launched a new era in which the three airports can assume the maximum possible level of responsibility for their own growth and development. This should enable them to serve their specific regional economies and customer bases more effectively and, by requiring each to develop its own self-sustaining business model, stimulate higher levels of business activity and operational efficiency.

The Act provided for the creation of new Airport Authorities and new boards at the three airports to replace the existing Aer Rianta Group structure and board. Under the Act, all Aer Rianta's assets, liabilities and contractual arrangements remain initially with the Dublin Airport Authority. But it also mandates each of the new boards to "do all things as are necessary to give effect to the restructuring" of Aer Rianta and to submit detailed business plans to the Minister for Transport and the Minister for Finance that may serve as the financial blueprints for full separation of the three airports.

Progress has been made in implementing the principal requirements of the State Airports Act. The three new boards took office last Autumn under the chairmanship of Pat Shanahan in Shannon, Joe Gantly in Cork and myself in Dublin. The new boards have been co-operating closely since then to tackle the many legal and financial complexities involved in restructuring a long-established, fully-operational Airports Group sharing a common corporate structure.

The Shannon and Cork Airport Authorities still have no assets or liabilities vested in them but, subject to high-level budgetary parameters agreed with the Dublin Airport Authority, have begun to assume much greater responsibility for their airports under delegated authority.

Each Authority is actively engaged in the formulation of strategic business plans. These must establish the platform necessary to secure the immediate viability of the airports as stand-alone commercial entities and to generate the capital required to support investment in infrastructure and profitable business activity.

By their nature these plans will involve many challenges for all involved. They will also require proactive engagement by many stakeholders, including employees and their trade union representatives, if they are to deliver the objectives of the State Airports Act. The Dublin Airport Authority is my principal responsibility looking forward. It is essential now that we renew our focus on the key actions required to manage, operate and develop Dublin Airport in the best interests of all our existing and prospective customers.

Our primary goal in this context must be to anticipate and meet the reasonable expectations and requirements of our various customers. For our passengers this means, at a minimum, we must ensure they have a safe, friendly and comfortable passage through our facilities.

We must ensure, for our own part, that we address more rigorously and creatively the challenges posed for us by increasingly stringent international security procedures and the continuing high growth in passenger volumes through our existing terminal facilities. We must also work constructively with the airlines and other service providers to offer as seamless a travel experience as possible to the travelling public who expect it from us.

Our other principal customers, the airlines, now provide close to 110 scheduled services linking Dublin Airport to the outside world. We thank them for their continued and valued custom.

Airports and airlines share a common responsibility for the well-being of their passengers and for providing them with cost effective transport facilities; but their other business goals do not always dovetail neatly. Airports have a specific responsibility to plan for longer business horizons and anticipate, sometimes up to 10 years or more in advance, the likely timing of demand by airlines and passengers alike for additional infrastructure or the upgrading of existing facilities.

In the interest of all our common customers and in the overall national interest we must now strive to create an environment where our sometimes differing perspectives can be debated openly and objectively and where meaningful consultation processes result in acceptable solutions and plans of action.

Dublin Airport Authority is fully committed to such an approach and to the maximum utilisation of our existing assets before bringing new resources into play in a timely manner. I am hopeful that, in partnership with our airline customers, we can map out an acceptable, cost-effective approach to the major infrastructural challenges Dublin Airport faces as it continues to grow.

One such requirement is for significant additional terminal facilities at the Airport. During 2005, it is anticipated that close to 18.5 million passengers will pass through our doors, rising perhaps to more than 22 million per annum by the time any new terminal facilities become fully operational. Dublin Airport Authority is committed to implementing fully whatever decision our shareholder, the Government, takes regarding this critical national resource.

We would welcome the opportunity to build and operate a new terminal but will only do so, firstly if the Government so decides, secondly if we can do so at least as cost effectively as any other potential developer and operator, and thirdly if we are remunerated appropriately for our investment.

Funding by Dublin Airport Authority of a terminal and other capital projects will require a combination of inter-related measures. These include achieving optimal levels of operational efficiency and flexibility, maximising the contribution we make from commercial activities and stopping the haemorrhage from loss-making activities whether in the airports or our subsidiary and associate businesses.

We must demonstrate clearly to our Regulator, the Commission for Aviation Regulation (CAR), that we are implementing these measures and persuade CAR to allow us the airport charges necessary to sustain productive investment.

I would like to thank the Minister for Transport, Martin Cullen, T.D., and the former Minister, Seamus Brennan, T.D., for their support during 2004. My thanks to Julie O'Neill, Secretary General of the Department of Transport for her professional commitment to the development of aviation policy. Likewise to John Murphy, Assistant Secretary of the Department of Transport, to his predecessor, John Lumsden and to all their colleagues in the Department. I would also like to express my thanks to Tom Considine, Secretary General of the Department of Finance and his staff, for their continuing support.

I would like in particular to commend my fellow board members for their immense contribution since we took office last Autumn. Special thanks also to Oliver Cussen, who agreed at short notice to take responsibility for the onerous and challenging role of Acting Chief Executive and whose counsel and guidance over the past number of months have proved invaluable. I look forward to working closely with our new Chief Executive, Declan Collier, who joins the Company from Exxon Mobil. I would like to acknowledge the contribution of the members of the previous board during their term of office.

GARY MCGANN Chairman
14 March 2005

OLIVER CUSSEN Acting Chief Executive

Chief Executive's Review

At an operational level, 2004 was a reasonably positive year for Dublin Airport Authority, or Aer Rianta as it was called until October 1st.

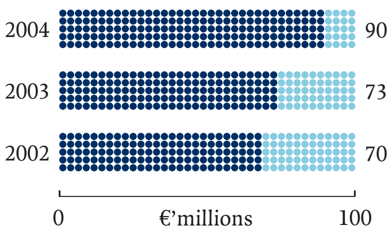
Overall passenger numbers continued to rise strongly – by 6.6% to 21.8 million – across the three airports, Dublin, Shannon and Cork. Turnover also increased by 6.6% to €466 million while all principal measures of profitability moved in a positive direction: For instance, EBITDA, (earnings before interest, taxation, depreciation and amortisation) increased by €17 million or 23% to €90 million; net cash flow from operating activities rose by €18 million to €98 million; and profit for the financial year was €10.9 million or 54% higher at €31.1 million.

These trends are welcome, particularly the continued expansion in aviation and passenger traffic, which represents the lifeblood of our company. But the positive headline statistics mask some of the difficult financial challenges that lie ahead.

In effect, volume growth and some one-off increases in aviation income last year compensated for the growing disparity in the rate at which underlying revenues have been increasing relative to the higher rate of growth in underlying costs. Recent capital investment has been dependent on continued high levels of borrowing.

This scenario does not provide a sufficiently secure financial platform for a company that must invest significant sums of capital to develop the passenger infrastructure required over the next five to ten years. Failure to do so will constrain our growth and impact on our profitability with inevitable ultimate consequences.

Group EBITDA



Net debt increased by €7 million to €384 million by the end of 2004. These levels are high in absolute terms. They are also high relative to the Company's ability to service and renew its borrowings and high compared to other airport companies of its size and rate of growth. In other words, higher levels of sustained profitability are needed to finance airport infrastructure effectively and prudently.

There are a number of ways in which this can be achieved and each needs to be addressed with some urgency. These revolve around the key issues of competitiveness; the commercial viability of all business activities; and the generation of appropriate aviation and commercial revenues. If we are to win new business we must be competitive with other comparable airports.

Total operating costs (excluding cost of sales and depreciation/amortisation) rose by nearly €14 million or 5.6% last year. We had limited discretion over a significant proportion of these costs including the payment of the latest round of the current National Wage Agreement and the hiring of additional airport security staff. But our overall cost environment needs to be tackled with renewed vigour and our operations benchmarked rigorously with the most efficient industry comparators. The only way we can sustain our business and the employment it supports is with productivity and efficiency improvements and to match our cost base increases to our revenue generating capability.

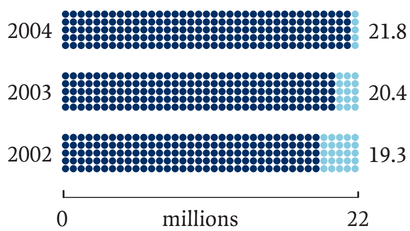
It is necessary to bring the same discipline to the wide range of business activities currently carried out at the airports and in other business units. All operational activity and every investment decision needs to be driven by rigorous commercial principles and returns on capital. If, for whatever reason, they do not measure up to these yardsticks, it will be necessary to reassess our involvement in these activities and either re-engineer them or exit from them.

This renewed focus on competitive sustainability and appropriate commercial returns will underpin the strategic business plans currently being prepared by the Dublin, Shannon and Cork Airport Authorities, by Aer Rianta International and Great Southern Hotels. It will underpin all future investment decisions ranging from major capital projects such as runways and terminal infrastructure to the level of support provided for property and other business ventures. It will also inform how we respond to loss-making or under-performing businesses. Given our financial profile we cannot subsidise such businesses without causing long-term damage to our main business.

But it is also important that the Dublin Airport Authority does provide services to the required standards of efficiency, safety and comfort and that such services are reasonably remunerated by its various customers.

We want to show by our actions that we are very mindful of the business needs and concerns of our various customers, both passengers and airlines. But we are also mindful of the statutory responsibility to "meet the requirements of current and prospective users of Dublin Airport", and of the statutory requirement "to enable Dublin Airport Authority to operate and develop Dublin Airport in a sustainable and financially viable manner".

Total Passenger Numbers



We are currently working closely with customers and other stakeholders in assisting the Commission for Aviation Regulation (CAR) to decide its determination on airport charges for the next regulatory period and beyond. We look forward to an outcome that meets the reasonable expectations of all those who contribute to the future of this vital national resource, Dublin Airport.

I would like to acknowledge and pay tribute to the Board of the former Aer Rianta, and former Chief Executive, Margaret Sweeney, for their stewardship of the company up to 1 October 2004.

Turning now to a review of operations in our principal business units during 2004, close to 17.2 million passengers passed through Dublin Airport last year, an 8% increase over the previous year. The Airport opened 35 new routes and services and welcomed 10 new airline customers bringing the total number of scheduled and charter destinations served from Dublin, at the end of 2004, to 150 and the number of airlines operating there to 88.

Passenger numbers rose on services to all the Airport's major geographical markets, though growth at 13% was particularly strong to and from Continental Europe. A particular feature of our traffic patterns last year was the continued expansion of the low-cost aviation sector. New European airlines such as Transavia, Hapag Lloyd Express and Germanwings all launched services during 2004, while Ryanair and Aer Lingus, now two of Europe's more successful low-cost carriers, continued to grow their market shares. The Airport experienced an increase of one third in VIP traffic last year and was particularly pleased with the positive feedback on the way the air travel requirements of Ireland's Presidency of the EU were managed in the first half of the year.

Capital expenditure amounting to €10 million at Dublin Airport was very tightly constrained during 2004. It focused exclusively on maintaining existing infrastructure. Further significant planning work was carried out to prepare for the Airport's future needs. A planning application was lodged with Fingal County Council in December for a new parallel runway. Based on current traffic forecasts it is believed this will be needed in full operational mode by 2012. Preparations have also been set in motion to reactivate plans for a new Pier providing additional contact stands for aircraft.

The highlight of Shannon Airport's operational year was the announcement in November by Ryanair that it had agreed with the new Shannon Airport Authority to operate a total of 14 low-fares services to the UK and Continental Europe. This significant boost to the Airport and the overall regional economy is scheduled to deliver up to 1.3 million passengers through Shannon in 2005, rising to 2 million additional passengers per year within the next five years.

Overall passenger numbers through Shannon last year were on a par with the previous year at 2.4 million and were supported again by not insignificant volumes of transit traffic. With the launch of Shannon-based new airline EU Jet's services to Faro and Malaga during the year, the number of overall scheduled services operating from the Airport increased to 22 by the end of 2004.

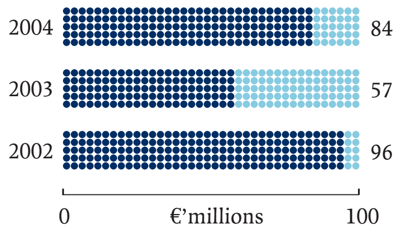
Further work on the upgrading of essential infrastructure was carried out during the year at Shannon including expansion of the car parks and reconstruction of the apron and fuel farm facilities. An Bord Pleanála gave planning approval for a new €2.5 million sewage treatment facility at Dernish Island.

The challenge facing Shannon is to align its costs and productivity levels with its new business growth potential in order to deliver profitability and sustained viability.

Passenger numbers through Cork Airport rose by over 3% during 2004 to a new record level of 2.25 million. The strongest growth was registered on UK provincial routes, though links to Continental Europe were strengthened also with the launch by Aer Lingus of new routes to Alicante, Barcelona and Milan and the expansion by Czech Airlines of its services to Prague. Aer Arann, which by the end of the year operated to six destinations from Cork, is now the Airport's second largest airline customer after Aer Lingus.

The redevelopment project at Cork Airport progressed significantly during the year. New facilities completed and brought into operation included the full internal road network, over 1,500 car parking spaces, car hire facilities and maintenance workshops and stores. Construction of the 28,000 sq. metre new terminal building, the adjacent multi-storey car park and fire station is well advanced. The bulk of the concrete works on the terminal was completed by year end and building work on the roof structure commenced in December. The terminal is scheduled for completion before the end of 2005 and planning is in train to transfer all operations from the existing terminal at that stage. The facility is expected to become fully operational for passenger traffic before the end of the first quarter of 2006.
The challenge for Cork is to develop its business sufficiently to remunerate this significant investment within the context of a viable business model.

Fixed Asset Additions

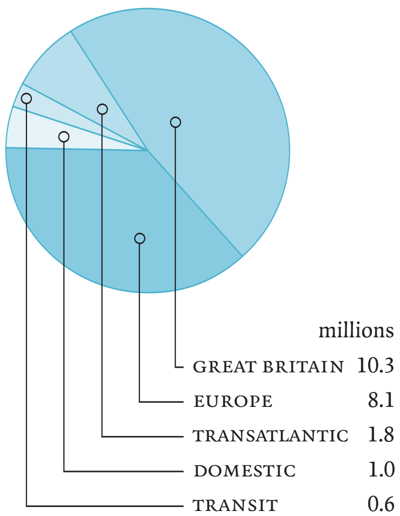


Airport retailing remains a core business and again contributed well to profitability last year. Total retail, food and beverage sales at the three airports, including concessionaires, rose by 4.5% to €195m. The twin track strategy of developing the "Travel Value" airport retailing experience, while maximising opportunities for Duty Free retailing, continued through the year. In that context, the accession of 10 new member countries to the EU in May 2004 reduced the overall scale of Duty Free business from mid-year onwards and further challenges the innovativeness of our retailing division.

Aer Rianta International (ARI), the subsidiary company which manages airport retail operations in North America, the former CIS and the Middle East and which holds minority shareholdings in the UK's Birmingham International Airport and in Düsseldorf and Hamburg Airports in Germany, improved its profitability significantly last year after a difficult year in 2003. The profit contribution from ARI's combined international interests rose to €9.6 million in 2004 from €5.1 million the previous year. The principal reasons for improvement were the continued strong performance of the international retail operations, where managed turnover rose by 20% to €289 million and reduced losses at Düsseldorf Airport, in which Dublin Airport Authority has a 20% holding.

During the year, ARI Middle East signed a seven-year consultancy contract with Egypt Air to provide management support for four Egyptian Airport Duty Free shops, including Cairo. ARI also established a new venture at Domodedovo Airport in Moscow adding to its existing business at Sheremetyevo Airport in the Russian capital. In New York, an ARI subsidiary company, Aer Rianta International Sardana JFK Inc. opened ten shops in Terminal 4, at JFK International Airport.

Passenger Numbers by Sector 2004



Great Southern Hotels (GSH) experienced its third successive year of difficult operational and trading conditions in 2004. Turnover across the hotel group increased marginally, by 2% to €44.9 million but flat occupancy rates, a decline in higher margin beverage sales in line with industry trends, and continuously rising costs caused further downward pressure on yields, which led to operational losses. Payroll costs at GSH, which currently represent more than 45% of overall turnover, are significantly out of line with peer hotel operations and compound GSH's difficulties in an intensely competitive sector.

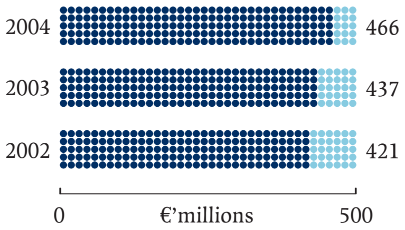
Losses at GSH amounted to €2.2 million last year. This compares with profits of €2.9 million the previous year though these incorporated exceptional gains of €3.8 million before tax, arising from the disposal of the Torc Hotel in Killarney.

Investment in the existing hotel properties continued on only a modest scale during the year. The status quo for GSH is not tenable. The resolution of this issue is critical for GSH as well as Dublin Airport Authority.

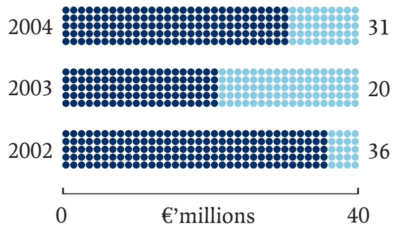
I wish to thank the members of the Board for their support to the management team during a period of major change. I wish to thank the Chairman, Gary McGann, for his strong support since taking up office. I want to express my deep appreciation to the management team for their hard work and dedication to getting things done. Finally, and very importantly, I wish to convey to the staff of the company my deep appreciation of their continuing commitment and hard work for the company.

OLIVER CUSSEN Acting Chief Executive
14 March 2005

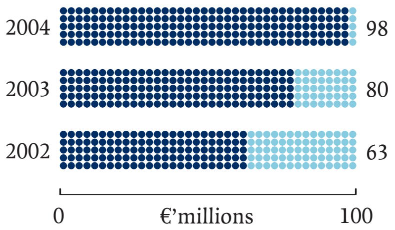
Group Turnover



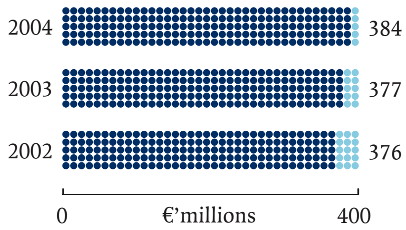
Profit after Tax



Cashflow from Operating Activities



Group Net Debt



2004 Financial Review

Group Financial Highlights

	2004	2003	2002
Passengers			
Total ('000)	21,788	20,439	19,313
Growth (%)	6.6%	5.8%	4.3%
Profitability (€'m)			
Turnover	466	437	421
Group EBITDA[1]	90	73	70
Group profit before interest & exceptionals	70	49	76
Group profit for the financial year	31	20	36
Cash Flow (€'m)			
Cash flow from operating activities	98	80	63
Cash outflow for the year before financing	(6)	0	(53)
Balance Sheet (€'m)			
Gross assets[2]	1,063	1,021	1,045
Shareholders' funds	433	403	403
Cash	85	79	97
Net borrowings	384	377	376
Capital Expenditure			
Capital expenditure	84	57	96
Key Ratios			
Group EBITDA : Net interest charge	4.1x	3.1x	3.3x
Net borrowings : Group EBITDA	4.3x	5.2x	5.4x
Group EBITDA : Turnover	19%	17%	17%

[1] Group EBITDA comprises Group earnings before interest, tax, depreciation, amortisation and exceptional items from Group activities, excluding contributions from associated and joint venture undertakings.
[2] Gross assets comprise of fixed and current assets.

2004 Financial Review continued

Profitability

Group EBITDA for the year increased by €17 million (+23%) to €90 million. Group profit before interest and exceptional items increased by €21 million (+44%) to €70 million. Group profit for the financial year was €31.1 million (+54%), compared with €20.2 million in 2003.

Passenger volume and growth

Passenger numbers at the three airports of 21.8 million increased by 6.6%. Dublin Airport increased passenger throughput by one and a quarter million passengers (+8.1%), to 17.1 million – the highest growth rate since 2000. Cork experienced growth in its British and European markets and passenger numbers grew by 3.3% overall to 2.3 million. Shannon remained static at 2.4 million with modest growth in transatlantic passengers offset by reduced traffic on British and European routes.

Turnover

Group turnover was €466 million, an increase of 6.6% on the previous year. Turnover from airport charges increased by €22.2 million while other Group commercial activities grew by €6.6 million.

Operating costs

Total Group operating costs (excluding cost of sales, depreciation and amortisation) increased by €13.8 million (5.6%) to €261 million. Group payroll costs, excluding costs of ongoing staff reductions, increased by €7 million or 4.7% (inclusive of national wage rounds and increased recruitment in airport security). Other operating costs dropped overall by €1 million.

Depreciation and amortisation

Depreciation and amortisation increased by €0.8 million to €43.8 million.

Associates & joint ventures

The Group's total share of operating profits (before interest and taxation) from associates and joint ventures increased by €4.6 million to €23.7 million. Overseas ventures grew strongly with improved contribution from our airport investments, and increased retail activity in the CIS. Joint venture operating profits were €0.5 million.

Exceptional items

Group exceptional profits before tax of €2.4 million arose from the proceeds following the granting of easements to an associated undertaking. The Group's share of exceptional losses before tax of associated companies was €2.8 million.

Interest

Group net interest charge (excluding associates/joint ventures) decreased by €1.8 million (8%) to €21.8 million primarily due to a higher level of interest capitalised. The Group's share of net interest cost of associates and joint ventures decreased by €1.9 million to €9.7 million.

Taxation

Taxation charge increased by €9.2 million to €10.7 million from €1.5 million in 2003 reflecting an increase in taxable profits in the Group in 2004 and adjustments in 2003 in respect of prior years. Taking into account the different corporation tax rates applicable across the Group and associates, both domestically and internationally, the effective tax rate in 2004 was 26% (2003: 7%). Excluding the effect of prior year adjustments the effective rate in 2004 was 24% (2003: 28%).

Cash flow & Funding

Net cash inflow from operating activities was €98 million (2003: €80 million). Funds from operations[1] increased by 42% to €79 million from €56 million.

Group net debt increased to €384 million, up €7 million on 2003 levels. Cash was €85 million at year-end (2003: €79 million).

Group interest cover was 4.1 times (2003: 3.1 times) based on Group EBITDA divided by the Group net interest charge. Net debt reduced to 4.3 times Group EBITDA (2003: 5.2 times). Details of debt maturity, un-drawn facilities and interest rate management are set out in the Treasury section below.

The Group has a credit rating from Standard & Poor's (S&P) of A/Negative/A-1 on a stand-alone credit quality basis. The senior unsecured €250 million bond issued by Aer Rianta Finance plc, and guaranteed by Dublin Airport Authority plc, also has a rating of A.

[1] Cash flow from operating activities plus dividends received less interest, tax and restructuring payments.

Balance Sheet

Gearing (measured by expressing net debt as a percentage of the aggregate of net debt and ordinary shareholders' funds) was at 47% at the year end (2003: 48%). Shareholders' funds increased to €433 million (2003: €403 million).

Gross assets were €1.06 billion (2003: €1.02 billion). Fixed and financial assets were €0.92 billion (2003: €0.89 billion).

Treasury

The main risks arising from the Group's financial instruments are liquidity risk, interest rate risk, foreign currency risk and credit risk. The Board reviews and agrees policies for managing each of these risks and they are summarised below.

On occasion, the Group utilises derivatives to eliminate or reduce foreign exchange and interest rate risks arising from the Group's operations and its sources of finance.

Liquidity risk

The Group's policy is to ensure continuity of funding with a substantial portion of borrowings maturing in more than five years. Some 80% of the Group's borrowings at the end of 2004 were due to mature in more than five years. Un-drawn committed facilities were €151 million at the year-end.

Interest rate risk

The Group has a substantial portion of its debt denominated as long-term fixed interest debt, thus minimising exposure to interest rate fluctuations. This includes a €250 million Eurobond (2011) and a long-term €125 million loan from the European Investment Bank. At the end of 2004, 84% of the Group's borrowings were at fixed rates at an average rate of 5.9%.

Foreign exchange risk management

The Group's Irish businesses are predominately euro denominated.
The Group does not carry foreign currency exposures other than in the normal course of business. Where they do arise, the Group's policy is to minimise currency transaction risk, by seeking to hedge foreign exchange transaction exposures that might impact on reported profit.
The Group operates a US dollar based aviation fuel business at Shannon.
This fuel business is conducted so as to minimise exposure to movements in the euro/US dollar exchange rate and fuel price movements, for example by denominating both fuel sales and purchases in US dollars. Currency exposures are disclosed in Note 25.

The Group has a number of overseas subsidiary and associated undertakings, as set out in Note 11 of the financial statements. The principal foreign exchange exposures arising from these investments are in Sterling, US dollars, Ukraine hryvnia and Canadian dollars. Exchange differences on translation of overseas investments are dealt with in the Statement of Total Recognised Gains and Losses. The Group's policy is to hedge identified transaction exposures arising from these undertakings (principally dividends and management charges denominated in foreign currencies).

Credit risk

The Group's credit risk consists principally of cash deposits, short-term investments and trade debtors. Cash surpluses are only deposited with banks and institutions with an appropriate credit standing. The Group has formalised procedures for the setting of credit limits and the monitoring of trade debtors.

Group Structure

Dublin Airport Authority plc — Dublin Airport | Shannon Airport | Cork Airport

Aer Rianta International

AIRPORTS — Birmingham | Düsseldorf | Hamburg

AIRPORT RETAILING

- CIS — Moscow | St.Petersburg | Kiev
- Middle East — Bahrain | Beirut | Egypt | Kuwait | Oman | Qatar
- North America — Montreal | Edmonton | Winnipeg | Ottawa | Halifax | New York

Great Southern Hotels — Cork Airport | Corrib | Dublin Airport | Eyre Square | Killarney | Parknasilla | Rosslare | Shannon Airport | City Hotel – Derry

Management Team

OLIVER CUSSEN Acting Chief Executive
EAMON FOLEY Director General – Aer Rianta International
MARK FOLEY Director – Capital Programmes
RAY GRAY Director – Finance
TOM HAUGHEY Director – Market Development & Strategy
ROBERT HILLIARD Director – Dublin Airport
DAMIAN LENAGH Director – Human Resources
ALAN LEVEY General Manager – Safety & Aviation Standards
MARTIN MORONEY Director – Shannon Airport
MICHAEL MURPHY General Manager – Commercial
MARION O'BRIEN Acting Company Secretary
FRANK O'CONNELL Director – Retail
JOE O'CONNOR Director – Cork Airport
JOHN O'MAHONEY Chief Executive – Great Southern Hotels
VINCENT WALL Director – Communications

Directors' Report & Financial Statements

for the year ended 31 December 2004

Report of the directors

The directors have pleasure in submitting their annual report together with the audited financial statements for the year ended 31 December 2004.

Principal Activities

The Group's principal activities are airport development, operation and management, Irish and international airport retail management and international airport investment. The Group is also involved in the hotel industry in Ireland through its subsidiary, Great Southern Hotels Group.

Review of the Business and Future Developments

Detailed commentaries on performance for the year ended 31 December 2004, including information on recent events and likely future developments, are contained in the Chairman's statement and the Chief Executive's review.

Results for the year and dividends

As set out below the financial results of the Group for the year show a profit for the financial year amounting to €31.1 million compared with €20.2 million for 2003.

	2004 €million	2003 €million
Group operating profit	**46.2**	29.6
Share of operating profit of associates and joint venture	**23.7**	19.1
Group profit before interest and exceptional items	**69.9**	48.7
Group exceptional items	**2.4**	7.3
Group profit before interest	**72.3**	56.0
Interest (net)[1] – Group, associates and joint venture	**(31.0)**	(34.5)
Group profit before taxation	**41.3**	21.5
Tax – Group, associates and joint venture	**(10.7)**	(1.5)
Group profit after taxation	**30.6**	20.0
Minority interest	**0.5**	0.2
Group profit for the financial year	**31.1**	20.2

[1] Includes income from other financial assets

No dividends have been paid or proposed in respect of 2004. Dividends of €6.074 million were paid to the Minister for Finance in 2004 in respect of the year ended 31 December 2003.

Details of the results for the year are set out in the Group profit and loss account and related notes.

Report of the directors continued

State Airports Act 2004

In July 2003, the Minister for Transport announced that the Government had decided, having regard to the commitments in the Agreed Programme for Government, to proceed with arrangements, including the necessary changes to legislation, to establish Shannon, Cork and Dublin airports as fully independent and autonomous authorities under State ownership. During the year, the State Airports Act 2004 ("the Act") was enacted. This provides the necessary legislative basis for the restructuring of the Company.

On 1 October 2004, pursuant to the Act, the Company was renamed Dublin Airport Authority plc and a new board of directors appointed. Cork Airport Authority plc and Shannon Airport Authority plc, two new independent airport authorities under State ownership, were established.

On dates yet to be determined (Appointed Days – transfer of assets dates), each of Cork and Shannon Airport Authority will have the relevant airport assets vested in them and they will assume full responsibility for the management, operation and development of their respective airports. The Minister for Transport, with the consent of the Minister for Finance, may set by order the Appointed Days in respect of each of Cork and Shannon Airport Authority.

Before the making of an Appointed Day Order for Cork and Shannon, i.e. the day on which assets transfer, the two Ministers shall be satisfied as to the state of operational and financial readiness, including business planning of each airport and of Dublin Airport Authority plc.
The Appointed Days Orders cannot be made before 30 April 2005. Pending this, the Act provides that the Company shall enter into such arrangements with the Cork and Shannon Airport Authorities for the performance on its behalf of functions covering Cork and Shannon airports respectively. The transition period prior to the relevant Appointed Days also facilitates the capital maintenance requirements of the Companies (Amendment) Act 1983 which require that sufficient reserves be available to Dublin Airport Authority plc before Shannon Airport Authority plc and Cork Airport Authority plc can receive the assets of their respective airports.

Corporate Governance

The directors are committed to maintaining high standards of corporate governance. Set out below are details of how the relevant principles of good governance contained in the revised Combined Code on Corporate Governance (the "2003 Combined Code") are applied in Dublin Airport Authority plc. The directors believe that the application of these principles assist the Group to comply with the ethical and other considerations implicit in the Code of Practice for the Governance of State Bodies published by the Department of Finance.

The following paragraphs deal with the Group's compliance with the 2003 Combined Code.

The Board and Committees

The Group is headed by an effective Board, which comprises nine non-executive directors, three employee representative directors (including one vacancy), and one executive director (the Chief Executive).
The role of the Chairman is separate from that of the Chief Executive. The Minister for Transport, with the consent of the Minister for Finance, appoints the Chairman and the non-executive directors to the Board. Other non-executive directors are appointed for terms not exceeding five years. The Chief Executive is appointed by the Board of Directors of the Company and is an ex officio member of the Board.

The Board considers that all non-executive directors, which for this purpose comprise directors other than the Chief Executive and employee representative directors, are independent and has specific procedures to deal with potential conflicts of interest that may arise. The Board considers that all non-executive directors are independent in character and judgement, notwithstanding that they have been appointed to the Board with the consent of the Minister for Finance, the principal shareholder.

The 2003 Combined Code requires the Chairman to hold meetings with the non-executive directors without the executive director being present. It is the intention to formalise a policy on this matter and hold such meetings on a periodic basis.

The Chairman leads the Board in the determination of its strategy and in the achievement of its objectives.

Report of the directors continued

The Chairman is responsible for organising the business of the Board, ensuring its effectiveness and setting its agenda. The Chairman facilitates the effective contribution of non-executive directors and constructive relations between the executive director and non-executive directors, ensures that directors receive accurate, timely and clear information and manages effective communication with shareholders.

During the year the following directors ceased to hold office. Except where stated their term of office ceased on 1 October:

> Mr. Noel Hanlon (30 September 2004), Ms. Margaret Sweeney (22 September 2004), Mr. Cecil Brett (9 July 2004), Mr. Peter Dunne (30 September 2004), Mr. Pat Fitzgerald, Mr. Joe Gantly, Ms. Freda Hayes, Mr. Liam Meade, Mr. Aidan Mullally, Mr. Dermot O'Loughlin (3 December 2004) and Mr. Patrick Shanahan.

The following non-executive directors were appointed by the Minister for Transport, with the consent of the Minister for Finance, effective from 1 October 2004:

> Mr. Gary McGann (Chairman), Mr. Colm Barrington, Mr. Bill Cullen, Mr. Des Cummins, Ms. Mary Davis, Sir Michael Hodgkinson, Ms. Marie O'Connor and Mr. Anthony Spollen.

Under the State Airports Act 2004, the following employee representative directors were appointed to the Board effective from 26 October 2004, pending a nomination and election process under the Worker Participation (State Enterprises) Acts 1977 and 1988 to be held in 2005:

> Mr. Michael Landers, Mr. Arthur Hall, Ms. Linda Tanham and Mr. Dermot O'Loughlin (resigned 3 December 2004).

Mr. Oliver Cussen was appointed as Acting Chief Executive with effect from 1 October 2004 and became an ex officio member of the Board from that date for the period of his appointment. On 17 January 2005, the Board approved the appointment of Mr. Declan Collier as Chief Executive with effect from 4 April 2005.

A scheduled meeting of the Board is usually held each month, except August. Additional meetings are convened as required. The Board is responsible for the proper management of the Group and takes all significant strategic decisions and retains full and effective control while allowing management sufficient flexibility to run the business efficiently and effectively within a centralised reporting framework.

The total number of meetings held by the Board during the year was twenty. Company Board meetings held since 1 October 2004 were attended as follows:

Director	**Attendance**	**Director**	**Attendance**
Mr. Gary McGann	4/4	Sir Michael Hodgkinson	3/4
Mr. Oliver Cussen	4/4	Mr. Michael Landers	3/3
Mr. Colm Barrington	3/4	Ms. Marie O'Connor	4/4
Mr. Bill Cullen	4/4	Mr. Dermot O'Loughlin	2/2
Mr. Des Cummins	4/4	Mr. Anthony Spollen	4/4
Ms. Mary Davis	3/4	Ms. Linda Tanham	3/3
Mr. Arthur Hall	3/3		

Company Board meetings held prior to 1 October 2004 were attended as follows:

Director	**Attendance**	**Director**	**Attendance**
Mr. Noel Hanlon	16/16	Mr. Joe Gantly	12/16
Ms. Margaret Sweeney	15/15	Ms. Freda Hayes	13/16
Mr. Cecil Brett	14/14	Mr. Liam Meade	14/16
Mr. Peter Dunne	14/16	Mr. Aidan Mullally	2/2
Mr. Pat Fitzgerald	16/16	Mr. Patrick Shanahan	13/16

Report of the directors continued

The Board has reserved certain items for its review including, inter alia, the approval of the annual financial statements, budgets, corporate plan, significant acquisitions and disposals, investments in joint ventures, significant contracts, property transactions, major investments, significant capital expenditure and senior management appointments. The Group has a comprehensive process for reporting management information to the Board. The Board is provided with monthly information, which includes key performance indicators for all aspects of the business. Regular reports and papers are circulated to the directors in a timely manner in preparation for Board and Committee meetings. These papers are supplemented by information specifically requested by the directors from time to time.

The non-executive directors receive monthly management accounts and regular management reports and information which enables them to scrutinise the Group and management's performance against agreed objectives.

All directors have access to the advice and services of the Company Secretary who is responsible to the Board for ensuring that Board procedures are followed and that applicable rules and regulations are complied with. The Company's professional advisers are available for consultation by the Board as required. Individual directors may take independent professional advice, if necessary, at the Company's expense.

On appointment, all directors are provided with briefing documents on the Group and its operations as well as relevant training.

Ms. Marie O'Connor is the Senior Independent Non-Executive Director.

Performance Evaluation

The Board is considering the implementation of a formal process for the annual evaluation of the performance of the Board, its principal committees, and individual directors in line with the requirements of the Revised Combined Code.

Board Committees

The Board has activated an effective committee structure to assist in the discharge of its responsibilities.

Details in relation to both the Audit and the Appointments and Remuneration Committees, including their current board membership, are set out below. Details in respect of the availability of these committees' terms of reference are set out on the Group's website.

Audit Committee
Mr. Anthony Spollen (Chairman), Mr. Des Cummins and Ms. Mary Davis. This committee normally meets at least four times a year and operates under formal terms of reference and an audit charter. The committee may review any matters relating to the financial affairs and internal control arrangements of the Group. The committee is responsible to the Board for the review of internal controls, the review of draft financial statements and the scope and performance of the Group Internal Audit function.

It also reviews the scope and results of the external audit and the nature and extent of the services provided by the external auditors. The Board maintains an objective and professional relationship with the Group's auditors. Where the external auditor provides non-audit services, review procedures are in place to safeguard auditor objectivity and independence. The Chairman of the Audit Committee reports to the Board on all significant issues considered by the committee.

The Group is establishing procedures to ensure that appropriate arrangements are in place for employees to be able to raise, in confidence, matters of possible impropriety, with suitable subsequent follow-up action.

Appointments and Remuneration Committee
Mr. Gary McGann (Chairman), Mr. Colm Barrington and Ms. Marie O'Connor. This committee advises the Board on new Board and senior management appointments and determines and approves remuneration and bonus arrangements for the Chief Executive and other senior management.

Report of the directors continued

There were seven meetings of the Company's Audit Committee and nine meetings of the Appointments and Remuneration Committee in the year. Details of attendance by individual directors at these meetings (taking account of their appointment or retirement dates, as appropriate) are as follows:

Audit Committee

Director	Attendance
Mr. Anthony Spollen	2/2
Mr. Des Cummins	2/2
Ms. Mary Davis	2/2
Mr. Liam Meade	4/5
Mr. Pat Fitzgerald	5/5
Ms. Freda Hayes	5/5

Appointments and Remuneration Committee

Director	Attendance
Mr. Gary McGann	8/8
Mr. Colm Barrington	8/8
Ms. Marie O'Connor	8/8
Mr. Noel Hanlon	1/1
Ms. Freda Hayes	1/1
Mr. Liam Meade	1/1

In addition to the Audit and Appointments and Remuneration Committees, the Board has a number of other committees to assist in the discharge of its responsibilities. These include the Airport Development and Pricing Committee, the Communications Committee, the Customer Standards & Market Development Committee, the Health, Safety & Security Committee, the Regulation Committee and the Subsidiaries Committee.

Directors' and Secretary's Interests

The directors and secretary had no beneficial interest in the shares of the Company or in those of its subsidiaries at any time during the year or the preceding financial year.

There was no significant contract between any of the directors and Dublin Airport Authority plc (or any of its subsidiary, associated or joint venture undertakings) during the year other than as outlined below. The Board is satisfied that its non-executive directors are free from any business or other relationship that could materially affect, or could appear to affect, the exercise of their independent judgement.

Sir Michael Hodgkinson is a member of the Court of Bank of Ireland and a director of First Choice Holidays plc. Mr. Gary McGann is a director of Aon Limited and Ms. Marie O'Connor is a partner in PricewaterhouseCoopers. These organisations have, during the period, undertaken transactions in the normal course of business and on an arm's length basis with the Group. Sir Michael Hodgkinson and Mr. Gary McGann have no material interest in Bank of Ireland, First Choice Holidays plc or Aon Limited respectively. Group fees in respect of services provided by PricewaterhouseCoopers during the period amounted to €275,000.

Directors' Remuneration

Fees for directors are determined by the Minister for Transport, with the consent of the Minister for Finance. The remuneration of the Chief Executive is determined in accordance with the arrangements issued by the Department of Transport for determining the remuneration of Group Chief Executives of Commercial State Bodies under its aegis and is subject to the approval of the Appointments and Remuneration Committee and the Minister for Transport. A proportion of the Chief Executive's remuneration is performance-related and, in this way, is linked to Group objectives and strategies.

Details of directors' fees and emoluments are set out in Note 6 to the financial statements in accordance with the requirements of the Companies Acts, 1963 to 2003.

Accountability and Audit

The directors acknowledge their overall responsibility for establishing and maintaining the system of internal control throughout the Group.

The system of internal control comprises those ongoing processes for identifying, evaluating and managing the significant risks faced by the Group in pursuing its business objectives. Such a system is designed to manage rather than eliminate risk of failure and can therefore only provide reasonable and not absolute assurance that the Group will achieve those objectives or that the Group will not suffer material misstatement or loss.

Report of the directors continued

The organisation structure of the Group under the day-to-day direction of the Chief Executive is clear. Defined lines of responsibility and delegation of authority have been established.

Management are responsible for the identification and evaluation of significant risks applicable to their areas of business together with design and operation of suitable internal controls. As part of this identification process management have identified the significant risks which could materially adversely affect the Group's business financial condition or results of operations. These risks are assessed on a continual basis and management report to the Board significant changes in the business and external environment, which affect the significant risks identified.

The directors have established a number of key procedures designed to provide an effective system of internal control, which includes an annual review of the effectiveness of the system of internal control. The key procedures, which are supported by detailed controls and processes, are as follows:

- active Board involvement in assessing key business risks faced by the Group and determining the appropriate course of action for managing these risks;
- the putting in place of a formalised risk reporting system;
- a schedule of items reserved to the Board for review as previously outlined;
- a clearly defined organisation structure with appropriate segregation of duties and delegation of responsibility and authority within which the Group's activities can be planned, executed, controlled and monitored to achieve the strategic objectives which the Board has adopted for the Group;
- a formal code of business ethics;
- a comprehensive system of management and financial reporting, accounting, treasury management and project appraisal;
- clearly defined limits and procedures for financial expenditure including procurement and capital expenditure;
- annual budgets and financial plans for the Group and business units;
- representation at Board level in the Group's principal associates and joint ventures;
- monitoring of performance against budgets for the Group and its principal associates and joint ventures and reporting thereon to the Board on a monthly basis;
- an Internal Audit department which reviews key systems and controls;
- an Audit Committee, comprised of three non-executive directors, which reviews audit plans and deals with significant control issues raised by the internal or external auditors and meets periodically with the internal auditors and the external auditors;
- full and unrestricted access to the Audit Committee for internal and external audit;
- an active Board sub-committee structure;
- Aviation Security, Safety and Standards management functions which monitor and report on aviation safety and security standards and operational procedures at the airports;
- a Health, Safety and Security Committee of the Board that monitors and reviews matters in relation to aviation safety and security, and health and safety at the airports.

The directors confirm that the Group's ongoing process for identifying, evaluating and managing the significant risks facing it is in accordance with the guidance in *Internal Control: Guidance for Directors on the Combined Code (Turnbull)*. In particular, the Board has reviewed the process for identifying and evaluating the significant risks affecting the business and the policies and procedures by which these risks are managed. Investment in associated and joint venture companies are considered as part of the Group's ongoing risk review process.

Communication with Shareholder

Through regular contact with relevant Government Departments, the Board and management maintain an ongoing dialogue with the Company's shareholder on strategic issues including the proposed restructuring of the Group provided for in the State Airports Act, 2004.

The Board has established procedures to ensure that Board members have an understanding of the views of the shareholder. In fulfilment of his obligations under the new Combined Code, the Chairman gives feedback to the Board on issues raised with him by the shareholder.

Report of the directors continued

Compliance Statement

The Group has been in compliance with the Code of Best Practice provisions of the Combined Code relevant to it throughout the financial year under review and up to the date of this report other than as follows:

- The Minister for Transport, with the consent of the Minister for Finance, appoints the Chairman and the non-executive directors to the Board. Under the State Airports Act 2004 the employee representative directors were appointed to the Board pending a nomination and election process under the Worker Participation (State Enterprises) Acts 1977 and 1988 to be held in 2005. The employee directors elected under this process will be appointed for a term of up to four years. The Chief Executive is appointed by the Board of Directors of the Company and is an ex officio member of the Board. As a result, the Board is satisfied that the provisions in relation to a Nomination Committee and director re-election do not apply.
- Full disclosure is made in these financial statements relating to directors' emoluments and pension contributions in accordance with the requirements of the Irish Companies Acts, 1963 to 2003 and the Department of Finance. However, these disclosures do not extend to those contained in the Combined Code.
- The Board is considering its process for reviewing how the performance evaluation of the Board, its committees and its directors is conducted.
- The Board is considering its procedures for holding meetings of non-executive directors without the executive director being present.
- The procedures ensuring that appropriate arrangements are in place for employees to be able to raise matters of possible impropriety were not in place for the full year.

Companies (Auditing and Accounting) Act, 2003

The directors note the passing into law, in December 2003, of the Companies (Auditing and Accounting) Act, 2003. The Act includes certain provisions which have not yet become effective, which will require that the directors make two statements in the Report of the Directors. These are:

- A policy statement setting out how the Company seeks to ensure that it complies with laws and regulations relevant to the Company. This statement should be reviewed at least every 3 years; and
- An annual statement on compliance with relevant laws and regulations, which is subject to review by the Company's auditors.

The date from which these and certain other provisions of the Act are expected to apply has not yet been determined. However, it is the intention of the directors to ensure they are in compliance with all relevant provisions of the Act.

Going Concern

The directors have a reasonable expectation that the Group has adequate resources to continue in operation for the foreseeable future. For this reason, they continue to adopt the going concern basis in preparing the financial statements.

Accounting Records

The directors believe that they have complied with the requirements of Section 202 of the Companies Act, 1990 with regard to books of account by employing accounting personnel with appropriate expertise and by providing adequate resources to the financial function. The books of account of the Company are maintained at the Company's premises at Dublin, Shannon and Cork airports.

Health and Safety

The well being of the Group's employees is safeguarded through the strict adherence to health and safety standards. The Safety, Health and Welfare at Work Act, 1989 imposes certain requirements on employers and all relevant companies within the Group have taken the necessary action to ensure compliance with the Act, including the adoption of safety statements.

Subsidiary, Associated and Joint Venture Undertakings

The information required by Section 158 of the Companies Act, 1963 in relation to subsidiary, associated and joint venture undertakings is set out in Note 11.

Prompt Payments Act

Dublin Airport Authority plc's policy is to comply with the provisions of the European Communities (Late Payments in

Report of the directors continued

Commercial Transactions) Regulations 2002 and the Prompt Payment of Accounts Act 1997. The Group's standard terms of credit taken unless otherwise specified in specific contractual arrangements is 30 days. Appropriate internal financial controls are in place, including clearly defined roles and responsibilities and the regular review of payment practices. These procedures provide reasonable but not absolute assurance against material non-compliance with the regulations. As in previous years, substantially all payments by number and value were made within the appropriate credit period as required.

Electoral Act, 1997

The Group did not make any political donations during the year.

Post Balance Sheet Events

There have been no significant post balance sheet events which require adjustment to the financial statements or the inclusion of a note thereto.

Transition to International Financial Reporting Standards (IFRS)

The Group is not required under European Union or other requirements to adopt IFRS for its future consolidated financial statements. The Group will have the option, should it choose, to adopt IFRS voluntarily in its financial statements in future. The Group is engaged in a process of identifying the necessary changes which might impact on its consolidated financial statements if it were to choose to voluntarily adopt IFRS in future periods.

The Group's subsidiary, Aer Rianta Finance plc, will, due to its listed loan notes, be required to adopt IFRS in its own consolidated financial statements with effect from its accounting period beginning on 1 March 2007.

Auditors

In accordance with Section 160(2) of the Companies Act, 1963, the auditors, KPMG, Chartered Accountants, will continue in office.

On behalf of the Board
Gary McGann, Chairman
Anthony Spollen, Director
14 March 2005

Statement of directors' responsibilities

Company law requires the directors to prepare financial statements for each financial year which, in accordance with applicable Irish law and accounting standards, give a true and fair view of the state of affairs of the Company and of the Group and of the profit or loss of the Group for that period. In preparing those 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 financial statements on the going concern basis unless it is inappropriate to presume that the Group will continue in business.

The directors are responsible for keeping proper books of account which disclose with reasonable accuracy at any time the financial position of the Company and of the Group and to enable them to ensure that the financial statements comply with the Companies Acts, 1963 to 2003 and all Regulations to be construed as one with those Acts. They have general responsibility for taking such steps as are reasonably open to them to safeguard the assets of the Group and to prevent and detect fraud and other irregularities.

On behalf of the Board
Gary McGann, Chairman
Anthony Spollen, Director
14 March 2005

Independent auditors' report to the members of Dublin Airport Authority plc

We have audited the financial statements on pages 27 to 55. This report is made solely to the Company's members, as a body, in accordance with section 193 of the Companies Act, 1990. Our audit work has been undertaken so that we might state to the Company's members those matters we are required to state to them in an auditors' 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 and the Company's members, as a body, for our audit work, for this report, or for the opinions we have formed.

Respective responsibilities of directors and auditors

The directors are responsible for preparing the annual report. As described on page 24, this includes responsibility for preparing the financial statements in accordance with applicable Irish law and accounting standards. Our responsibilities, as independent auditors, are established in Ireland by statute, the Auditing Practices Board and by our profession's ethical guidance.

We report to you our opinion as to whether the financial statements give a true and fair view and are properly prepared in accordance with the Companies Acts. As also required by the Acts, we state whether we have obtained all the information and explanations we require for our audit, whether the Company's balance sheet is in agreement with the books of account and report to you our opinion as to whether

- the Company has kept proper books of account;
- the report of the directors is consistent with the financial statements;
- at the balance sheet date a financial situation existed that may require the Company to hold an extraordinary general meeting on the grounds that the net assets of the Company, as shown in the financial statements, are less than half of its share capital.

We also report to you if, in our opinion, information specified by law regarding directors' remuneration and transactions with the Group is not disclosed.

We review, at the request of the directors, whether the voluntary statement on page 22 reflects the Group's compliance with the nine provisions of the 2003 Combined Code on Corporate Governance that the Irish Stock Exchange specifies for review by auditors, and we report if it does not. We are not required to consider whether the Board's statements on internal controls cover all risks and controls, or form an opinion on the effectiveness of the Group's corporate governance procedures or its risk and control procedures.

We read the other information contained in the annual report, including the corporate governance statement and consider whether it is consistent with the audited financial statements. We consider the implications for our report if we become aware of any apparent misstatements or material inconsistencies with the financial statements.

Basis of audit opinion

We conducted our audit in accordance with Auditing Standards issued by the Auditing Practices Board. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the financial statements. It also includes an assessment of the significant estimates and judgements made by the directors in the preparation of the financial statements, and of whether the accounting policies are appropriate to the Group's circumstances, consistently applied and adequately disclosed.

We planned and performed our audit so as to obtain all the information and explanations which we considered necessary in order to provide us with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or other irregularity or error. In forming our opinion we also evaluated the overall adequacy of the presentation of information in the financial statements.

Opinion

In our opinion, the financial statements give a true and fair view of the state of affairs of the Group and the Company as at 31 December 2004 and of the profit of the Group for the year then ended and have been properly prepared in accordance with the Companies Acts, 1963 to 2003 and all Regulations to be construed as one with those Acts.

Independent auditors' report to the members of Dublin Airport Authority plc continued

We have obtained all the information and explanations we considered necessary for the purposes of our audit. In our opinion, proper books of account have been kept by the Company. The balance sheet of the Company is in agreement with the books of account.

In our opinion, the information given in the report of the directors on pages 16 to 23 is consistent with the financial statements.

The net assets of the Company, as stated in the balance sheet on page 33, are more than half of the amount of its called up share capital and, in our opinion, on that basis there did not exist at 31 December 2004 a financial situation which, under section 40(1) of the Companies (Amendment) Act, 1983, would require the convening of an extraordinary general meeting of the Company.

KPMG
Chartered Accountants
Registered Auditors
Dublin
14 March 2005

Statement of accounting policies

for the year ended 31 December 2004

The following accounting policies have been applied consistently, in dealing with items which are considered material in relation to the Group's financial statements.

Basis of Preparation

The financial statements are prepared in accordance with generally accepted accounting principles under the historical cost convention, as modified by the revaluation of certain assets, and comply with financial reporting standards of the Accounting Standards Board, as promulgated by The Institute of Chartered Accountants in Ireland.

During the year the State Airports Act, 2004 came into force. This Act provides the necessary legislative basis for the restructuring of the Company, in particular, the establishment of Cork and Shannon airports as fully independent and autonomous authorities under separate State ownership as and from their respective Appointed Days. These Appointed Days, which may not be earlier than 30 April 2005, require the Ministers for Transport and Finance to be satisfied as to the financial and operational readiness of each airport and of Dublin Airport Authority plc and to make an Order of the Oireachtas. Pending this, all assets and liabilities remain with the Group and these financial statements have been prepared on this basis. It is not possible for the directors to determine the impact of the proposed restructuring on the financial position of the Group and no account of any proposed new arrangements has been taken in these financial statements.

Basis of Consolidation

The Group financial statements consolidate the financial statements of the Company and its subsidiary undertakings (subsidiaries) made up to 31 December 2004.

Joint venture undertakings (joint ventures) are those undertakings over which the Group exercises control jointly with one or more other parties. Associated undertakings (associates) are those undertakings in which the Group has a participating interest in the equity capital and over which it is able to exercise significant influence.

The Group includes its share of associates' and joint ventures' profits and losses and separately discloses its share of its joint ventures' turnover in the consolidated profit and loss account. For associates, the Group includes its share of net assets in the consolidated balance sheet. For joint ventures, the Group includes its share of gross assets and gross liabilities in the consolidated balance sheet.

The results of subsidiaries, associates and joint ventures acquired or disposed of in the year are included in the consolidated profit and loss account from the date of acquisition or up to the date of disposal.

Financial Assets

Investments in subsidiaries, joint ventures and associates are shown in the Company balance sheet as financial fixed assets and are valued at cost less provisions for impairment in value. Other financial fixed assets are also carried in both the Company and the Group balance sheet on the same basis, with income from such assets being recognised on a receivable basis in the profit and loss account.

Turnover

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

Foreign Currency

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

Where applicable, the Group's net investment in overseas subsidiaries, associates and joint ventures is translated at the rate ruling at the balance sheet date. The results of overseas subsidiaries, associates and joint ventures are, where applicable, included at the average rate of exchange. The resulting translation differences are taken to reserves.

Tangible Fixed Assets and Depreciation

Depreciation is calculated to write off the cost (or deemed cost on the transitional

Statement of accounting policies

continued

for the year ended 31 December 2004

provisions of Financial Reporting Standard 15 (FRS 15) "Tangible Fixed Assets") of tangible fixed assets other than land 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 (excluding hotel buildings)	10 – 50 years
Hotel buildings	10 – 150 years

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

The freehold hotel properties of the Company's subsidiary undertaking, Great Southern Hotels Group, are stated either at valuation for all assets acquired prior to 31 December 1994 on an open market existing use basis or at cost if acquired subsequently. That group is availing of the transitional provision of FRS 15 in continuing to carry such assets at their previous revalued amounts, which is not being updated for subsequent changes in value except as adjusted for subsequent additions, disposals and impairment, if any.

On an annual basis the Group estimates the recoverable amount of its hotel properties based on the higher of their net realisable value or the present value of future cash flows expected to result from their use. Where the recoverable amount is less than the carrying amount of the hotel properties, the Group recognises an impairment loss in the financial statements.

Capitalisation of Interest

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

Intangible Assets and Goodwill

Purchased goodwill arising on an acquisition (representing the excess of the fair value of the consideration given over the fair value of the separate net assets acquired) is capitalised and is amortised on a straight line basis over its estimated useful life, the period during which benefits are expected to accrue.

Purchased goodwill is being amortised over a twenty year period or where shorter the period of the concession agreement entered into in the acquired entity.

Where events or circumstances are present which indicate that the carrying amount of goodwill may not be recoverable, the Group estimates the recoverable amount based on the present value of future cashflows expected to result from the use of the asset and its eventual disposition. Where this amount is less than the carrying amount of the asset, the Group will recognise an impairment loss.

Goodwill arising prior to the introduction of Financial Reporting Standard 10 (FRS 10) "Goodwill and Intangible Assets" in 1998 continues to be eliminated against reserves and will be recycled to the profit and loss account on the sale of the related business.

Other intangible assets are recorded at acquisition cost, being fair values at date of acquisition, less the amounts amortised to the profit and loss account. These intangible assets are amortised over their economic lives, being the terms of various concessions which currently range from three to eight years.

Stocks

Stocks are stated at the lower of cost and net realisable value. Cost is based on invoice price on either an average basis or on a first in first out basis depending on the stock category. Net realisable value is calculated as estimated selling price less estimated selling costs.

Taxation

Corporation tax in respect of the Company and its subsidiary undertakings is provided at current rates and is calculated on the

Statement of accounting policies

continued

for the year ended 31 December 2004

basis of their results for the year adjusted for taxation purposes. The taxation charge in the profit and loss account includes taxation on the Group's share of profits of associated and joint venture undertakings.

Full provision without discounting is made for all timing differences, other than those arising from revaluation gains in the case of hotel buildings and unremitted earnings of overseas subsidiaries and associates, at the balance sheet date in accordance with Financial Reporting Standard 19 (FRS 19) "Deferred Tax". Provision is made at the tax rates that are expected to apply in the periods in which the timing differences are expected to reverse. As permitted by FRS 19, deferred tax is not recognised on the gains arising from the revaluation of hotel properties. No deferred tax has been recognised on the unremitted earnings of overseas subsidiaries and associates as no tax is expected to be payable on them. Deferred tax assets are recognised to the extent that they are regarded as recoverable based on the likelihood of there being suitable taxable profits from which the future reversal of the underlying timing differences can be deducted.

Pension and Other Post-Retirement Obligations

The Group provides pensions to substantially all employees through contributions to a variety of separately administered schemes.

For schemes accounted for as defined benefit, the expected cost of providing pensions and other retirement benefits to employees is charged to the profit and loss account so as to spread the cost over the period of employment of pensionable employees. For other schemes accounted for as defined contribution, the expected cost of providing pensions and other retirement benefits to employees is charged to the profit and loss account as incurred over the period of employment of pensionable employees.

Operating Leases

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

Capital Grants

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

Derivative Financial Instruments

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

Cash and Liquid Resources

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

Debt and Finance Costs

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

Group profit and loss account

for the year ended 31 December 2004

	Note	2004 €000	2003 €000
Turnover: Group and share of joint venture		**466,264**	437,429
Less: share of joint venture turnover		**(576)**	(561)
Group turnover – continuing operations	1	**465,688**	436,868
Operating costs			
Cost of goods for resale		**(115,064)**	(117,483)
Payroll and related costs	2	**(159,941)**	(145,103)
Materials and services		**(100,630)**	(101,657)
Depreciation and amortisation		**(43,803)**	(43,045)
		(419,438)	(407,288)
Group operating profit – continuing operations		**46,250**	29,580
Share of operating profits			
Joint venture undertaking		**480**	641
Associated undertakings			
– Ordinary	3	**25,997**	20,800
– Exceptional	29	**(2,820)**	(2,380)
Group profit before interest and exceptional items		**69,907**	48,641
Exceptional items – continuing operations			
Profit on disposal of fixed tangible assets and financial assets	4	**2,381**	7,318
Group profit before interest		**72,288**	55,959
Income from other financial assets		**502**	764
Interest receivable			
Group		**2,017**	1,665
Joint venture undertaking		**15**	93
Associated undertakings		**1,652**	1,230
Interest payable			
Group	5	**(23,768)**	(25,236)
Joint venture undertaking	5	**(642)**	(659)
Associated undertakings	5	**(10,764)**	(12,350)
Group profit on ordinary activities before taxation	6	**41,300**	21,466
Tax on profit on ordinary activities	7	**(10,667)**	(1,453)
Group profit on ordinary activities after taxation		**30,633**	20,013
Minority interest – equity	28	**515**	233
Group profit for the financial year	8	**31,148**	20,246
Dividends paid	8	**–**	(7,245)
Dividends proposed	8	**–**	(6,074)
Group retained profit for the financial year		**31,148**	6,927
Profit and loss account at beginning of year		**215,752**	208,825
Profit and loss account at end of year		**246,900**	215,752

There is no material difference between results as reported and those prepared on a historical cost basis.

On behalf of the Board
Gary McGann, Chairman
Anthony Spollen, Director
14 March 2005

Statement of total recognised gains and losses

for the year ended 31 December 2004

	2004 €000	2003 €000
Profit for the financial year	**31,148**	20,246
Exchange differences on translation		
of overseas investments (arising on net assets)		
subsidiary undertakings	**(472)**	(499)
associated undertakings	**(806)**	(6,891)
Total recognised gains and losses for the year	**29,870**	12,856

Reconciliation of movement in shareholders' funds

for the year ended 31 December 2004

	2004 €000	2003 €000
At 1 January	**402,866**	403,329
Total recognised gains and losses for the year	**29,870**	12,856
Dividends paid in respect of 2002 Group profit	**–**	(7,245)
Dividends proposed	**–**	(6,074)
At 31 December	**432,736**	402,866

Group balance sheet

at 31 December 2004

	Note	2004 €000	2003 €000
Fixed assets			
Tangible assets	9	**745,415**	706,880
Intangible assets	10	**5,422**	6,257
		750,837	713,137
Financial assets			
Investments in joint venture undertaking			
Share of gross assets		**20,148**	21,184
Share of gross liabilities		**(21,317)**	(22,217)
Loans to joint venture undertaking		**4,882**	4,882
Total investment in joint venture undertaking		**3,713**	3,849
Investment in associated undertakings		**140,913**	145,063
Other financial assets		**27,063**	27,069
Total financial assets	11	**171,689**	175,981
Total fixed assets		**922,526**	889,118
Current assets			
Stocks	12	**18,687**	18,731
Debtors	13	**36,127**	34,167
Cash at bank and in hand	24	**85,330**	79,259
		140,144	132,157
Creditors: amounts falling due within one year	14	**(138,112)**	(135,754)
Net current assets/(liabilities)		**2,032**	(3,597)
Total assets less current liabilities		**924,558**	885,521
Creditors: amounts falling due after more than one year	15	**(460,536)**	(448,333)
Capital grants	17	**(26,257)**	(27,686)
Provisions for liabilities and charges	18	**(5,735)**	(6,890)
Net assets		**432,030**	402,612
Capital and reserves			
Called up share capital	19	**186,337**	186,337
Profit and loss account	20	**246,900**	215,752
Other reserves	20	**(501)**	777
Shareholders' funds – equity		**432,736**	402,866
Minority interest – equity	28	**(706)**	(254)
		432,030	402,612

On behalf of the Board
Gary McGann, Chairman
Anthony Spollen, Director
14 March 2005

Company balance sheet
at 31 December 2004

	Note	2004 €000	2003 €000
Fixed assets			
Tangible assets	9	**626,391**	586,080
Financial assets	11	**133,950**	131,350
		760,341	717,430
Current assets			
Stocks	12	**9,241**	11,568
Debtors	13	**66,785**	68,961
Cash at bank and in hand		**70,712**	63,929
		146,738	144,458
Creditors: amounts falling due within one year	14	**(130,608)**	(132,359)
Net current assets		**16,130**	12,099
Total assets less current liabilities		**776,471**	729,529
Creditors: amounts falling due after more than one year	15	**(454,399)**	(440,964)
Capital grants	17	**(26,179)**	(27,608)
Provision for liabilities and charges	18	**(3,094)**	(4,728)
Net assets		**292,799**	256,229
Capital and reserves			
Called up share capital	19	**186,337**	186,337
Profit and loss account	20	**106,462**	69,892
Shareholders' funds – equity		**292,799**	256,229

On behalf of the Board
Gary McGann, Chairman
Anthony Spollen, Director
14 March 2005

Group cash flow statement

for the year ended 31 December 2004

	Note	2004 €000	2003 €000
Cash inflow from operating activities	21	**98,296**	80,139
Payments in respect of exceptional restructuring programme	18	**(3,498)**	(4,305)
Dividends received from associated undertakings	11	**7,995**	4,454
Returns on investments and servicing of finance	22	**(22,951)**	(23,052)
Taxation paid		**(723)**	(1,503)
		79,119	55,733
Capital expenditure and financial investment	22	**(81,352)**	(48,378)
Acquisitions and disposals	22	**2,102**	(125)
Dividends paid		**(6,074)**	(7,245)
Cash outflow before management of liquid resources and financing		**(6,205)**	(15)
Management of liquid resources			
Net cash transferred (to)/from liquid resources	23	**(1,724)**	16,961
Financing	22	**12,670**	(16,087)
Increase in cash in year	23	**4,741**	859

Notes on and forming part of the financial statements
for the year ended 31 December 2004

1. Turnover – continuing operations

	Group	
	2004 €000	2003 €000
Activity		
Aeronautical revenue	**130,989**	108,813
Commercial activities	**289,750**	283,877
Hotels	**44,949**	44,178
Total turnover	**465,688**	436,868
Geographical		
Irish airports	**365,910**	346,370
Irish hotel activities	**44,949**	44,178
Overseas	**54,829**	46,320
Total turnover	**465,688**	436,868

A segmental analysis of results and net assets is not provided, as disclosure of such information would, in the directors' opinion, be seriously prejudicial to the interests of the Group.

2. Payroll and related costs

	Group	
	2004 €000	2003 €000
Wages and salaries	**133,049**	127,154
Social welfare costs	**13,279**	12,611
Pension costs	**6,922**	6,619
Other staff costs	**7,440**	1,670
Release of restructuring provision	**–**	(2,000)
	160,690	146,054
Staff costs capitalised into fixed assets	**(749)**	(951)
Net staff costs	**159,941**	145,103

	2004	2003
Employee figures (full time equivalents) for the Group were as follows:		
Airports	**2,382**	2,352
Hotels	**675**	684
International activities	**396**	351
	3,453	3,387

3. Share of operating profits of associated undertakings

This relates to the Group's share of profits before interest and taxation for the year in its associated undertakings as defined in the Statement of Accounting Policies. Management fees and other direct income from these undertakings are included in turnover of the Group.

Notes continued
for the year ended 31 December 2004

4. Exceptional items – profit on disposal of fixed tangible and financial assets

	Group	
	2004 **€000**	2003 €000
Sale of land to joint venture undertaking (before tax of €Nil)	**–**	6,656
Consideration for grant of easements to associated undertaking (before tax of €0.762 million)	**3,809**	–
Income deferred pending realisation by associated/joint venture undertaking (before tax of €0.284 million (2003: €Nil))	**(1,428)**	(3,328)
	2,381	3,328
Profit on sale of property (before tax of €0.428 million)	**–**	3,854
Profit on sale of listed investment (before tax of €Nil)	**–**	136
	2,381	7,318

Income deferred of €1.144 million in 2004 (after tax of €0.284 million) (2003: income deferred €3.328 million after tax of €Nil) relates to the Group's share of an asset owned by an associate undertaking (2003: joint venture undertaking) and will be recognised once this profit is realised by that entity. These amounts are recognised as profit in the financial statements of the Company and are adjusted on consolidation (Note 20).

5. Interest payable

	Group	
	2004 **€000**	2003 €000
Group:		
Interest payable on loans wholly repayable by instalments within five years	**2,281**	2,878
Interest payable on loans wholly repayable by instalments after five years	**7,666**	7,336
Interest on loan notes	**15,375**	15,375
Amortisation of issue costs	**130**	123
Other interest payable	**120**	97
Finance lease interest	**2**	–
	25,574	25,809
Interest capitalised	**(1,806)**	(573)
Total interest payable – Group	**23,768**	25,236
Joint venture undertaking:		
Interest on loans repayable by instalments within five years	**642**	659
Associated undertakings:		
Interest payable on loans repayable by instalments within five years	**3,238**	3,790
Interest payable on loans repayable by instalments after five years	**7,631**	8,546
Finance lease interest	**11**	15
Interest capitalised	**(116)**	(1)
Total interest payable – associated undertakings	**10,764**	12,350

Notes continued
for the year ended 31 December 2004

6. Statutory and other information

	Group	
	2004 €000	2003 €000
Group profit on ordinary activities before tax is stated after charging/(crediting):		
Auditors' remuneration (including expenses):		
for audit services	**376**	338
for other services	**278**	386
	654	724
Operating lease rentals:		
equipment	**1,210**	1,685
buildings	**7,303**	7,015
Depreciation	**43,270**	41,128
Loss on disposals and write-offs of tangible fixed assets	**1,070**	3,410
Amortisation of capital grants	**(1,429)**	(2,751)
Amortisation of intangible assets and goodwill:		
Group (Note 10)	**793**	1,671
Share of associated undertakings (Note 11)	**98**	98
	891	1,769
Directors' remuneration:		
fees	**139**	117
other emoluments (including pension contribution)	**452**	414
compensation or other payments on retirement or loss of office	**1,412**	–
	2,003	531

Compensation or other payments on retirement or loss of office arose prior to the appointment of a new Board of directors on 1 October 2004. Further details of these amounts are set out below.

In addition to the amounts included in the table above, the Company made additional pension contributions in respect of Mr. John Burke (€319,523) and Ms. Margaret Sweeney (€345,000). The contribution in respect of Mr. John Burke arose in 2003 on the occasion of his early retirement and provided for his pension to commence two years early. The contribution in respect of Ms. Margaret Sweeney was paid in September 2004 but arose in previous years from her contract of service with the Company as Deputy Chief Executive, prior to becoming a director.

Compensation or other payments on retirement or loss of office included the following:

a) Following his retirement on 31 December 2003, in January 2004 the Company agreed to make a payment of €315,000 to Mr. John Burke and to provide him with certain other benefits valued at €44,869.

b) Under various severance agreements on dates set out below entered into by the Company and the relevant director, the Company agreed to pay by way of cash severance, purchase of pension entitlements and provision of certain other benefits, the following amounts, on such persons ceasing to be employees and directors of the Company:

Agreement Date	Director	€
22 June 2004	Mr. Cecil Brett	19,500
24 September 2004	Ms. Margaret Sweeney	845,930
24 September 2004	Mr. Peter Dunne	85,615

Notes continued
for the year ended 31 December 2004

6. Statutory and other information (continued)

c) Pursuant to a resolution of the Board dated 22 September 2004, the Board approved the transfer of ownership of a company car to the then Chairman, Mr. Noel Hanlon. An amount of €45,000 has been attributed to the car. As this amount arises in connection with his retirement from office, the amount falls under section 191(4) of the Companies Act, 1963, to be included as compensation or other payments on retirement or loss of office.

d) Fees of €56,538 in respect of the unexpired term of three directors whose term of appointment ended on 1 October 2004 by virtue of an Order for the Dublin Appointed Day pursuant to the State Airports Act 2004.

All amounts included in compensation or other payments on retirement or loss of office were in respect of loss of office as a director, other than in the case of Mr. John Burke and Ms. Margaret Sweeney, where such amounts were in respect of loss of office other than as a director.

In the case of employee directors elected pursuant to the Worker Participation (State Enterprises) Acts 1977 and 1988, remuneration and compensation or other payments on retirement or loss of office payable in respect of services as director is included above. Other remuneration and compensation or other payments on retirement or loss of office, relating to their normal contracts of employment, is not regarded as directors' emoluments and consequently is not included above.

Mr. Oliver Cussen was appointed to the position of Chief Executive on an interim basis for the period from 1 October 2004 to the date of a new chief executive taking up appointment. Ms. Margaret Sweeney held this position from the period January to September 2004, following the retirement of Mr. John Burke on 31 December 2003. As the remuneration arrangements for chief executives of commercial state bodies did not apply to those holding office during the year no additional disclosures arise under the applicable government department guidelines.

7. Tax on profit on ordinary activities

	Group	
	2004 €000	2003 €000
Current tax:		
Corporation tax – Ireland	**1,329**	28
Overseas tax of subsidiary undertakings	**854**	749
Capital gains tax – Ireland (Note 4)	**478**	428
Overprovision in respect of prior periods	**(398)**	(4,636)
Tax attributable to Group	**2,263**	(3,431)
Share of Irish tax of joint venture undertaking	**–**	19
Overprovision in respect of prior periods – joint venture undertaking	**(12)**	–
Share of Irish tax of associated undertakings	**74**	120
Overprovision in respect of prior periods – associated undertakings	**(15)**	–
Share of overseas tax of associated undertakings	**6,014**	4,178
Tax attributable to joint venture and associated undertakings	**6,061**	4,317
Current tax charge	**8,324**	886
Deferred tax:		
Origination of timing differences		
attributable to Group	**1,314**	567
under provision in respect of prior periods	**1,029**	–
Deferred tax charge (Note 18)	**2,343**	567
Tax on profit on ordinary activities	**10,667**	1,453

The Group's Irish operations are subject to differing rates of corporation taxation, according to, inter alia, the nature of activities. During 2004 and 2003 these rates varied from 10% to 25% while the standard rate of corporation taxation was 12.5%.

No provision has been made for deferred tax on gains recognised on revaluing hotel properties to their market value. This tax would be payable if the hotels were sold at market value as under the provision of the 2003 Finance Act rollover relief is no longer available for disposals occurring on or after 4 December 2002. The total liability unprovided for at 31 December 2004, assuming that no indexation relief is available, is €3.2 million (2003: €3.2 million).

Notes continued
for the year ended 31 December 2004

7. Tax on profit on ordinary activities (continued)

The current tax charge for the period is higher (2003: lower) than that based on the standard rate of tax in the Republic of Ireland. The differences are set out in the tax reconciliation below:

	Group	
	2004 €000	2003 €000
Profit on ordinary activities before taxation	**41,300**	21,466
Profit on ordinary activities at standard corporation tax rate in Republic of Ireland of 12.5% (2003: 12.5%)	**5,163**	2,683
Effects of:		
Capital allowances for period in excess of depreciation	**(1,744)**	(1,681)
Expenses deductible for tax purposes in the current year (timing differences)	**(313)**	(281)
Expenses not deductible for tax purposes (permanent differences)	**517**	687
Profits of foreign undertakings taxable at higher rates	**4,730**	3,579
Irish profits taxable at higher rates	**38**	152
Unutilised losses carried forward	**163**	833
Other	**195**	(450)
Overprovision in respect of prior periods	**(425)**	(4,636)
Current tax charge for the year	**8,324**	886

8. Group profit for the financial year

A separate Company profit and loss account is not presented as provided for under the Companies (Amendment) Act 1986, Section 3(2). A profit for the financial year of €36.6 million (2003: profit €17.9 million) has been dealt with in the financial statements of the Company.

Dividends of €0.0414 per ordinary share totalling €6.074 million (2003: €7.245 million) were paid to the Minister for Finance during the year.

Notes continued
for the year ended 31 December 2004

9. Tangible fixed assets

Group	Terminal complexes €000	Lands & airfields €000	Plant & equipment €000	Hotel buildings €000	Other property €000	Assets in the course of construction €000	Total €000
Cost or valuation							
At 1 January 2004							
Cost	283,444	180,399	221,689	62,814	150,314	55,976	954,636
Valuation	–	–	–	38,980	–	–	38,980
Total	283,444	180,399	221,689	101,794	150,314	55,976	993,616
Additions	–	219	5,726	230	5	78,123	84,303
Transfer to completed assets	2,611	1,748	10,012	–	3,056	(17,427)	–
Disposals	–	–	(830)	–	(1,224)	–	(2,054)
Write-offs	–	–	(906)	–	–	(651)	(1,557)
Translation reserve	–	–	(369)	–	–	–	(369)
At 31 December 2004							
Cost	286,055	182,366	235,322	63,044	152,151	116,021	1,034,959
Valuation	–	–	–	38,980	–	–	38,980
At 31 December 2004	**286,055**	**182,366**	**235,322**	**102,024**	**152,151**	**116,021**	**1,073,939**
Depreciation							
At 1 January 2004	61,458	49,356	117,344	2,420	56,158	–	286,736
Charge for the year	9,289	5,558	20,205	2,565	5,653	–	43,270
Disposals	–	–	(653)	–	(57)	–	(710)
Write-offs	–	–	(683)	–	–	–	(683)
Translation reserve	–	–	(89)	–	–	–	(89)
At 31 December 2004	**70,747**	**54,914**	**136,124**	**4,985**	**61,754**	**–**	**328,524**
Net book value							
2004	**215,308**	**127,452**	**99,198**	**97,039**	**90,397**	**116,021**	**745,415**
2003	221,986	131,043	104,345	99,374	94,156	55,976	706,880

Lands and airfields, Group and Company, includes airport land at a cost of €19.6 million (2003: €19.6 million).

Fixed asset additions, Group and Company, include internal architectural and engineering costs of €0.7 million (2003: €1.0 million (Group) and €0.9 million (Company)) (Note 2).

Fixed assets, Group and Company, include cumulative interest capitalised of €5.0 million (2003: €3.2 million). Interest of €1.8 million (2003: €0.6 million), Group and Company, was capitalised at an average rate of 5.5% (2003: 5.5%) per annum.

Certain hotel buildings were revalued by Donal O'Buachalla & Co. Limited, at 31 December 1994. The valuations were carried out in accordance with the Appraisal and Valuation Manual published by the Society of Chartered Surveyors.

Notes continued
for the year ended 31 December 2004

9. Tangible fixed assets (continued)

Company	Terminal complexes €000	Lands & airfields €000	Plant & equipment €000	Other property €000	Assets in the course of construction €000	Total €000
Cost						
At 1 January 2004	283,444	173,528	183,844	144,281	55,976	841,073
Additions	–	212	1,529	5	78,089	79,835
Transfer to completed assets	2,611	1,748	10,012	3,056	(17,427)	–
Disposals	–	(8)	(672)	(1,217)	–	(1,897)
Write-offs	–	–	(906)	–	(651)	(1,557)
At 31 December 2004	**286,055**	**175,480**	**193,807**	**146,125**	**115,987**	**917,454**
Depreciation						
At 1 January 2004	61,458	49,356	91,891	52,288	–	254,993
Charge for the year	9,289	5,557	16,858	5,601	–	37,305
Disposals	–	–	(496)	(56)	–	(552)
Write-offs	–	–	(683)	–	–	(683)
At 31 December 2004	**70,747**	**54,913**	**107,570**	**57,833**	**–**	**291,063**
Net book value						
2004	**215,308**	**120,567**	**86,237**	**88,292**	**115,987**	**626,391**
2003	221,986	124,172	91,953	91,993	55,976	586,080

The net book value of tangible fixed assets of the Company at 31 December 2004 comprised as follows:

	2004 €000	2003 €000
Dublin Airport (including head office/shared services)	**404,134**	422,159
Shannon Airport	**85,881**	87,396
Cork Airport	**136,376**	76,525
	626,391	586,080

10. Intangible fixed assets

Group	Concession Rights	Goodwill	2004 Total €000	2003 Total €000
Cost				
At 1 January	15,702	526	**16,228**	16,228
Foreign exchange movement	(54)	–	**(54)**	–
At 31 December	15,648	526	**16,174**	16,228
Amortisation				
At 1 January	9,883	88	**9,971**	8,345
Charge for the year	740	53	**793**	1,671
Foreign exchange movement	(12)	–	**(12)**	(45)
At 31 December	10,611	141	**10,752**	9,971
Net book value	5,037	385	**5,422**	6,257

Notes continued
for the year ended 31 December 2004

11. Fixed assets – financial

Group	1 January 2004 €000	Additions/ other increases during the year €000	Disposals/ other movements during the year €000	31 December 2004 €000
Joint venture undertaking				
Share of gross assets	21,184	–	(1,036)	**20,148**
Share of gross liabilities	(22,217)	900	–	**(21,317)**
Loans to joint venture undertaking	4,882	–	–	**4,882**
	3,849	900	(1,036)	**3,713**
Associated undertakings				
Equity interest at cost	94,919	–	(2,700)	**92,219**
Goodwill	1,756	–	(98)	**1,658**
Loans to associated undertakings	641	598	–	**1,239**
Share of post acquisition profits	78,398	6,851	–	**85,249**
Dividends paid	(31,334)	–	(7,995)	**(39,329)**
Translation reserve	683	–	(806)	**(123)**
	145,063	7,449	(11,599)	**140,913**
Other financial assets				
Other unlisted investments at cost	27,069	–	(6)	**27,063**
Total financial assets	175,981	8,349	(12,641)	**171,689**
Company				
Ordinary shares in subsidiary undertakings at cost	23,456	2,500	(463)	**25,493**
Subordinated loans to subsidiary undertakings	5,078	–	–	**5,078**
Other loans to subsidiary undertakings	97,934	–	–	**97,934**
Loan to associated undertakings	–	563	–	**563**
Loan to joint venture undertaking	4,882	–	–	**4,882**
	131,350	3,063	(463)	**133,950**

(a) During the year the Group received a refund of €2.7 million in respect of the investment in an associated undertaking in accordance with the provisions of the purchase agreement for that investment.

(b) During the year the Company provided a capital contribution of €2.5 million to its subsidiary Aer Rianta Finance plc. An amortisation charge of €0.463 million (Company) was applied to the investment in Aer Rianta Finance plc.

In the opinion of the directors, the realisable value of the investments is not less than the book amounts shown above. The basis on which financial assets are stated is set out in the Statement of Accounting Policies.

Details of subsidiary, associated and joint venture undertakings are set out overleaf.

Notes continued
for the year ended 31 December 2004

11. Fixed assets – financial (continued)

The principal operating subsidiary, associated and joint venture undertakings of the Group, all of which are included in the Group financial statements, are as set out below:

Undertaking	Registered office	Nature of business	% holding of ordinary shares
Subsidiary undertakings			
Aer Rianta Finance plc	Dublin, Ireland	Financing company	100
Aer Rianta International cpt	Shannon, Ireland	International management services and airport investor	100
Great Southern Hotels Limited	Dublin, Ireland	Hotel operator	100
Aer Rianta International (North America) Inc.	Montreal, Canada	Duty-free shopping and related activities	100
Kievrianta LLC	Kiev, Ukraine	Duty-free shopping and related activities	99
Aer Rianta International Sardana (JFK) Inc.	Delaware, USA	Airport shopping and related activities	70
Associated undertakings			
Birmingham International Airport Limited	Birmingham, England	Airport	24.125
Airport Partners GmbH [1]	Dusseldorf, Germany	Airport investor	40
Aer Rianta International (Middle East) W.L.L.	Manama, Bahrain	Duty-free shopping and related activities	49
Lenrianta JSC	St. Petersburg, Russia	Duty-free shopping and related activities	48.3
Aerofirst JSC	Moscow, Russia	Duty-free shopping and related activities	33.3
Brooklyn Properties Limited	Cork, Ireland	Cork Airport Business Park development	37.5
Omnistone Limited	Cork, Ireland	Cork Airport Business Park development	25
Hamburg Airport Partners GmbH	Hamburg, Germany	Airport investor	20
Joint venture undertaking			
Turckton Developments Limited	Dublin, Ireland	Business park development	50

[1] The Group has a beneficial interest of 20% in the share capital of Flughafen Dusseldorf GmbH (Dusseldorf airport) through its investment in Airport Partners GmbH.

All financial statements of subsidiary, associated and joint venture undertakings are co-terminous with the year-end of the Group other than in respect of Birmingham International Airport Limited and Aer Rianta Finance plc whose financial statements are prepared to 31 March and 28 February year-ends respectively. Management accounts of these entities have been prepared to 31 December 2004 for the purposes of including the results of these companies in the Group financial statements.

Transactions between the Group and its associated and joint venture undertakings are detailed in Note 27.

12. Stocks

	Group		Company	
	2004 €000	2003 €000	**2004 €000**	2003 €000
Goods for resale	**16,874**	17,204	**7,473**	10,067
Maintenance	**1,813**	1,527	**1,768**	1,501
	18,687	18,731	**9,241**	11,568

The replacement value of stocks is not materially different from the carrying amounts.

Notes continued
for the year ended 31 December 2004

13. Debtors

	Group		Company	
	2004 €000	2003 €000	2004 €000	2003 €000
Trade debtors	**24,246**	21,008	**17,753**	18,334
Due from subsidiary undertakings	**–**	–	**39,571**	40,208
Due from associated undertakings	**3,830**	1,263	**2,298**	–
VAT	**702**	–	**75**	–
Corporation tax	**–**	2,000	**–**	2,000
Other debtors	**7,349**	9,896	**7,088**	8,419
	36,127	34,167	**66,785**	68,961

Debtors of €5.2 million (2003: €5.5 million) in the Group and debtors of €43.1 million (2003: €45.8 million) in the Company, fall due after more than one year.

14. Creditors: amounts falling due within one year

	Group		Company	
	2004 €000	2003 €000	2004 €000	2003 €000
Bank loans (Note 16)	**17,480**	17,330	**16,210**	16,060
Trade creditors	**17,671**	16,385	**7,160**	8,006
Due to subsidiary undertakings	**–**	–	**32,444**	36,041
Other creditors	**7,616**	9,371	**6,460**	6,877
Accruals and deferred income	**95,345**	86,594	**68,334**	59,301
Dividends proposed	**–**	6,074	**–**	6,074
	138,112	135,754	**130,608**	132,359
Tax included in other creditors:				
Corporation tax	**724**	497	**309**	–
Capital gains tax	**–**	428	**–**	–
PAYE	**3,070**	2,613	**2,880**	2,454
PRSI	**1,897**	1,738	**1,694**	1,486
VAT	**312**	1,208	**–**	62
Other taxes	**495**	432	**478**	415

15. Creditors: amounts falling due after more than one year

	Group		Company	
	2004 €000	2003 €000	2004 €000	2003 €000
Bank loans	**201,690**	189,169	**71,769**	57,980
Other creditors	**8,630**	8,984	**8,630**	8,984
Loan notes (Note 16)	**249,005**	248,875	**–**	–
Loan from minority interest to subsidiary undertakings	**1,211**	1,305	**–**	–
Due to subsidiary undertakings	**–**	–	**374,000**	374,000
	460,536	448,333	**454,399**	440,964

Other creditors of €6.4 million (2003: €6.9 million), Group and Company, fall due after more than five years.

Notes continued
for the year ended 31 December 2004

16. Financial liabilities

	Group		Company	
	2004 €000	2003 €000	2004 €000	2003 €000
Repayable by instalments:				
Repayable within one year	**17,480**	17,330	**16,210**	16,060
Repayable within one to two years	**23,354**	17,477	**16,370**	16,209
Repayable within two to five years	**51,636**	63,025	**29,399**	41,494
Repayable after five years	**127,911**	109,972	**26,000**	277
	220,381	207,804	**87,979**	74,040
Repayable other than by instalments:				
Repayable after five years	**249,005**	248,875	**–**	–
	469,386	456,679	**87,979**	74,040
Included in creditors falling due within one year	**17,480**	17,330	**16,210**	16,060
Included in creditors falling due after more than one year	**451,906**	439,349	**71,769**	57,980

Included above are amounts of €7.3 million (2003: €8.8 million), Group and Company, which are guaranteed by the Irish State.

The Group through its subsidiary Aer Rianta Finance plc, has in issue €250 million of loan notes repayable in 2011 on which a fixed interest rate of 6.15% is payable annually. This amount is included in financial liabilities repayable other than by instalments above, net of issue costs. These loan notes are listed on the Official Lists of the Irish and London Stock Exchanges. All amounts payable to noteholders are guaranteed by Dublin Airport Authority plc.

Borrowing facilities
The Group has various undrawn committed borrowing facilities. The annual cost of the undrawn committed facilities is €0.153 million. At 31 December 2004 the undrawn committed facilities available in respect of which all conditions precedent had been met were as follows:

	2004 €000
Expiring in one year or less	**11,970**
Expiring in more than one year but not more than two years	**96,970**
Expiring in more than two years but not more than five years	**39,817**
Expiring in more than five years	**2,462**
Total	**151,219**

17. Capital grants

	Group		Company	
	2004 €000	2003 €000	2004 €000	2003 €000
At 1 January	**27,686**	30,437	**27,608**	29,331
Amortised to profit and loss account	**(1,429)**	(2,751)	**(1,429)**	(1,723)
At 31 December	**26,257**	27,686	**26,179**	27,608

Notes continued
for the year ended 31 December 2004

18. Provisions for liabilities and charges

	Deferred tax €000	Restructuring €000	Total €000
Group			
At 1 January 2004	3,392	3,498	6,890
Charge for the year (Note 7)	2,343	–	2,343
Utilised in year	–	(3,498)	(3,498)
At 31 December 2004	**5,735**	**–**	**5,735**
Company			
At 1 January 2004	1,230	3,498	4,728
Charge for the year	1,864	–	1,864
Utilised in year	–	(3,498)	(3,498)
At 31 December 2004	**3,094**	**–**	**3,094**

Deferred Tax
The deferred tax provision at 31 December 2004 in the Group of €5.7 million (2003: €3.4 million) was made up of €8.9 million (2003: €7.0 million) in respect of timing differences on capital allowances, less €2 million (2003: €2.5 million) in relation to tax losses carried forward and less €1.2 million (2003: €1.1 million) reflecting amounts not deductible for corporation tax in the current year.

The deferred tax provision at 31 December 2004 in the Company of €3.1 million (2003: €1.2 million) was made up of €4.5 million (2003: €3.0 million) in respect of timing differences on capital allowances less €Nil (2003: €0.5 million) in relation to tax losses carried forward and less €1.4 million (2003: €1.3 million) reflecting amounts not deductible for corporation tax in the current year.

Restructuring
The movement on the provision for restructuring at 31 December 2004 represents the final tranche of a fundamental change programme including a voluntary severance scheme initiated in 2001.

19. Called up share capital – equity

	Group and Company	
	2004 €000	2003 €000
Authorised: 317,500,000 ordinary shares of €1 each (2003: 250,000,000 ordinary shares of €1.27 each)	**317,500**	317,500
Allotted, called up and fully paid: 186,336,813 ordinary shares of €1 each (2003: 146,721,889 ordinary shares of €1.27 each)	**186,337**	186,337

All the ordinary shares are beneficially held by the Minister for Finance.

On 8 November 2004 in connection with the redesignation of the share capital of the Company into shares of €1 each in accordance with the requirements of the State Airports Act 2004:

- 11 ordinary shares of €1.27 each were issued at par to the Minister for Finance.
- Each of the Ordinary Shares of €1.27 each in the capital of the Company were subdivided into 127 Ordinary Shares of €0.01 each having the same rights as the Ordinary Shares from which they were derived.
- Every 100 Ordinary Shares of €0.01 each in the capital of the Company were consolidated into Ordinary Shares of €1 each having the same rights as the Ordinary Shares from which they were derived and the fractions arising from such consolidation were aggregated and issued to the Minister for Finance.

Notes continued
for the year ended 31 December 2004

20. Reserves

	Profit & loss account €000	2004 Translation reserve €000	Other reserves €000	2004 Total reserves €000	2003 Total reserves €000
Group					
At 1 January	215,752	(1,746)	2,523	216,529	216,992
Retained profit for the financial year	31,148	–	–	31,148	6,927
Currency translation adjustments	–	(1,278)	–	(1,278)	(7,390)
At 31 December	**246,900**	**(3,024)**	**2,523**	**246,399**	**216,529**
As follows:					
Dublin Airport Authority plc	106,462	–	–	106,462	69,892
Subsidiary undertakings	95,931	(2,901)	2,277	95,307	99,920
Joint venture undertaking	2,162	–	–	2,162	2,297
Associated undertakings	46,817	(123)	246	46,940	47,748
Consolidation adjustment (Note 4)	(4,472)	–	–	(4,472)	(3,328)
	246,900	**(3,024)**	**2,523**	**246,399**	**216,529**

Included in the profit and loss account reserve is negative goodwill of €14.1 million eliminated against reserves.

21. Reconciliation of operating profit to cash inflow from operating activities

	Group 2004 €000	Group 2003 €000
Operating profit	**46,250**	29,580
Depreciation charge	**43,270**	41,128
Amortisation of intangible assets	**793**	1,671
Amortisation of goodwill in associated undertaking	**98**	98
Tangible fixed asset write-offs	**874**	3,410
Amortisation of capital grants	**(1,429)**	(2,751)
Loss/(profit) on disposal of tangible fixed assets	**196**	(29)
Decrease in stocks	**44**	191
(Increase)/decrease in debtors	**(1,872)**	5,124
Increase in creditors	**10,072**	1,717
Cash inflow from operating activities	**98,296**	80,139

Notes continued
for the year ended 31 December 2004

22. Analysis of headings grouped in cash flow statement

	Group	
	2004 €000	2003 €000
Returns on investments and servicing of finance		
Interest received	2,008	2,147
Interest paid	(25,461)	(25,963)
Income from other financial assets	502	764
	(22,951)	(23,052)
Capital expenditure and financial investment		
Purchase of tangible fixed assets	(84,018)	(59,758)
Sale of tangible fixed assets	1,154	8,237
Consideration for grant of easements to associated undertaking	1,512	–
Sale of financial fixed assets	–	3,143
	(81,352)	(48,378)
Acquisitions and disposals		
Adjustment to consideration for associated undertakings	2,700	2,045
Payment of deferred consideration	–	(2,099)
Loan to associated undertakings	(598)	(71)
	2,102	(125)
Financing		
New bank loans	30,000	–
Repayments of bank loans	(17,330)	(17,392)
Loan from minority interest to subsidiary undertakings	–	1,305
	12,670	(16,087)

23. Reconciliation of net cash flow to movement in net debt

	Group
	2004 €000
Increase in cash in the year	4,741
Increase in liquid resources	1,724
Increase in debt	(12,670)
Change in net debt resulting from cash flows	(6,205)
Amortisation of issue costs	(130)
Foreign exchange movement	(301)
Movement in net debt in the year	(6,636)
Net debt at 1 January 2004	(377,420)
Net debt at 31 December 2004	(384,056)

Notes continued
for the year ended 31 December 2004

24. Analysis of net debt

	At 1 January 2004 €000	Cash flow €000	Non-cash movement €000	Foreign exchange movement €000	At 31 December 2004 €000
Cash	22,128	4,741	–	(394)	**26,475**
Liquid resources	57,131	1,724	–	–	**58,855**
	79,259	6,465	–	(394)	**85,330**
Debt due within one year	(17,330)	17,330	(17,480)	–	**(17,480)**
Debt due after one year	(439,349)	(30,000)	17,350	93	**(451,906)**
	(456,679)	(12,670)	(130)	93	**(469,386)**
Total	**(377,420)**	**(6,205)**	**(130)**	**(301)**	**(384,056)**

25. Financial instruments

Narrative disclosures concerning the Group's treasury policy and management are set out in the Financial Review. The required disclosures in respect of relevant financial assets and liabilities (as defined) in accordance with Financial Reporting Standard 13 (FRS 13) "Derivatives and Other Financial Instruments" are provided below. Relevant financial assets/liabilities exclude short-term debtors and creditors and investments in subsidiaries, associated undertakings and joint ventures.

(i) Interest rate risk profile of financial liabilities and assets

After taking into account, where relevant, the various interest rate swaps and forward foreign currency contracts entered into by the Group, the interest rate profile of the Group's relevant financial liabilities and interest bearing relevant financial assets at 31 December 2004 was:

	2004			2003		
	Total €000	Floating rate €000	Fixed rate €000	Total €000	Floating rate €000	Fixed rate €000
Financial liabilities						
Euro	**468,175**	**75,420**	**392,755**	455,374	57,275	398,099
US dollar	**1,211**	**–**	**1,211**	1,305	–	1,305
	469,386	**75,420**	**393,966**	456,679	57,275	399,404
Financial assets						
Euro	**75,601**	**75,601**	**–**	65,609	65,609	–
Sterling	**1,499**	**1,499**	**–**	2,007	2,007	–
US dollar	**4,159**	**4,159**	**–**	6,586	6,586	–
Canadian dollar	**2,292**	**2,292**	**–**	3,444	3,444	–
Ukraine hryvnia	**1,772**	**1,772**	**–**	1,608	1,608	–
Other currencies	**7**	**7**	**–**	5	5	–
	85,330	**85,330**	**–**	79,259	79,259	–

The weighted average interest rate for fixed rate euro currency financial liabilities was 5.9% (2003: 5.9%) and the weighted average period for which the rate is fixed was 9 years (2003: 10 years). There were no financial liabilities on which no interest was paid. The floating rate financial liabilities were comprised of bank borrowings that bore interest at rates based on up to twelve-month EURIBOR. The floating rate financial assets were comprised of term and call bank deposits of less than one year that bore interest based on market rates. No interest is received on loans to associated and joint venture undertakings of €6.1 million (2003: €5.5 million). The Group has an unlisted investment of €27.1 million (2003: €27.1 million) which represents shares in an unquoted company. As a result no interest is received on this investment.

Notes continued
for the year ended 31 December 2004

25. Financial instruments (continued)

(ii) Currency exposures

The table below shows the Group's currency exposure, being those assets and liabilities (or non-structural exposures) that give rise to the net monetary gains and losses recognised in the profit and loss account. Such exposures comprise the monetary assets and liabilities of the Group that are not denominated in the functional currency of the unit involved. These exposures were as follows:

	Net foreign currency monetary assets €000				
	Euro	**Sterling**	**US dollar**	**Canadian dollar**	**Ukraine hryvnia**
As at 31 December 2004					
Functional currency of Group operations					
Euro	–	1,257	7,728	123	–
Canadian dollar	–	–	31	–	–
US dollar	21	–	–	–	1,772
	21	**1,257**	**7,759**	**123**	**1,772**

	Net foreign currency monetary assets €000				
	Euro	**Sterling**	**US dollar**	**Canadian dollar**	**Ukraine hryvnia**
As at 31 December 2003					
Functional currency of Group operations					
Euro	–	1,648	9,213	65	–
Canadian dollar	–	–	23	–	–
US dollar	14	–	–	–	1,608
	14	1,648	9,236	65	1,608

The amounts shown in the table above take into account the effect of any currency swaps, forward contracts and other derivatives entered into to manage these currency exposures.

(iii) Fair values of financial liabilities and assets

Set out below is a comparison by category of book values and fair values of the Group's relevant financial liabilities as at 31 December 2004.

	2004		2003	
	Book Value €000	**Fair Value €000**	Book Value €000	Fair Value €000
Primary financial instruments held or issued to finance the Group's operations				
Short-term financial liabilities and current portion of long-term borrowings (Note 16)	**17,480**	**17,959**	17,330	17,974
Long-term borrowings (Note 16)	**451,906**	**492,947**	439,349	466,938
	469,386	**510,906**	456,679	484,912
Derivative financial instruments held to manage the interest rate and currency profile				
Interest rate swaps	**–**	**(379)**	–	(436)
Derivative financial instruments held or issued to hedge the currency exposure on expected future sales				
Forward foreign exchange contracts	**–**	**–**	–	110

Where available, market values have been used to determine fair values. Where market values are not available, fair values have been calculated by discounting expected cash flows at prevailing interest rates.

At the balance sheet date the fair values of the relevant financial assets and other creditors falling due after more than one year were not materially different from their carrying value.

Notes continued
for the year ended 31 December 2004

25. Financial instruments (continued)

(iv) Hedges

As set out in the financial review, the Group enters into forward foreign currency contracts to eliminate the currency exposure that arises on cash flows denominated in foreign currencies. It also uses interest rate swaps and forward rate agreements to manage its interest rate profile. As set out in the Statement of Accounting Policies, changes in the fair value of instruments used as hedges are not recognised in the financial statements until the hedged position matures. An analysis of these unrecognised gains and losses is as follows:

	Gains €000	Losses €000	Total net gains/(losses) €000
Unrecognised gains and losses on hedges on 1 January 2004	110	(436)	(326)
Gains and losses arising in previous years recognised in 2004	(110)	74	(36)
Gains and losses arising before 1 January 2004 not recognised in 2004	–	(362)	(362)
Gains and losses arising in 2004 not recognised in 2004	–	(17)	(17)
Unrecognised gains and losses on hedges at 31 December 2004	–	(379)	(379)
Of which:			
Gains and losses expected to be recognised in 2005	–	(74)	(74)
Gains and losses expected to be recognised in 2006 or later	–	(305)	(305)
	–	(379)	(379)

26. Commitments

		Group		Company	
		2004 €000	2003 €000	**2004 €000**	2003 €000
(i) Capital commitments					
Contracted		**63,702**	113,254	**63,361**	113,254
Authorised by the directors but not contracted for		**39,625**	53,158	**32,101**	49,180
		103,327	166,412	**95,462**	162,434
(ii) Operating leases					
Leasing commitments payable during the next twelve months were made up as follows:					
Plant and equipment					
Payable on leases which expire within:	One year	**16**	692	**–**	664
	Two to five years	**807**	612	**798**	602
		823	1,304	**798**	1,266
Buildings					
Payable on leases which expire within:	Two to five years	**977**	956	**–**	–
	Greater than five years	**5,794**	6,317	**–**	–
		6,771	7,273	**–**	–

(iii) Other commitments

In the normal course of business the Group's fuel aviation supply business enters into commitments for the future supply of aviation fuel for resale to customers at one of its airports. At 31 December 2004, the value of such fuel purchase commitments, Group and Company, for periods up to April 2006 pursuant to fuel supply agreements was €29.0 million (2003: €6.2 million for the period up to March 2004).

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for the year ended 31 December 2004

27. Related party disclosures

The related parties of the Group, as defined by Financial Reporting Standard 8 (FRS 8) "Related Party Disclosures", the nature of the relationship and the extent of transactions with them (excluding subsidiary undertakings), are summarised below.

	Group	
	2004 €000	2003 €000
Management charges to associated undertakings	**4,914**	5,497
Charges to associated undertakings in respect of services provided by the Group	**542**	522
Sales at cost to associated undertakings	**1,407**	1,069
Profit on sale of easements to associated undertakings (Note 4)	**2,381**	–
Dividends received from associated undertakings	**7,995**	4,454
Profit on sale of land to joint venture (Note 4)	**–**	3,328
Payments made by the Group on behalf of associated undertakings	**–**	36
Loans to associated undertakings	**1,239**	641
Due from associated undertakings at year-end	**3,830**	1,263
Loans to joint venture undertaking at year-end	**4,882**	4,882

In common with many other Government and state bodies, the Group deals in the normal course of business with a range of other Government and state bodies, such as Aer Lingus, An Post, ESB, Irish Aviation Authority and the Department of Transport.

Details of the Group's principal associated and joint venture undertakings are set out in Note 11.

28. Minority interest

This relates to the minority parties in Aer Rianta International (East Asia) Limited (35%); Kievrianta LLC (1%) and Aer Rianta International Sardana (JFK) Inc (30%).

	Equity 2004 €000
At beginning of year	(254)
Share of loss for the year	(515)
Exchange differences	63
At end of year	**(706)**

29. Associates and joint ventures

In accordance with the requirements of Financial Reporting Standard 9 (FRS 9) "Associates and Joint Ventures", the following additional information is given about associated and joint venture undertakings which play a significant part in the operations of the Group, where applicable.

The Group's share of turnover, fixed assets, current assets, liabilities due within one year and liabilities due after more than one year of all associated undertakings is as follows:

	Group	
	2004 €000	2003 €000
Turnover	**151,503**	142,440
Fixed assets	**306,566**	312,532
Current assets	**70,555**	63,068
Liabilities due within one year	**(29,409)**	(30,692)
Liabilities due after one year or more	**(266,159)**	(264,818)

Notes continued
for the year ended 31 December 2004

29. Associates and joint ventures (continued)

The capital development programme of all associated undertakings amounts to some €473 million over the next five years.

The Group's share of the results, assets and liabilities of Birmingham International Airport Limited and Airport Partners GmbH (associated undertakings which exceed certain size criteria set down in FRS 9) is as follows:

Group Share:	Birmingham International Airport Ltd. (24.125%)		Airport Partners GmbH (20%)	
	2004 €000	2003 €000	**2004 €000**	2003 €000
Turnover	**38,925**	37,662	**65,494**	59,767
Profit/(loss) before tax	**10,918**	10,454	**(2,454)**	(6,858)
Taxation	**(3,735)**	(3,127)	**(846)**	(595)
Profit/(loss) after tax	**7,183**	7,327	**(3,300)**	(7,453)
Fixed assets	**83,468**	81,424	**210,933**	220,042
Current assets	**32,406**	30,164	**19,634**	16,630
Liabilities due within one year	**(10,681)**	(10,223)	**(9,740)**	(10,890)
Liabilities due after one year or more	**(53,043)**	(52,591)	**(203,924)**	(209,222)

Loss before tax in Airport Partners GmbH included an exceptional loss of which the Group's share was €2.820 million (2003: €2.380 million).

Consistent accounting policies are adopted by associates of the Group except in the case of Birmingham International Airport Limited which has adopted a policy of revaluing assets whereas the Group does not have such a policy. The share of profits and share of net assets included in the Group's financial statements have been calculated in accordance with the Group's accounting policies and adjusted to eliminate the impact of revaluation of assets in Birmingham International Airport Limited.

30. Pensions

The Group operates, or participates in, pension schemes in respect of the parent company and its principal subsidiary undertakings covering the majority of its employees. The pension scheme assets are held in separate, Revenue approved, trustee administered funds.

The Group continues to account for pensions in accordance with Statement of Standard Accounting Practice No. 24 (SSAP 24) "Accounting for Pension Costs". The pension cost to the Group for the financial year amounted to €6.9 million (2003: €6.6 million). Pension contributions outstanding at 31 December 2004 were €3.9 million (2003: €3.7 million).

The actuarial valuations of the Irish Airlines (General Employees) Superannuation Scheme, the Aer Rianta Supplemental Superannuation Scheme and the Great Southern Hotels Scheme are available for inspection by members of the schemes and their dependants but not by the general public.

Dublin Airport Authority plc
The pension costs to the Company for the financial year amounted to €5.9 million (2003: €5.8 million).

(a) Irish Airlines (General Employees) Superannuation Scheme
The majority of the Group's employees are those of the parent company, Dublin Airport Authority plc, whose permanent employees over the age of twenty are members of the Irish Airlines (General Employees) Superannuation Scheme (IAS). This scheme is operated in conjunction with a number of other employers. The Company's current and past employees comprise approximately one quarter of the membership of this multi-employer scheme as at the last valuation date.

Benefits payable are determined by reference to final salary and the IAS is registered as a defined benefit scheme with the Pensions Board. However, under the trust deed governing the scheme, normal contributions are specified for both the employer and employees at the rate of 6.375% of pensionable salary. Employer contributions cannot be varied without the consent of all of the participating employers, and employee contributions also cannot be changed without employee consent.

The Trustees may, on the advice of the Actuary, pay discretionary increases to pensions in payment due to inflation out of disposable surpluses. Historically, increases have been granted by the Trustees in line with changes in the Consumer Price Index, with increases capped in periods of high inflation.

Notes continued
for the year ended 31 December 2004

30. Pensions (continued)

The most recent actuarial valuation of the IAS was carried out at 31 March 2003 by independent actuaries. This showed that on an ongoing basis the actuarial value of the assets of the IAS were sufficient to cover 122% of the accrued liabilities allowing for assumed future increases in pensionable salaries, but ignoring future pension increases, and 97% of the accrued liabilities allowing for assumed future increases in pensionable salaries and pension increases in line with increases in inflation. Current rates of contribution from employee and employer, combined with the accumulated fund, were adequate to finance the benefits ignoring future pension increases. In his report, the Actuary noted that indefinite continuation of the existing practice of inflationary pension increases is not supportable without increased contributions.

The IAS satisfied the statutory minimum funding standard with a margin of 7% above the wind-up liabilities, making no allowance for further discretionary pension increases.

The principal assumptions for the IAS valuation were that the investment return would exceed general salary inflation by 2% per annum and would exceed discretionary pension increases where appropriate by 4%.

It is the intention of the Company, subject to Ministerial approval, to set up its own pension scheme, the terms of which must be no less favourable than the IAS, under which eligible members of the IAS could transfer.

Whilst liabilities of the IAS attributable to Company members and pensioners can be actuarially determined, the Company is unable at this juncture to identify its share of the underlying assets in the IAS and the consequential deficit or surplus that would pertain on the establishment of a successor scheme.

Accordingly, the IAS has been accounted for as a defined contribution scheme in these financial statements (with the annual charge to the profit and loss account being the actual contributions paid by the Company to the Scheme during the year) and no additional disclosures in the context of reporting under Financial Reporting Standard 17 (FRS 17), “Retirement Benefits” are provided.

(b) Supplemental Superannuation Scheme

The Company also operates a defined benefit supplementary pension scheme, the Aer Rianta Supplemental Superannuation Scheme, (“Supplemental Scheme”), for certain categories of employees to provide retirement pension benefits supplementary to those payable under the IAS.

The most recent actuarial valuation of the Supplemental Scheme was carried out at 1 April 2004 by independent actuaries using the Attained Age Method. This showed that on an ongoing basis the actuarial value of the assets of the Supplemental Scheme was sufficient to cover 88% of the accrued liabilities allowing for assumed future increases in pensionable salaries. The recommended employer contribution is designed to provide for future service, and finance the shortfall over the future service lives of the current membership.

The principal assumptions for the Supplemental Scheme valuation were that the investment return would exceed salary inflation by 3% per annum. No allowance was made for pension increases.

The Supplemental Scheme satisfied the statutory minimum funding standard with a margin of 23% above the wind-up liabilities.

Aer Rianta International cpt

Aer Rianta International cpt operates a defined contribution pension scheme for all its full time permanent employees who have attained the age of 24 years. The pension cost in relation to this scheme for the financial year amounted to €0.5 million (2003: €0.4 million).

Great Southern Hotels Group

Great Southern Hotels Group operates a Revenue-approved defined benefit pension scheme (“the GSH Scheme”) covering that group’s permanent employees over the age of twenty. The contributions payable to the scheme by the group and the members are laid down in the scheme rules and are made in accordance with the advice of an independent qualified actuary and an actuarial valuation of the assets and liabilities of the scheme is carried out at intervals of three years.

The most recent actuarial valuation of the GSH Scheme was carried out at 1 May 2003 using the Aggregate Funding Method. This showed that on an ongoing basis the actuarial value of the assets of the GSH Scheme was sufficient to cover 94% of the accrued liabilities allowing for assumed future increases in pensionable salaries of 4% per annum and pension increases of 2% per annum.

The recommended employer contribution is designed to provide for future service, and finance the shortfall over the future service lives of the current membership.

The principal assumptions for the GSH Scheme valuation were that the investment return would exceed general salary inflation by 2% per annum, and pension increases by 4% per annum.

The GSH Scheme satisfied the statutory minimum funding standard with a margin of 13% above the wind-up liabilities.

The cost in relation to this scheme for the financial year amounted to €0.5 million (2003: €0.4 million).

Notes continued
for the year ended 31 December 2004

30. Pensions (continued)

FRS 17 "Retirement Benefits" disclosures
In respect of the GSH Scheme and the Aer Rianta Supplemental Superannuation Scheme, independent actuarial reviews as at 31 December 2004 disclosed a net deficit of the present value of accrued scheme liabilities of €3.2 million (2003: €3.7 million) over the total fair value of assets.

Had FRS 17 been reflected in the primary financial statements of the Group, the following are the amounts that would have been included in the profit and loss account and the statement of total recognised gains and losses of the Group:

	2004 €000	2003 €000
Net charge to operating profit	**990**	869
Net (increase) in finance costs	**(50)**	(130)
Net movement included in statement of total recognised gains and losses	**(760)**	763

The full disclosures for Great Southern Hotels Group required under FRS 17 are set out in the consolidated financial statements of Great Southern Hotels Limited.

31. Comparative figures

The comparative figures have been regrouped where necessary on the same basis as those for the current year.

32. Approval of financial statements

The financial statements were approved by the Board on 14 March 2005.

Five year summary of financial results

	2004 €000	2003 €000	2002 €000	2001 €000	2000 €000
Operating results					
Turnover	**465,688**	436,868	420,874	438,320	424,992
Group EBITDA	**90,053**	72,625	69,804	72,553	84,749
Group operating profit	**46,250**	29,580	33,274	41,958	57,627
Share of profits of associates and joint venture	**23,657**	19,061	42,638	25,543	25,443
Net interest payable – Group, joint venture and associates and investment income	**(30,988)**	(34,493)	(31,568)	(26,083)	(17,721)
Group exceptional items	**2,381**	7,318	6,056	(23,228)	–
Profit before taxation	**41,300**	21,466	50,400	18,190	65,349
Taxation	**(10,667)**	(1,453)	(14,172)	(6,627)	(19,739)
Minority interest	**515**	233	(5)	4	6
Profit for the financial year	**31,148**	20,246	36,223	11,567	45,616
Capital employed					
Tangible fixed assets	**745,415**	706,880	698,394	638,943	545,836
Intangible fixed assets	**5,422**	6,257	7,883	8,448	10,315
Financial fixed assets	**171,689**	175,981	186,017	180,999	153,788
Net current assets/(liabilities)	**2,032**	(3,597)	17,490	(40,030)	(52,312)
Total assets less current liabilities	**924,558**	885,521	909,784	788,360	657,627
Creditors over one year	**(460,536)**	(448,333)	(463,444)	(354,078)	(263,529)
Capital grants	**(26,257)**	(27,686)	(30,437)	(32,150)	(33,873)
Provisions for liabilities and charges	**(5,735)**	(6,890)	(12,628)	(29,994)	(2,385)
Net assets	**432,030**	402,612	403,275	372,138	357,840

Five year summary of financial results continued

	2004 €000	2003 €000	2002 €000	2001 €000	2000 €000
Summary Cash Flow					
Cash flow from operating activities	**98,296**	80,139	63,296	82,897	78,771
Payments in respect of exceptional restructuring programme	**(3,498)**	(4,305)	(18,697)	–	–
Dividends from associated undertakings	**7,995**	4,454	3,571	5,268	2,931
	102,793	80,288	48,170	88,165	81,702
Net interest paid/investment income	**(22,951)**	(23,052)	(18,352)	(5,212)	(11,655)
Taxation paid	**(723)**	(1,503)	(930)	(10,406)	(9,537)
	79,119	55,733	28,888	72,547	60,510
Investment in tangible fixed assets	**(84,018)**	(59,758)	(94,963)	(114,590)	(94,316)
Investment in/loans to associated and joint venture undertakings and financial assets	**2,102**	1,974	4,011	(17,764)	(23,669)
Purchase of subsidiary undertakings including the related financial assets	**–**	(2,099)	2,352	–	–
Sale of tangible and financial assets	**2,666**	11,380	6,953	5,583	–
	(79,250)	(48,503)	(81,647)	(126,771)	(117,985)
	(131)	7,230	(52,759)	(54,224)	(57,475)
Dividends paid	**(6,074)**	(7,245)	–	–	–
Cash outflow before management of liquid resources and financing	**(6,205)**	(15)	(52,759)	(54,224)	(57,475)
Net debt					
Group net debt at year end	**384,056**	377,420	375,789	320,566	266,253

Five year summary of passenger statistics

Passengers	2004	2003	2002	2001	2000
Overall					
Transatlantic	**1,799,402**	1,697,388	1,417,268	1,616,680	1,649,446
Great Britain	**10,315,793**	9,870,928	9,615,579	9,127,224	9,122,192
Europe	**8,075,799**	7,298,453	6,677,365	6,012,375	5,362,380
Domestic	**1,046,590**	1,072,045	1,042,135	1,121,304	1,135,880
Transit	**550,156**	500,104	560,297	636,447	662,042
	21,787,740	20,438,918	19,312,644	18,514,030	17,931,940
Percentage growth year-on-year	**+6.6%**	+5.8%	+4.3%	+3.2%	+8.7%
Dublin					
Transatlantic	**1,106,021**	1,011,861	798,902	939,329	966,451
Great Britain	**8,352,602**	7,948,276	7,884,031	7,438,259	7,419,183
Europe	**6,913,388**	6,135,378	5,627,552	5,169,717	4,644,792
Domestic	**690,205**	675,662	650,965	656,834	661,062
Transit	**76,157**	84,907	123,217	129,416	152,040
	17,138,373	15,856,084	15,084,667	14,333,555	13,843,528
Percentage growth year-on-year	**+8.1%**	+5.1%	+5.2%	+3.5%	+8.1%
Shannon					
Transatlantic	**693,102**	685,312	617,877	677,068	682,715
Great Britain	**697,391**	713,658	702,313	714,285	751,176
Europe	**442,942**	466,759	495,324	363,251	317,264
Domestic	**106,822**	135,740	117,871	158,362	164,665
Transit	**454,859**	399,208	420,145	491,692	492,432
	2,395,116	2,400,677	2,353,530	2,404,658	2,408,252
Percentage growth year-on-year	**-0.2%**	+2.0%	-2.1%	-0.1%	+10.1%
Cork					
Transatlantic	**279**	215	489	283	280
Great Britain	**1,265,800**	1,208,994	1,029,235	974,680	951,833
Europe	**719,469**	696,316	554,489	479,407	400,324
Domestic	**249,563**	260,643	273,299	306,108	310,153
Transit	**19,140**	15,989	16,935	15,339	17,570
	2,254,251	2,182,157	1,874,447	1,775,817	1,680,160
Percentage growth year-on-year	**+3.3%**	+16.4%	+5.6%	+5.7%	+11.9%

Five year summary of aircraft movements

Aircraft movements	2004	2003	2002	2001	2000
Overall					
Commercial					
– Scheduled	**186,770**	186,028	177,656	182,260	175,542
– Non Scheduled	**27,472**	26,292	25,723	24,119	22,021
– Cargo	**11,308**	12,730	13,447	15,702	18,451
Commercial Air Transport Movements	**225,550**	225,050	216,826	222,081	216,014
Percentage growth year-on-year	**+0.2%**	+3.8%	-2.4%	+2.8%	+8.4%
Others	**45,587**	44,639	46,827	62,186	68,442
Total Aircraft Movements	**271,137**	269,689	263,653	284,267	284,456
Dublin					
Commercial					
– Scheduled	**148,739**	143,250	142,805	144,474	133,194
– Non Scheduled	**14,453**	12,288	14,487	14,637	15,393
– Cargo	**6,773**	7,395	8,728	10,952	13,611
Commercial Air Transport Movements	**169,965**	162,933	166,020	170,063	162,198
Percentage growth year-on-year	**+4.3%**	-1.9%	-2.4%	+4.8%	+5.9%
Others	**12,210**	14,848	15,854	15,639	18,047
Total Aircraft Movements	**182,175**	177,781	181,874	185,702	180,245
Shannon					
Commercial					
– Scheduled	**14,534**	15,709	15,455	18,282	19,069
– Non Scheduled	**8,420**	7,586	7,572	5,395	5,201
– Cargo	**2,988**	3,842	3,194	3,234	3,312
Commercial Air Transport Movements	**25,942**	27,137	26,221	26,911	27,582
Percentage growth year-on-year	**-4.4%**	+3.5%	-2.6%	-2.4%	+9.2%
Others	**9,876**	10,504	10,642	21,073	26,285
Total Aircraft Movements	**35,818**	37,641	36,863	47,984	53,867
Cork					
Commercial					
– Scheduled	**23,497**	27,069	19,396	19,504	23,279
– Non Scheduled	**4,599**	6,418	3,664	4,087	1,427
– Cargo	**1,547**	1,493	1,525	1,516	1,528
Commercial Air Transport Movements	**29,643**	34,980	24,585	25,107	26,234
Percentage growth year-on-year	**-15.3%**	+42.3%	-2.1%	-4.3%	+25.7%
Others	**23,501**	19,287	20,331	25,474	24,110
Total Aircraft Movements	**53,144**	54,267	44,916	50,581	50,344

General business and aeronautical information

Dublin Airport

Location	Lat.532517N, Long.061612W(midpoint runway 10/28)
Elevation	242 ft. AMSL
Runway Data	10/28 Length 2637 metres – Width 45 metres plus 7.5 m shoulders each side Surface concrete, Category IIIA (runway 28), Category II (runway10) 16/34 Length 2072 metres – Width 61 metres Surface asphalt, Category 1 (runway 16) Non inst (runway 34) 11/29 Length 1339 metres – Width 61 metres Surface asphalt – concrete N. Inst
Refueling	Full refueling facilities available – AVGAS 100 LL, JET A1
Operational Hrs	24 hrs
Postal Address	Dublin Airport, Co. Dublin, Ireland.
Fax Number	(01) 814 1034 (09:00 – 17:00) (01) 814 4643 (24hrs)
Telephone Number	National (01) 814 1111 Intl 353 1 814 1111
Web	**www.dublinairport.com**
Sita	DUBRB7X (Airport Administration) DUBYREI (Operations)

Cork Airport

Location	Lat.515029N, Long. 082928W
Elevation	502 ft . AMSL
Runway Data	17/35 Length 2133 metres – Width 45 metres plus 7.5m shoulders each side Surface asphalt, Category 2 07/25 Length 1310 metres – Width 45 metres Surface concrete N. Inst.
Refueling	Full refueling facilities available
Operational Hrs	24 hrs
Postal Address	Cork Airport, Co. Cork, Ireland.
Fax Number	(021) 431 3442
Telephone Number	National (021) 431 3131 Intl 353 21 431 3131
Web	**www.corkairport.com**
Sita	ORKARXH

Shannon Airport

Location	Lat. 524207N, Long. 085529W
Elevation	46ft. AMSL
Runway Data	06/24 Length 3199 metres – Width 45 metres plus 8m shoulders each side Surface asphalt, Category 2 (Runway 24) 13/31 Length 1720 metres – Width 45 metres Surface asphalt – concrete N.Inst
Refueling	Hydrant and mobile refueling available – Jet A1 and Avgas available
Operational Hrs	24 hrs
Postal Address	Shannon Airport, Co. Clare, Ireland.
Fax Number	(061) 712282 (Airport Operations Dept) (061) 471719 (Shannon Aviation Fuels)
Telephone Number	National (061) 712000 (24hr) Intl 353 61 712000 (24hr)
Web	**www.shannonairport.com**
Sita	SNN RRCR

General business and aeronautical information continued

Dublin Airport Authority	Head Office, Old Central Terminal Building Dublin Airport, Co. Dublin, Ireland. T: 353 1 814 1111 F: 353 1 814 4120 W: www.dublinairportauthority.com
Registered Office	Dublin Airport, Co. Dublin, Ireland
Aer Rianta International	Head Office, Shannon Airport, Co. Clare, Ireland. T: 353 61 712 777 F: 353 61 474 595 W: www.ari.ie
Aer Rianta International Middle East	4th Floor, Falcon Tower Building, Diplomatic Area, P.O. Box 10047, Manama, Bahrain. T: 00 973 17 537979 F: 00 973 17 533741
Aer Rianta Finance	Old Central Terminal Building, Dublin Airport, Co. Dublin, Ireland. T: 353 1 814 1111
Great Southern Hotels	Head Office, 6, Charlemont Terrace, Crofton Road, Dun Laoghaire, Co. Dublin, Ireland. T: 353 1 214 4800 F: 353 1 214 4805 W: www.greatsouthernhotels.com
Auditors	KPMG 1, Stokes Place, St. Stephen’s Green, Dublin 2, Ireland.
Principal Bankers	Bank of Ireland Allied Irish Banks European Investment Bank

Notes

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www.dublinairportauthority.com