ASX Release

22 February 2011

MAp

FOURTH QUARTER & FULL YEAR 2010 RESULTS FOR COPENHAGEN AIRPORTS

MAp notes Copenhagen Airports' results for the 12 months to 31 December 2010 (see below)[1], reporting an EBITDA (earnings before interest, tax, depreciation and amortisation) of DKK1,757.7m (before specific items), an increase of 12.6% over the previous corresponding period (pcp).

CPH (DKK m)	Q4 2010	Q4 2009 restated[1]	% Change	Q4 2009	% Change	YTD 31 Dec 2010	YTD to 31 Dec 2009 restated[1]	% Change	YTD to 31 Dec 2009	% Change
Revenue	779.2	720.3	8.2%	706.3	10.3%	3,241.9	2,972.2	9.1%	2,922.8	10.9%
Operating costs[2]	(405.2)	(362.0)	11.9%	(348.0)	16.4%	(1,484.2)	(1,411.6)	5.1%	(1,362.2)	9.0%
EBITDA (before specific items)	**374.0**	**358.3**	**4.4%**	**358.3**	**4.4%**	**1,757.7**	**1,560.6**	**12.6%**	**1,560.6**	**12.6%**
Specific items	252.9	(7.0)	-	(7.0)	-	206.0	(42.2)	-	(42.2)	-
EBITDA	**626.9**	**351.3**	**78.5%**	**351.3**	**78.5%**	**1,963.7**	**1,518.4**	**29.3%**	**1,518.4**	**29.3%**

[1] Results restated to reflect the impact of the LPK acquisition at the end of 2009
[2] Operating costs are net of other income after one-offs

MAp Chief Executive Officer, Ms Kerrie Mather, said: "Copenhagen Airports delivered strong EBITDA growth of 12.6% in 2010. After adjusting for a number of one off factors such as the negative impact of the ash cloud-related closure, the rental termination revenue in the second quarter of 2010, the accrual reversal which benefited the pcp and the exceptionally poor weather conditions impacting the first and last quarters, underlying growth was still strong at approximately 9.7%.

[1] Results based on unaudited management accounts.

MAp Airports Limited
ABN 85 075 295 760
AFSL 236875
2628592_3.doc

Level 13
20 Hunter Street Sydney
New South Wales 2000
Australia

T 1800 181 895 or
+61 2 9237 3333
F +61 2 9237 3399
www.mapairports.com.au

“Traffic growth in 2010 was 9.1%. Excluding the negative impact of the ash cloud and weather-related flight cancellations in December 2010, the growth rate would have been above 11.6%. The fourth quarter performance was very strong, up 12.0%, with a record number of passengers passing through the airport during the European winter.

“The growth has been driven by strong long haul development with the launch of new routes to New York JFK, Toronto and Doha as well as services to Egyptian destinations Cairo and Hurghada. In addition, transfer traffic has grown for the first year since 2002, up 7.8%, and there has been a marked increase in domestic competition. The outlook for 2011 remains very positive with increased capacity and services from a number of carriers.

“The 8.1% increase in aeronautical revenue, slightly behind traffic growth, is as a result of the combination of the first year of the new aeronautical charging agreement which saw charges held flat before increasing at CPI+1 annually from April 2011, and the increased proportion of domestic traffic, which attracts lower charges.

“Overall retail has performed well with growth of 6.3%. Duty free revenue increased 13.5% on the pcp, benefitting from the strong traffic and a positive change in EU versus non-EU passenger mix. This is partially offset by specialty retail and F&B which have been impacted by a combination of temporary closures and renegotiation of contracts in the final quarter of 2009. A series of successful initiatives implemented through 2010, and the opening of several new outlets (Joe & the Juice, Dixons, Pandora, t-shirt store Tiger, Pieces), have benefitted the final quarter which has shown a strong rebound. 2011 will see the addition of fashion retailer H&M and toy store Hamley’s.

“Car parking, with revenue up 2.9% for the full year, remains an area of focus. New initiatives were launched in the second half focussed on business products. Pleasingly this has resulted in accelerated growth of 7.2% in the fourth quarter.

“Operating costs were up 5.1% up on pcp, the result of staff costs performing in line with pcp and external expenses increasing by 13.2%. External expenses were impacted by costs associated with the poor weather conditions and energy costs. Adjusting for the accrual reversal of DKK39 million that benefitted the pcp, underlying operating costs increased by only 2.3%”, Ms Mather added.

With reference to the fourth quarter, other key points from the results are:

- Aeronautical revenue improved by 11.0% on pcp as a result of passenger growth of 12.0% and an increase in MTOW by 7%, offset by a higher proportion of lower yielding domestic passengers.
- Retail revenues increased by 37.5% in the quarter driven by improved performance of duty free, new speciality shop and F&B outlets, and increased spend per head. The comparison with the pcp benefits from a negative adjustment made to 2009 revenues related to contract renegotiations. Taking into account this adjustment the underlying growth in retail revenue was in line with traffic growth.
- External costs increased by 40.6% in the quarter driven by one-off costs related to snow clearing associated with exceptionally poor weather conditions in November and December (DKK16 million) and an energy bill settlement (DKK 7 million).
- Capital expenditure for the fourth quarter was DKK255.7 million. The principal areas of investment were CPH Go, a new over-sized baggage drop facility in Terminal 3, a new Aquifer Thermal Energy Storage (ATES) System and the construction of a new main server room.
- Copenhagen Airports acquired LPK, the owner and operator of a number of car parks at the airport at the end of 2009. Consequently, the operations of LPK are now consolidated into the appropriate revenue and cost lines as opposed to the previous treatment which saw car parking profits booked as a net revenue item. Comparatives have been restated accordingly.

For further information, please contact:

Hugh Wehby
Manager Investor Relations
Tel: +612 9237 3316
Mob: +61 427 992 538
Email: hugh.wehby@mapairports.com.au

Louisa Aherne
Corporate Affairs Manager
Tel: +612 9237 3317
Mob: +61 428 822 375
Email: louisa.aherne@mapairports.com.au

COPENHAGEN AIRPORTS FINANCIAL HIGHLIGHTS

DKK m	Q4 2010	Q4 2009 restated[1]	% Change	Q4 2009	% Change	YTD 31 Dec 2010	YTD 31 Dec 2009[1]	% Change	YTD 31 Dec 2009	% Change
Revenue										
Aeronautical	415.7	374.5	11.0%	374.5	11.0%	1,692.9	1,566.3	8.1%	1,566.3	8.1%
Shopping Centre	148.0	107.6	37.5%	107.6	37.5%	544.8	512.5	6.3%	512.5	6.3%
Parking	65.9	61.5	7.2%	37.3	76.7%	255.1	247.8	2.9%	158.9	60.5%
Other Concession	14.1	13.3	6.0%	13.3	6.0%	51.2	54.4	-5.9%	54.4	-5.9%
Concession	228.0	182.4	25.0%	158.2	44.1%	851.1	814.7	4.5%	725.8	17.3%
Rent	42.8	54.7	-21.8%	64.9	-34.1%	326.8	212.2	54.0%	251.7	29.8%
Hotel	46.6	55.8	-16.5%	55.8	-16.5%	176.5	187.7	-6.0%	187.7	-6.0%
Other Sale of Services	35.9	43.9	-18.2%	43.9	-18.2%	158.2	157.1	0.7%	157.1	0.7%
International	10.2	9.0	13.3%	9.0	13.3%	36.4	34.2	6.4%	34.2	6.4%
Services & Other	92.7	108.7	-14.7%	108.7	-14.7%	371.1	379.0	-2.1%	379.0	-2.1%
Total Revenues	**779.2**	**720.3**	**8.2%**	**706.3**	**10.3%**	**3,241.9**	**2,972.2**	**9.1%**	**2,922.8**	**10.9%**
Operating Costs										
External[2]	(172.6)	(122.8)	40.6%	(121.5)	42.1%	(578.4)	(511.0)	13.2%	(474.3)	21.9%
Staff	(232.6)	(239.2)	-2.8%	(226.5)	2.7%	(905.8)	(900.6)	0.6%	(887.9)	2.0%
Total Operating Costs	**(405.2)**	**(362.0)**	**11.9%**	**(348.0)**	**16.4%**	**(1,484.2)**	**(1,411.6)**	**5.1%**	**(1,362.2)**	**9.0%**
EBITDA (before Specific Items)	**374.0**	**358.3**	**4.4%**	**358.3**	**4.4%**	**1,757.7**	**1,560.6**	**12.6%**	**1,560.6**	**12.6%**
Specific Items	252.9	(7.0)	-	(7.0)	-	206.0	(42.2)	-	(42.2)	-
EBITDA	**626.9**	**351.3**	**78.5%**	**351.3**	**78.5%**	**1,963.7**	**1,518.4**	**29.3%**	**1,518.4**	**29.3%**
Amortisation & Depreciation	(135.1)	(143.7)	-6.0%	(143.7)	-6.0%	(491.9)	(471.1)	4.4%	(471.1)	4.4%
Operating Profit	**491.8**	**207.6**	**136.9%**	**207.6**	**136.9%**	**1,471.8**	**1,047.3**	**40.5%**	**1,047.3**	**40.5%**
Profit from Investments in Associates	-	5.1	-100.0%	5.1	-100.0%	27.1	14.3	89.5%	14.3	89.5%
Net Financial Expense	**(56.3)**	**(60.8)**	**-7.4%**	**(60.8)**	**-7.4%**	**(271.3)**	**(242.1)**	**12.1%**	**(242.1)**	**12.1%**
Profit Before Tax	**435.5**	**151.9**	**186.7%**	**151.9**	**186.7%**	**1,227.6**	**819.5**	**49.8%**	**819.5**	**49.8%**
Tax	(104.6)	(37.4)	179.7%	(37.4)	179.7%	(318.8)	(205.2)	55.4%	(205.2)	55.4%
Net Profit After Tax	**330.9**	**114.5**	**189.0%**	**114.5**	**189.0%**	**908.8**	**614.3**	**47.9%**	**614.3**	**47.9%**
Capex	**255.7**	**216.5**	**18.1%**	**216.5**	**18.1%**	**774.7**	**594.3**	**30.4%**	**594.3**	**30.4%**
DKK per pax										
Revenue	148.2	153.4	-3.4%	150.4	-1.5%	150.8	150.8	0.0%	148.2	1.7%
Operating costs	(77.1)	(77.1)	0.0%	(74.1)	4.0%	(69.0)	(71.6)	-3.6%	(69.1)	-0.1%
EBITDA (before Specific Items)	71.2	76.3	-6.8%	76.3	-6.8%	81.7	79.2	3.3%	79.2	3.3%
EBITDA	119.3	74.8	59.4%	74.8	59.4%	91.3	77.0	18.6%	77.0	18.6%

[1] Results restated to reflect the impact of the LPK acquisition at the end of 2009
[2] Operating costs are net of other income after one-offs

Copenhagen Airports CPH

Group Annual Report 2010

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / Financial Statements

CPH

The Group Annual Report – which pursuant to section 149 of the Danish Financial Statements Act is an extract of the Company's Annual Report – does not include the financial statements of the Parent Company, Copenhagen Airports A/S. The financial statements of the Parent Company, Copenhagen Airports A/S, have been prepared as a separate publication which is available on request from Copenhagen Airports A/S or at www.cph.dk.

The financial statements of the Parent Company, Copenhagen Airports A/S, form an integral part of the full Annual Report. The full Annual Report, including the financial statements of the Parent Company, will be filed with the Danish Commerce and Companies Agency, and copies are also available from the Agency on request or at www.cvr.dk.

The allocation of the profit for the year, including proposed dividend, is described on page 40.

Annual General Meeting
The Annual General Meeting will be held on 30 March 2011 at 3.00 pm at the Vilhelm Lauritzen Terminal.

Copenhagen Airports A/S
Lufthavnsboulevarden 6
DK-2770 Kastrup
Denmark
Tel: +45 3231 3231
Fax: +45 3231 3132
E-mail: cphweb@cph.dk
Web: www.cph.dk
Company reg. (CVR) no: 14 70 72 04
Founded on: 19 September 1990
Municipality of registered office: Taarnby

Terms used
Copenhagen Airports, CPH, the Group and the Company are used synonymously about Copenhagen Airports A/S consolidated with its subsidiaries and associates

Copenhagen Airport
The airport at Copenhagen, Kastrup, owned by Copenhagen Airports A/S

Roskilde Airport
The airport at Roskilde owned by Copenhagen Airports A/S

Contents

Management's report

Financial statements

Management's statement and Auditor's Report

Preface

CPH delivered a strong performance in 2010 with progress made in a number of key areas of the business. Traffic recovered strongly with passenger numbers in line with 2008 level. Copenhagen Airport was one of the fastest growing airports in Europe with passenger growth of 9.1%, underlining the attraction of Copenhagen as a key northern European hub and the gateway to Scandinavia. With the performance of CPH in 2010, the airport is in a strong position from which to grow and further develop all aspects of the business. CPH has continued to invest in the infrastructure with investments in, for example, the CPH Go, a new odd size baggage drop in Terminal 3 and a new Aquifer Thermal Energy Storage (ATES) system supplying groundwater cooling to Terminal 3.

As one of the largest business enterprises in Denmark, CPH also faces growing demands in other respects, including new annual reporting rules, new statutory requirements to file reports on corporate social responsibility and corporate governance, and new rules issued by the NASDAQ OMX Copenhagen Stock Exchange. This, combined with a growing need for a targeted communication of Copenhagen Airport's wide-ranging significance to society and the impact of society on CPH, has resulted in a change this year in the structure of our annual reporting.

In order to meet the new corporate governance requirements, CPH will, from this year, prepare a financial report focusing on CPH's financial performance and a non-financial report that primarily deals with corporate social responsibility and commitments. With the non-financial report – CPH and society – we want to create a platform for reporting on our approach to the many non-financial issues and areas in which Copenhagen Airport is of particular importance to and interacts with the society around it. Some of these matters were previously treated in CPH's environmental report, but from now on they will form part of the non-financial report.

There is a general trend towards raising the level of perspective and focusing more on companies and their interaction with society in general. This trend is reflected in the aviation industry in the form of increased competition among airports. This creates a need for increased focus on the many non-financial issues that are of key importance to maintaining Copenhagen Airport's position as a traffic hub and gateway to the rest of the world.

It is not only Copenhagen Airport's role as a workplace for roughly 22,000 people that makes it crucial that CPH is responsible and innovative in its response to the challenges and opportunities that lie ahead. It is especially Copenhagen Airport's role as a northern European traffic hub that puts CPH in a position with many stakeholders, many collaborative partners and many competitors: a position that also involves a major, direct and indirect importance to and involvement in the international accessibility and competitiveness of the region and of Denmark as a whole.

Our intention with this new reporting structure is to ensure that our various stakeholders in Denmark and abroad will have easy access to the information they need. In addition, CPH is committed to ensure that it satisfies both current and new reporting requirements and provides clear and specific information.

CPH is responsible and innovative in its response to the challenges and opportunities that lie ahead

Finally, CPH is currently conducting a formal search process for a new CEO. CPH thanks Brian Petersen, who resigned on 1 October 2010, for his contribution over the last 3½ years.

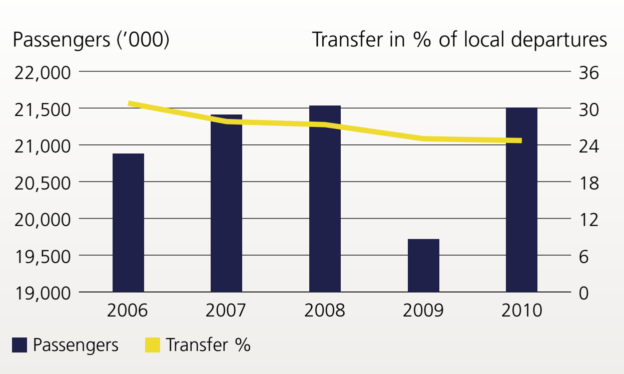
Henrik Gürtler
Chairman

Highlights 2010

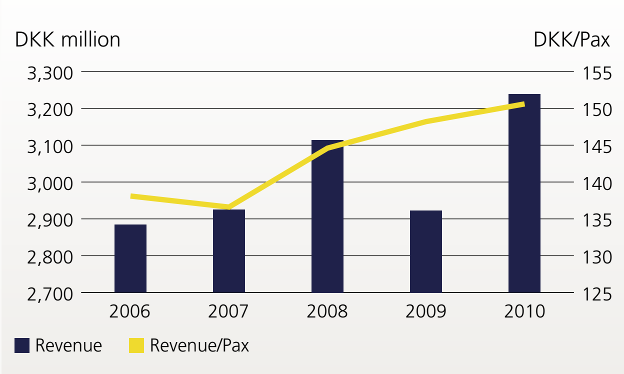
- The total number of passengers at Copenhagen Airport increased to 21.5 million in 2010, representing a year-on-year growth of 9.1%, placing Copenhagen Airport among the fastest growing European airports in 2010. Without the impact of the ash cloud, which closed Copenhagen Airport for 5½ days in April 2010, Copenhagen Airport would have exceeded its own 2008 passenger record. 2010 passenger numbers were only 28,266 passengers below the Copenhagen Airport's passenger record
- The number of locally departing passengers increased by 9.5%, whilst transfer traffic grew by 7.8%. Seven new intercontinental routes were opened in the course of the year: Cimber Sterling to Tel Aviv, Norwegian to Agadir and Marrakech, Qatar Airways to Doha, Air Canada to Toronto, Delta Air Lines to New York JFK and Egypt Air to Cairo. This brought the number of intercontinental destinations to 22, the highest number for the airport in this millennium
- In 2010, the charges agreement with the airlines was changed. The change resulted in a reduction in the passenger charge for using Copenhagen Airport's low-cost facility, CPH Go, to a level approximately 35% below the prior passenger charge. Copenhagen Airport therefore became the first major European airport to offer differentiated charges. The long-term charges agreement is a supplement to the existing charges agreement from the autumn of 2009, and it runs until 31 March 2015. It is a balanced agreement that will lay the groundwork for many new routes and a substantial improvement in Denmark's international accessibility. In addition to the modified passenger charges, the agreement also included a new charge based on aircraft emissions of nitrogen oxides (NO_x), in order to promote the use of more environmentally friendly aircraft
- Operating and financial performance in 2010 was in the higher end of the expectations, as stated on page 4 of the Q3 2010 interim report, dated 28 October 2010
- Investments in intangible assets and property, plant and equipment in 2010 totalled DKK 774.7 million. In 2010, CPH continued to invest in airport infrastructure, including the construction of the new low-cost facility, CPH Go, a new odd size baggage drop in Terminal 3, the construction of a new main server room, a new access point (north) as well as a new Aquifer Thermal Energy Storage (ATES) system supplying groundwater cooling to Terminal 3
- In June 2010, bank facilities of DKK 1,043.0 million and EUR 83.8 million were re-financed. CPH obtained new funding of USD 247.0 million and GBP 23.0 million in June 2010 with an eight and ten year maturity via a US Private Placement loan (USPP). The new facilities are equivalent to DKK 1,704.2 million
- In October 2010, CPH sold its entire shareholding of 49% in Inversiones y Técnicas Aeroportuarias, S.A. de C.V. ("ITA"), for a total consideration of USD 93.7 million equivalent to DKK 498.5 million. The divestment generated a net gain of DKK 286.7 million
- Consolidated revenue increased by DKK 319.1 million to DKK 3,241.9 million, when excluding one off items, see note 2 for an overview of specific items. The increase was primarily due to the 9.1% growth in passenger numbers and extra rent revenue related to an agreement to terminate a long-term rent contract with SAS Cargo
- Excluding one off items, profit before interest and tax was DKK 1,292.9 million (2009: DKK 1,103.8 million). Profit before interest and tax amounted to DKK 1,498.9 million (2009: DKK 1,061.6 million)
- Profit before tax, when excluding one-off items, amounted to DKK 1,021.6 million (2009: DKK 861.7 million) equivalent to an increase by DKK 159.9 million. The increase was primarily caused by the increase in passenger numbers and termination of the SAS Cargo contract, partly offset by increased depreciation of assets due to the high investment level and higher financing costs. Profit before tax was DKK 1,227.6 million (2009: DKK 819.5 million)
- Excluding one-off items, profit after tax increased by 18.2% to DKK 763.4 million (2009: DKK 645.9 million). Profit after tax was DKK 908.8 million (2009: DKK 614.3 million)
- It is recommended that a final dividend of DKK 909.9 million, or DKK 115.9 per share is paid out

Financial highlights

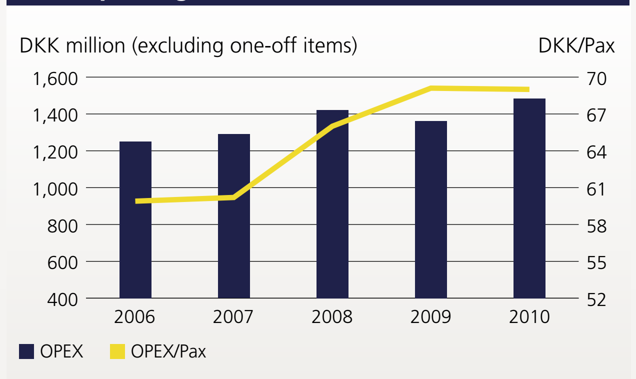
Pax (passengers)



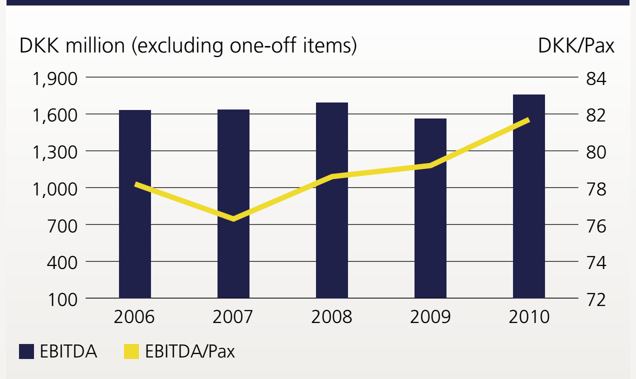
Revenue



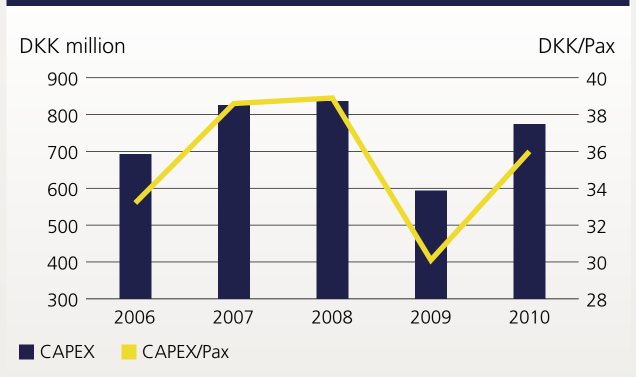
OPEX (operating costs)



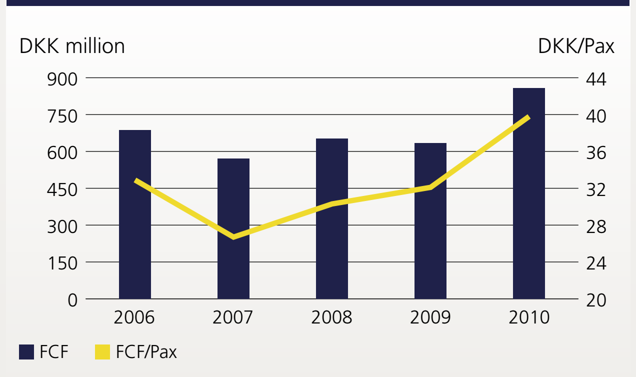
EBITDA



CAPEX (investments in non-current assets)



FCF (free cash flow)



Consolidated financial highlights

DKK million	2010	2009	2008	2007	2006
Income statement					
Revenue	3,239	2,923	3,114	2,925	2,884
EBITDA	1,964	1,518	1,620	1,785	1,560
EBIT	1,472	1,047	1,228	1,430	1,234
Profit from investments	27	14	(37)	50	(21)
Net financing costs	271	242	164	129	183
Profit from investments and net financing costs	(244)	(228)	(201)	(79)	(204)
Profit before tax	1,228	820	1,026	1,352	1,030
Net profit	909	614	755	1,113	728
Statement of comprehensive income					
Other comprehensive income	86	(99)	42	211	(33)
Comprehensive income	995	515	797	1,324	696
Balance sheet					
Property, plant and equipment	7,699	7,471	7,368	6,936	6,665
Investments	1	146	161	201	816
Total assets	9,283	8,630	8,069	7,650	8,058
Equity	3,480	3,191	3,196	3,734	3,437
Interest-bearing debt	3,830	3,490	3,116	2,230	3,011
Capital investments	621	514	798	720	676
Investments in intangible assets	154	80	39	106	16
Financial investments	-	-	-	-	694
Cash flow statement					
Cash flow from operating activities	1,116	984	1,332	1,094	1,187
Cash flow from investing activities	(257)	(552)	(824)	328	237
Cash flow from financing activities	(407)	(25)	(497)	(1,620)	(1,224)
Cash at end of period	903	450	43	32	229
Key ratios					
EBITDA margin	60.6%	52.0%	52.0%	61.0%	54.1%
EBIT margin	45.4%	35.8%	39.4%	48.9%	42.8%
Asset turnover rate	0.39	0.37	0.41	0.41	0.42
Return on assets	17.9%	13.2%	16.1%	19.8%	18.0%
Return on equity	27.2%	19.2%	21.8%	31.0%	21.3%
Equity ratio	37.5%	37.0%	39.6%	48.8%	42.7%
Earnings per DKK 100 share	115.8	78.3	96.2	141.8	92.8
Cash earnings per DKK 100 share	178.5	138.3	146.3	186.9	134.4
Net asset value per DKK 100 share	443.5	406.5	407.2	475.8	437.9
Dividend per DKK 100 share	115.9	78.3	87.1	141.8	105.3
NOPAT margin	36.1%	29.3%	28.6%	42.0%	30.8%
Turnover rate of capital employed	0.39	0.38	0.43	0.40	0.37
ROCE	14.1%	11.1%	12.3%	16.8%	11.3%

The definitions of ratios are in line with the recommendations from 2010 made by the Association of Danish Financial Analysts, except for the ratios not defined by the Association. Definitions of ratios are published at www.cph.dk

Preface / Highlights 2010 / Financial highlights / **Management's financial review** / Traffic / Commercial / International / Review of other financial items / Risk factors / Outlook 2011 / Shareholder information / Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / Financial Statements

Management's financial review

Performance compared with forecast
Excluding one-off items, pre-tax profit was DKK 1,021.6 million (2009: DKK 861.7 million), equivalent to an increase of 18.6%, primarily due to the increase in passenger numbers by 9.1% and extra rent of DKK 135.5 million related to the termination of the rent contract with SAS Cargo. The profit was in the higher end of the forecast stated on page four of the Q3 2010 interim report. Consolidated profit before tax for 2010 was DKK 1,227.6 million (2009: DKK 819.5 million).

Performance compared with 2009
Consolidated revenue increased by DKK 315.9 million to DKK 3,238.7 million primarily due to the 9.1% increase in passenger numbers and the mentioned agreement to terminate a rent contract with SAS Cargo.

Other income increased to DKK 286.8 million due to the divestment of international assets in ITA, Mexico.

Traffic revenue increased by 8.0% to DKK 1,691.4 million, primarily due to the increase in passenger numbers in spite of the impact of the Icelandic ash cloud in the second quarter 2010.

Commercial revenue increased by 14.3% primarily due to the effect of the rental revenue from the termination of the SAS Cargo contract and the changed revenue recognition of CPH Parkering A/S. Since the acquisition of CPH Parkering A/S (earlier Lufthavnsparkeringen København A/S) with effect from 31 December 2009, the parking activity has been consolidated on a line-by-line basis, see pro forma table page 9 for comparison. Revenue from the shopping centre increased by 6.0%, mainly due to the increase in passenger numbers and by increasing spend per passenger. Furthermore new shops were introduced in 2010 such as JOE & THE JUICE and Dixons Travel, representing a step forward in the development towards greater product and price differentiation. Both the increased spend per passenger and the introduction of new shops contributed to the increase in 2010 compared to last year. Furthermore, the closure of a foreign exchange outlet and changes in contract conditions had a negative influence on 2009 revenue. Without the ash cloud, the shopping centre would have realised an increase in concession revenues of approximately 8.0%.

8.0% Traffic revenue increased by 8.0% to DKK 1,691.4 million, primarily due to the increase in passenger numbers

Operating costs, including depreciation, increased by 7.7% to DKK 1,976.2 million, when excluding one-off items. This was primarily due to an increase in external costs by DKK 103.0 million and the changed recognition of CPH Parkering A/S. Energy costs and maintenance costs increased due to higher activity and snow clearing in the hard winter in Q1 and Q4 2010. Furthermore, 2009 was positively affected by the reversal of provisions. When excluding one off items and the changed recognition of CPH Parkering A/S, external costs increased by DKK 66.3 million to DKK 578.5 million. With the same exclusions, staff costs increased by DKK 5.2 million, equivalent to 0.6%, in spite of the large increase in activity. Furthermore, depreciation increased by DKK 20.8 million as a direct result of the higher investment level.

Results from international investments recorded a gain of DKK 27.1 million, which represented an increase of DKK 12.8 million compared to 2009.

Net financial costs increased by DKK 29.2 million mainly due to realised market value losses. This was due to a loss on interest rate swaps in connection with repayment of bank debt and subsequent unwinding of swaps, whereas market value adjustments in 2009 related to a modest net loss on forward exchange hedging contracts.

Excluding one-off items, consolidated profit after tax increased by DKK 117.5 million to DKK 763.4 million compared to 2009, equivalent to an 18.2% increase.

International Financial Reporting Standards
The effect of the amendments adopted to international financial reporting standards is described in note 1 to the financial statements, Accounting policies, on pages 43-48. The changes have limited effect on recognition, measurement or cash flows.

Operating review
The Group reviews its operating and financial performance in the sections on the various segments on pages 10-20.

Income statement

DKK million	2010	2009	Ch.	Ch.%
Revenue	3,238.7	2,922.8	315.9	10.8%
Other income	286.8	1.2	285.6	-
Operating costs	2,053.7	1,876.7	177.0	9.4%
Operating profit	1,471.8	1,047.3	424.5	40.5%
Profit from investments in associates after tax	27.1	14.3	12.8	89.5%
Net financing costs	271.3	242.1	29.2	12.1%
Profit before tax	1,227.6	819.5	408.1	49.8%
Tax on profit for the year	318.8	205.2	113.6	55.4%
Net profit for the year	**908.8**	**614.3**	**294.5**	**47.9%**

Income statement excluding one-off items

DKK million	2010	2009	Ch.	Ch.%
Revenue	3,241.9	2,922.8	319.1	10.9%
Other income	0.1	1.2	(1.1)	-
Operating costs	1,976.2	1,834.5	141.7	7.7%
Operating profit	1,265.8	1,089.5	176.3	16.2%
Profit from investments in associates after tax	27.1	14.3	12.8	89.5%
Net financing costs	271.3	242.1	29.2	12.1%
Profit before tax	1,021.6	861.7	159.9	18.6%
Tax on profit for the year	258.2	215.8	42.4	19.6%
Net profit for the year	**763.4**	**645.9**	**117.5**	**18.2%**

Income statement excluding one-off items and the CPH Parkering A/S line-by-line consolidation

Excluding one off items

DKK million	2010	2009	CPH Parkering A/S pro forma correction	2009 Pro forma
Revenue	3,241.9	2,922.8	49.4	2,972.2
Other income	0.1	1.2	-	1.2
External costs	578.5	475.5	36.7	512.2
Staff costs	905.8	887.9	12,7	900.6
EBITDA	**1,757.7**	**1,560.6**	**-**	**1,560.6**

Traffic

Strategy

In 2010, CPH developed its 'dual airport' strategy that focuses on expanding its business with the two primary types of carriers that use Copenhagen Airport: network carriers and low-cost carriers. Regarding the network carriers, CPH is working to strengthen the airport's position as a northern European hub, with special focus on the Nordic and Baltic regions. Regarding low-cost carriers, the strategy is reflected in initiatives targeting the particular operating requirements of low-cost carriers, one example being the completion and commissioning of Copenhagen Airport's new low-cost facility, CPH Go in 2010.

SAS

SAS remains a key carrier for CPH which led to a strategic partnership announced in the autumn of 2009. In 2010, the two parties worked together to improve the transfer product and thereby reduce transfer times at Copenhagen Airport. This was achieved through faster and more efficient baggage handling, optimisation of joint processes, dedicated aircraft stand allocation, optimised gate allocation and improved signage at the airport.

Copenhagen Airport and SAS were able to cut the so-called "minimum connection time" - the time between arriving airplanes and departing airplanes - from 40 to 30 minutes. This has two major advantages: it allows a large number of additional flight connections, and it reduces total travel time. Both of these factors benefit passengers and are essential for SAS and CPH in the competition with other airlines and airports. These initiatives have made it more attractive to transfer at Copenhagen Airport, and in 2010 the number of transfer passengers rose by 7.8%, partly due to this shorter minimum connection time.

Norwegian

CPH has also entered into a strategic partnership with Norwegian, the second-largest airline at Copenhagen Airport. The first initiative in the partnership was to move most of Norwegian's traffic to Pier A, which makes transferring easier for the airline's growing number of transfer passengers, simplifies the airline's operations at Copenhagen Airport and supports Norwegian's continuing growth at Copenhagen Airport. The partnership also includes a improved branding of Norwegian in Pier A.

CPH Go and low-cost traffic

The construction of CPH Go, which opened in the autumn of 2010, is an important step for CPH's other customer segment: low-cost carriers. CPH Go was designed and developed in close collaboration with a number of the low-cost carriers that use Copenhagen Airport. As a result, these carriers now have a facility that supports the faster turnaround time as required by the low-cost carrier segment.

Copenhagen Airport has negotiated supplementary charges regulations with the airlines operating at CPH Go, with Copenhagen Airport now able to offer low-cost carriers a lower differentiated per-passenger charge (35% lower), when they use CPH Go.

As one of the fastest-growing low-cost carriers at Copenhagen Airport, boasting about 28.4% growth in 2010 at Copenhagen alone, easyJet is the first carrier to use CPH Go. The launch of CPH Go was a major contributing factor to easyJet's decision to open two new routes – Paris and Basel – from Copenhagen in 2010, bringing the total number of easyJet destinations out of Copenhagen to eight. This has made easyJet the largest non-Scandinavian airline at Copenhagen Airport.

The growth generated by Norwegian and easyJet contributed to Copenhagen Airport increasing its total market share of low-cost carriers to 17.8%, a 3.3 percentage-point increase year-on-year.

Cimber Sterling

Cimber Sterling, the third-largest airline at Copenhagen Airport, continued to grow in 2010, mainly driven by strong growth in the number of domestic passengers; Cimber Sterling successfully generated a 18.2% growth in domestic traffic in 2010. Cimber Sterling also added a number of new international destinations, out of Copenhagen, to its route network in 2010.

Volcanic ash cloud consequences

The partial closure of European airspace for several days in April 2010 following the eruption of Icelandic volcano Eyjafjallajökull had extensive consequences and inflicted significant costs on the European airline industry. According to IATA, the European airspace closure affected up to 1.2 million passengers per day. Copenhagen Airport was closed

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / **Traffic** / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / Financial Statements

Passenger numbers at Copenhagen Airport rose 9.1% in 2010. This massive growth made Copenhagen Airport one of the fastest-growing major European airports in 2010, and with more than 21.5 million passengers, CPH was only about 28,000 passengers from exceeding its own 2008 record number of passengers.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / **Traffic** / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / Financial Statements

for 5½ days due to the ash cloud, and roughly 350,000 passengers were affected by the closure, their flights being either cancelled or delayed.

CPH reduced the financial impact from the ash cloud with a number of operational initiatives, shifting necessary maintenance work to daytime hours and shutting down large parts of the airport in order to save electricity and reduce the need for manpower.

CPH compensated for some of the losses incurred by passengers, airlines and shops at Copenhagen Airport because of the ash cloud. CPH realises that both passengers and companies have suffered losses, and CPH considers it fair to take care of certain specific things which CPH can do something about. CPH refunded parking charges to passengers who had to leave their vehicles at Copenhagen Airport's carparks for longer than anticipated due to the closure. CPH also decided not to collect parking charges for aircraft parked at Copenhagen Airport during the airspace closure, and no concession charges were collected from the shops in Copenhagen Airport's transit area for the time there were no passengers there.

Whilst the ash cloud closed the Airport for the 5½ days, CPH returned to full operations within three days of airspace being reopened.

Route development
CPH sent route development executives to the 2010 World Route Development Forum (World Routes) in Vancouver, Canada, and to the 2010 Regional Routes conferences in Asia and Europe. Routes is the world's largest meeting forum for airline and airport executives. At conferences and through regular talks, CPH presents market surveys and market opportunities to the airlines, often in close collaboration with Danish organisations such as Copenhagen Capacity and Wonderful Copenhagen. At the 2010 World Routes, Copenhagen Airport met with 63 different airlines. This work, not least in addition to efforts from recent years at previous Routes conferences, laid the foundation for many of the 33 new routes and the 59 new frequencies that new and existing airlines established out of Copenhagen Airport over the past year.

One of the ways to measure the strength of a traffic hub is to count the number of international routes. In that perspective, the targeted efforts of Copenhagen Airport's Route Development Department resulted in a significant increase in the number of intercontinental routes out of Copenhagen in 2010. Seven new intercontinental routes were opened in the course of the year: Cimber Sterling to Tel Aviv, Norwegian to Agadir and Marrakech, Qatar Airways to Doha, Air Canada to Toronto, Delta Air Lines to New York JFK and Egypt Air to Cairo. This brought the number of intercontinental destinations to 22, the highest number for the airport in this millennium.

Low-cost carrier transavia.com announced in the autumn of 2010 that it intended to pull out of Copenhagen Airport as of April 2011 due to the operating requirements of its parent company. A number of other airlines such as SAS, Norwegian and Cimber Sterling added new routes and additional capacity to their services, and were therefore largely able to fill the gap left by transavia.com and minimise the effects of the Dutch carrier's exit.

Traffic performance in 2010

The total number of passengers at Copenhagen Airport increased to 21.5 million in 2010, representing a year-on-year rise of 9.1%. The increase was due to a rise in passenger numbers by 11.4% in the first quarter of 2010 and 1.3% in the second quarter, in spite of the ash cloud that closed Copenhagen Airport for 5½ days in April. This positive trend continued in the second half of 2010, with an upsurge in passenger numbers of 12.2% in the third quarter and 12.0% in the fourth quarter. Without the impact of the ash cloud, Copenhagen Airport would have exceeded its own 2008 passenger record.

During the course of the year, the number of passengers departing from the airport grew by 9.5%, and the number of departing transfer passengers climbed by 7.8%. The percentage of transfer passengers fell slightly from 25.0% in 2009 to 24.7% in 2010. Low-cost traffic accounted for 3,8 million passengers in 2010, equivalent to an increase of 34.3%. Low-cost traffic accounted for 17.8% of the traffic at Copenhagen Airport in 2010, this percentage having risen over the course of the year.

Supplementary long-term charges agreement related to CPH Go
In late August 2010, the Danish Civil Aviation Administration (today governed by The Danish Transport Authorities) approved a supplementary charges agreement. Under the agreement, the passenger charge for using Copenhagen Airport's low-cost facility, CPH Go, was reduced to a level approximately 35% below the prior charge. Copenhagen Airport therefore became the first major European airport to offer differentiated charges, thereby serving the interests of both network carriers and low-cost carriers. The new charges mean new growth opportunities for CPH and the major airlines, along with an improvement in Denmark's international accessibility and passenger access to a larger number of inexpensive tickets to a wider range of destinations.

The long-term charges agreement is a supplement to the existing charges agreement from the autumn of 2009, and it runs until 31 March 2015. The parties to the supplementary agreement are CPH and SAS, Cimber Sterling, Norwegian and IATA, which together represent approximately 88% of traffic at Copenhagen Airport. Under the agreement, all passenger-related charges were changed to better reflect the underlying costs, and some charges are now facility-specific. This ensures that CPH complies with the 2009 EU directive on airport charges, which must be implemented into Danish law by 15 March 2011.

Implementation of the cost-related charges resulted in a reduction in passenger charges for all international departures and domestic transfers, but an increase in charges for domestic departures, international transfer, security and handling.

It is a balanced agreement that will lay the groundwork for many new routes and a substantial improvement in Denmark's international accessibility. The altered charges structure enables Copenhagen Airport to compete more effectively with other major European airports.

In addition to the modified passenger charges, the agreement also included a new charge based on aircraft emissions of nitrogen oxides (NO_x), a fee designed to promote the use of more environmentally friendly aircraft. The take-off charge was cut by 5.0% and a charge of DKK 16.50 per kilo of NO_x emitted was added, to the effect that carriers using the most environmentally friendly aircraft and engines will pay a lower take-off charge than under the current charges agreement. Conversely, older types of aircraft using older engine technology will pay a higher take-off charge than they do today. Overall, the NO_x charge is revenue neutral.

In the charges agreement, CPH committed itself to investing an average of DKK 500 million per year in expanding and improving infrastructure. In accordance with the agreement, Copenhagen Airport will maintain a high level of capital investments in 2011, which will include further expansion and improvement of capacity. The airport saw dramatic growth in long-haul traffic in 2010, and to boost capacity and improve passenger experience in that area, CPH will continue to expand Pier C in the coming year. Pier C is primarily used for intercontinental traffic.

Likewise, CPH plans a 2011 expansion of its check-in facilities in Terminal 2 to meet the demand for additional check-in desks. CPH also intends to increase its departing baggage capacity in 2011 by renovating and optimising its baggage system.

Cargo
Copenhagen Airport has the largest intercontinental cargo route network in Scandinavia, with connections to the most important trade centres in Asia and North America. Airlines such as SAS, Thai Airways, Singapore Airlines Cargo, Air China Cargo, Korean Air Cargo and China Cargo Airlines all help provide Danish trade and industry with excellent connections and capacity to the most important markets in the world.

On 1 August 2009, DHL Aviation moved its hub function for the Nordic region and the Baltic countries from Copenhagen Airport to Leipzig in Germany and Stavanger in Norway, and this had an adverse impact on the volume of transfer cargo handled at Copenhagen. However, general growth in the remaining cargo activity at Copenhagen Airport in 2010 made up for the loss. Cargo volumes at Copenhagen Airport dropped by 0.9% compared to last year. Adjusted for the loss of DHL, freight volume in 2010 increased by 9.2%.

The cargo market has picked up again after the economic downturn, and most all-cargo airlines have returned to normal capacity or even increased their number of weekly frequencies. The latter is the case with the long-haul routes: for example, new capacity has been added by Qatar Air-

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / **Traffic** / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / Financial Statements

ways, Air Canada and Delta Airlines. CPH continues to focus on expanding its cargo route network out of Copenhagen, which in 2010 included a new cargo service to Chennai, India, in October, and a new cargo service to East Midlands, UK in November.

Due to the general improvement in the cargo market World-wide Flight Services (WFS) expanded their cargo terminal at the eastern end of Copenhagen Airport by 3,000 square metres.

CPH Cargo City

On 1 July 2010, CPH took over the SAS cargo building located between Hangars 1 and 3 at the north end of the airport. This building is the setting for realisation of the plans CPH has had for a number of years to establish a dedicated "Cargo City" concept: a joint business centre for handling companies, forwarding agents, air cargo truckers, courier companies and similar organisations.

With its office space and unique layout, this building offers highly flexible opportunities for utilisation, with enough room for both a joint business centre and additional independent leases of various sizes. To facilitate the leasing of office premises, the airside/landside borders will be changed so the office premises will be located outside the restricted airside area.

The building contains roughly 26,000 square metres of floor space: 3,400 square metres have already been leased to Spirit Air Cargo Handling, and the first lessee in the joint business centre has already signed a lease and will move in this coming spring. Negotiations to lease additional space for terminal and office purposes are ongoing.

Roskilde Airport

Roskilde Airport is an important part of the airport system owned by CPH, as it handles a large share of the general and business aviation operations in the region, i.e. business travel on corporate jets.

In the course of 2010, the Danish Armed Forces moved its troop transports to and from Afghanistan from Copenhagen Airport to Roskilde Airport, as the latter provides a better location for calm and undisturbed goodbyes between the soldiers and their loved ones. These flights have a favourable impact on the revenue generated by Roskilde Airport.

Effective 1 May 2010, Roskilde Airport introduced mandatory handling, for safety reasons, of both private and commercial aircraft with an MTOW above three tonnes using the airport's apron.

Activities in 2010

Security

CPH continued its work to increase efficiency and reduce waiting times for security screening in 2010 through continuing adjustments to staffing of the checkpoint. Moreover, an additional security lane was added in Terminal 1. This was done in response to the surge in domestic traffic by 20-30% in the first months of the year as compared with the same months of 2009.

The short waiting time for security screening was retained in 2010. A total of 84.0% of passengers were screened at the central security checkpoint (CSC) in Terminal 2 in less than five minutes and 99.9% in less than 20 minutes. The average waiting time was 3.2 minutes down from the average of 3.4 minutes in 2009.

The average number of security staff in 2010 was 873 (2009: 834).

CPH is a frontrunner in self-service check-in

Copenhagen Airport is ahead of other airports in Europe in terms of self-service check-in. In 2010, 34% of passengers checked in on self-service kiosks at Copenhagen Airport compared on the European average of 14%.

This high rate was achieved through targeted efforts, including an increase of the number of self-service kiosks from 57 to 67 in connection with the establishment of self-service areas with designated signs. CPH also strengthened the options for check-in by mobile phone and online, with 51% of all locally departing passengers from Copenhagen Airport in 2010 checked in online, on their mobile phone or on self-service kiosks. This rate was 44% in 2009. Likewise, the share of passengers using the baggage drop facilities increased from 14% in 2009 to 16% in 2010.

In 2011, CPH will continue its efforts to increase the use of self-service options, helping to make check-in and baggage drop as easy and smooth as possible for passengers.

Financial performance in 2010

Financial performance

DKK million	2010	2009	Ch.	Ch.%
Revenue	1,691.4	1,566.3	125.1	8.0%
Other income	0.1	1.2	(1.1)	(91.7%)
Profit before interest	195.3	191.4	3.9	2.0%
Segment assets	5,574.2	5,207.1	367.1	7.1%

Revenue

Revenue increased by 8.0% slightly below the passenger growth of 9.1% due to a changed mix towards domestic passengers and the effect of the first year of the long term charging agreement, which saw charges held flat until April 2011. From April 2011 the charges wil increase by the change in the Danish Consumer Price Index (CPI) plus 1% annually.

Take-off revenue dropped by 16.2% mainly due to a change in the charges structure as part of the charges agreement with effect from 1 October 2009, which resulted in a reduction in the take-off charge compared to last year.

Passenger and security revenue increased by a combined DKK 187.9 million or 19.4%. The increase was primarily due to an increase in the number of passengers, as well as a change in the charges structure compared to 2009.

Revenue

DKK million	2010	2009	Ch.	Ch.%
Take-off revenue	369.3	440.3	(71.0)	(16.2%)
Passenger revenue	832.4	686.2	146.2	21.3%
Security revenue	325.7	284.0	41.7	14.7%
Handling	110.3	98.5	11.8	12.0%
Aircraft parking, CUTE, etc.	53.7	57.3	(3.6)	(6.2%)
Total	**1,691.4**	**1,566.3**	**125.1**	**8.0%**

EBIT

EBIT increased by 2.0% compared to an 8.0% increase in revenue. EBIT was effected by the high costs related to snow clearing, higher activity and reversal of provisions in 2009.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / **Commercial** / International /
Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / Financial Statements

Commercial

Strategy

CPH continues to focus its efforts on optimising its product offering in close collaboration with its concessionaires and other partners to ensure that the product range offered is as relevant as possible. Passengers have different needs depending on the purpose of their trip, and this is reflected in the differentiated products and services offered by Copenhagen Airport. The airport's product offering spans from transport to and from the airport, hotel and parking to a broad range of shops, restaurants and bars.

CPH conducts more than 120,000 passenger interviews each year to gain insight into passenger needs, and these interviews form the basis for planning CPH's future product offering.

Key initiatives in 2010
The following were key initiatives in 2010:

- Introduction of a broader product range at the airport shopping centre
- Better signage and wayfinding to improve information for passengers
- Development of a digital platform as part of a greater mobile strategy to meet passenger demand for information "on the go"
- Relaunch of car parking products to make it easier for customers to find the product that best suits their needs

Pricing and brands
CPH adopted a new strategy in 2010, working to create greater price differentiation at Copenhagen Airport through the launch of new shops in a different price segment. In order to remain competitive the concessionaires at Copenhagen Airport are contractually committed not to sell their products at higher prices than those charged in downtown Copenhagen, and CPH conducts regular price checks to ensure that the airport shops satisfy this requirement. CPH has also decided to adopt a strategy of offering perfumes and cosmetics at prices guaranteed to be at least 20% below recommended retail prices. As Denmark's window of the world, Copenhagen Airport focuses on showcasing Danish and Scandinavian brands. New shop openings such as JOE & THE JUICE, Pieces, Tiger and Pandora in 2010 – and Lagkagehuset and Hennes & Mauritz (H&M) to come in 2011 – are great examples of the success of this strategy. Furthermore, Copenhagen Airport continues to attract strong, international brands as the opening of Dixons Travel in 2010 and the opening of Hamleys in 2011 show.

CPH will continue to optimise the shop and product range in the airport's shopping centre in 2011, when a number of concession agreements will be up for renegotiation and renewal.

Market
Planning the range of products and services available in the shopping centre is based on factors such as traffic trends and passenger travel patterns, as well as the needs of travellers. Revenue includes payments by concessionaires in the shopping centre and elsewhere for the right to operate shops, restaurants, bars, car hire offices and advertising: payments are most often a percentage of the concessionaires' turnover. Revenue also includes payments from the Hilton Copenhagen Airport, CPH Parkering A/S, rent for buildings and land, and charges from the service scheme for passengers with reduced mobility (PRM).

At the end of 2010, the shopping centre at Copenhagen Airport had ten duty- and tax-free shops, 72 specialty shops and service units, and 20 restaurant and bar units. Outside the transit area, Copenhagen Airport had eight specialty shops/service units, five car rental companies, and ten restaurant and bar units, including "the Circle", a building with a grocery store, a fast-food restaurant and a petrol station next to the motorway access ramp to Sweden.

Activities in 2010

Developments in the shopping centre
As part of CPH's strategy, a number of important steps were taken in 2010 towards further differentiation in the airport's product offering. In the summer of 2010, a JOE & THE JUICE opened: centrally located in Terminal 3, it offers freshly squeezed juice and healthy sandwiches. JOE & THE JUICE has helped create a more lively atmosphere in the shopping centre, improving the passenger flow and atmosphere in this central area of the shopping centre.

In late summer, three Dixons Travel shops opened at Copenhagen Airport. Dixons Travel is a strong international brand and leading retailer of electronic products at competitive prices. Dixons Travel aims to launch new products at the airport two to three weeks before other points of sale in Denmark.

Another new and strong international brand at Copenhagen Airport is the jewellery company Pandora, which is also centrally located in Terminal 3. Jewellery and accessories are in great demand among passengers, and Pandora supplements the other jewellery shops at Copenhagen Airport, both in terms of product and price range.

Finally, chain stores Pieces, Tiger and the Tshirt Store, with their affordable brands, contribute to a good balance in the product offerings found at the shopping centre. The three stores opened in the last half of 2010, and all are located in Terminal 2.

Digital platform
Copenhagen Airport launched m.cph.dk in January 2010, a mobile mini-version of the CPH website designed for easier viewing on small screens such as those on mobile phones. Between eight and ten thousand users visit the site per week. In the summer of 2010, CPH launched a free iPhone application as part of a larger mobile strategy designed to meet passenger demand for information "on the move". The application provides information on arrivals and departures, a map of the terminals, the option to book a parking space and, as a new feature, the ability to submit comments on the shops and restaurants. The application has been a great success from day one, with more than 80,000 downloads during 2010. It is available in three languages: Danish, English and Swedish. CPH is focusing on further developing and improving its digital platform, also introducing a free Android application for mobile phones in late 2010, which is almost an exact copy of the iPhone application. The iPhone application will be upgraded in early 2011 to include a so-called "live view" feature that will provide information on distances to gates, shops and restaurants, making it even easier for passengers to plan their time at the airport.

Public transport
Copenhagen Airport has well-developed infrastructure that allows fast and easy transport of people to and from the airport. Passengers using public transport from the airport can reach the Copenhagen city centre in just 14 minutes and the city of Malmö in just 22 minutes. The share of passengers taking the train or Metro to Copenhagen Airport was 36% and 17% respectively in 2010 - 53% in total. That makes public transport the preferred mode of transport and means that Copenhagen Airport is far above the European average of 32% using public transport to get to the airport.

To support continuing growth in this area, CPH formed a strategic partnership with Danish railway operator DSB in December 2010. Rail transport to and from Copenhagen Airport will be improved through commercial development, operational optimisation and joint messages to all rail travellers. DSB and CPH intend to use the strategic partnership to upgrade their current day-to-day operational collaboration to a targeted strategic partnership to retain current customers and attract new customers by offering a better product. Additional direct train services from Jutland and Funen to Copenhagen Airport opened in late 2010 under the partnership. These measures will expand Copenhagen Airport's catchment area, leading to more passengers and an increase in the accessibility of Denmark.

Parking
Copenhagen Airport has more than 10,000 parking spaces in 13 carparks in close proximity to its terminals. The parking products were modified and relaunched in the first half of 2010 to make it easier for customers to find exactly the product that best suits their needs. The number of product categories were cut from six to three (**Budget**, **Standard** and **Direct**) to provide a clearer connection between parking charges and products offered. Moreover, CPH has developed its online booking facility in order to make it easier for customers to book parking online, where they can find the best rates.

Rent
Rent consists of revenues from leasing of premises for office, maintenance, hangar and warehouse use, as well as leasing of buildings/head office facilities, properties and concessions to companies associated with Copenhagen Airport that support CPH's core business: airport operations. As the demand for premises in the terminal area remains high, there are many conversion and rebuilding projects aimed at a better utilisation of existing buildings and an expansion of areas in order to increase rent and concession revenues.

CPH leases space to airport-related operators for logistics, office, warehouse, hangar, hotel and parking use. Copenhagen Airport can lease a potential total of more than 250,000 square metres of floor space.

Sales of services
The sale of services is primarily the CPH's hotel activities, i.e. the Hilton Copenhagen Airport, which generated revenues of DKK 176,5 million in 2010. The hotel's occupancy rate was higher in 2010, which was partly due to growth in passenger numbers at Copenhagen Airport.

Also in 2010, the Hilton received the awards "Best Business Hotel 2010" from the British Business Destination Magazine and "Best Hotel in the Capital Region in 2010" in the Danish Travel Awards. In addition, the hotel received the "Denmark's Leading Business Hotel 2010" award at the World Travel Awards ceremony. The Hilton Copenhagen Airport was officially certified in 2010 as a "Green Key" hotel, which is an international eco-label indicating that the hotel is environmentally aware and targeted in its operations.

Activities in 2011

At the beginning of February 2011, another strong brand, the British-based toy store chain Hamleys, opens a shop at Copenhagen Airport. In the spring of 2011, international brand name H&M will open a shop at Terminal 3, thereby increasing the range of fashion offerings available for men and women at affordable prices. There will also be a change to the food and beverage offering, when Danish-based bakery Lagkagehuset opens in early 2011. By the spring of 2011, it is expected that all retail premises are leased, which provides a robust base from which to continue to develop the shopping centre product range and mix in the future.

Financial performance in 2010

Financial performance

DKK million	2010	2009	Ch.	Ch.%
Revenue	1,510.9	1,322.3	188.6	14.3%
Profit before interest	965.9	835.2	130.7	15.7%
Segment assets	2,800.5	2,822.7	(22.2)	(0.9%)

Revenue
The revenue increased by 14.3% compared to 2009 primarily due to the effect of the extra rental revenue from the termination of a rent contract with SAS Cargo and due to the changed revenue recognition of the parking revenue. Since the acquisition of CPH Parkering A/S, with effect from 31 December 2009, the parking activity has been consolidated on a line-by-line basis.

Concession revenue
Concession revenue increased by 17.0% primarily driven by the changed revenue recognition from CPH Parkering A/S, which increased by 60.5%. Adjusted for this, revenue rose by 9.6% due to higher activity driven by increased passenger numbers, partly offset by the closure of the airport as a result of the ash cloud. Passenger related revenue grew by 5.8%.

Concession revenue from the shopping centre increased by 6.0% mainly due the increase in passenger numbers and increasing spend per passenger. Both the increased spend per passenger and introduction of new shops such as JOE & THE JUICE and Dixons Travel contributed to the increase in 2010 compared to last year. Furthermore, the closure of a foreign exchange outlet and changes in contract conditions had a negative influence on 2009 revenue. Without the ash cloud, the shopping centre would have realised an increase in concession revenues of approximately 8.0%.

The initial results of the re-launch of parking products were positive especially in long-term leisure parking (more than six days). Business parking remains a focus for further initiatives, and a number of promotional initiatives have already been commenced. At the same time, CPH is working on matching relevant products to parking in order to add further value for the passengers.

Other revenue fell 5.9% mainly due to a decrease in advertising revenue.

Concession revenue

DKK million	2010	2009	Ch.	Ch.%
Shopping centre	543.1	512.5	30.6	6.0%
Parking	255.1	158.9	96.2	60.5%
Other revenue	51.2	54.4	(3.2)	(5.9%)
Total	**849.4**	**725.8**	**123.6**	**17.0%**

Concession revenue adjusted for changed recognition of CPH Parkering A/S

DKK million	2010	2009	Ch.	Ch. %
Parking (pro forma figures)	255.1	208.3	46.8	22.5%
Total (pro forma figures)	**849.4**	**775.2**	**74.2**	**9.6%**

Rent
Revenue from rent increased, primarily due to the effect of the termination of the SAS Cargo contract of DKK 135.5 million. Furthermore, the revenue increased due to new leases and increases under existing contracts. This was partly offset by the effect of consolidating CPH Parkering A/S as a subsidiary in 2010.

Rent

DKK million	2010	2009	Ch.	Ch.%
Rent from premises	258.2	174.3	83.9	48.1%
Rent from land	55.2	69.5	(14.3)	(20.6%)
Other rent	13.4	7.9	5.5	69.6%
Total	**326.8**	**251.7**	**75.1**	**29.8%**

Sales of services, etc.
Hotel operation revenue decreased by 6.0% due to fewer conferences and events compared to 2009, when the IOC and COP15 events had a positive effect on revenue. However on a positive note, the room occupancy rate was still the highest ranked against the center of Copenhagen benchmark.

Other revenue increased by DKK 1.1 million mainly due to a new agreement with SAS Ground Handling.

Sales of services, etc.

DKK million	2010	2009	Ch.	Ch.%
Hotel operation	176.5	187.7	(11.2)	(6.0%)
Other	158.2	157.1	1.1	0.7%
Total	**334.7**	**344.8**	**(10.1)**	**(2.9%)**

Profit before interest (EBIT)
EBIT increased by DKK 130.7 million, mainly due to increased revenue from the termination of the SAS Cargo rental agreement. This was partly offset by reversal of provisions in 2009.

International

Strategy

CPH International's key focus is to obtain the highest possible return for CPH from its international activities. Moreover, CPH International will provide consulting services for a number of airport projects, whenever these are considered profitable, including for airport expansion projects in Oman in collaboration with COWI-Larsen.

Activities in 2010

In October 2010, CPH sold its entire shareholding of 49% in ITA for a total consideration of USD 93.7 million, equivalent to DKK 498.5 million. The divestment generated profit before tax of DKK 286.7 million which is slightly above the forecast. The Technical Service Agreement with ITA continued until the end of 2010.

The United Kingdom

CPH owns 49.0% of the shares in NIAL Group Ltd., the parent company of Newcastle Airport. The remaining 51.0% of the shares are held by seven local authorities which form part of a public private partnership together with CPH. Through continuous adjustments of cost, capacity and efficient use of the commercial potential, Newcastle Airport today is one of the best and most efficient regional airports in Great Britain. As in 2009, Newcastle Airport in 2010 received the British Air Transport Association Award as Best British airport up to 6 million passengers.

Traffic performance
The ash cloud, British Airways strikes and the economic downturn adversely affected traffic at Newcastle Airport, with the number of passengers down by 4.8% compared to 2009.

Financial development
To counteract the negative impact of traffic, a number of initiatives were implemented in the commercial area in 2010 to increase the spend per passenger in the core business areas of parking, tax-free sales and food and beverage. These efforts increased NIAL's commercial revenue per passenger by 9.7% from GBP 5.0 in 2009 to GBP 5.5 in 2010. Also a series of cost measures were implemented, which contributed to maintaining the level of operational costs at 2009 level in spite of inflationary pressure and increasing taxes. The above two factors contributed to the fall in EBITDA being lower than the fall in the passenger numbers. EBITDA fell from GBP 27.4 million in 2009 to GBP 26.3 million in 2010.

Financial performance in 2010

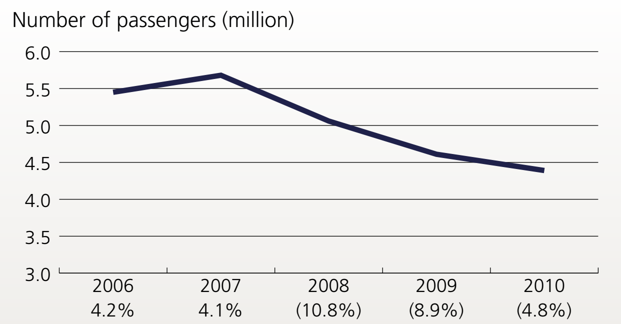
Revenue increased by DKK 2.2 million compared to last year, primarily due to an increase in the exchange rate of GBP and additional consultancy service from Oman in Q2 and Q3 2010.

Sales to NIAL consisted of consulting services for commercial and capacity expansions as well as a performance-based fee related to NIAL's operating profit.

EBIT
EBIT increased by DKK 289.9 million, primarily due to the divestment of ITA, Mexico.

Profit from investments in associates after tax
Profit from investments after tax increased by DKK 12.8 million.

Traffic growth at NIAL



Financial performance

DKK million	2010	2009	Ch.	Ch.%
Revenue	36.4	34.2	2.2	6.4%
Other income	286.7	-	286.7	-
EBIT	310.6	20.7	289.9	-
Profit from investments in associates	27.1	14.3	12.8	89.5%
Profit before interest	337.7	35.0	302.7	-
Segment assets	4.6	4.4	0.2	4.3%
Investments in associates	0.4	145.6	(145.2)	(99.7%)

Review of other financial items

Net financial costs

In spite of a minor increase in the Group debt, net interest expenses in 2010 were at the same level as in 2009 due to a slightly lower average portfolio interest rate. CPH paid a variable interest rate on a minor part of its debt and therefore benefited from the relatively low market rates.

Market value adjustments in 2010 related primarily to a loss on interest rate swaps in connection with the repayment of bank debt and subsequent unwinding of swaps. Market value adjustments in 2009 relate to a modest net loss on forward exchange hedging contracts.

Other financial costs rose by DKK 2.8 million in 2010, mainly due to higher extraordinary amortisation of loan costs in connection with repayment and cancellation of bank facilities in 2010.

Net financial costs

DKK million	2010	2009	Ch.	Ch.%
Interest	194.5	194.6	(0.1)	(0.1%)
Market value adjustments	28.3	1.8	26.5	-
Other	48.5	45.7	2.8	6.1%
Total	**271.3**	**242.1**	**29.2**	**12.1%**

Income tax for the period

Tax on the profit for the year was DKK 318.8 million. The effective tax rate was 26.0%.

Cash flow

Cash flow from operating activities
The increase in the cash flow from operating activities primarily related to the increase in passenger numbers, the termination of the SAS Cargo agreement and lower financial cost due to initial loan fees in connection with the successful refinancing in 2009. The increase also reflects improved working capital management, which continued to be a focus.

Cash flow from investing activities
Investments in intangible assets and property, plant and equipment in 2010 totalled DKK 774.7 million and primarily comprised the new low-cost facility, CPH Go, a new odd size baggage drop in Terminal 3, a new main server room, a new access point (north) as well as a new Aquifer Thermal Energy Storage (ATES) system supplying groundwater cooling in CPH Go.

Payments received from the sale of shares in ITA in October 2010 totalled DKK 498.5 million. Dividend received in respect of investments in associates totalled DKK 17.3 million.

Cash flow statement

DKK million	2010	2009	Ch.	Ch.%
Cash flow from:				
Operating activities	1,116.2	983.9	132.3	13.4%
Investing activities	(257.2)	(551.5)	294.3	(53.4%)
Financing activities	(406.6)	(25.3)	(381.3)	-
Total cash flow	452.4	407.1	45.3	11.1%
Cash at beginning of year	450.2	43.1	407.1	-
Cash at 31 December	**902.6**	**450.2**	**452.4**	**100.5%**

Cash flow from financing activities
Financing activities relate to proceeds from long-term loans less repayment of long-term loans and payment of dividends. On 29 June 2010, CPH re-visited the US Private Placement (USPP) market and successfully completed a note issuance of DKK 1.7 billion equivalent. The Senior Unsecured Notes were issued in three series; USD 100 million due in 2018, USD 147 million due in 2020 and GBP 23 million due in 2020. The proceeds were used to repay existing bank debt and cancel existing bank commitments maturing in March 2012.

Cash and cash equivalents
CPH had DKK 902.6 million in cash or cash equivalents and unused credit facilities of DKK 929.9 million as at 31 December 2010. Cash and cash equivalents include DKK 650.9 million of money market deposits and short-term highly liquid bonds maturing 1 April 2011.

Equity

Shareholders' equity amounted to DKK 3,480.4 million at 31 December 2010 (2009: DKK 3,190.6 million). Shareholders' equity increased by the net profit of DKK 908.8 million (2009: DKK 614.3), adjustments regarding associated companies of DKK 53.2 million (2009: DKK 14.5 million) and adjustments for hedging instruments and the tax thereon of DKK 32.7 million (2009: negative impact of DKK 113.7 million). This was more than offset by dividends paid to shareholders of DKK 704.9 million (2009: DKK 520.0 million).

Value adjustments to equity related to currency swap entered into to cover the USD/GBP exposure.

In 2010, equity accounted for 37.5% of the balance sheet total against 37.0% in 2009.

Statement of equity

DKK million	2010	2009	Ch.	Ch.%
Balance at 1 January	3,190.6	3,195.5	(4.9)	(0.2%)
Total comprehensive income:				
Profit for the year	908.8	614.3	294.5	47.9%
Currency translation of investments in associates	13.8	6.0	7.8	130.0%
Reversal of currency translation in associates on divestment, transferred to "Other income" in the income statement	39.4	-	39.4	-
Adjustment of investment in associates	-	8.5	(8.5)	-
Market value adjustments of hedging instruments	52.2	(180.0)	232.2	129.0%
Value adjustments of hedging reserve, transferred to "Other income" in the income statement	(8.6)	28.4	(37.0)	(130.3%)
Tax on items recognised directly in equity	(10.9)	37.9	(48.8)	(128.8%)
Total comprehensive income	994.7	515.1	479.6	93.1%
Dividends	(704.9)	(520.0)	(184.9)	35.6%
Balance at 31 December	**3,480.4**	**3,190.6**	**289.8**	**9.1%**

Risk factors

Risk management
Risk management at CPH is based on Danish and international corporate governance recommendations, including the recommendations of COSO and the Danish Corporate Governance Committee.

Continuous identification and quantification of risks and assessment of the probability and consequences of events enables CPH to consider and manage the risks that are critical in relation to the creation of value in CPH.

Material risk after implementation of controls and hedging of risks

Consequence	Probability: Low	Probability: High
High	Aircraft accidents Security (terrorism) IT breakdown Sources of funding Airport charges	Traffic developments (the economy) Airlines Regulatory requirements
Low	Interest rates Foreign exchange rates	Traffic execution Passenger flow Concessions and rent

Risk profile
The overall risk profile was unchanged from 2009 to 2010. CPH's risk profile is renewed in relation to each risk of CPH's core competencies. Fundamentally, CPH seeks to hedge risks in the market that do not relate to CPH's core competencies.

Strategic risks
While the strategic risks are the most material risks to CPH's long-term performance, they are generally deemed to have limited short-term consequences.

Developments in the aviation industry
Developments in the aviation industry have resulted in increased competition for SAS, the biggest airline at Copenhagen Airport. SAS contributed 40.5% of traffic revenues at Copenhagen Airport in 2010 (2009: 44.0% and 2008: 46.0%).

SAS's dense route network out of Copenhagen, primarily to European destinations, is important in maintaining the status of Copenhagen Airport as a traffic hub of northern Europe.

SAS continued the implementation of its "Core SAS" strategic plan during 2010 focusing on business travelers, the Scandinavian domestic market and cost reductions. The financial resources of SAS have been strengthened through equity raisings in 2009 and 2010.

The strategic partnership of SAS and CPH means that Copenhagen Airport continues to be the primary hub for SAS for European and intercontinental destinations.

Other airlines such as Norwegian, Cimber Sterling, easyJet and airberlin significantly increased their activities at Copenhagen Airport in the course of 2009 and 2010. These and other low-cost airlines accounted for 25.4% of traffic at Copenhagen Airport in 2010 (2009: 20.8% and 2008: 17.9%).

There is a great deal of competition in the airline industry, which affects the financial performance and position of the individual airlines. This also affects the risk situation of CPH.

CPH is working with airlines and other partners to provide the best possible facilities for airlines and passengers in order to provide a flexible traffic hub, an attractive range of European and overseas destinations and required facilities for all segments.

After a reduction of traffic by 8.5% from 2008 to 2009, traffic rose by 9.1% from 2009 to 2010, which brought CPH back to the level prior to the financial crisis. Traffic is expected

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / **Risk factors** / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / Financial Statements

to continue growing in 2011 based on an expectation of growth in the economy as a whole and on an increased number of destinations being offered.

Economic and regulatory developments
The activity level at CPH is subject to general economic fluctuations. Growing or declining economic activity could therefore also have a favourable or adverse effect on passenger numbers, as explained in the section above.

Traffic revenue accounted for 52.2% of CPH's revenues in 2010 (2009: 53.6% and 2008: 53.8%).

Under a new regulatory model, the airlines and CPH (under the supervision of the CAA-DK) in September 2009 signed a 5½-year agreement regarding the determination of charges under which charges are generally unchanged until 31 March 2011, after which charges will be increased in accordance with increases in the Danish Net Consumer Price Index plus 1% per year until 31 March 2015.

In August 2010, the airlines and CPH (under the supervision of the CAA-DK) entered into a supplementary agreement to the existing charges agreement which introduced differentiated traffic charges. The passenger charge for using the new CPH Go low-cost facility was reduced by approximately 35% under the supplementary agreement.

All passenger-related charges were concurrently changed to better reflect the underlying costs. With this change, CPH complies with the 2009 EU directive on airport charges. The passenger charge for other international departures and domestic transfers was reduced, while charges for domestic departures, international transfers and the security and handling charge were all increased. The changes took effect on 31 October 2010, when CPH Go opened.

The risk relating to traffic revenues mainly comes from traffic trends (passenger numbers) relative to the forecast assumed for the term of the agreement.

International investments
CPH sold its investment in Mexico in the course of 2010 with NIAL being the remaining international investment. CPH seeks to maximise its risk adjusted return by primarily assuming risks in areas in which it holds core competencies.

Operating risks
CPH assumes a number of operating risks related to the operation of the business. Much of CPH's competitiveness and uniqueness is determined by the way in which the Company's main processes are handled.

For that reason, operating risks related to the main processes are highly significant in terms of customer perception of the airport and the opportunities to continue the value creation process at CPH.

The operating risks may be significant to the Company's short-term and long-term performance, but most operating risks are not deemed to have a material impact on the Company's ability to meet its strategic goals.

Traffic handling process
CPH does everything possible to prevent all kinds of operating disruptions, and this is key to passenger satisfaction with the airport. In spite of these efforts, certain interruptions of operations, such as weather conditions, are unavoidable. Resources for such situations are dimensioned so that any flight cancellations or delays can be kept at a minimum.

Passenger safety and security are the Company's greatest priority. For this reason, a large share of the resources used at CPH concern tasks related to safety, security and environment.

CPH makes great efforts to prevent safety, security and environmental events; and the probability of such events occurring is deemed to be very low. Safety and security are continually monitored by The Danish Transport Authorities. CPH works closely in all fields with The Danish Transport Authorities, the police and the environmental authorities.

As part of its general risk management, CPH has taken out insurance against a number of risks through an extensive insurance programme.

Passenger flow
Efficient and service-orientated handling of the flow of passengers is important to passenger preceptions. In spite of focused planning, bottlenecks will occur at certain times, including at check-in and security screening, the latter is mainly due to substantial security requirements.

CPH seeks to reduce waiting times at check-in through planning, close collaboration with handling companies and airlines and by increasing the use of electronic check-in. In addition, efforts are made to optimise the flow of baggage by continuing to improve technical facilities.

Concessions and letting
A number of contract-related risks exist in connection with CPH's concession agreements and leasing of premises, land, etc. CPH seeks to limit these risks by competition, credit assessment, by seeking legal assistance when entering into contracts, by requiring collateral, by managing and terminating contracts and by continual follow-up and dialogue with concessionaires and tenants.

Concession revenue trends are generally very much related to trends in air traffic.

Financial risks
CPH's financial risks are managed from its head office. The principles and framework governing the Company's financial management are laid down once a year, as a minimum, by the Board of Directors. For additional information, see note 23 on financial risks on pages 66-70.

Outlook 2011

Based on the expected traffic programme for 2011, the total number of passengers is expected to increase. The full year effect of the new routes in 2010, will have a positive effect in 2011, together with the expected new routes.

The increase in passenger numbers is expected to have a positive impact on revenue across the business in 2011. Operating costs are also expected to be higher than in 2010, primarily due to the forecast passenger growth and cost inflation. In accordance with the charges agreement, CPH is committed to invest an average of DKK 500 million per year supplemented by commercial investments for the benefit of the airlines and passengers, with a resulting increase in depreciation. Financial costs are expected to be lower than in 2010. Overall, profit before tax is expected to be in line with 2010, when excluding one-off items.

Forward-looking statements – risks and uncertainties
This Annual Report includes forward-looking statements as described in the US Private Securities Litigation Act of 1995 and similar acts of other jurisdictions, including in particular statements concerning future revenues, operating profits, business expansion and investments.

Such statements are subject to risks and uncertainties as various factors, many of which are beyond CPH's control, may cause actual results and performance to differ materially from the forecasts made in this Annual Report. Such factors include general economic and business conditions, changes in exchange rates, the demand for CPH's services, competitive factors within the aviation industry, operational problems in one or more of the Group's businesses, and uncertainties relating to acquisitions and divestments. See also "Risk factors" on pages 23-25.

Shareholder information

CPH's share was listed on the NASDAQ OMX Nordic Large Cap segment throughout 2010. The Large Cap segment consists of companies with a market capitalisation of EUR 1 billion or more.

Investor relations policy
CPH's IR policy is to offer a consistently high level of information on CPH's goals, performance and outlook through an active and open dialogue with shareholders, investors and other stakeholders.

Shares
At 31 December 2010, CPH's share capital comprised 7,848,070 shares at a nominal value of DKK 100 each, or a total of DKK 784,807,000. CPH has only one share class, and no shares carry special rights.

The CPH shares are listed on NASDAQ OMX Copenhagen A/S under Securities Code ISIN DK0010201102. Turnover in CPH shares during the 2010 financial year totaled 41 thousand shares, equivalent to 0.5% of the total share capital, or an average of 165 shares per business day. The total value of the shares traded was DKK 56.0 million. CPH's market capitalisation was DKK 13.9 billion at the end of the financial year compared with DKK 9.6 billion at the end of 2009.

Shareholders
CPH had 3,743 registered shareholders at 31 December 2010.

In 2005, CPH's Board of Directors resolved to use 26,000 shares of the portfolio of treasury shares to establish a new employee share plan. Each employee was offered the opportunity to buy 15 shares at DKK 105 per share. These shares was subject to selling restrictions until 1 January 2011.

Shareholder structure (as at 31 December 2010)

Copenhagen Airports Denmark ApS (CAD)	53.7%
NA International S.à.r.l. (NAISA)	3.9%
The Danish State	39.2%
Foreign, Private and Institutional investors	1.8%
Danish, Private and Institutional investors	1.4%

CAD is 50/50 owned by MAp and Macquarie European Infrastructure Fund III (MEIF3). NAISA is owned by MAp. Consequently MAp owns 30.8% of the shares in CPH via indirect and direct ownership.

See note 21 "Related parties" for a further description of MAp and MEIF3 ownership of shares in CPH.

Management's interests at 31 December 2010

Board of Directors
Keld Elager-Jensen: 15 shares (15 shares at year-end 2009)
Stig Gellert: 15 shares (15 shares at year-end 2009)
Ulla Thygesen: 15 shares (15 shares at year-end 2009)

Executive Management
Per Madsen: 0 shares (0 shares at year-end 2009)

No options or warrants have been issued to the members of the Company's Board of Directors or Executive Management.

Shareholders holding more than 5% of the share capital
The following shareholders held more than 5% of the share capital at 21 February 2011: Copenhagen Airports Denmark ApS (CAD) and the Danish State.

Share buyback programme
CPH has not purchased treasury shares since the Annual General Meeting held in March 2010. At the end of the year, CPH held none of its own shares.

Dividend policy
CPH's goal is to create shareholder value. A key element in doing so is the maintenance of an efficient and prudent capital structure that provides funding for business and investment requirements.

Material contracts
In the event of a change in ownership and control over CPH, the Company has a number of agreements which can be terminated. Agreements on credit facilities are described in note 23 "Financial risks".

IR activities in 2010
In 2010, shareholders and other stakeholders could find updated information on CPH's financial performance at www.cph.dk. In addition, two issues of CPH's newsletter to shareholders, CPH News, were distributed in 2010. As was the case in 2010, the Annual Report is also available in a digital version in 2011 at www.cph.dk.

Peer group
CPH monitors the share price performance of other listed airports. A comparison of share price performance with the airports in Vienna, Frankfurt, Zurich and ASUR as well as with MAp Airports is available at www.cph.dk.

Analysts
As a result of CPH's ownership structure, no equity research analysts cover CPH.

Stock Exchange Releases in 2010	
28-10-2010:	Interim report of Copenhagen Airports A/S (CPH) for the nine months to 30 September 2010
28-10-2010:	Financial Calendar 2011
13-10-2010:	Copenhagen Airports A/S realizes its investment in ITA
01-10-2010:	Brian Petersen resigns as CEO of Copenhagen Airports A/S.
31-08-2010:	CPH: Low passenger charge for CPH Swift approved
10-08-2010:	Interim report of Copenhagen Airports A/S (CPH) for the six months to 30 June 2010
10-08-2010:	Resolution to distribute interim dividend
15-07-2010:	Charges regulations at Copenhagen Airport, agreement on Swift charges
22-06-2010:	Copenhagen Airports seeks to sell its investment in ITA
29-04-2010:	Interim report of Copenhagen Airports A/S (CPH) for the three months to 31 March 2010
23-03-2010:	Minutes of the annual general meeting
24-02-2010:	Financial Calendar 2010
24-02-2010:	Group Annual Report 2009 announcement

Financial activities in 2011	
21-02-2011:	Annual accounts 2010
30-03-2011:	Annual General Meeting 2011
26-04-2011:	Interim report, first quarter 2011
09-08-2011:	Interim report, first half year 2011
25-10-2011:	Interim report, third quarter 2011

Reference to Corporate social responsibility and corporate governance

Corporate social responsibility
CPH's 2009 consolidated annual report included a report on corporate social responsibility – CSR.

At the beginning of 2011, CPH has elected to join the UN Global Compact.

In 2010, CPH elected to prepare a statutory report on corporate social responsibility designed as a so-called "communication on progress" (COP), which is included in CPH's non-financial report, *CPH and Society 2010*.

CPH and Society 2010 also includes a reporting of employee and health and safety issues.

CPH and Society 2010 is available in hardcopy on request to CPH's head office and in an electronic version on the corporate website, under www.cph.dk/CPH/UK/INVESTOR/Publications/CSR+report .

The COP is also available on the UN website www.un-globalcompact.org.

Corporate governance
CPH's 2009 consolidated annual report included a report on corporate governance.

Starting in 2010, CPH has decided to prepare a separate report on corporate governance, including a description of the position CPH takes on the revised recommendations of the Danish Corporate Governance Committee.

The report also includes a description of the main elements of CPH's internal control and risk management system in connection with the financial reporting process.

The full report is available on CPH's website at www.cph.dk/CPH/UK/INVESTOR/Publications/Corporate+Governance.

As to the composition from time to time of the various board committees, please see www.cph.dk/CPH/UK/ABOUT+CPH/Organisation/Key+Persons/Board+Committees, which contains descriptions of the composition of these committees. Any changes in the composition of the committees are also listed, so that the latest changes in each committee can be seen.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International / Review of other financial items / Risk factors / Outlook 2011 / Shareholder information / Reference to Corporate social responsibility and corporate governance / **Board of Directors** / Executive Management / Financial Statements

Board of Directors

Henrik Gürtler
Chairman, CEO – born 1953
- Independent member of the board of directors
- M.Sc. in Chemical Engineering from the Technical University of Denmark, 1976
- Research Chemist at Novo Nordisk, 1977
- Project manager/coordinator of Enzymes R&D, 1981-84, head of department of Enzymes R&D, 1984-86 and head of function, 1986-91
- Director of Human Resources Services of Novo Nordisk, 1991-92 and director of Human Resource Development, 1992-93
- Director of Health Care Production of Novo Nordisk, 1993-95, and COO and member of the Group Management with special responsibility for Corporate Staff, 1996-2000
- CEO of Novo A/S since 2000
- Chairman of the Board of Directors of Novozymes A/S
- Chairman of the Board of Directors of COWI A/S
- Member of the Board of Directors of Novo Nordisk A/S
- Member of the Board of Directors of Copenhagen Airports A/S since 2002 and Chairman since 2004

Max Moore-Wilton
Chairman of MAp – born 1943
- Chairman of MAp since 2006
- Chairman of Sydney Airport Corporation Limited
- Chairman of Airport Council International
- Prior to April 2006 Executive Chairman and CEO of Sydney Airport Corporation Limited (ACI)
- In 1996 Head of the Australian Department of the Prime Minister and Cabinet
- Appointed a Companion in the General Division of the Order of Australia in 2001
- Has held a number of positions as either chairman or board member of major Australian or state government business enterprise and has extensive experience in the transport sector
- Deputy Chairman of the Board of Directors of Copenhagen Airports A/S since March 2007

Kerrie Mather
Chief Executive Officer of MAp – born 1960
- CEO of MAp since 2002
- Member of the Sydney Airport and Brussels Airport boards
- Previously member of the Rome, Birmingham and Bristol airport boards
- Prior to establishing MAp, 16 years of corporate advisory experience primarily on acquisition, business and financial advisory roles with a particular focus on the airports sector
- Member of the Board of Directors of Copenhagen Airports A/S since January 2006

Martyn Booth
Head of MAp Europe – born 1950
- Worked for MAp since 2000
- Involved in establishing the airports business in London, acquiring Bristol and Birmingham airports in the UK in 2001, and subsequently Rome, Sydney, Brussels and Copenhagen airports
- Worked in the airports industry since 1981 when he joined BAA where he held the position of Finance Director at Heathrow Airport, General Manager of Privatisation and Corporate Strategy Director
- In 1994 left BAA to establish the Portland Group
- Has an Honours degree in Economics and was Economic Adviser at H.M Treasury from 1976 to 1981
- Director of Brussels Airport
- Member of the Board of Directors of Copenhagen Airports A/S since 2009

Simon Geere
Managing Director within Macquarie Infrastructure and Real Assets (Europe) Limited – born 1968
- 20 years of experience working in the transport industry, 15 years of which have been within the airports sector
- Joined Macquarie in 2002 having held senior positions with both TBI plc and BAA plc. At TBI plc he was Business Development Director at Luton Airport and was responsible for commercial operations and aviation development activities
- Director of Brussels Airport, Bristol Airport, Newcastle Airport and the Stockholm Arlanda Express rail link
- Previously a director at Birmingham Airport and Luton Airport
- Has an honours degree in Transport Studies BSc (Hons) and a Master of Business Administration (MBA)
- Member of the Chartered Institute of Logistics and Transport (MCILT)
- Member of the Board of Directors of Copenhagen Airports A/S since 2009

Damian Stanley
Formerly Managing Director within Macquarie Infrastructure and Real Assets (Europe) limited– born 1973
- Previously Senior Vice President within Macquarie Infrastructure and Real Assets (Europe) Limited
- Joined Macquarie in 2004 and held directorships at Bristol Airport, the DCT Gdansk container terminal in Poland and the Warnow Tunnel in Germany
- Prior to joining Macquarie, seven years of experience in professional financial advisory and investment banking working on principal investments, capital raisings (public and private), mergers & acquisitions, corporate restructurings and strategic advisory matters for a range of clients in Europe and Australasia
- His career began with PriceWaterhouseCoopers and subsequently Commerzbank Securities in London
- He has an honours degree in Mathematics BSc (Hons)
- Member of the Institute of Chartered Accountants in England & Wales (ICAEW)
- Member of the Board of Directors of Copenhagen Airports A/S since 2010

Employee representatives on the Board of Directors

Keld Elager-Jensen
Electrician – born 1955
- Employed with Copenhagen Airports A/S since 1996
- Shop steward for the electricians in the Technical Terminal Service and Technical Baggage Service, Copenhagen Airports A/S
- Member of the Board of Directors of Copenhagen Airports A/S since 2003, reelected January 2007

Stig Gellert
Firefighter – born 1965
- Employed with Copenhagen Airports A/S since 1988
- Shop steward for firefighters employed under a collective agreement
- Deputy Chairman of the CPH Fire Department's local communication committee
- Member of the Board of Directors of Copenhagen Airports A/S since 2007

Ulla Thygesen
Security officer – born 1968
- Employed with Copenhagen Airports A/S since 1995
- Shop steward for the SVO (Surveillance and Area Security) guard staff at CPH
- Deputy Chairman of the joint committee of the local union branches
- Deputy Chairman of Security's local communication committee
- Member of the Board of Directors of Copenhagen Airports A/S since 2007


Henrik Gürtler


Max Moore-Wilton


Kerrie Mather


Martyn Booth


Simon Geere


Damian Stanley


Keld Elager-Jensen


Stig Gellert


Ulla Thygesen

Executive Management

Per Madsen

Per Madsen
Executive Vice President & CFO – born 1968

- Holds an M.Sc. in Business Administration and Auditing
- Employed with Arthur Andersen from 1987 to 1992, initially as a Senior Auditor and from 1992 to 1995 as a Management Consultant
- Worked for The Coca-Cola Company, 1996 to 2007, most recently as CFO for the Nordic Region
- Finance Manager of Coca-Cola Danmark, 1996 to 1998, and from 1998 to1999 Finance Manager of the Nordic Region
- Division Finance Director Nordic & Baltic Division from 2000 to 2003 and Business Development Director & CFO Nordic Region, Germany & Nordic Division from 2004 to 2007
- Member of the Board of Directors of Copenhagen Airports International A/S, Copenhagen Airports' Hotel and Real Estate Company A/S and CPH Parkering A/S
- Joined Copenhagen Airports A/S on 1 February 2008

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / Financial Statements

CPH Go

Copenhagen Airport's low-cost facility, CPH Go, opened on 31 October 2010, and with a passenger charge approximately 35% below the level, Copenhagen Airport became the first major European Airport to offer airlines differentiated charges.

Qatar Airways was one of the airlines to open a new intercontinental service out of Copenhagen in 2010. In addition to the service to Doha, other airlines launched services to Cairo, New York JFK, Marrakech, Agadir, Tel Aviv and Toronto. This brought the number of intercontinental destinations served out of Copenhagen to 22.

Contents

Financial statements 1 January - 31 December

Notes to the financial statements

Income statement, 1 January - 31 December

Note	DKK million	2010	2009
	Traffic revenue	**1,691.4**	1,566.3
	Concession revenue	**849.4**	725.8
	Rent	**326.8**	251.7
	Sale of services, etc.	**371.1**	379.0
3, 4	**Revenue**	**3,238.7**	2,922.8
5	Other income	**286.8**	1.2
6	External costs	**612.4**	481.9
7	Staff costs	**949.4**	923.7
8	Amortisation and depreciation	**491.9**	471.1
	Operating profit	**1,471.8**	1,047.3
9	Profit from investments in associates after tax	**27.1**	14.3
10	Financial income	**11.7**	20.0
11	Financial expenses	**283.0**	262.1
	Profit before tax	**1,227.6**	819.5
12	Tax on profit for the year	**318.8**	205.2
	Net profit for the year	**908.8**	614.3
29	Earnings per DKK 100 share (basic and diluted)	**115.8**	78.3
	EPS is stated in DKK		

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**

Statement of comprehensive income, 1 January - 31 December

Note	DKK million	2010	2009
	Net profit for the year	**908.8**	614.3
15	Currency translation of investments in associates	**13.8**	6.0
15	Reversal of currency translation in associates on divestment, transferred to "Other income" in the income statement	**39.4**	-
	Adjustment of investments in associates	**-**	8.5
	Value adjustments of hedging instruments	**52.2**	(180.0)
	Value adjustments of hedging instruments, transferred to "Financial income and expenses" in the income statement	**(8.6)**	28.4
12	Tax on other comprehensive income	**(10.9)**	37.9
	Other comprehensive income	**85.9**	(99.2)
	Total comprehensive income for the year	**994.7**	515.1

Balance sheet, Assets at 31 December

Note	DKK million	2010	2009
	NON-CURRENT ASSETS		
13	**Total intangible assets**	**272.3**	187.5
14	**Property, plant and equipment**		
	Land and buildings	**4,060.1**	3,925.2
	Investment properties	**164.3**	164.3
	Plant and machinery	**2,648.6**	2,549.5
	Other fixtures and fittings, tools and equipment	**456.2**	427.8
	Property, plant and equipment under construction	**370.1**	404.5
	Total property, plant and equipment	**7,699.3**	7,471.3
	Investments		
15	Investments in associates	**0.4**	145.6
16	Other financial assets	**0.4**	0.1
	Total financial assets	**0.8**	145.7
	Total non-current assets	**7,972.4**	7,804.5
	CURRENT ASSETS		
	Receivables		
17	Trade receivables	**321.5**	300.6
	Other receivables	**36.5**	21.5
	Prepayments	**49.7**	53.3
	Total receivables	**407.7**	375.4
	Cash	**902.6**	450.2
	Total current assets	**1,310.3**	825.6
	Total assets	**9,282.7**	8,630.1

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International / Review of other financial items / Risk factors / Outlook 2011 / Shareholder information / Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
/ Income statement / Statement of comprehensive income / **Balance sheet** / Statement of changes in equity / Cash flow statement / Notes to the financial statements

Balance sheet, Equity and liabilities at 31 December

Note	DKK million	2010	2009
	EQUITY		
	Share capital	**784.8**	784.8
	Reserve for hedging	**8.8**	(23.9)
	Reserve for currency translation	**25.4**	(27.8)
	Retained earnings	**2,661.4**	2,457.5
	Total equity	**3,480.4**	3,190.6
	NON-CURRENT LIABILITIES		
12	Deferred tax	**925.6**	870.0
18	Financial institutions	**3,820.5**	3,480.8
23	Other payables	**390.7**	443.0
	Total non-current liabilities	**5,136.8**	4,793.8
	CURRENT LIABILITIES		
18	Financial institutions	**9.4**	9.1
	Prepayments from customers	**74.6**	125.7
	Trade payables	**300.8**	217.7
12	Income tax	**42.7**	6.4
19	Other payables	**230.6**	267.0
	Deferred income	**7.4**	19.8
	Total current liabilities	**665.5**	645.7
	Total liabilities	**5,802.3**	5,439.5
	Total equity and liabilities	**9,282.7**	8,630.1

20	Financial commitments
21	Related parties
22	Concession for airport operation and charges regulation
23	Financial risks
28	Subsequent events
29	Capital and EPS
30	Subsidiaries and associated companies

Statement of changes in equity, 1 January - 31 December

Note	DKK million	Share capital	Reserve for hedging	Reserve for currency translation	Retained earnings	Total
	Equity at 1 January 2010	**784.8**	**(23.9)**	**(27.8)**	**2,457.5**	**3,190.6**
	Comprehensive income for the year					
	Net profit for the year	-	-	-	908.8	908.8
	Other comprehensive income					
15	Currency translation of investments in associates	-	-	13.8	-	13.8
15	Reversal of currency translation in associates on divestment, transferred to "Other income" in the income statement	-	-	39.4	-	39.4
	Value adjustments of hedging instruments	-	39.2	-	-	39.2
	Value adjustments of hedging instruments, transferred to "Financial income and expenses in the income statement	-	(6.5)	-	-	(6.5)
	Total other comprehensive income	-	32.7	53.2	-	85.9
	Total comprehensive income for the year	-	32.7	53.2	908.8	994.7
	Transactions with owners					
	Dividends paid	-	-	-	(704.9)	(704.9)
	Total transactions with owners	-	-	-	(704.9)	(704.9)
	Equity at 31 December 2010	**784.8**	**8.8**	**25.4**	**2,661.4**	**3,480.4**

See the Parent Company's statement of equity with respect to which reserves are available for distribution. Dividend per share is stated under financial highlights and key ratios on page 7. Retained earnings include proposed dividends of DKK 909.9 million. Proposed dividend per share amounts to DKK 115.9. Based on the interim profit for the six months ended 30 June 2010, an interim dividend of DKK 350.6 million was distributed on 10 August 2010, equivalent to DKK 44.7 per share. Dividend paid in 2010 consists of dividend in respect of 2009 of DKK 354.3 million and the interim dividend of DKK 350.6 million distributed in August. Disclosures about capital are stated in "Shareholder information", on pages 27-28.

Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International / Review of other financial items / Risk factors / Outlook 2011 / Shareholder information / Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**

Income statement / Statement of comprehensive income / Balance sheet / **Statement of changes in equity** / Cash flow statement / Notes to the financial statements

Statement of changes in equity, 1 January - 31 December (continued)

Note	DKK million	Share capital	Reserve for hedging	Reserve for currency translation	Retained earnings	Total
	Equity at 1 January 2009	**784.8**	**89.8**	**(33.8)**	**2,354.7**	**3,195.5**
	Comprehensive income for the year					
	Net profit for the year	-	-	-	614.3	614.3
	Other comprehensive income					
15	Currency translation of investments in associates	-	-	6.0	-	6.0
	Adjustment of investments in associates	-	-	-	8.5	8.5
	Value adjustments of hedging instruments	-	(135.0)	-	-	(135.0)
	Value adjustments of hedging instruments, transferred to"Financial income and expenses" in the income statement	-	21.3	-	-	21.3
	Total other comprehensive income	-	(113.7)	6.0	8.5	(99.2)
	Total comprehensive income for the year	-	(113.7)	6.0	622.8	515.1
	Transactions with owners					
	Dividends paid	-	-	-	(520.0)	(520.0)
	Total transactions with owners	-	-	-	(520.0)	(520.0)
	Equity at 31 December 2009	**784.8**	**(23.9)**	**(27.8)**	**2,457.5**	**3,190.6**

See the Parent Company's statement of equity with respect to which reserves are available for distribution. Dividend per share is stated under financial highlights and key ratios on page 7. Retained earnings include proposed dividend of DKK 354.3 million. Proposed dividend per share amounted to DKK 45.1. Based on the interim profit for the six months ended 30 June 2009, an interim dividend of DKK 260.0 million was distributed on 13 August 2009, equivalent to DKK 33.1 per share. Dividend paid in 2009 consisted of dividend in respect of 2008 of DKK 260.0 million and the interim dividend of DKK 260.0 million distributed in August. Disclosures about capital are stated in "Shareholder information", on pages 27-28.

Cash flow statement, 1 January - 31 December

Note	DKK million	2010	2009
	CASH FLOW FROM OPERATING ACTIVITIES		
24	Received from customers	**3,166.7**	2,872.0
25	Paid to staff, suppliers, etc.	**(1,550.5)**	(1,320.3)
	Cash flow from operating activities before financial items and tax	**1,616.2**	1,551.7
26	Interest received, etc.	**6.4**	9.0
27	Interest paid, etc.	**(265.7)**	(291.7)
	Cash flow from ordinary activities before tax	**1,356.9**	1,269.0
12	Income taxes paid	**(240.7)**	(285.1)
	Cash flow from operating activities	**1,116.2**	983.9
	CASH FLOW FROM INVESTING ACTIVITIES		
	Payments for intangible assets and property, plant and equipment	**(774.7)**	(594.3)
	Sales of intangible assets and property, plant and equipment	**1.7**	1.2
	Sales of investments in associates	**498.5**	-
	Dividends from associates	**17.3**	41.6
	Cash flow from investing activities	**(257.2)**	(551.5)
	CASH FLOW FROM FINANCING ACTIVITIES		
	Repayments of long-term loans	**(1,505.8)**	(8.7)
	Proceeds from long-term loans	**1,804.1**	1,846.6
	Repayments of short-term loans	**-**	(2,343.2)
	Proceeds from short-term loans	**-**	1,000.0
	Dividends paid	**(704.9)**	(520.0)
	Cash flow from financing activities	**(406.6)**	(25.3)
	Net cash flow for the year	**452.4**	407.1
	Cash at beginning of year	**450.2**	43.1
	Cash at the end of the year	**902.6**	450.2

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**

Notes to the financial statements

Note

1 Accounting policies

Basis of preparation
CPH is a limited company domiciled in Denmark and listed on NASDAX OMX.

The consolidated financial statements of CPH are prepared in accordance with the International Financial Reporting Standards (IFRS), as adopted by the European Union (EU) and additional Danish disclosure requirements to listed companies.

The additional Danish disclosure requirements are stated in the Danish Statutory Order on Adoption of IFRS issued in pursuance of the Danish Financial Statements Act and the rules issued by NASDAX OMX.

The consolidated financial statements also comply with the IFRS, which are issued by the IASB (International Accounting Standard Board).

The financial statements of the Parent Company, Copenhagen Airports A/S, are prepared in accordance with the Danish Financial Statements Act.

New financial reporting standards and interpretations
The accounting policies, including presentation, are unchanged from those applied in the 2009 Annual Report except for the below mentioned changes.

The amendments to financial reporting standards adopted by the IASB for 2010 comprise IFRS 3 and 7, IAS 7, 12, 16, 21, 27, 28, 31, 38 and 39, interpretations IFRIC 17 and 18 and the annual improvements of existing IFRS and interpretations. The implementation thereof has a limited effect on recognition, measurement and cash flows.

Adopted financial reporting standards that have not yet taken effect
The IASB has issued the following new financial reporting standards and interpretations which are deemed to be relevant to CPH:

- Annual improvements to current IFRS leading to minor changes to a number of standards that took effect for financial years beginning on or after 1 January 2010

The other amendments adopted by the IASB in 2010 are: IAS 24 and 32 and IFRIC 19. These amendments are deemed to have limited impact on CPH.

The IASB has issued exposure drafts regarding the recognition of income, leasing, joint ventures, defined-benefit pension plans and the classification and measurement of financial instruments (IFRS 9). These exposure drafts will be analysed in greater detail, as the amendments are deemed to have an impact on CPH.

General information
The annual report is prepared on the basis of the historic cost principle. Assets and liabilities are subsequently measured as described below.

Basis of consolidation
The annual report comprises the Parent Company, Copenhagen Airports A/S, and companies in which the Parent Company directly or indirectly controls the majority of the votes or in any other way controls the companies (subsidiaries). Companies in which CPH controls less than 50% of the votes and does not have control but exercises a significant influence are considered associates.

In the consolidation, intercompany income and expenses, shareholdings, dividends and balances, and realised and unrealised intercompany gains and losses on transactions between the consolidated companies are eliminated.

CPH's group annual report is prepared on the basis of the financial statements of the Parent Company and the subsidiaries. The financial statements used in the consolidation are prepared in accordance with CPH's accounting policies.

Acquisitions are accounted for using the purchase method. Intangible assets in acquired companies which concern concessions and the like for airport operation are recognised and amortised over periods of up to 50 years based on an individual assessment, including the term of the concession. The amount at which the cost of the company acquired exceeds CPH's share of the fair value of the net assets at the time of acquisition is recognised as goodwill. Goodwill is not amortised; instead impairment tests are made regularly, and any impairment is charged to the income statement.

Newly acquired or newly established companies are recognised in the consolidated financial statements from the date of acquisition. Companies divested or wound up are consolidated in the income statement until the date they are divested or wound up. The comparative figures are not restated to reflect acquisitions or divestments.

Foreign currency translation
CPH's functional currency is Danish kroner. This currency is used as the measurement and presentation currency in the preparation of the annual report. Therefore other currencies than Danish kroner are considered foreign currencies.

Transactions denominated in foreign currencies are translated at the exchange rate ruling at the transaction date. Gains and losses arising as a result of differences between the exchange rate at the transaction date and the exchange rate at the date of payment are recognised

Notes to the financial statements

Note

1 Accounting policies (continued)

in the income statement as financial income or financial expenses.

Receivables, payables and other monetary items denominated in foreign currencies that have not been settled on the balance sheet date are translated at the exchange rates ruling at the balance sheet date. Differences between the exchange rate ruling at the balance sheet date and at the transaction date are recognised in the income statement as financial income or financial expenses.

When translating the financial statements of foreign subsidiaries and associates, the income statement is translated at average exchange rates, while balance sheet items are translated at the exchange rates ruling at the balance sheet date. Exchange differences arising on the translation of the foreign companies' equity at the beginning of the year and on the translation of foreign company income statements from average exchange rates to the exchange rate ruling at the balance sheet are taken directly to other comprehensive income.

Derivative financial instruments
In connection with CPH's hedging of future transactions and cash flows, derivative financial instruments are often used as part of CPH's risk management.

Derivative financial instruments are initially recognised in the balance sheet at fair value on the transaction date under Other receivables or Other payables respectively.

Changes in the fair value of derivative financial instruments that are designated as fair value hedges of a recognised asset or a recognised liability are recognised in the income statement together with any changes in the fair value of the hedged asset or hedged liability.

Changes in the fair value of derivative financial instruments designated as hedges of expected future cash flows are recognised in other comprehensive income and accumulated under Reserve for hedging. If the expected future transaction results in the recognition of non-financial assets or liabilities, amounts previously deferred in other comprehensive income are transferred from other comprehensive income as part of equity and included in the initial measurement of the cost of the asset or liability, respectively. Other amounts deferred in other comprehensive income as part of equity are transferred to the income statement in the period in which the hedged transaction affects the income statement.

Changes in the fair value of derivative financial instruments used to hedge net investments in independent foreign subsidiaries and associates which use a presentation currency different from that used by CPH are recognised directly in other comprehensive income with respect to the effective part of the hedge, while the ineffective part is recognised in the income statement.

Determination of the fair value of financial instruments
The fair value of interest rate and currency swaps is determined as the present value of expected future cash flows. The fair value of forward currency transactions is determined using the forward rate at the balance sheet date.

Trade payables, Other liabilities, Receivables and Cash are stated at net book value at year-end. The fair value of other financial liabilities and financial assets is the present value of the expected future instalments and interest payments. A zero coupon interest rate for similar maturities is used as the discount rate.

Income tax and deferred tax
Current tax liabilities are carried on the balance sheet as Current liabilities to the extent such items have not been paid.

Tax overpaid on account is included as a separate line item under Receivables.

Interest and allowances regarding tax payments are recognised under Financial income or Financial expenses.

Income tax for the year, consisting of the year's current tax and the year's deferred tax, is recognised in the income statement as regards to the amount that can be attributed to the profit for the year, and posted directly in other comprehensive income as regards to the amount that can be attributed to movements therein. Any prior-year tax adjustments are disclosed separately in the notes to the financial statements.

Deferred tax is calculated on the basis of the tax rules and tax rates of the various countries that will apply under the legislation in force at the balance sheet date when the deferred tax item is expected to crystallise as current tax. Changes in deferred tax resulting from changes in tax rates are recognised in the income statement.

Deferred tax is calculated according to the balance sheet liability method on all temporary differences between the accounting and tax value of assets and liabilities. Deferred tax adjustments are made regarding unrealised intercompany gains and losses.

Deferred tax assets are recognised in the balance sheet at the value at which they are expected to be realisable.

Note

1 Accounting policies (continued)

INCOME STATEMENT

Revenue
Revenue comprises the year's traffic revenue, rent, concession revenue and sales of services, net of value added tax and price reductions directly related to sales. Please see the section below on segment information.

Traffic revenue comprises passenger, security, take-off and parking charges, handling and CUTE charges (IT technology used in connection with check-in) and is recognised when the related services are provided. The NO_x charge is included in take-off charges.

Concession revenue comprises sales-related revenue from Copenhagen Airport's shopping centre, which is recognised in line with the revenue generated by the concessionaires, parking facilities, etc.

Rent comprises rent for buildings and land and is recognised over the terms of the contracts.

Revenue from Sales of services, etc. comprises revenue from the hotel operation and other activities, including services to persons with reduced mobility (PRM), which is recognised when delivery of the services takes place.

Other income
Other income contains items of a secondary nature compared to CPH's activities, including gains and losses on sales of assets.

External costs
External costs comprise administrative expenses, sales and marketing expenses and other operating and maintenance costs.

Staff costs
Staff costs comprise salaries, wages and pensions to CPH staff including Executive Management and emoluments to the Board of Directors as well as other staff costs.

Regular pension contributions under defined contribution plans are recognised in the income statement in the period in which they arise. For civil servants seconded by the Danish State, CPH recognises a pension contribution in the income statement, which is fixed each year by the State and paid to the State on a regular basis.

Pension obligations under defined benefit plans are recognised based on an actuarial calculation and are included in the valuation of investments in associates.

Rent and lease costs
On initial recognition, lease contracts for property, plant and equipment under which CPH has substantially all risks and rewards of ownership (finance leases) are initially measured in the balance sheet at the lower of the fair value and the present value of future lease payments. The present value is calculated using the interest rate implicit in the lease as the discount factor, or an approximate value. Assets held under finance leases are subsequently accounted for as CPH's other property, plant and equipment. The capitalised lease obligation is recognised in the balance sheet as a liability, and the financial charge is recognised in the income statement over the term of the contract.

All lease contracts that are not considered finance leases are considered operating leases. Payments in connection with operating leases are recognised in the income statement over the term of the leases.

Amortisation and depreciation
Amortisation and depreciation comprises the year's charges for this purpose on CPH's intangible assets and property, plant and equipment.

Profit/(loss) from investments in associates
Investments in subsidiaries and associates are recognised and measured in the consolidated financial statements according to the equity method. In the income statement, the proportionate share of the profit after tax for the year is recognised under the line item Profit/(loss) from investments in associates after tax.

Gains and losses on the divestment of associates are determined as the difference between the sales price and the carrying amount of the net assets at the date of divestment including goodwill less anticipated costs involved in the divestment. Exchange differences regarding associates recognised in other comprehensive income are recirculated on the divestment of associates and included in gains or losses. Gains or losses are recognised in the income statement.

Financials
Financial income and expenses include interest, realised and unrealised exchange differences, recirculated accumulated gains and losses on swaps related to terminated hedges, amortisation of mortgage loans and other loans, including reversal of fair value adjustments of effective hedges of loans, supplements and allowances under the on-account tax scheme.

Notes to the financial statements

Note

1 Accounting policies (continued)

One off items in the income statement
One off items comprise revenue and expenses of an exceptional nature relative to CPH's operating activities, such as costs incurred for structuring of processes and structural adjustments as well as any gains and losses on divestments related thereto and which, over time, are of material importance. Moreover, other amounts of a one-off nature are included in this line item, including gains on the divestment of operations.

The line item is stated separately in a note to the financial statements.

STATEMENT OF COMPREHENSIVE INCOME

CPH presents comprehensive income in two statements. An income statement and a statement of comprehensive income showing the results of operations for the year and revenue of other comprehensive income. Other comprehensive income comprises exchange rate adjustments, adjustments of investments in associates and hedging transactions. Tax related to other comprehensive income for the individual items is disclosed in the notes to the financial statements.

BALANCE SHEET

Intangible assets
Major projects in which software is the principal element are recognised as assets if there is sufficient certainty that the capitalised value of future earnings can cover the related costs.

Software primarily comprises external costs and other directly attributable costs.

Amortisation is charged on a straight-line basis commencing when the project is ready for use. The amortisation period is 3-5 years.

Property, plant and equipment
Property, plant and equipment, including investment properties, is measured at cost less accumulated depreciation.

Cost comprises the cost of acquisition and costs directly related to the acquisition up until the time when the asset is ready for use. In the case of assets of own construction, cost comprises direct costs attributable to the asset, including salaries and wages, materials, components, and work performed by subcontractors. Cost also includes interest expenses during construction.

The depreciation base is determined as cost less any residual value. Depreciation is charged on a straight-line basis over the estimated useful lives of the assets and begins when the assets are ready for use.

Land is not depreciated.

Useful lives of property, plant and equipment:

Land and buildings	
Land improvements (sewers, etc.)	40 years
Buildings	80 years
Leased buildings	30-40 years
Fitting out	5-10 years
Investment properties	
Land improvements (sewers, etc.)	40 years
Buildings	40-80 years
Fitting out	5-10 years
Technical installations (lifts, etc.)	20 years
Technical installations in buildings	25 years
Plant and machinery	
Runways, roads, etc. (foundation)	80 years
Surface of new runways, roads, etc.	10 years
Technical installations on runways	15 years
Technical installations (lifts, etc.)	20 years
Technical installations in buildings	25 years
Other fixtures and fittings, tools and equipment	
IT equipment	3-5 years
Energy plant	15 years
Vehicles, etc.	5-15 years
Furniture and fittings	10 years
Hotel equipment	15-20 years
Security equipment	10 years
Technical equipment	10 years
Other equipment	5 years

Gains and losses on the sale of non-current assets are recognised under Other income.

Financial assets
Investments in associates are measured according to the equity method. In the balance sheet, the proportionate interest in the carrying amount of the companies is recognised determined according to CPH's accounting policies minus or plus unrealised intercompany gains or losses and plus or minus remaining unallocated value in excess of the carrying amount of the assets. Exchange differences are recognised in other comprehensive income.

In the associate NIAL, actuarial gains/(losses) are recognised directly in other comprehensive income.

Shares held in other companies are measured at fair value. The fair value of listed securities is the market value on the balance sheet date (the sales value). Until realised, market value adjustments of shares are recognised in other comprehensive income. Upon realisation, gains/losses are recognised in the income statement.

Other receivables include the fair value of financial instruments used to hedge investments.

Impairment of assets
The carrying amount of intangible assets and property, plant and equipment as well as investments is tested at least annually for any indications of impairment of the value beyond what is expressed in the amortisation or depreciation charges. If that is the case, an impairment charge is taken against the recoverable amount of the assets, if that is lower than the carrying amount.

The recoverable amount of the asset is determined as the higher of the net selling price and the value in use. If it is not possible to determine a recoverable amount for the individual assets, the assets are assessed together in the smallest group of assets for which a reliable recoverable amount can be determined in an overall assessment.

The carrying amount of software in process is assessed for impairment at least once a year and, if relevant, an impairment loss to write down the carrying amount to a lower recoverable amount is recognised in the income statement.

Receivables
Receivables are recognised in the balance sheet at amortised cost less any write down. Provisions are determined on the basis of an individual assessment of each receivable.

Equity
Dividends expected to be declared in respect of the year are stated under equity. Dividends are recognised as a liability at the time of adoption by the shareholders in general meeting.

Treasury shares are recognised at cost directly in equity (retained earnings) on acquisition. If treasury shares are subsequently sold, any consideration is correspondingly recognised directly in equity.

Financial institutions
Mortgage loans and loans from financial institutions are recognised when obtained at the proceeds received less transaction costs incurred. In subsequent periods, the loans are measured at amortised cost so that the effective interest charges are recognised in the income statement over the term of the loan.

Other liabilities
Other liabilities primarily comprise holiday pay liabilities, income taxes, other taxes and interest payable and are measured at nominal value. Other liabilities also comprise the fair value of derivative financial instruments.

Prepayments and deferred income
Prepayments recognised under assets comprise costs incurred relating to the following financial year and are measured at nominal value.

Deferred income recognised under liabilities comprises payments received relating to income in subsequent financial years and is measured at nominal value.

CASH FLOW STATEMENT

The cash flow statement shows CPH's cash flows for the year distributed on operating, investing and financing activities, net changes for the year in cash as well as CPH's cash at the beginning and end of the year.

Cash
Cash includes cash and balances in accounts at no or short notice.

Cash flow from operating activities
The cash flow from operating activities comprises payments from customers less payments to employees, suppliers etc., adjusted for financial items paid and income taxes paid.

Cash flow from investing activities
The cash flow from investing activities comprises cash flows from the purchase and sale of intangible assets, property, plant and equipment and investments, including acquisitions and dividends received from associates.

Cash flow from financing activities
The cash flow from financing activities comprises cash flows from the raising and repayment of long-term and short-term debt to financial institutions as well as payments to shareholders.

SEGMENT INFORMATION

CPH has three segments: Traffic, Commercial and International.

The segmental classification follows the legal and the organisational classification of the Group activities, whereas the Traffic segment comprises the aeronautical activities –

Notes to the financial statements

Note

1 Accounting policies (continued)

the regulated part (traffic charges) – of Copenhagen Airports. The commercial segment (except of the international activities in the International segment) comprises all other activities. This classification is appropriate, as the Traffic segment reporting at the same time equals the reporting of the regulatory activities under BL 9-15 (traffic charges). BL 9-15 is described in note 22.

Traffic business
The operations and functions which the airports at Kastrup and Roskilde make available so that airlines can operate their flights, including facilities required for the passengers' traffic through these airports. Revenue in the traffic segment comprises passenger, security, take-off and parking charges and other income, including handling and CUTE.

Commercial business
The facilities and services provided at the airports to passengers and others, including parking facilities, shops, restaurants, resting areas, lounges and the hotel. The vast majority of the operations are operated by concessionaires. Furthermore, the business area comprises the segment engaged in leasing of CPH's buildings, premises and land to non-Group lessees. Revenue in the commercial segment comprises concession revenue, rent from buildings, premises and land, revenue from parking, hotel operation, PRM services and other services.

International business
Consulting services to associated companies and other airports. The consulting services are provided by Copenhagen Airports International A/S. Furthermore the segment comprises CPH's investments in associated companies outside Denmark. Revenue in the international segment comprises sales of consulting services concerning airport operation.

Operating results, assets and liabilities
The operating results of the segments comprise directly attributable revenue less related operating costs. Operating costs comprise External costs, Staff costs and Amortisation and depreciation of intangible assets and property, plant and equipment.

Segment assets comprise non-current assets used directly in the operating activities of each segment and current assets directly attributable to the operating activities of each segment, including Trade receivables, Other receivables, Prepayments and Deferred income. Jointly used properties are allocated to the segments on the basis of an overall assumption of the amount of space used.

Segment liabilities comprise liabilities that have arisen out of the segment operations, including Prepayments received from customers, Trade payables and Other liabilities.

SIGNIFICANT ACCOUNTING POLICIES AND JUDGMENTS

CPH's choice of historical cost rather than fair value as the basis for measuring property, plant and equipment has a material impact on the determination for accounting purposes of the results of operations and equity. See the paragraphs above on property, plant and equipment, and investments in associates for more details on CPH's accounting policies.

CPH's judgment of whether leases regarding land, premises and buildings should be classified as finance leases or operating leases are based on an overall assessment. Finance leases are recognised as an asset and a liability. For leases classified as operating leases, lease payments are recognised by the tenants over the terms of the leases. See "Rent and lease costs" above for more details on CPH's accounting policies.

CPH's judgment of which land, premises and buildings are investment properties are based on whether they generate cash flows which are, to a great extent, independent of CPH's other activities. The judgment is based on the high degree of dependency to CPH between the main part of the assets and the legislative limitations in letting and selling the assets as a result of the obligation to operate the airport.

SIGNIFICANT ACCOUNTING ESTIMATES

The estimates made by CPH in the determination of the carrying amounts of assets and liabilities are based on assumptions that are subject to future events. These include, among other things, estimates of the useful lives of non-current assets and their residual values.

Estimates and underlying assumptions are based on historical data and a number of other factors that the Management considers relevant under the given circumstances. The carrying amounts of these items are disclosed in notes 13 and 14.

A number of estimates of cash flows and discount factors are made when assessing the need for impairment.

For a description of CPH's risks, see note 23 on financial risks.

Note DKK million

2 One-off items

Note		Including one-off items	One-off items	Excluding one-off items
	2010			
3, 4	Revenue	3,238.7	3.2	3,241.9
5	Other income	286.8	(286.7)	0.1
6	External costs	612.4	(33.9)	578.5
7	Staff costs	949.4	(43.6)	905.8
	EBITDA	**1,963.7**	**(206.0)**	**1,757.7**
8	Amortisation and depreciation	491.9	-	491.9
	EBIT	**1,471.8**	**(206.0)**	**1,265.8**
9	Profit from investments in associates after tax	27.1	-	27.1
	Profit before interest and tax	**1,498.9**	**(206.0)**	**1,292.9**
10, 11	Net financing costs	271.3	-	271.3
	Profit before tax	**1,227.6**	**(206.0)**	**1,021.6**
12	Tax on profit of the year	318.8	(60.6)	258.2
	Net profit for the year	**908.8**	**(145.4)**	**763.4**
	2009			
3, 4	Revenue	2,922.8	-	2,922.8
5	Other income	1.2	-	1.2
6	External costs	481.9	(6.4)	475.5
7	Staff costs	923.7	(35.8)	887.9
	EBITDA	**1,518.4**	**42.2**	**1,560.6**
8	Amortisation and depreciation	471.1	-	471.1
	EBIT	**1,047.3**	**42.2**	**1,089.5**
9	Profit from investments in associates after tax	14.3	-	14.3
	Profit before interest and tax	**1,061.6**	**42.2**	**1,103.8**
10, 11	Net financing costs	242.1	-	242.1
	Profit before tax	**819.5**	**42.2**	**861.7**
12	Tax on profit of the year	205.2	10.6	215.8
	Net profit for the year	**614.3**	**31.6**	**645.9**

Notes to the financial statements

Note	DKK million	Traffic	Commercial	International	Total
3	**Segmental information**				
	2010				
	Revenue	**1,691.4**	**1,510.9**	**36.4**	**3,238.7**
	Operating profit/(loss)	195.3	965.9	310.6	1,471.8
	Profit from investments in associates			27.1	27.1
	Profit/(loss) before financial income	**195.3**	**965.9**	**337.7**	**1,498.9**
	Non-current segment assets	5,361.3	2,610.3	-	7,971.6
	Other segment assets	212.9	190.2	4.6	407.7
	Investments in associates			0.4	0.4
	Non-allocated assets				903.0
	Total assets	**5,574.2**	**2,800.5**	**5.0**	**9,282.7**
	Segment liabilities	396.5	212.6	4.3	613.4
	Non-allocated liabilities				5,188.9
	Total liabilities	**396.5**	**212.6**	**4.3**	**5,802.3**
	Investments in fixed assets (including capitalised interests)	701.9	96.1	-	798.0
	Amortisation and depreciation	346.8	145.1	-	491.9
	2009				
	Revenue	**1,566.3**	**1,322.3**	**34.2**	**2,922.8**
	Operating profit/(loss)	191.4	835.2	20.7	1,047.3
	Profit from investments in associates			14.3	14.3
	Profit/(loss) before financial income	**191.4**	**835.2**	**35.0**	**1,061.6**
	Non-current segment assets	5,005.9	2,652.9	-	7,658.8
	Other segment assets	201.2	169.8	4.4	375.4
	Investments in associates			145.6	145.6
	Non-allocated assets				450.3
	Total assets	**5,207.1**	**2,822.7**	**150.0**	**8,630.1**
	Segment liabilities	380.6	244.8	4.8	630.2
	Non-allocated liabilities				4,809.3
	Total liabilities	**380.6**	**244.8**	**4.8**	**5,439.5**
	Investments in fixed assets (including capitalised interests)	436.9	172.4	-	609.3
	Amortisation and depreciation	315.7	155.4	-	471.1

Revenue related to the largest customer amounted to DKK 964.8 million in 2010 (2009: DKK 844,0 million) representing 29.8% of revenue in 2010 (2009: 28.9%). The revenue relates to the two segments Traffic and Commercial. Revenue related to the second largest customer amounted to DKK 338.0 million in 2010 (2009: DKK 298.1 million) representing 10.4% of revenue in 2010 (2009: 10.2%). The revenue relates to the Commercial segment.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / Financial Statements
/ Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / Notes to the financial statements

Note	DKK million	2010	2009
4	**Revenue**		
	Traffic revenue		
	Take-off charges	**369.3**	440.3
	Passenger charges	**832.4**	686.2
	Security charges	**325.7**	284.0
	Handling	**110.3**	98.5
	Aircraft parking, CUTE, etc.	**53.7**	57.3
	Total traffic revenue	**1,691.4**	1,566.3
	Concession revenue		
	Shopping centre	**543.1**	512.5
	Car parking	**255.1**	158.9
	Other concession revenue	**51.2**	54.4
	Total concession revenue	**849.4**	725.8
	Rent		
	Rent from premises	**258.2**	174.3
	Rent from land	**55.2**	69.5
	Other rent	**13.4**	7.9
	Total rent	**326.8**	251.7
	Sales of services, etc.		
	Hotel operation	**176.5**	187.7
	Other sales of services, etc.	**158.2**	157.1
	Commercial activities	**334.7**	344.8
	International activities	**36.4**	34.2
	Total sales of services, etc.	**371.1**	379.0
	Total revenue	**3,238.7**	2,922.8

In 2010, CPH compensated both passengers, airlines and shops in the shopping centre for the losses related to the closure of the Danish airspace due to the ash cloud in April 2010. The compensation amounted to DKK 3.2 million.

	2010	2009
Rent relating to leases interminable by lessees		
Within 1 year	**112.1**	295.1
Between 1 and 5 years	**128.9**	256.8
After 5 years	**84.6**	135.3
Total	**325.6**	687.2

Concession charges (minimum charges) related to the shopping centre and other concessions are subject to the level of activity. Consequently it is not possible to determine the present value thereof.

Notes to the financial statements

Note	DKK million	2010	2009
5	**Other income**		
	Sales of property, plant and equipment	**0.1**	1.2
	Divestments in ITA, Mexico	**286.7**	-
	Total other income	**286.8**	1.2

In 2010, CPH realised one-off income of DKK 286.7 million related to the divestment of international assets. See note 2 for an overview of one-off items.

Divestments in ITA, Mexico includes reversal of currency translation of DKK 39.4 million relating to ITA.

Note	DKK million	2010	2009
6	**External costs**		
	Operation and maintenance	**418.3**	334.7
	Energy	**75.6**	57.7
	Administration	**111.9**	94.1
	Other	**6.6**	(4.6)
	Total external costs	**612.4**	481.9

The audit fee to PricewaterhouseCoopers, the auditors appointed at the annual general meeting, amounted to DKK 1.7 million (2009: DKK 1.4 million). Fees for assurance engagements other than audit amounted to DKK 0.1 million (2009: DKK 0.1 million), for tax advice DKK 0.1 million (2009: DKK 0.1 million), and fees to PricewaterhouseCoopers for non-audit services amounted to DKK 0.4 million (2009: DKK 0.4 million).

In 2010, CPH incurred one-off costs of DKK 33.9 million mainly related to restructuring and charges regulation (2009: DKK 6.4 million mainly related to restructuring and charges regulation). See note 2 for an overview of one-off items.

Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International / Review of other financial items / Risk factors / Outlook 2011 / Shareholder information / Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / **Notes to the financial statements**

Note	DKK million	2010	2009
7	**Staff costs**		
	Salaries and wages	**933.9**	900.1
	Pensions	**77.9**	73.8
	Other social security costs	**6.7**	6.6
	Other staff costs	**42.6**	32.8
		1,061.1	1,013.3
	Less amount capitalised as fixed assets	**111.7**	89.6
	Total staff costs	**949.4**	923.7
	Cash emoluments to Executive Management including pension, company cars, etc.	**30.4**	12.4
	Three-year incentive plan for members of the Executive Management, see below	**2.6**	1.9
	Emoluments to the Board of Directors	**1.2**	1.2

Out of the salaries to the members of the Executive Management, employer-administered pensions accounted for DKK 1.1 million (2009: DKK 0.7 million).

It is recommended that emoluments to the Board of Directors in 2011 comprise a fixed annual fee of DKK 900,000 to the Chairman, Henrik Gürtler, and DKK 300,000 to staff representatives.

Emoluments to the Board of Directors in 2010 comprised DKK 600,000 to the Chairman, Henrik Gürtler, and DKK 191,228 to staff representatives. Since 30 June 2008, the other Board members, who are not staff representatives, have decided to renounce their emoluments.

The remuneration of members of the Executive Management will consist of a fixed basic salary (including pension), certain benefits (free company cars, etc.) and a bonus plan, which is described below.

In order to promote a good long-term behaviour, a three-year incentive plan for the members of the Executive Management was introduced. The previous incentive plan from 2007 has been settled in 2010, while another similar incentive plan is introduced from the period 2010-2012. Payments under this three-year incentive plan cannot exceed 18 months' salary for any of the participants. Short-term bonus agreements have terms of up to one year. The value of the short-term bonus agreements may total up to 50% of the executive's fixed annual salary. For 2010, the total cost related to the long-term incentive plan was DKK 2.6 million (2009: DKK 1.9 million)

The total cash emoluments in 2010 to the members of the Executive Management comprised DKK 33.0 million. Pension contributions to members of the Executive Management are paid in regularly to private pension companies. CPH has no liabilities related thereto. In 2010, the Executive Management consisted of three members against two members in 2009. Included in the cash emoluments in 2010 to the members of the Executive Management are severance payments of DKK 13.5 million.

The average number of people employed by CPH in 2010 was 1,930 full-time equivalents (2009: 1,898 full-time equivalents). The figure includes 45 civil servants who, pursuant to the Copenhagen Airports Act, have retained their employment with the State (2009: 46 civil servants).

CPH makes annual pension contributions to the Danish State. The contributions are paid for the employees who, under their contracts of employment, are entitled to pension from the Danish State. The rate of pension contributions is fixed by the Minister of Finance and amounts to 21.2% in 2010 (2009: 21.2%). In 2010, the pension contribution amounted to DKK 2.3 million (2009: DKK 2.4 million).

In 2010, CPH incurred one-off costs of DKK 43.6 million (2009: DKK 35.8 million) related to restructuring, including redundancy payments. See note 2 for an overview of one-off items.

Notes to the financial statements

Note	DKK million	2010	2009
8	**Amortisation and depreciation**		
	Software	**68.7**	46.2
	Land and buildings	**181.3**	157.7
	Plant and machinery	**156.5**	191.4
	Other fixtures and fittings, tools and equipment	**85.4**	75.8
	Total amortisation and depreciation	**491.9**	471.1
9	**Profit from investments in associates after tax**		
	NIAL Group Ltd., United Kingdom		
	Inversiones y Tecnicas Aeroportuarias S.A. de C.V. (ITA), Mexico		
	Total profit from investments in associates after tax	**27.1**	14.3

Profit from investments in associates is stated as a total figure as the financial statements of the respective associates have not yet been published.

Note	DKK million	2010	2009
10	**Financial income**		
	Interest on balances with banks, etc.	**2.6**	4.3
	Interest on other receivables	**0.6**	4.1
	Exchange gains	**8.5**	2.6
	Gains on forward exchange contracts	**-**	9.0
	Total financial income	**11.7**	20.0

Gains on forward exchange contracts mainly consist of realised and unrealised gains on hedges of cash flows from associated companies.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
/ Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / **Notes to the financial statements**

Note	DKK million	2010	2009
11	**Financial expenses**		
	Interest on debt to financial institutions, etc.	**197.1**	198.9
	Capitalised interest expenses regarding construction projects under construction	**(23.3)**	(14.4)
	Exchange losses	**5.4**	1.5
	Loss on forward exchange contracts	**7.5**	11.9
	Market value loss	**23.9**	-
	Other financing costs	**18.6**	28.3
	Amortisation of loan costs	**53.8**	35.9
	Total financial expenses	**283.0**	262.1

Interest on debt to financial institutions, etc. includes costs of interest rate swaps of DKK 8.4 million in 2010 (2009: cost of DKK 12.8 million).

In the calculation of loan costs for the cost of assets, an effective rate of interest of 7.0% (2009: 7%) has been applied, corresponding to CPH's weighted average cost of capital of borrowings for purchases of property, plant and equipment. No specific loans were raised for the construction or development of assets.

As stated in note 23 on financial risks under "Swaps", CPH uses currency swaps to hedge foreign currency loans so that the exchange rate exposure to interest as well as principal is converted from the foreign currency into fixed payments in DKK throughout the terms of the respective loans. The loans in question have been fully hedged.

Exchange rate adjustment of loans as well as currency swaps (for loan principals) are recognised in financial income/expense in the income statement in a net amount of zero, as the exchange rate adjustment of the loans is fully balanced off by an opposite exchange rate adjustment of the currency swaps.

Exchange rate adjustment of the interest element of the swaps is recognised in comprehensive income (hedging).

The net amount of exchange losses recognised in 2010 includes an unrealised exchange loss of DKK 8.6 million (2009: unrealised exchange gain of DKK 28.4 million) related to long-term loans denominated in USD and GBP offset by an unrealised exchange gain on currency swaps of DKK 8.6 million (2009: unrealised exchange losses on currency swap of DKK 28.4 million) relating to the same loan.

Losses on forward exchange contracts mainly consist of realised and unrealised losses on hedges of cash flows from associated companies.

Market value loss relates primarily to a loss on interest rate swaps in connection with repayment of bank debt and subsequent unwinding of swaps.

Amortisation of loan costs relates to costs in connection with the establishment of bank facilities in 2009 and bond issues in 2003 and 2010. Repayment and cancellation of a number of bank facilities in June 2010 resulted in an one-time amortsation of the costs related to these facilities, which explains the increase in amortisation from 2009 to 2010.

Notes to the financial statements

Note	DKK million	2010	2009
12	**Tax on profit for the year**		
	Tax expense		
	Current income tax	**264,4**	129.3
	Change in deferred tax charge	**65,3**	38.0
	Total	**329.7**	167.3
	Tax is allocated as follows:		
	Tax on profit for the year	**318.8**	205.2
	Tax on other comprehensive income related to hedging instruments	**10.9**	(37.9)
	Total	**329.7**	167.3
	Income tax payable		
	Balance at 1 January	**6.4**	168.5
	Prior-year tax adjustments	**12.6**	(6.2)
	Tax paid on account in current year	**(135.6)**	(122.9)
	Payment of Mexican tax regarding sale of shares in ITA	**(81.7)**	-
	Payment of tax underpaid in previous year	**(23.4)**	(162.3)
	Current income tax	**264.4**	129.3
	Balance at 31 December	**42.7**	6.4

Copenhagen Airports A/S is taxed jointly with Copenhagen Airports Denmark Holding ApS (CADH) and Copenhagen Airports Denmark ApS (CAD) and the three wholly-owned subsidiaries Copenhagen Airports International A/S (CAI), CPH Parkering A/S and Copenhagen Airports' Hotel and Real Estate Company A/S (KLHE). CADH is a management company for the jointly taxed companies and settles corporate taxes to the tax authorities. CPH, CAI, CPH Parkering A/S and KLHE pay tax on account to CADH and settle tax underpaid/overpaid with CADH when the annual notices of assessment are received from the tax authorities.

		2010	2009
	Provision for deferred tax		
	Balance at 1 January	**870.0**	809.4
	Prior-year adjustments	**(12.6)**	6.2
	Deferred tax in CPH Parkering A/S	**2.9**	16.4
	Change in deferred tax charge	**65.3**	38.0
	Balance at 31 December	**925.6**	870.0
	Breakdown of deferred tax provision:		
	Property, plant and equipment	**928.0**	860.9
	Other receivables	**(0.3)**	(3.5)
	Other payables	**(2.1)**	12.6
	Total	**925.6**	870.0

Note	DKK million	2010	2009
12	**Tax on profit for the year (continued)**		
	Breakdown of tax on profit for the year		
	Tax calculated at 25% of profit before tax	**306.9**	204.9
	Tax effect of:		
	Profits of associates	**(6.8)**	(3.6)
	Tax-exempt income	**(71.7)**	-
	Mexican tax regarding sale of shares in ITA	**81.7**	-
	Non-deductible costs	**8.7**	3.9
	Total	**318.8**	205.2

In 2010, CPH incurred one-off tax net income of DKK 60.6 million (2009: tax expense of DKK 10.6 million).

		2010	2009
13	**Intangible assets**		
	Software		
	Cost		
	Accumulated cost at 1 January	**405.1**	311.2
	Completion of assets under construction	**110.5**	93.9
	Accumulated cost at 31 December	**515.6**	405.1
	Amortisation		
	Accumulated amortisation at 1 January	**221.2**	175.0
	Amortisation	**68.7**	46.2
	Accumulated amortisation at 31 December	**289.9**	221.2
	Carrying amount at 31 December	**225.7**	183.9
	Software under construction		
	Cost		
	Accumulated cost at 1 January	**3.6**	17.1
	Additions	**153.5**	80.4
	Completion of assets under construction	**(110.5)**	(93.9)
	Carrying amount at 31 December	**46.6**	3.6
	Total intangible assets	**272.3**	187.5

Notes to the financial statements

Note	DKK million	2010	2009
14	**Property, plant and equipment**		
	Land and buildings		
	Cost		
	Accumulated cost at 1 January	**6,191.5**	5,557.1
	Reclassification	**2.0**	137.3
	Completion of assets under construction	**314.1**	497.1
	Accumulated cost at 31 December	**6,507.6**	6,191.5
	Depreciation		
	Accumulated depreciation at 1 January	**2,266.2**	1,970.5
	Reclassification	**-**	138.1
	Depreciation	**181.3**	157.7
	Accumulated depreciation at 31 December	**2,447.5**	2,266.3
	Carrying amount at 31 December	**4,060.1**	3,925.2
	Investments properties		
	Accumulated cost at 1 January	**164.3**	164.3
	Accumulated cost at 31 December	**164.3**	164.3
	Carrying amount at 31 December	**164.3**	164.3

Investment properties comprise land acquired with a view to developing the Copenhagen Airport Business Park. The market value of investment properties was DKK 227.9 million as at 31 December 2010 (2009: DKK 227.9 million). The determination of market value is based on statements from external valuers from September 2009.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
/ Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / **Notes to the financial statements**

Note	DKK million	2010	2009
14	**Property, plant and equipment (continued)**		
	Plant and machinery		
	Cost		
	Accumulated cost at 1 January	**5,192.9**	4,786.4
	Reclassification	**6.2**	-
	Completion of assets under construction	**249.4**	406.5
	Accumulated cost at 31 December	**5,448.5**	5,192.9
	Depreciation		
	Accumulated depreciation at 1 January	**2,643.4**	2,452.0
	Depreciation	**156.5**	191.4
	Accumulated depreciation at 31 December	**2,799.9**	2,643.4
	Carrying amount at 31 December	**2,648.6**	2,549.5
	Other fixtures and fittings, tools and equipment		
	Cost		
	Accumulated cost at 1 January	**1,489.0**	1,360.3
	Reclassification	**-**	6.8
	Disposals	**(10.4)**	(13.3)
	Completion of assets under construction	**115.3**	135.2
	Accumulated cost at 31 December	**1,593.9**	1,489.0
	Depreciation		
	Accumulated depreciation at 1 January	**1,061.2**	992.0
	Reclassification	**-**	6.1
	Depreciation	**85.4**	75.8
	Depreciation on disposals	**(8.9)**	(12.7)
	Accumulated depreciation at 31 December	**1,137.7**	1,061.2
	Carrying amount at 31 December	**456.2**	427.8
	Property, plant and equipment under construction		
	Cost		
	Accumulated cost at 1 January	**404.5**	914.4
	Additions	**644.4**	522.7
	Completion of assets under construction	**(678.8)**	(1,032.6)
	Carrying amount at 31 December	**370.1**	404.5

Notes to the financial statements

Note	DKK million	2010	2009
15	**Investments in associates**		
	Investments in associates		
	Cost	**973.5**	973.5
	Disposals	**(208.3)**	-
	Adjustment	**(87.9)**	-
	Accumulated cost at 31 December	**677.3**	973.5
	Revaluation and impairment		
	Accumulated revaluation and impairment at 1 January	**(827.9)**	(815.2)
	Adjustment	**88.0**	-
	Dividends	**(17.3)**	(33.0)
	Reversal of currency translation in associates in connection with the ITA divestment	**39.4**	-
	Currency translation of investments in associates	**13.8**	6.0
	Profit after tax	**27.1**	14.3
	Accumulated revaluation and impairment at 31 December	**(676.9)**	(827.9)
	Carrying amount at 31 December	**0.4**	145.6

List of associated companies, see note 30.

NIAL

NIAL Group Ltd. is expected to release its annual report for 2010 in August 2011.
The investment in NIAL is recognised at DKK 0 million. The equity value in NIAL is negative.

Note	DKK million	2010	2009
16	**Other financial assets**		
	Other investments		
	Cost		
	Accumulated cost at 1 January	**0.1**	0.1
	Accumulated cost at 31 December	**0.1**	0.1
	Carrying amount at 31 December	**0.1**	0.1
	Other financial receivables		
	Cost		
	Accumulated cost at 1 January	**0.5**	0.5
	Accumulated cost at 31 December	**0.5**	0.5
	Revaluation and impairment		
	Accumulated revaluation and impairment at 1 January	**(0.5)**	2.4
	Fair value adjustments	**0.3**	(2.9)
	Accumulated revaluation and impairment at 31 December	**(0.2)**	(0.5)
	Carrying amount at 31 December	**0.3**	-
	Total other financial assets	**0.4**	0.1
17	**Trade receivables**		
	Trade receivables	**376.9**	364.9
	Write-down	**55.4**	64.3
	Net trade receivables	**321.5**	300.6
	Write-down for bad and doubtful debts		
	Accumulated write-down at 1 January	**64.3**	71.6
	Change in write-down for the year	**(5.2)**	14.9
	Realised loss for the year	**(3.7)**	(3.5)
	Reversal	**-**	(18.7)
	Accumulated write-down at 31 December	**55.4**	64.3

The year's movements are recognised in the income statement under External costs. The carrying amount equals fair value.

The decrease in write-down for the year of DKK 5.2 million mainly related to lower expected losses on bad debts (2009: an increase of DKK 14.9 million).

Notes to the financial statements

Note	DKK million	2010	2009
18	**Financial institutions**		

Financial institutions are recognised in the balance sheet as follows:

	2010	2009
Non-current liabilities	**3,820.5**	3,480.8
Current liabilities	**9.4**	9.1
Total	**3,829.9**	3,489.9

CPH has the following loans as at 31 December:

Loan	Currency	Fixed/floating	Maturity date	Carrying amount 2010	Carrying amount 2009	Fair value* 2010	Fair value* 2009
Bank Club	DKK	Floating	5 Mar 2012	-	874.0	-	874.0
RD (DKK 151 million)**	DKK	Fixed	31 Mar 2020	**103.5**	112.6	**110.4**	118.0
RD (DKK 64 million)**	DKK	Fixed	23 Dec 2032	**64.0**	64.0	**70.1**	70.2
Nordea Kredit**	DKK	Floating	30 Dec 2039	**449.9**	449.9	**449.9**	449.9
Bank Club	EUR	Floating	5 Mar 2012	-	522.3	-	522.3
USPP bond issue	USD	Fixed	27 Aug 2013	**561.3**	519.0	**628.9**	581.3
USPP bond issue	USD	Fixed	27 Aug 2015	**561.3**	519.0	**657.5**	593.0
USPP bond issue	USD	Fixed	27 Aug 2018	**561.3**	519.0	**681.0**	609.9
USPP bond issue	USD	Fixed	29 June 2018	**561.3**	-	**664.3**	-
USPP bond issue	USD	Fixed	29 June 2020	**825.2**	-	**1,008.8**	-
USPP bond issue	GBP	Fixed	29 June 2020	**199.3**	-	**236.0**	-
Total				**3,887.1**	3,579.8	**4,506.9**	3,818.6
Loan costs for amortisation				**(57.2)**	(89.9)	**(57.2)**	(89.9)
Total				**(57.2)**	(89.9)	**(57.2)**	(89.9)
Total				**3,829.9**	3,489.9	**4,449.7**	3,728.7

* The fair value of the financial liabilities is the present value of the expected future installments and interest payments. The zero coupon interest rate for similar maturities is used as the capitalisation rate. The fair value represents an estimated cost of redemption.
** These loans are secured by pledge of CPH properties recorded at a net book value of DKK 960.1 million (2009: DKK 921.2 million)

DKK and EUR Bank Club loans were repaid with proceeds from the June 2010 USPP bond issue.

The loan from Nordea Kredit concerns debt in CPH Parkering A/S.

The fixed rate USPP bonded loans of USD 547 million and GBP 23 million were swapped to DKK on closing of contract both in terms of principal and interest payments through currency swaps.

CPH's policy concerning borrowings is, as far as possible, to ensure a certain flexibility by diversifying financial contracts by maturity date and counterparties. In 2010, CPH has reduced its exposure to the bank sector by expanding the group of US and UK bond investors.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
/ Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / **Notes to the financial statements**

Note	DKK million	2010	2009
19	**Other payables**		
	Holiday pay and other payroll items	**179.3**	213.9
	Interest payable	**34.3**	37.2
	Other costs payable	**17.0**	15.9
	Balance at 31 December	**230.6**	267.0

20 Financial commitments

CPH is committed to provide redundancy pay to civil servants pursuant to the provisions of the Danish Civil Servants Act. See note 7.

As of 31 December 2010, CPH had entered into contracts to build facilities, maintain equipment, and other commitments totalling DKK 84.7 million (2009: DKK 101.9 million). Major commitments include a contract concerning new passenger boarding bridges, a contract concerning the expansion of the Terminal 2 check-in area, ATES (groundwater cooling system) contracts, and a number of IT contracts.

Under a management agreement between Hilton International and Copenhagen Airports' Hotel and Real Estate Company A/S, CPH has undertaken to pay the contractual consideration to Hilton for managing the hotel. The agreement expires on 31 December 2021.

Under the agreement with NAVIAR for the provision of air traffic services, CPH has undertaken to be liable for any TNC charges which NAVIAIR users may fail to pay. This liability takes effect when the claim has been ascertained and documented as irrecoverable and when other specifically agreed terms and conditions have been met.

Debt to financial institutions is secured by pledge of CPH's properties as described in note 18.

Notes to the financial statements

Note

21 Related parties

CPH's related parties are MAp, cf. its controlling ownership interest, the foreign associates due to significant influence, see note 30, and the Board of Directors and Executive Management, see note 7.

MAp consists of three entities: (i) MAp Airports International Limited (MAIL), (ii) MAp Airports Trust 1 (MAT1) and (iii) Map Airports Trust 2 (MAT2). Shares in MAIL, units in MAT1 and units in MAT2 are contractually stapled and listed on the ASX under the ticker "MAP". Further information about MAp can be found on www.mapairports.com.au.

MAIL and Macquarie European Infrastructure Fund III (MEIF3), which is a UK Limited Partnership, each own 50% of the share capital in Copenhagen Airports S.à.r.l. (CASA), Luxembourg.

CASA, the ultimate parent company of CPH, owns (via subsidiary holding companies) 100% of the share capital in Copenhagen Airports Denmark ApS (CAD). CAD owns 53.73% of the share capital and the votes in CPH.

CASA's Group Annual Report, where CPH is included as a subsidiary, is available on request from the secretary of CASA, 5 rue Guillaume Kroll, L-1882, Luxembourg, Grand-Duchy of Luxembourg.

MAp and MEIF3 (through their respective subsidiary holding companies) have entered into a shareholders' agreement according to which the two parties will have to agree on all important decisions. The agreement also defines rules for appointment of board members in CPH.

MEIF3 is managed by Macquarie Infrastructure and Real Assets (Europe) Limited, which is an indirect wholly-owned subsidiary of Macquarie Group Limited.

Through NA International S.à.r.l. (NAISA) MAp owns directly 3.9% of the shares in CPH. MAp's indirect and direct ownership of CPH amounts to 30.8% (February 2011).

CPH provides consultancy services to its foreign associates, primarily consisting of the transfer of know-how and experience relating to efficient airport operations, cost effective expansion of infrastructure, flexible capacity utilisation and optimisation of commercial potential. Revenue from such consulting activities in 2010 totalled DKK 35.6 million (2009: DKK 33.8 million).

Trading between related parties took place on arm's length conditions. There are no outstanding balances between the related parties.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
/ Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / **Notes to the financial statements**

Note

22 Concession for airport operation and charges regulation

Pursuant to section 55 on the Danish Air Transport Act, special licenses from the Minister of Transport are required for airport operation. The licenses for the airports at Kastrup and Roskilde, which are issued administratively by The Danish Transport Authorities (earlier the Danish Civil Aviation Administration (CCA-DK)), expire on 1 December 2015. The licenses are granted for periods of five years at a time.

The Minister of Transport may lay down regulations concerning the charges that may be levied on the use of a public airfield - "Charges Regulation". For additional information, see the Copenhagen Airports Act, the Danish Air Traffic Act, the Copenhagen Airport Expansion Act, the Articles of Association of Copenhagen Airports A/S and EU regulations, including regulations concerning design, operation, facilities, etc.

Charges regulation for CPH is defined by CAA-DK in BL 9-15 of 19 December 2008 "Regulation on payment for use of airports (Airport charges)". According to BL 9-15, which replaces a former BL 9-15 and took effect on 1 January 2009, the airlines and the airport are first requested to seek consensus on the future airport charges in the coming regulatory period. If this is not possible, the CAA-DK will set annual revenue caps, which comprise the maximum total amount the airport can use for each of the years as a basis for setting the charges for the use of the aeronautical facilities and services (fall-back). If the charges are negotiated by the parties, the parties must also agree on the length of the coming regulatory period. The regulatory period is four years in the event that the parties cannot agree on the terms and conditions through negotiation.

BL 9-15 includes various rules on the determination of charges by negotiation and in the event of a fall-back situation. In a fall-back situation the revenue cap will be determined to cover the operating costs, depreciation and cost of capital for efficient operation of the airport. On the basis of the revenue cap, CPH is then required to prepare a proposal for charges for the regulatory period, for approval by the CAA-DK. BL 9-15 includes various rules on how to calculate these revenue caps.

Under a new regulatory model, the airlines and CPH (under the supervision of the CAA-DK) in September 2009 signed a 5½-year agreement regarding the determination of charges under which charges are generally unchanged until 31 March 2011, after which charges will be increased in accordance with increases in the Danish Net Consumer Price Index plus 1% per year until 31 March 2015.

In August 2010, the airlines and CPH (under the supervision of the CAA-DK) entered into an agreement regarding a schedule to the existing charges agreement which introduced differentiated traffic charges. The passenger charge for using the new CPH Go low-cost facility was reduced by approximately 35% under the new agreement.

All passenger-related charges were concurrently changed to better reflect the underlying costs etc. With this change, CPH complies with the EU directive on airport charges from 2009. The passenger charge for other international departures and domestic transfers was reduced, while charges for domestic departures, international transfers and the security charge were all increased. The changes took effect on 31 October 2010, the date when CPH Go was opened. In addition to the modified passenger charges, the agreement also included a new charge based on aircraft emissions of nitrogen oxides (NO_X), a fee designed to promote the use of more environmentally friendly aircraft.

Notes to the financial statements

Note	DKK million	2010	2009
23	**Financial risks**		

CPH's risk management policy

CPH's financial risks are managed from its head office. The principles and framework governing CPH's financial management are laid down once a year by the Board of Directors as a minimum. The financial risks occur primarily as a result of operating and investing activities and are hedged to the greatest possible extent.

Credit risks

CPH's credit risks are primarily related to receivables, bank deposits, securities, and derivative financial instruments. The credit risk regarding receivables arises when CPH's revenue by way of traffic charges, concession charges, rent, etc. are not prepaid, or when customer solvency is not covered by guarantees, etc.

In a number of cases, CPH receives collateral security for sales on credit, mainly regarding commercial activities, and such collateral is included in the assessment of the write-down required for bad and doubtful debts. The collateral may be in the form of financial guarantees. Out of the trade receivables of DKK 321.5 million (2009: DKK 300.6 million), DKK 60.4 million (2009: DKK 78.2 million) is covered by collateral security. The maximum credit risk is reflected in the carrying amount of the financial assets in the balance sheet, including financial derivatives.

CPH's trade receivables at 31 December 2010 included receivables of DKK 56.5 million (2009: DKK 68.7 million), which were written down to DKK 1.1 million (2009: DKK 4.4 million) on the basis of an individual assessment. The write-down was based on an objective indication of impairment, such as outstanding payments, financial difficulties e.g. the debtor's suspension of payments, bankruptcy or expected bankruptcy.

In addition, overdue but not impaired receivables as at 31 December which had not been written down totalled DKK 42.7 million (2009: DKK 44.1 million). The interval exceeding 90 days primarily relates to PRM. The list of receivables by maturity is as follows:

Age of overdue but not impaired receivables	2010	2009
Less than 30 days	**8.2**	10.3
30 to 90 days	**1.5**	1.5
More than 90 days	**33.0**	32.3
Total	**42.7**	44.1

CPH's revenue comprises traffic revenue from national and international airlines and the commercial revenue from national and international companies within and outside the aviation industry. As part of CPH's internal procedures regarding risk management, the credit risk relating to customers is monitored on a monthly basis. This is done by reviewing any failure to pay amounts due and assessing whether the customer has financial problems.

CPH's trading partners SAS and Gebr. Heinemann, the largest concessionaire, constitute the only significant concentration of credit risk. The gross receivables from sales of services amount to approximately 28.0% (2009: 28.1%). SAS' credit rating from Standard & Poor's is B-. Gebr. Heinemann does not have a published credit rating, but they have provided a banker's guarantee to CPH equivalent to four months´ revenue. The remaining credit risk is distributed amongst CPH's many customers.

Credit risks related to bank deposits, securities and derivative financial instruments arise as a result of uncertainty regarding the counterparty's ability to meet liabilities when due. CPH seeks to limit the credit risk regarding bank deposits and derivative financial instruments by diversifying financial contracts and by entering into contracts only with financial counterparties that have high credit ratings equivalent to a Standard & Poor's A-rating or better. CPH has used part of its excess cash to purchase short term AAA rated highly liquid bonds, thereby reducing the risk associated with deposits and at the same time achieving a reasonable return.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International / Review of other financial items / Risk factors / Outlook 2011 / Shareholder information / Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
/ Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / **Notes to the financial statements**

Note	DKK million
23	**Financial risks (continued)**

The credit risk is calculated per counterparty based on the actual market value of the contracts entered into. The credit exposure to financial counterparties as at 31 December 2010 totalled DKK 902.6 million (2009: DKK 450.3 million), corresponding to the value of bank deposits, money market deposits, and short term bond holdings including accrued interest. As at the balance sheet date, CPH had no credit risk on derivative financial instruments.

Liquidity risk

Maturity as at 31 December 2010	0-1 year	1-5 years	After 5 years	Total*	Fair value level 2**	Carrying amount
Recognised at amortised cost						
Financial institutions	217.0	1,960.5	3,646.9	5,824.4	4,506.9	3,887.1
Trade payables	300.8	-	-	300.8	300.8	300.8
Other liabilities	238.0	-	-	238.0	238.0	238.0
Total	755.8	1,960.5	3,646.9	6,363.2	5,045.7	4,425.9
Recognised at fair value						
Other derivative financial instruments	-	178.4	43.2	221.6	390.7	390.7
Total	-	178.4	43.2	221.6	390.7	390.7
Total financial liabilities	**755.8**	**2,138.9**	**3,690.1**	**6,584.8**	**5,436.4**	**4,816.6**
Recognised at amortised cost						
Cash	902.6	-	-	902.6	902.6	902.6
Trade receivables	316.9	4.6	-	321.5	321.5	321.5
Other receivables	36.5	-	-	36.5	36.5	36.5
Total	1,256.0	4.6	-	1,260.6	1,260.6	1,260.6
Recognised at fair value						
Other derivative financial instruments	2.5	-	0.1	2.6	2.6	2.6
Total	2.5	-	0.1	2.6	2.6	2.6
Total financial assets	**1,258.5**	**4.6**	**0.1**	**1,263.2**	**1,263.2**	**1,263.2**

Notes to the financial statements

Note DKK million

23 Financial risks (continued)

Liquidity risk

Maturity as at 31 December 2009	0-1 year	1-5 years	After 5 years	Total*	Fair value level 2**	Carrying amount
Recognised at amortised cost						
Financial institutions	182.9	2,470.1	2,115.5	4,768.5	3,818.6	3,579.8
Trade payables	217.7	-	-	217.7	217.7	217.7
Other liabilities	286.8	-	-	286.8	286.8	286.8
Total	687.4	2,470.1	2,115.5	5,273.0	4,323.1	4,084.3
Recognised at fair value						
Forward exchange contracts	0.1	-	-	0.1	0.1	0.1
Other derivative financial instruments	24.2	182.3	289.4	495.9	442.9	442.9
Total	24.3	182.3	289.4	496.0	443.0	443.0
Total financial liabilities	**711.7**	**2,652.4**	**2,404.9**	**5,769.0**	**4,766.1**	**4,527.3**
Recognised at amortised cost						
Cash	450.2	-	-	450.2	450.2	450.2
Trade receivables	295.9	-	4.7	300.6	300.6	300.6
Other receivables	21.5	-	-	21.5	21.5	21.5
Total	767.6	-	4.7	772.3	772.3	772.3
Recognised at fair value						
Other derivative financial instruments	-	-	0.1	0.1	0.1	0.1
Total	-	-	0.1	0.1	0.1	0.1
Total financial assets	**767.6**	**-**	**4.8**	**772.4**	**772.4**	**772.4**

* All cash flows are non-discounted and include all liabilities according to contracts. Interest payments on floating-rate debt not yet hedged are recognised at the fixed forward rate from the day the loans are expected to be swapped based on the yield curve applicable as at the balance sheet date.

** The fair value of the financial liabilities is the present value of the expected future installments and interest payments except for Trade payables, Other liabilities and Receivables, which are stated at the net carrying amount at year-end. A zero-coupon interest rate for similar maturities is used as the discount rate. Financial instruments measured at fair value are broken down according to the following measuring hierarchy:

Level 1: Observable market prices of identical instruments
Level 2: Valuation models primarily based on observable prices or traded prices of comparable instruments
Level 3: Valuation models primarily based on non-observable prices

The fair value of CPH's forward exchange contracts and other derivative financial instruments (interest rate and currency swaps) are considered a level 2 fair value measurement as the fair value is determined directly based on the published exchange rates and quoted swap and forward rates on the balance sheet date.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
/ Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / **Notes to the financial statements**

Note

23 Financial risks (continued)

CPH, itself and on behalf of its subsidiaries, has undertaken not to create or permit to subsist any security over its assets or those of its subsidiaries, subject to a maximum permitted amount. This undertaking does not apply to existing security over assets, or to mortgages over the property or buildings owned by CPH Parkering A/S. Furthermore, CPH has made a commitment to its lenders to comply with a number of other terms and conditions, including financial covenants. A number of CPH's agreements on credit facilities can be terminated in the event of failure to comply with these terms and conditions. CPH complies with all terms and conditions as at 31 December 2010.

CPH’s liquidity reserve consists of cash totalling DKK 902.6 million (2009: DKK 450.2 million) and unused long-term credit facilities totalling DKK 929.9 million (2009: DKK 1,200.0 million), of which DKK 94.8 million represents a fully flexible overdraft facility (2009: DKK 100.0 million), DKK 315.2 million relates to a working capital facility (2009: DKK 500.0 million), and the remaining part comprises a capex facility on specific drawing terms. In addition to a general operational risk assessment, CPH endeavours to have a minimum of unused guaranteed liquidity in the region of DKK 325.0 million at any time so that CPH is able to meet its obligations from time to time and concurrently has capital resources to make necessary business-related arrangements.

Market risks

Interest rate risks

It is CPH's policy to hedge interest rate risks on its loans whenever it is considered that the interest payments can be hedged at a satisfactory level. Hedging is normally made by entering into interest rate swaps under which floating rate loans are swapped to a fixed rate of interest.

As of the balance sheet date, CPH has no outstanding interest rate swap agreements (Principal 2009: DKK 800.5 million and EUR 64.3 million).

In order to reduce its overall interest rate sensitivity, CPH seeks to ensure that its debt has a duration which to a certain extent takes into account the economic life of its assets. The duration of CPH’s loans as at 31 December 2010 has been determined at 6.6 years (2009: 5.3 years) including the effect of swap agreements.

Fluctuations in the interest rate level would potentially affect both CPH’s income statement and its balance sheet. Assuming that the debt portfolio remains at its current level, a general change in interest rate by one percentage point would result in a DKK 240.9 million change in the market value of the interest-bearing debt (2009: DKK 140.1 million), but as the debt is measured at amortised cost, a change of the market value of the debt would not affect the recognised debt and therefore the results of operations and equity.

Most of CPH’s loan portfolio is at fixed rate or swapped to fixed rate, but CPH had floating-rate long-term loans at the turn of the year, and fluctuations in the interest rate level would therefore have an impact on CPH’s income statement and equity. Assuming that the debt portfolio remains at its current level, an increase in the DKK interest rate by one percentage point would affect the income statement and equity negatively by DKK 4.5 million (2009: negatively by DKK 3.2 million).

Notes to the financial statements

Note

23 Financial risks (continued)

As the exchange rate and interest rate risk of debt denominated in USD and GBP is hedged by USD/DKK and GBP/DKK swaps, a change in interest rate would affect the equity. Assuming the current portfolio of swap contracts remains the same, an increase in the USD rate of interest by one percentage point would affect equity negatively by DKK 193.5 million (2009: negative effect of DKK 86.5 million), whereas a fall in the USD rate of interest by one percentage point would affect equity positively by DKK 209.2 million (2009: positive effect of DKK 92.8 million). An increase in the DKK rate of interest by one percentage point would affect equity positively by DKK 233.1 million (2009: positive effect of DKK 127.7 million), whereas a fall in the DKK rate of interest by one percentage point would affect equity negatively by DKK 252.3 million (2009: negative effect of DKK 136.4 million). An increase in the GBP rate of interest by one percentage point would affect equity negatively by DKK 16.7 million (2009: no effect), whereas a fall in the GBP rate of interest by one percentage point would affect equity positively by DKK 18.3 million (2009: no effect). An increase in the EUR rate of interest by one percentage point would have no effect (2009: DKK 9.2 million), and likewise a fall in the EUR rate of interest by one percentage point would have no effect (2009: DKK 9.5 million).

Exchange rate risks

Exchange rate fluctuations would have a moderate impact on CPH's results of operations because most of its revenues and costs are settled in DKK. However, any hedging transactions relating to sales of investments in foreign companies may have a certain effect on operating profit due to the recognition in equity of earlier hedging transactions. The balance sheet is affected by the currency translation of investments in foreign companies.

CPH has elected a strategy under which it seeks to continuously hedge its currency exposure 12 months ahead. Currency exposure primarily arises from international investments (dividend, consultancy fees and possible divestment of investments) and secondarily from other outstanding amounts denominated in foreign currency (payments from debtors or payments to creditors, etc.)

Hedging transactions

The net fair value at 31 December 2010 of outstanding swaps was negative in the amount of DKK 390.7 million (2009: negative by DKK 442.9 million), all of which was attributable to cross currency swaps. CPH had no outstanding interest rate swaps as at 31 December 2010 (2009: negative by DKK 9.2 million).

Swaps

The swaps were entered into to hedge future cash flows in CPH´s functional currency, DKK.

Currency swaps have been used to hedge fixed rate bond loans denominated in USD and GBP by swapping the exchange rate exposure on both interest and principal from fixed payments in USD and GBP to fixed payments in DKK throughout the terms of the respective loans. The total notional amount of these outstanding cross currency swaps was USD 547 million and GBP 23 million as at 31 December 2010 (2009: USD 300 million).

As of the balance sheet date, CPH has no outstanding interest rate swap agreements.

See note 18 for additional information on the respective loans.

The net fair value stated will be transferred from the Reserve for hedging to the income statement as and when the hedged interest payments are made. The terms to maturity of the cross currency swaps match the terms to maturity of the related loans.

Certain derivative financial instruments not qualifying for hedge accounting

See note 10 and 11 Financial income and expenses.

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
/ Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / **Notes to the financial statements**

Note	DKK million	2010	2009
24	**Received from customers**		
	Revenue	**3,238.7**	2,922.8
	Change in trade debtors and prepayments from customers	**(72.0)**	(50.8)
	Total	**3,166.7**	2,872.0
25	**Paid to staff, suppliers, etc.**		
	Operating costs	**(1,561.7)**	(1,405.6)
	Change in other receivables, etc.	**(10.6)**	(16.4)
	Change in cost-related trade creditors, etc.	**21.8**	101.7
	Total	**(1,550.5)**	(1,320.3)
26	**Interest received, etc.**		
	Interest received, etc.	**2.1**	4.2
	Realised exchange gains	**3.8**	4.8
	Other interest income	**0.5**	-
	Total	**6.4**	9.0
27	**Interest paid, etc.**		
	Interest paid, etc.	**(199.9)**	(170.9)
	Realised exchange losses	**(29.2)**	(1.4)
	Other financial costs	**(36.2)**	(109.2)
	Other interest expenses	**(0.4)**	(10.2)
	Total	**(265.7)**	(291.7)

28 Subsequent events

No material events have occurred subsequent to the balance sheet date.

Notes to the financial statements

Note	DKK million		2010	2009
29	**Capital and EPS**			
	See "Shareholder information" in Management's Report pages 27-28.			
	EPS =	Net profit for the year	**908.8**	614.3
		Number of outstanding shares	**7,848**	7,848
	EPS (diluted) =	Net profit for the year	**908.8**	614.3
		Average number of outstanding shares, fully diluted	**7,848**	7,848

30 Subsidiaries and associated companies

Subsidiaries
- Copenhagen Airports' Hotel and Real Estate Company A/S, Tårnby, Denmark - 100% owned by CPH
- Copenhagen Airports International A/S, Tårnby, Denmark - 100% owned by CPH
- CPH Parkering A/S, Tårnby, Denmark - 100% owned by CPH

Associated companies
- Airport Coordination Denmark A/S, Tårnby, Denmark - 50% owned by CPH
- NIAL Group Ltd., Newcastle upon Tyne, UK - 49% owned by CPH

Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International / Review of other financial items / Risk factors / Outlook 2011 / Shareholder information / Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / Notes to the financial statements

Management's Statement and Auditor's Report

The Group Annual Report – which according to section 149 of the Danish Financial Statements Act is an extract of the Company annual report – does not include the financial statements of the Parent Company, Copenhagen Airports A/S. The financial statements of the Parent Company Copenhagen Airports A/S have been prepared as a separate publication which is available on request from Copenhagen Airports A/S or at www.cph.dk.

The financial statements of the Parent Company, Copenhagen Airports A/S, form an integral part of the full annual report. The full annual report, including the financial statements of the Parent Company, Copenhagen Airports A/S, will be filed with the Danish Commerce and Company Agency, and copies are also available from the Agency on request. The full annual report has the following Management's statement and auditor's report.

The allocation of the profit for the year including proposed dividend is described on page 40.

Management's statement on the Annual Report
The Executive Management and the Board of Directors have today considered and adopted the Annual Report of Copenhagen Airports A/S for the financial year 1 January – 31 December 2010.

The Consolidated Financial Statements are prepared in accordance with International Financial Reporting Standards as adopted by the EU, and the Financial Statements are prepared in accordance with the Danish Financial Statements Act. Moreover, the Consolidated Financial Statements and the Financial Statements are prepared in accordance with additional Danish disclosure requirements for listed companies. Management's review is also prepared in accordance with Danish disclosures requirements for listed companies.

In our opinion, the Consolidated Financial Statements and the Financial Statements give a true and fair view of the financial position at 31 December 2010 of the Group and the Company and of the results of the Group and Company operations and consolidated cash flows for the financial year 1 January - 31 December 2010.

In our opinion, the Management's report includes a true and fair account of the development in the operations and financial circumstances of the Group and the Company, of the results for the year and of the financial position of the Group and the Company as well as a description of the most significant risks and elements of uncertainty facing the Group and the Company in accordance with Danish disclosure requirements for listed companies.

We recommend that the Annual Report be adopted at the Annual General Meeting.

Copenhagen, 21 February 2011

Executive Management

Per Madsen
CFO

Board of Directors

Henrik Gürtler *Chairman*	Max Moore-Wilton *Deputy chairman*	Kerrie Mather
Martyn Booth	Simon Geere	Damian Stanley
Keld Elager-Jensen	Stig Gellert	Ulla Thygesen

/ Preface / Highlights 2010 / Financial highlights / Management's financial review / Traffic / Commercial / International /
/ Review of other financial items / Risk factors / Outlook 2011 / Shareholder information /
/ Reference to Corporate social responsibility and corporate governance / Board of Directors / Executive Management / **Financial Statements**
/ Income statement / Statement of comprehensive income / Balance sheet / Statement of changes in equity / Cash flow statement / Notes to the financial statements

Independent Auditor's Report

To the Shareholders of Copenhagen Airports A/S
We have audited the Consolidated Financial Statements, the Financial Statements and Management's Report of Copenhagen Airports A/S for the financial year 1 January – 31 December 2010. The Consolidated Financial Statements and the Financial Statements comprise Income Statement, Assets, Liabilities and Equity, Statement of Changes in Equity and Notes to the financial statements and for the Group also Statement of Comprehensive Income and Cash Flow Statement. The Consolidated Financial Statements are prepared in accordance with International Financial Reporting Standards as adopted by the EU, and the Financial Statements are prepared in accordance with the Danish Financial Statements Act. Moreover, the Consolidated Financial Statements and the Financial Statements are prepared in accordance with additional Danish disclosure requirements for listed companies. Management's Report is prepared in accordance with Danish disclosure requirements for listed companies.

Management's Responsibility
Management is responsible for the preparation and fair presentation of the Consolidated Financial Statements and the Financial Statements in accordance with the above-mentioned legislation and disclosure requirements. This responsibility includes: designing, implementing and maintaining internal control relevant to the preparation and fair presentation of Consolidated Financial Statements and Financial Statements that are free from material misstatement, whether due to fraud or error. The responsibility also includes selecting and applying appropriate accounting policies, and making accounting estimates that are reasonable in the circumstances. Furthermore, Management is responsible for preparing a Management's Report that includes a true and fair account in accordance with Danish disclosure requirements for listed companies.

Auditor's Responsibility and Basis of Opinion
Our responsibility is to express an opinion on the Consolidated Financial Statements, the Financial Statements and Management's Report based on our audit. We conducted our audit in accordance with Danish Auditing Standards. Those Standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance whether the Consolidated Financial Statements, the Financial Statements and Management's Report are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the Consolidated Financial Statements, the Financial Statements and Management's Report. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the Consolidated Financial Statements, the Financial Statements and Management's Report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Company's preparation and fair presentation of Consolidated Financial Statements and Financial Statements and to the preparation of a Management's Report that includes a true and fair account in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by Management, as well as evaluating the overall presentation of the Consolidated Financial Statements, the Financial Statements and Management's Report.

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

Our audit has not resulted in any qualification.

Opinion
In our opinion, the Consolidated Financial Statements give a true and fair view of the financial position of the Group at 31 December 2010 and of the results of the Group operations and cash flows for the financial year 1 January – 31 December 2010 in accordance with International Financial Reporting Standards as adopted by the EU and additional Danish disclosure requirements for listed companies.

In our opinion, the Financial Statements give a true and fair view of the financial position of the Company at 31 December 2010 and of the results of the Company operations for the financial year 1 January - 31 December 2010 in accordance with the Danish Financial Statements Act and additional Danish disclosure requirements for listed companies.

In our opinion, Management's Report includes a true and fair account of the development in the operations and financial circumstances of the Group and the Company, of the results for the year and of the financial position of the Group and the Company as well as a description of the most significant risks and elements of uncertainty facing the Group and the Company in accordance with Danish disclosure requirements for listed companies.

Copenhagen, 21 February 2011

PricewaterhouseCoopers
Statsautoriseret Revisionsaktieselskab

Kim Füchsel	Brian Christiansen
State Authorised	*State Authorised*
Public Accountant	*Public Accountant*

Copenhagen Airports CPH

Published by Copenhagen Airports A/S

Concept, design and graphical production:
Meyer & Bukdahl as

Photos:
Ernst Tobisch, Lars Mikkelsen (photo of Per Madsen)

Translation:
Fokus Translations

ISSN printed edition: 1901-3892
ISSN online edition: 1904-2566