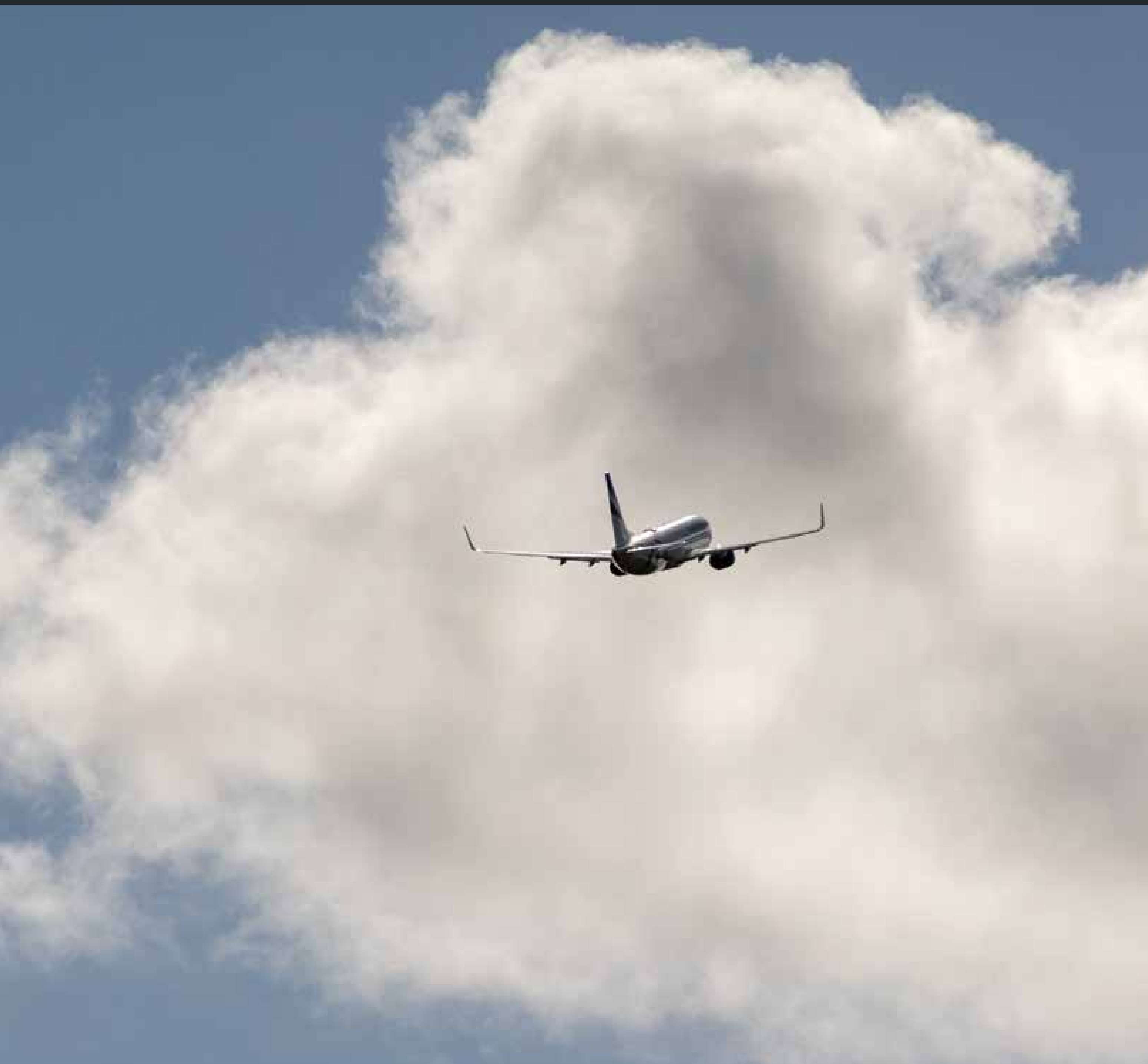
AUSTRALIA PACIFIC AIRPORTS CORPORATION

FY21
Annual Report



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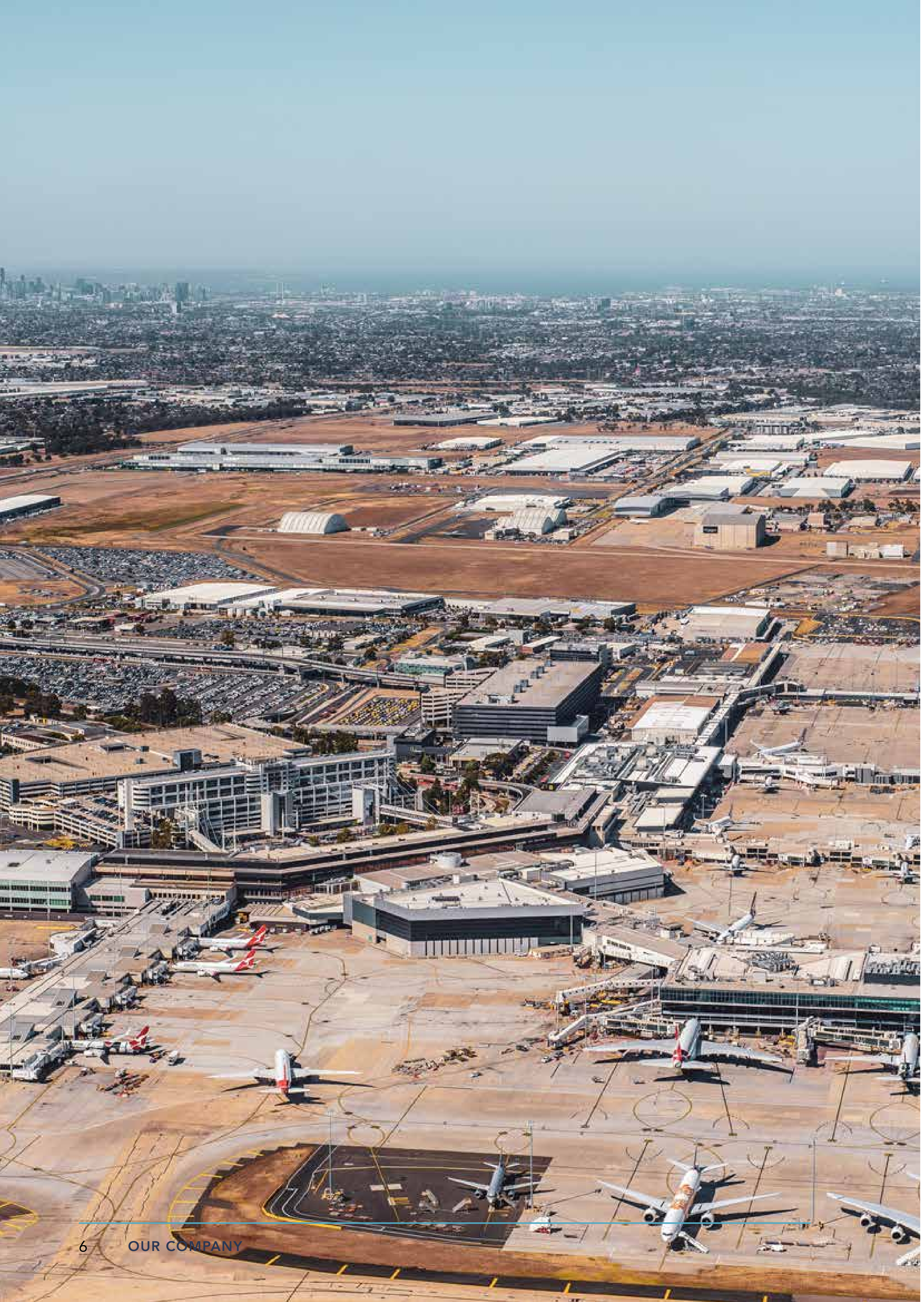


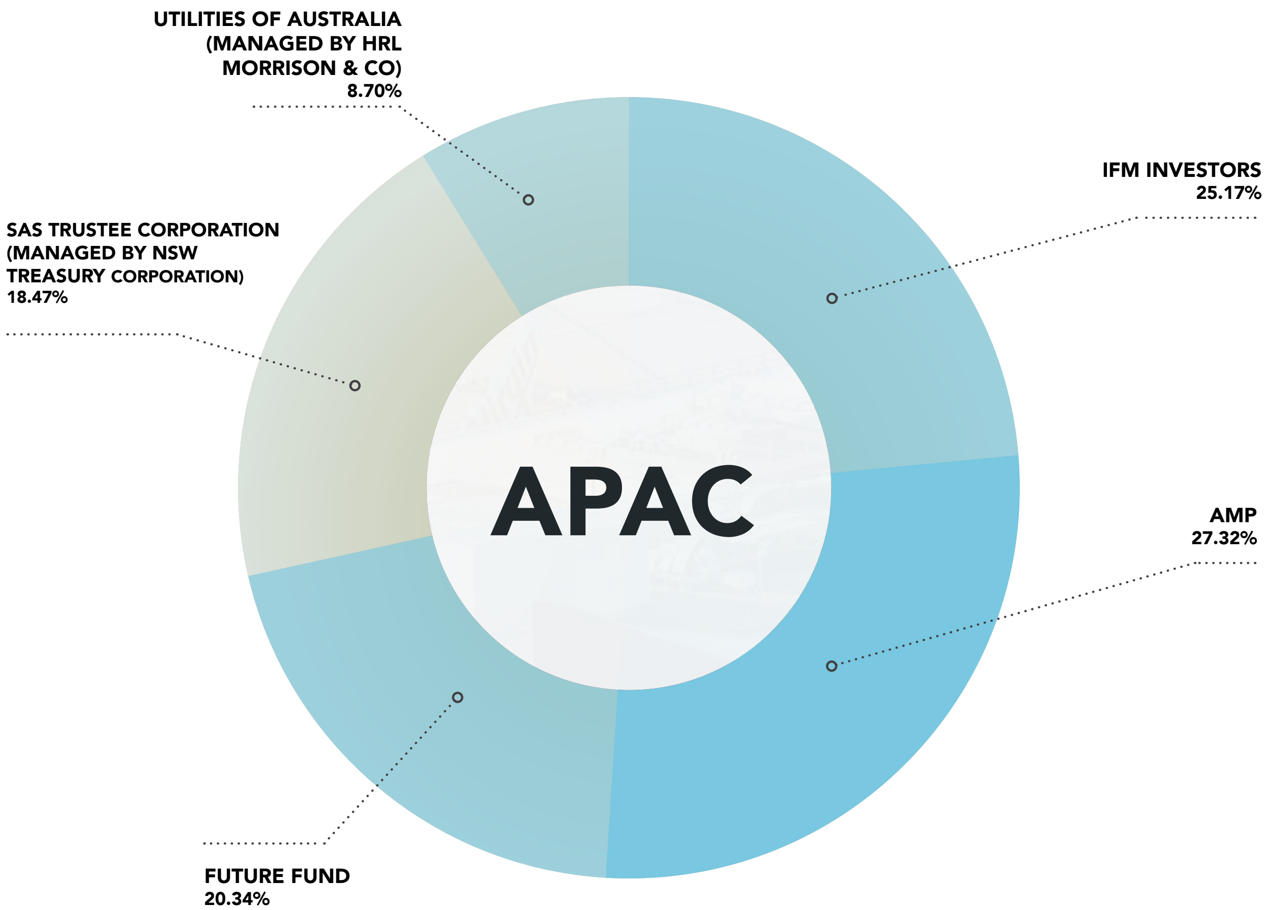
Our Company

Australia Pacific Airports Corporation

Australia Pacific Airports Corporation Limited (APAC) is committed to delivering strong sustainable benefits for our diverse stakeholders through the performance of two key Australian aviation assets – Melbourne and Launceston Airport.

Australia Pacific Airports Corporation (APAC) is a privately held corporation owned by institutional investors, predominantly superannuation/pension funds.

The funds are owned, managed, or represented by the following five entities:



About

Melbourne Airport

Melbourne Airport has been Victoria's gateway to the world for more than 50 years. The airport is located 22 kilometres north-west of Melbourne's central business district and is well connected to the city's freeway and arterial road network. Plans are underway for a rail link connecting the airport terminals to the suburban train network via Sunshine. The airport is close to major industrial areas and serves as a hub for freight and logistics, while providing employment to thousands of residents in nearby suburban growth corridors. Before the Covid-19 pandemic, there were 20,600 full-time equivalent (FTE) jobs supported on the precinct.

The Melbourne Airport site is approximately 2,740 hectares and is predominantly surrounded by non-urban properties to the immediate north and west. This helps protect the community and safeguards the airport from encroachment of sensitive and incompatible uses. There is urban development to the east and south of the airport, comprising a mix of residential and industrial properties.

Melbourne Airport operates curfew-free, 24 hours per day, seven days per week. The airport has two intersecting runways, which are operated in different modes in response to wind direction or to reduce aircraft noise impacts.

The terminal complex is located on the east side of the north-south runway and south of the east-west runway. The passenger terminal complex combines international facilities (Terminal 2) with three domestic terminals (Terminals 1, 3 and 4). This integrated terminal precinct enables Melbourne Airport to provide the shortest minimum connection time between domestic and international flights of all major Australian airports. Eighty aircraft parking stands serve the terminal precinct and accommodate the embarkation or disembarkation of passengers, loading or unloading of mail or freight, and fuelling, parking and maintenance.

Airservices Australia provides air traffic control, aeronautical information services, airport rescue and firefighting and navigation services at Melbourne Airport. These facilities are located in the airport midfield. Aircraft maintenance, repair and overhaul facilities are provided to the south of the airfield.

Melbourne Airport makes a significant contribution to the Victorian economy as a key driver of tourism and trade-based industries that support jobs and create growth. Throughout the Covid-19 pandemic the airport has enabled hundreds of cargo flights to transport millions of dollars' worth local produce to the global marketplace. Pre-pandemic it was estimated that a typical daily international flight contributed $109.1 million to the Victorian economy per annum and supported more than 1000 jobs while a typical daily domestic service used by interstate visitors added $16.2 million to the state's economy.

About

Launceston Airport

Launceston Airport is situated 15 kilometres south of the Launceston Central Business District, near the towns of Perth and Evandale. The award-winning airport serves as a domestic, regional, and general aviation gateway to Northern Tasmania for commercial aircraft, airfreight and private operators. Located next to the Midland Highway and trunk routes servicing the north, north- west, north-east and south of Tasmania, the airport is well positioned to connect the state.

The existing airport site occupies 180 hectares with a single north-west – south-east runway and full-length taxiway. Current facilities available to support aircraft operations include six domestic aircraft stands, three freight stands, and 15 general aviation stands. The three-storey terminal complex includes four dedicated boarding gates, and a temporary border arrivals processing annex. A separate terminal houses Sharp Airlines' maintenance facilities, national reservations centre and departure lounge.

The airport also provides a range of facilities and office accommodation to ancillary non-aviation businesses which are attracted to the benefits of operating in an environment that has excellent connectivity and logistics links.

Launceston Airport is the second-busiest airport in Tasmania for passengers and provides the main aviation hub for Northern Tasmania. The airport is a key component of Tasmania's infrastructure providing access to national and international markets for both tourism and business. While some 30 staff are employed at Launceston Airport by APAC (and its operating subsidiary, APAL), pre-pandemic, the airport had an average daily workforce of around 500.

Our Vision, Strategy & Values

In a year of unprecedented disruption, our Vision and Values continued to guide us as difficult decisions were made through an ever-changing landscape, while our Strategy adapted and evolved from delivering our future airport to one of resilience and flexibility. These important foundations provided purpose and direction as we continued to manage two of Australia's significant infrastructure assets during the Covid-19 pandemic.

Our vision

Building airports to be proud of

Enabled by the business, underpinned by our values

Authentic
We celebrate diversity and earn the trust of our stakeholders by acting with integrity

Passionate
We are visionary, with the courage to innovate and achieve our goals

Accountable
We are results driven, make savvy decisions and take responsibility for our actions

Collaborative
We work together and communicate openly to achieve shared goals

Our strategy

01

Profitably Grow our Core & Delight Travellers

Restoring earnings and improving the traveller experience will be front of mind as we focus on airlines and partners and rectifying of key traveller pain points

02

Accelerate Commercial Property Development

Accelerating developments will improve overall business resilience through greater diversification of revenue from traditional passenger dependent streams

03

Future Proof Airport Growth

Delivering generational programs, such as rail and third runway, which individually lay foundations for the future growth of the business

04

Be Sustainable, Inclusive & Influential

A focus on our ESG aspirations, initially targeting emissions, waste, diversity and inclusion, and focus on government engagement as we advocate for issues important to APAC

05

Deliver our Future of Work

Creating a desirable workplace and culture through a focus on talent development, enablement and productivity

Highlights

Financial FY21 vs FY20

Revenue	$339.5m	↓ 58.4%
Aeronautical	$89.1m	↓ 74.6%
Retail	$15.6m	↓ 86.3%
Ground Transport	$59.4m	↓ 63.4%
Property	$110.9m	↑ 9.7%
Total Expenses	$172.3m	↓ 40.0%
EBITDA	$167.2m	↓ 68.4%
Net profit after tax	$63.5m	↓ 37.5%
Capital Expediture	$346.5m	↓ 23.8%

Aviation

Total passengers (ex transits)	6,169,823	↓ 77.3%
Domestic passengers	5,939,368	↓ 68.8%
International passengers	230,455	↓ 97.2%
Launceston passengers	541,796	↓ 47.1%
Aircraft movements	80,160	↓ 57.4%
International movements (inc freighters)	11,926	↓ 70.4%
Domestic movements (inc freighters)	68,540	↓ 48.0%
Launceston movements	14,062	↓ 16.2%

Air freight export
102,079,501 tonnes

Air freight import
96,029,248 tonnes

Export market share
31%
↓ 3%

Environment & Sustainability

Grid electricity use
8.575 MWh

Renewable energy generated onsite
6.92 GWh

Tri-Gen energy used
45.83 GWh

Carbon emission (total scope 1 & 2)
37,668 (tCO2-e)

Scope 1
30,431 (tCO2-e)

Scope 2
7,237 (tCO2-e)

Potable water used
319,769 KL

Recycled water used
1,149 KL

Total non-hazardous waste
1,315 tonnes

General waste - landfill
1,138 tonnes

Co-mingle recycling - landfill
163 tonnes

Recycled waste - recycling facility
114 tonnes

Area currently managed for ecological biodiversity
496 ha

Airport land currently managed for ecological biodiversity
18%

Social

Community engagement activities
52

Community investment
$388,000

Laptops donated to Banksia Gardens program
37

Community enquiries received
560

Employees
340

Employee engagement
78%

Gender balance (% female)
32%

Females in senior management positions
26%

Fatalities
0

Lost time injuries (employees)
4

Lost time injury frequency rate (employees)
9.63 per million hours

Total recordable injury frequency rate (employees)
11.7 per million hours

Chairman's
Report

In what has been one of the most challenging years ever faced by Australian aviation, APAC's business has proved resilient; thanks largely to its revenue diversity, its ability to adapt and its people.

I am pleased to present APAC's 2020/21 Annual Report, in my third year as Chairman.

The Covid-19 pandemic has caused significant disruption to global aviation and our airports. In August 2020, Melbourne Airport reported its lowest passenger figures on record, and while domestic traveller numbers rebounded in the second half of the financial year, subsequent lockdowns and border closures have hampered aviation's recovery.

APAC's revenue fell 58.4 per cent to $339.5 million with the company's EBITDA down 68.4 per cent on FY20 to $167.2 million, with no distribution declared in FY21.

The business was supported by a strong performance in commercial property, with a keen eye on cost management and capital expenditure.

Surviving to thrive

Throughout the pandemic both Melbourne and Launceston Airports remained open and operating as an essential service; providing their communities with a curfew-free, 24 hour a day link to the rest of the world, and keeping local producers connected to global markets.

A review of APAC's operations allowed the business to reduce capital expenditure and operating costs to preserve cash flows, while ensuring essential infrastructure upgrades continued in readiness for an eventual recovery. The aim was to survive the crisis and position the business to thrive when the situation improved.

Some measures included:

- Reducing costs by 31.5 per cent excluding exceptional items, including a move to hibernate some assets
- Offering free at-terminal parking to all passengers and staff up to 1 November 2020
- Completing upgrades to Terminal 2 international arrivals hall
- Completing phase one of taxiway Zulu project
- Completing work on a new 12-megawatt solar farm
- Pausing some infrastructure developments including the T4 hotel

APAC remains committed to building the right infrastructure, at the right time and at the right price.

Aviation related revenue was significantly impacted by the drop in passenger numbers, and only slightly offset by an increase in aircraft parking and freight revenues.

Underscoring the importance of the company's business diversification was a strong performance from the commercial property unit, which recorded a 9.7 per cent increase in revenue and secured a major lease with Seqirus/CSL to build a vaccine manufacturing facility in the Melbourne Airport Business Park.

APAC quickly identified the need to help our partners survive, and since the onset of the crisis has offered bespoke support worth $266.2 million across airlines, landside access and property tenants, which further impacted revenue.

APAC secured additional liquidity and refinanced its September 2021 maturities and has a targeted plan to minimise interest obligations through until June 2022. As at June 2021 APAC had access to $1.4 billion in undrawn facilities.

There were promising signs of recovery in the second half of the financial year, with domestic passenger numbers reaching 65 per cent of pre-Covid levels in the month of April 2021. Unfortunately, this was short lived, with further significant outbreaks in Melbourne and Sydney resulting in ongoing lockdowns and border closures.

Despite that, the focus on costs and investment has ensured the business is well placed to return to long-term growth when conditions improve.

Safety

The Board is proud to report that APAC's airports retained a 'zero fatality' record in its airfield and terminal operations for the financial year to 30 June 2021. In late June a serious crash involving a car and a truck on Terminal Drive at Melbourne Airport sadly resulted in the death of the car driver. A review of the incident has not attributed the cause to APAC or its facilities.

APAC recorded a total of 11 lost time injuries during the year (four employees and seven contractors). Infection prevention control measures have resulted in zero cases of Covid-19 transmission being recorded on APAC property despite a significant number of positive cases transiting the facilities during the year.

Sustainability

Despite the global headwinds, improving sustainability efforts remained a priority for APAC.

A new solar farm at the northern end of Melbourne's north-south runway enables the airport to generate 15 per cent of its electricity needs; enough to power all four terminals. The opportunity to include solar power in future business park warehouses will be pursued.

APAC also announced a ban on single use plastics within its terminal buildings from the end of 2021.

Board

APAC's Board membership remained unchanged through the financial year and continued to be supported through its governance structure comprising two Committees, being: Audit, Risk & Finance, and Remuneration. The priority topic of safety is managed through the full APAC Board.

Outlook

The outlook remains uncertain, with the Covid-19 pandemic causing ongoing disruption to both domestic and international travel. The Federal Government's recovery roadmap is intended to significantly decrease the risk of lockdowns and border closures once 80 per cent of eligible Australians have been fully vaccinated. Competition in the domestic market is likely to drive a rebound in interstate travel but having been the engine room of APAC's growth for many years, international travel is likely to take more time.

As we are confident that long term growth will return, we continue to develop our proposal for a third runway at Melbourne Airport, to ensure there is adequate capacity available as the passenger and freight task increases. This investment will help drive Victoria's future economic growth and support thousands of jobs.

Investors can be assured the diversity of APAC's business and the agility of its people place it well to capitalise on future opportunities, while supporting Australia's recovery from the pandemic.

Peter Hay
Chairman

Chief Executive Officer's
Report

When Melbourne Airport first opened as Victoria's gateway to the world in July 1970, no one could have foreshadowed the challenges it would face fifty years later.

As the airport marked that major milestone, a second wave of Covid-19 infections was gripping Victoria, forcing Melbourne into a lengthy lockdown and bringing air traffic in the state to a near standstill.

In my more than 40 years working in aviation, it's hard to think of a more difficult period for the Australian industry. But despite the significant hurdles, history shows us travellers will return, just as they did after September 11, the Bali Bombings and SARS.

That's not to say it's easy. Walking around the empty terminals, with rows of jets parked on the domestic ramp and many of the familiar international tails back in their home ports, has been eerie.

But aviation is resilient, and this year APAC has proved it is no exception.

As Melbourne emerged from its lengthy lockdown in November 2020 the familiar hum started to return to our business. There were joyful family reunions, eager friends heading off for holidays and businesspeople reconnecting.

Then there were further outbreaks, and our terminals fell quiet again.

But as the pandemic has evolved, so too has our response.

At the outset we established a Crisis Executive Committee, comprised of senior people from across the business to give us a clear view across every aspect of APAC's operation. This allowed us to bring different perspectives to some of the problems we faced and think ahead, so we could respond quickly and proportionately. That approach has made us a more agile business and should serve us well going forward.

Through it all I have been incredibly proud of the way the APAC team has worked together to adapt to the changing circumstances while supporting our travellers, customers and partners.

Protecting our people

Our immediate priority was the safety and wellbeing of our staff and passengers.

Melbourne Airport engaged Alfred Health to develop best practice solutions and adapted operations to meet changing health requirements, often at very short notice. This required close co-operation with both state and federal agencies, such as the Health Department and the Australian Border Force, and their assistance in maintaining the airport's essential service was invaluable.

It is testament to the work done by the APAC team that no staff or passengers contracted Covid-19 on site during FY21, despite numerous positive cases transiting through the terminals.

As the economic impact of the pandemic started to bite, we worked to redeploy staff into new roles to protect as many jobs as possible. Disappointingly, the ongoing lockdowns made this increasingly difficult, and the company was eventually forced to reduce its headcount by 69 roles.

With the impact of the pandemic weighing heavily on everyone, we focused on our employees' mental health and instigated several programs to support their wellbeing, as office staff transitioned to working from home, and essential staff continued their tasks on site. Programs such as "Dinner on Us", gave shift workers free take-home meals from an airport café, reducing their need to shop during Melbourne's city-wide curfew while providing a revenue stream to one of our valued restaurant partners.

I've been incredibly hearted by the resilience shown by our staff, and their willingness to find new ways of doing things has been key to the company's success.

Ready to rebound

The decline in aviation-related revenue has proved challenging but the team has made the most of opportunities where they presented.

APAC worked closely with airlines to park and store aircraft, facilitate repatriation flights and schedule hundreds of additional cargo services.

We were pleased to have Regional Express (Rex) launch its domestic jet operation from Melbourne in March 2021, and have been happy to help Qantas, Jetstar and Virgin Australia open more routes within Australia, while also adding extra capacity into Launceston.

The introduction of the New Zealand travel bubble with Victoria in April 2021 saw the temporary resumption of trans-Tasman travel, and the introduction of separate red and green zones within the international arrivals precinct. As a result, international passengers were 0.2 million for the year, just 3 per cent of the figure in 2019, but we have used this quiet period to undertake significant terminal upgrade works.

APAC's property portfolio, which supports many businesses outside the aviation sphere, has been a standout and has continued to deliver strong returns despite the broader economic concerns.

A re-imagined future

It is clear vaccination offers the only pathway through this pandemic, and APAC has advocated strongly for a fast and efficient national rollout. Seeking to lead by example, we have given staff a day's paid vaccination leave, while offering fully vaccinated Victorians the chance to win $10,000 worth of travel vouchers each month in the first half of FY22. The federal government's road map suggests there will be fewer restrictions on travel when 80 per cent of the eligible Australian population is vaccinated, and APAC has offered its support to state and federal agencies to help achieve that target as soon as possible.

In the meantime, APAC has continued to invest in critical infrastructure upgrades and make the most of the downturn to improve the overall experience for passengers. When travellers return to Melbourne Airport they will find improved terminal amenities, a refreshed international arrivals experience, a revitalised retail offering and an expanded taxiway system to reduce the time their flights spend on the ground.

As we turn our attention to a revival, I'd like to thank our investors, our partners and particularly our staff for their efforts to ensure our business can thrive, even in the toughest of times.

Lyell Strambi

Chief Executive Officer
and Managing Director

50 Years of
Melbourne Airport

On 1 July 1970, Melbourne Airport officially opened with thousands of excited Victorians flocking to the debut of the new jetport. Now, here we are 50 years later, having welcomed more than three quarters of a billion travellers over the decades, and still connecting Victoria to the rest of the world.

1 July 1970
RT. Hon. J.G. Gorton Prime Minister of Australia (1969 -1971) officially opens Melbourne Airport at Tullamarine for international operations. First international arrival, Alitalia AZ723 from Rome. First international departure, Qantas QF530 City of Bendigo to San Francisco

20 June 1971
Domestic operations commence at Melbourne Airport

January 1988
Melbourne Airport placed under the control of the Federal Airports Corporation (FAC)

1991
Expansion of Ansett domestic terminal completed

1991
International terminal upgrade commences with a redevelopment cost of $177M

1996
T2 international satellite was expanded at a cost of $65M

2 July 1997
Melbourne Airport leased to Australia Pacific Airports Corporation Limited (APAC) for $1.3B over 50 years

August 1997
Multi-storey car park completed at a cost of $49M and the southern freighter apron extended

4 December 2000
The Domestic Express Terminal opens at a cost of $9M.

23 March 2001
The Hilton Hotel (now PARKROYAL) opens at a cost of $55M

26 Aug 2002
South Terminal officially opens welcoming Virgin Blue and Regional Express as the first airlines to operate from the facility, formerly known as the Ansett Terminal

May 2005
North-south runway widened by 15m to facilitate Airbus A380 operations

1 July 2005
Opening of car park with additional 2,500 car spaces at a cost of $40M

10 March 2006
T2 expansion completed to accommodate the A380

5 June 2008
Melbourne Airport announces plans to install a Category III Instrument Landing System

Late 2011
T2 expansion completed at a cost of $330M

14 March 2014
Melbourne Airport's new air traffic control tower officially opens at a cost of $19M

November 2015
First triple aerobridges with glass sidewalls to service the A380 at Bays D9 and D11 completed

9 December 2015
T4 officially opened by Scott Morrison Federal Treasurer (2015 - 2018), at a cost of $225M

September 2017
First 'pay as you go' Marhaba Lounge and Alpha Flight Services, Australia's largest catering facility, opens

November 2017
T2 upgrades complete, including Melbourne Duty Free by Dufry 'next generation' concept store and hybrid check-in desks

December 2017
Further T2 upgrades complete, including the luxury retail and dining precinct and our largest baggage carousel, the eighth baggage reclaim

13 October 2018
Melbourne Jet Base located within Melbourne Airport Business Park opens

19 November 2018
Installation of Australia's largest outdoor digital advertising screens on the T4 car park

28 March 2019
Australia's first smart-security screening point in T2 unveiled

24 June 2019
Taxiway Zulu Project commenced to deliver new capacity, new routes, new terminal facilities and new levels of operational performance at a cost of over $300M

11 December 2019
Multi-million dollar moving walkways inside T4 commence operation

December 2019
T2 and T3 hospitality overhaul completed

6 January 2020
Australia's first surf park URBNSURF opens within the Melbourne Airport Business Park

7 February 2020
Australia's first airport brewery opens in T3, run by Stomping Ground Brewing Co.

1 July 2020
Melbourne Airport celebrates its 50th year of operation

90 Years of

Launceston Airport

"On 28 February 1931, Launceston Airport officially opened with thousands of excited Tasmanians flocking to the new aerodrome. Now, 90 years later, we have become Australia's third oldest commercial airport and the first Government aerodrome in the state."

28 February 1931
Official opening of the Western Junction Aeradrome (now Launceston Airport) by Colonel Brinsmead, Controller of Civil Aviation. The day was celebrated with 15,000 people attending a public open day

19 March 1932
First commercial flight between Western Junction (LST) and Flinders Island. The aircraft was a Desoutter Mk11, registration VH-UEE, named Miss Flinders.

February 1933
Holyman Brothers hangar opened for Tasmanian Aerial Services, now Hangar 17.

1936
Tasmanian Aerial Services expands and is renamed as Australian National Airways (A.N.A). Hangar 17 is extended to its current size and an upgraded passenger departure lounge and airline offices built.

1940-1945
No. 7 Elementary Flying School established. 1,800 pilots trained.

1946
Airport returns to civil operation after RAAF control during WW2.

1948
Runway upgrades for regular DC4 aircraft operations.

1962
Parallel Taxiway and associated works completed.

1965
Major development of aircraft pavements completed. Runway strengthened and extended for B727 aircraft. Concrete taxiways and apron constructed. New terminal is built at Western Junction and the airport is officially renamed to Launceston Airport.

1988
Airport ownership transferred to the Federal Airports Corporation.

29 May 1998
Privatisation of Launceston Airport by Australia Pacific Airports Corporation for $18.8M.

September 1998
The Royal Flying Doctor Service hangar completed and opened by Sir Guy Green, Governor of Tasmania (1995 - 2003).

2000
Upgrade and expansion of passenger terminal and luggage collection area completed.

2003
Car park overlay completed.

March 2005
A second car park facility opens, expanding available parking spaced on-site by more than 70%.

April 2008
Terminal redevelopment commences which is the largest infrastructure investment to take place at Launceston Airport since the original construction of the terminal building in 1965.

12 March 2010
Redevelopment of the terminal officially opened by The Hon David Bartlett, Premier of Tasmania (2008 - 2011).

2011
$4M airfield lighting project completed.

2012
$1.5M hangar redevelopment project is signed with Australian Air Express to improve freight facilities.

2012
$6M upgrade commences to the southern apron, increasing load capacity to more than 80,000kgs.

2013
Replacement of all lighting on airport roads and within the short-term car park with more efficient and sustainable LED lighting.

2016
$3.5M terminal transformation completed. The terminal houses a new brand concept in airport specialty retailing including The Launceston Store, providing a true Tasmanian retail offer. The world's first James Boag Upper Deck Bar and Restaurant opens, public seating and amenities are upgraded, and new LED lighting installed.

September 2017
$2.1M terminal re-configuration is unveiled.

28 February 2021
90 years since the official opening of Western Junction aerodrome, now Launceston Airport.

Navigating
through crisis

"Throughout the Covid-19 crisis APAC has remained agile, quickly adapting operations during the most challenging time our airports have faced, while also welcoming new opportunities as they presented themselves."

25 January 2020
First confirmed cases of Covid-19 in Australia.

1 February 2020
Australia bans flights from China.

2 March 2020
First cases of community transmission reported in Australia. TAS records its first Covid-19 case.

16 March 2020
Government mandates 14 days quarantine for international arrivals

17 March 2020
Qantas announces plan to ground international fleet

20 March 2020
Non-citizens and non-residents banned from entering Australia. TAS closes its state border.

28 March 2020
Government mandates 14 days hotel quarantine for international arrivals

late March 2020
National grounding of aircraft with Melbourne Airport home to more than 40 parked planes.

31 March 2020 - 12 May 2020
Melbourne lockdown 1.

31 March 2020
TAS enters lockdown. Restrictions start to ease in June 2020.

21 April 2020
Virgin Australia placed into voluntary administration.

30 June 2020
VIC pauses international passenger arrivals

1 July 2020
NSW closes its border to VIC for the first time in 100 years.

1 July 2020
Melbourne Airport commemorates 50 years of operation.

9 July 2020 - 27 October 2020
Melbourne lockdown 2.

10 September 2020
Tigerair ceases operation.

26 October 2020
TAS's borders reopen to SA, WA, QLD, the ACT and NT.

2 November 2020
TAS-NSW border reopens.

18 November 2020
Virgin Australia bought by Bain Capital- emerges from voluntary administration.

23 November 2020
NSW-VIC border reopens.

27 November 2020
TAS-VIC border reopens.

4 December 2020
Qantas launches seasonal Launceston-Sydney flights.

7 December 2020
International passenger arrivals into VIC resume with strict caps

11 January 2021
VIC introduces domestic permit system for all travel into the state.

13 February 2021 - 17 February 2021
Melbourne lockdown 3.

1 March 2021
Rex launches capital city jet service with first flight from Melbourne to Sydney.

15 March - 1 April 2021
Rex, Qantas, Virgin Australia and Jetstar launch new domestic routes out of Melbourne.

14 April 2021
$85M Melbourne Airport International Arrivals Hall unveiled.

19 April 2021
Quarantine-free travel with NZ begins.

28 May 2021 - 10 June 2021
Melbourne lockdown 4.

Our Business

Aviation

The Covid-19 pandemic caused major disruption to aviation around the world and forced Melbourne Airport to quickly adjust its plans and operations.

The airport immediately implemented changes to safeguard the health of passengers and staff in its terminals, as the Australian industry faced one of the most challenging periods in its history.

After hosting a record 3.32 million travellers in December 2019, in August 2020 Melbourne Airport processed just 20,604 passengers. Traveller numbers were significantly impacted by a series of state and Commonwealth government decisions restricting interstate and international movement, and a subsequent reduction in airline flying.

Virgin Australia was placed into administration and as it emerged, made the decision to discontinue its Melbourne-based budget arm Tigerair. The low-cost carrier had been based at the airport since its launch in 2007 and was a key tenant of Terminal 4.

Despite the setbacks, there were positive signs for the future.

As domestic markets re-opened, passengers quickly returned, and airlines responded by adding capacity and launching new services.

Ahead of the 2021 Easter school holidays there were nine new domestic routes launched in the space of a fortnight; the most since 2010.

The establishment of the New Zealand travel bubble allowed for the resumption of quarantine-free trans-Tasman travel, and set a template for potential future bubble arrangements, ahead of the re-opening of Australia's borders to international flying.

Cargo operations increased significantly to cover for a portion of the capacity lost due to reduced regular public transport (RPT) flying, keeping Victorian producers connected to the world and reinforcing the importance of the airport's 24/7 operation.

An essential service

Despite the huge challenge posed by the Covid-19 pandemic, Melbourne Airport remained open, with curfew-free operations continuing seven days a week.

Melbourne Airport quickly introduced improved terminal hygiene measures such as extra cleaning, hand sanitising stations and social distancing signage, to reduce the risk of passengers and staff transmitting the virus.

In 2020 a large part of the nation's domestic fleet was put into storage on the airport apron, with staff working to ensure the parked aircraft would not impact operations.

The airport team worked with external agencies including Australian Border Force, the Victorian Department of Health and Covid-19 Quarantine Victoria to adapt international terminal operations, so that arriving passengers could be processed in accordance with the evolving health directives.

In later months, domestic terminal operations were also adapted to allow for government-mandated checks of passengers arriving from declared interstate red zones.

Government quarantine requirements and subsequent caps on international arrival numbers resulted in a significant drop in overseas passenger arrival numbers, resulting in numerous carriers reducing frequencies or suspending service. At the Victorian government's request all international passenger arrivals into Melbourne were suspended from 2 July to 7 December.

Several airlines shifted their focus to freight, with the passenger cabins of some long-haul aircraft re-purposed to carry essential medical supplies, such as masks.

The drop in available cargo space on scheduled international flights was partially offset by significant increase in dedicated freight flights. In March 2021 the airport processed a record 738 international freighter movements, up from 82 in March the year before.

Those flights allowed Victorian producers to continue exporting produce to key foreign markets, while giving the state access to critical imports, highlighting the airport's role as a key 24-hour cargo hub.

Domestic recovery

In early 2021 there were signs the domestic market was recovering.

In March Regional Express (Rex) launched domestic jet operations, with its first Boeing 737 service flying from Melbourne Airport to Sydney. Melbourne Airport worked closely with Rex to develop its route network, and the airline subsequently launched flights to the Gold Coast, Adelaide and Canberra - making Melbourne the airline's largest jet hub (with four out of five routes originating in Melbourne).

Qantas expanded its regional offering out of Melbourne, commencing flights to Newcastle, Coffs Harbour, Merimbula, Wagga Wagga, Mt Gambier, Albury and Burnie.

Virgin Australia began flights to Byron Bay & Hamilton Island, while Jetstar also launched services to Hamilton Island and added extra capacity by deploying its international Boeing 787 aircraft onto popular tourist routes between Melbourne and Queensland.

But the recovery of the domestic market has been severely hampered by ongoing lockdowns and state border closures, which have restricted movement and severely dented consumer confidence.

Staying connected

The pandemic and subsequent border closure ended the years of sustained growth in Melbourne's international passenger numbers.

While routes from China were first to feel the effects, most international carriers were eventually forced to suspend regular flying into Melbourne. But the Airport continued to work with airlines to ensure people could return home, and essential travel could continue.

Qantas and Virgin Australia suspended all scheduled international services from Australia but operated numerous government-sponsored charter flights to bring home stranded Australians.

Major hub airlines including Emirates, Etihad, Qatar Airways, Singapore Airlines, Air New Zealand and Cathay Pacific scaled back their schedules, but continued regular service into Melbourne; ensuring the city remained connected to the world, despite the significant commercial difficulties. APAC offered rent relief to a number of airlines and helped to facilitate operational changes required by government for the processing of passengers.

Melbourne Airport also worked with airlines to facilitate repatriation flights on behalf of foreign governments and was pleased to welcome back Air Asia X. The airport also had the opportunity to work with new carriers such as Bamboo Airways, which operated its first flight to Melbourne as a charter, so that Vietnamese nationals could travel home.

Terminal upgrades

Despite the significant downturn in traveller numbers, Melbourne Airport continued work to improve the international passenger experience. In early 2021 the airport completed an $85 million refurbishment of the arrivals hall; the largest investment in the international terminal in the past five years. The upgrade creates a more spacious and inviting environment for passengers and their loved ones, with more seating, a larger dwelling area, and repositioned retail outlets. It also provides a better link between Terminals 2 and 3.

Melbourne Airport also completed work on an upgrade of passenger toilets and amenities in the Virgin Australia terminal (T3), with plans for similar upgrades in the Qantas (T1) facility. Work also started on a reconfiguration of Terminal 3, which will include better connections to Terminal 4. As part of the project, security screening for Virgin Australia flights will be consolidated at Terminal 4, giving passengers an easier screening experience, and a greater option of food and beverage outlets.

Ready for takeoff

As aviation recovers from the effects of Covid-19, Melbourne Airport is well positioned to restore and grow Victoria's connections with Australia and the globe.

Melbourne Airport will continue its proud history of partnering with airlines as they look to redraw their networks in a post-pandemic world; centred on the needs of travellers.

The airport will look to work with government to foster new domestic links, and help re-establish connections with key international destinations, as Melbourne competes with other global cities for airline attention.

Despite some ongoing barriers to recovery, Victoria remains a high-potential market for airlines the world-over, with a growing population, numerous natural tourist attractions and a strong calendar of major events. APAC's ongoing investment in its terminals and facilities means it is ready to meet the needs of airlines and most importantly their customers as travellers return to the skies.

Ground Transport

Throughout FY21 landside activity mirrored the fortunes of airside traffic, with Ground Transport income significantly impacted by the pandemic. Revenue of $59.4 million was driven largely by the sporadic rebound in domestic activity in the second half of the financial year. Melbourne Airport used the decline in passenger numbers to reset some of its product offering, with a renewed focus on improving the travelling experience from the freeway to terminals.

Parking

Melbourne Airport offered extra support to essential workers needing to fly through the pandemic by providing free at-terminal parking through until November 2020. This offer, which was also made to airport workers, was a first by an Australian airport. The initiative took advantage of available capacity to reduce the need for bussing from remote carparks, supporting infection control through social distancing before masks became commonplace amongst the community.

The pandemic provided an opportunity to review the airport's parking product range, which had become increasingly complex. 14 products were reduced to just three, offering travellers a simplified choice between value and convenience, with significant discount opportunities via online booking. While at-terminal parking is priced in line with the convenience provided, the cost of Value parking within a short bus ride or walking distance dropped to $12 per day, representing a reduction of 52% for one day and 15.2% for seven-day drive-up stay. The re-calibration was designed to ensure Melbourne Airport's parking proposition remains an attractive option for travellers at all price points.

As domestic travel resumed in the first half of 2021, a mode-shift towards private car use helped increase the company's total revenue per passenger. With border closures persisting, Melbourne Airport offered heavily discounted rates to parking customers who were forced to extend or overstay their bookings because of Covid-19 outbreaks.

Supporting our partners

Melbourne Airport worked to provide bespoke support for its landside access partners, including SkyBus, who were impacted by the Covid-19 induced decline in passenger numbers. The airport waived the minimum annual guarantee for rental car operators and offered relief for fixed rents on parking bays, office space and supporting back up facilities. This impacted revenue but ensured valued partners were supported through the crisis.

In preparation for the resumption of international passenger flights into Melbourne, the airport worked closely with SkyBus to develop protocols for the transfer of passengers to hotel quarantine facilities. In collaboration with Australian Border Force and Victorian Health Authorities allowed passengers to be bussed directly from the tarmac, minimising the potential for virus transmission to airport staff or other travellers.

Better road connections

Planning continues for the airport's elevated loop road network to separate public traffic from commercial transport operators. The project will add 1.6km of new road to the existing network and is designed to reduce congestion at critical pinch points, including Departure Drive and the intersection of Centre Road and Terminal Drive.

Melbourne Airport plans to deliver the new road network in phases, with stage one being construction of a T4 express link, providing a streamlined connection between the Tullamarine freeway and T4 transport hub. Having received approval for the Major Development Plan, it is anticipated works will start in FY22. Stage two involves construction of a one-way elevated road connecting the T4 hub into a reconfigured T123 transport hub, allowing for intersection-free access to all terminal precincts and is currently awaiting approval.

It will ultimately result in the full pedestrianisation of Departures Drive, removing upper-level curb side access to the terminals, and providing grade superstation of vehicle and pedestrian movements, in line with world's best practice. The project will allow for further reconfiguration of the forecourt to cater for future terminal expansion, as well as reducing congestion and improving safety outcomes for pedestrians.

Airport rail

Melbourne Airport has long advocated for a rail link between the airport and CBD and welcomed the $5 billion commitments from both the state and federal governments to make this a reality. The two governments have agreed on an option that will connect the airport to the existing suburban network at Sunshine.

As at 30 June 2021, APAC was engaged in constructive discussions with Rail Projects Victoria to finalise the rail alignment through Melbourne Airport as well as the station location and design, which will then be subject to approval of a Major Development Plan.

Commercial Property

Melbourne Airport's property portfolio has continued to grow, with some of the nation's most recognisable brands including Seqirus (CSL), Reece and Amazon all committing to an airport move.

Property underpinned the airport's business over the last financial year delivering $110.9 million in revenue, an increase of 9.7% on FY19/20. With aviation significantly affected by the pandemic, property accounted for 42 per cent of total revenues, making it APAC's top financial generator.

In the airport's Elite Park, URBNSURF Melbourne made waves, with Australia's first surf park attracting pro athletes, experienced surfers and beginners alike.

Logistics giants Bapcor and Agility both moved into the Melbourne Airport Business Park (MABP) – Australia's largest business park spanning more than 430 hectares, while a new BP Service Station and McDonalds opened along Airport Drive.

Deals brokered

With vaccine development at the forefront of global news, Melbourne Airport penned its most substantial property deal in years securing Seqirus, part of the CSL group, as a long-term tenant in November 2020.

The world's second largest provider of influenza vaccines will move into a purpose built 118,000m^2 biotech-manufacturing facility in the heart of the airport's Business Park, which will eventually supply influenza vaccines to Australia and the rest of the world.

The state-of-the-art facility will use innovative cell-based technology to produce vaccines for both influenza pandemics and seasonal vaccination programs and will be the only cell-based influenza vaccine manufacturing facility in the southern hemisphere.

Reece was another major addition to the Melbourne Airport Business Park, with the plumbing and bathroom giant agreeing to consolidate two of its speciality businesses inside an 11,670m^2 warehouse.

Amazon opened an Amazon Flex delivery hub at the northern end of the Business Park in Mace Way. Responding to the nation's growing reliance on ecommerce, the centre will play a major role in moving goods particularly in the state's north and west.

Building for the future

Late last year, the airport made the difficult decision to temporarily suspend construction of its 460-room Novotel and Ibis Styles' hotel, taking it to lockup stage until passenger demand returns.

The airport set aside $25 million to refurbish the adjacent Customs House, which is the Department of Home Affairs' headquarters. The renovation will include two levels of office floors, along with a highly complex operational ground level as well as a new café and staff gym.

Precinct strategy

With unrivalled access to 24/7 airfreight and close connections to the city's main arterial roads including the Calder Freeway (West), Tullamarine Freeway (city-airport connection) and the M80 Ring Road, Melbourne Airport is one of Australia's most desirable locations to do business.

As the airport emerges from the pandemic, it will continue to explore development opportunities ranging from sporting and adventure-based prospects to healthcare and freight expansions.

Retail

The lack of passengers during the pandemic significantly affected airport retailers, causing sales to plummet for the first time in our history.

As Victoria grappled with its second wave only a handful of airport cafes and stores remained open to support essential travellers.

Early in the financial year around 95 per cent of retailers were closed, and the airport offered substantial rent relief to all retail tenants to help maintain their future viability.

To compensate for the downturn in foot traffic the airport developed an online retail store to provide its tenants with an avenue to sell goods. Initially launched and promoted within the airport community, the site will later target travellers and the public.

Towards the end of 2020 domestic travel started to rebound, resulting in a partial retail recovery. In December around 70 per cent of domestic stores were open for trading with approximately 50 per cent of international tenancies open by the time the New Zealand travel bubble opened in 2021.

With interstate flying rebounding, several new brands invested in airport retail. However, the ongoing border closures and travel restrictions continue to affect the sector, with Victorian stores opening and closing according to restrictions.

Over recent months, four new food and beverage operators signed leases spread across Terminals 1 to 3, while three tenants vacated the airport as a direct result of the pandemic.

Before the impact of Covid-19, Stomping Ground Brewing Co opened Australia's first airport brewery, creating craft beers on-site specifically for airport customers. Scott Pickett's Deli and Rotisserie and the AFL Kitchen and Bar debuted scoring goals with the travelling public and the airport enhanced its coffee offering with Melbourne brands such as Axil Coffee Roasters, ST. Ali and Proud Mary.

Prior to the pandemic the airport also welcomed Shane Delia's Middle Ground and Grill'd further adding to the mix of family friendly food options.

Digitalisation

Adapting to new consumer behaviour, the airport established an online meal ordering service which was first trialled in Terminal 4.

Travellers are encouraged to scan QR codes, found on all tables inside the airport's food court, giving them the ability to order items from participating outlets with a contactless transaction, reducing the risk of virus transmission.

The system is part of the airport's overall focus on automation, and it will be rolled out in other terminals as traveller demand returns.

Sustainability – a top priority

Melbourne Airport's front of house retailers and lounges all agreed to remove single-use plastics from their venues by the end of 2021.

The move puts Melbourne Airport in a leadership position, as the decision is well ahead of the Victorian Government's plan to remove single-use plastics by 2023.

A large portion of the airport's restaurants and cafes have already replaced traditional plastic goods with more sustainable alternatives such as paper straws and bamboo cutlery. Now any new retailer must comply with APAM's targets, and the requirement is stipulated in new tenancy agreements.

The airport was proud to announce its major commitment in reducing plastic waste alongside Victorian Minister for Energy, Environment and Climate Change, and Minister for Solar Homes Lily D'Ambrosio in June 2021.

Looking ahead

The next 18 months will see the total transformation of the retail offering in Terminal 1 (Qantas). Exciting announcements will be made throughout the year as we work with our partners to deliver the best food and beverage Melbourne has to offer.

Launceston Airport

Launceston Airport plays a significant role in connecting Tasmania to the mainland, supporting tourism while driving economic growth in the region.

Pre Covid-19 it was Australia's 12th busiest airport, welcoming approximately 1.4 million passengers. During the pandemic, it proved pivotal in enabling freight movements in and out of the state.

The Launceston region continues to grow under an ambitious city deal, including the development of a $230 million University of Tasmania campus which is expected to attract more students to the CBD. Several new hotels are also in the development pipeline to meet future visitor demand.

Tasmania's economic diversity plan, including the Bell Bay hydrogen plant development, the restart of the Beaconsfield mine, and the further development and growth of the North's agricultural sectors provide a strong economic platform for additional business travel to and from the region.

The Launceston region is increasingly recognised for its arts, culture and experiences; with some of the finest restaurants, wineries and museums in the country.

As the main gateway to Tasmania's north, Launceston Airport offers visitors the fastest connection to popular tourist attractions including Cataract Gorge, Freycinet National Park and the Tamar Valley wine region.

Situated just 15 kilometres from the city, the airport is also a major employment hub with a pre-Covid workforce of approximately 500 employees.

During 2021, Launceston Airport received $5.1M in grant funding from the Tasmanian government to activate terminal and freight infrastructure projects, demonstrating the significance of the airport asset and the close partnership with the state.

During its 90th year of operation, the airport was on track to welcome a record number of passengers, however Covid-19 and the state's strict border approach severely depressed the movement of people.

In FY21 the airport serviced 541,796 travellers, almost half the number recorded the previous financial year.

Despite the imposition of travel restrictions, Launceston Airport remained open as an essential service, supporting travellers and the movement of cargo.

In response to the Tasmanian government's new arrivals policy, the airport constructed a fit-for purpose border entry processing facility, comprised of several linked marquees, four border-processing desks, health-screening areas, a manual forms processing space, plus PPE donning and doffing areas.

The airport continued to facilitate flights for the Royal Flying Doctor Service Tasmania and played a vital role in linking the state's rural areas to the city.

In total, 3,839 commercial flights travelled in and out of the airport during FY21 – a 27.1 per cent decrease on the previous year.

Although Covid-19 created difficult circumstances, there were signs of pent-up travel demand throughout 2021. When borders reopened the airport returned to 65 per cent of pre-pandemic passenger levels around the Easter holiday period.

Almost all of Launceston's domestic carriers increased capacity to meet demand. Qantas reinstated flights between Launceston and Sydney after leaving the route 16 years prior. The airline's regional arm, QantasLink, also increased capacity, going from a 74-seat Q400 to a 110-seat B717 aircraft on existing Melbourne services.

Virgin Australia added flights to Brisbane, increasing from one return service a week during the peak of summer to four per week. It also ramped up services to Melbourne; rising to 21 per week.

Each year around 90 per cent of visitors arrive in Tasmania by air, highlighting the importance of the airport and its contribution to the state.

Infrastructure

As the impact of the Covid-19 pandemic became clear, Melbourne Airport instigated a review of capital expenditure to ensure an appropriate balance between the airport's ability to cater for future needs, and its ability to fund new infrastructure.

Resources were focused on projects that would future proof the airport's operation, or intrusive terminal works that could be fast tracked to take advantage of lower passenger throughput.

Despite the Covid-19 downturn and a reduction in spend from $456million in FY20 to $346million in FY21, Melbourne Airport completed more than 60 construction projects, designed to improve the overall passenger experience while also improving the airport's sustainability.

Airfield works

Works on phase one of the Taxiway Zulu project were completed, providing parallel taxiways alongside the northern end of the north-south runway.

This project represents the largest program of airfield works undertaken since the airport opened, with more than 250,000 square metres of new taxiway pavement to be laid.

The new taxiway network is designed to improve the airport's efficiency by better supporting the movement of widebody aircraft in both the east-west and north-south directions and will also allow for future expansion of the international terminal.

Access to the airfield has been significantly improved, with construction of a new gatehouse at the northern end of the complex, off the Sunbury Road roundabout. The two existing guardhouses have also been strengthened and now include a three-lane tiered screening process and explosives trace detection facility.

Work was also undertaken to upgrade around 10 kilometres of perimeter fence, which was nearing the end of its useful life. The critical infrastructure not only helps secure the airfield, but also prevents wildlife from burrowing underneath.

Terminal upgrades

The airport took advantage of significantly lower international passenger volumes to complete work on the Terminal 2 arrivals hall. This $85 million investment has resulted in a vastly improved experience for passengers arriving into Melbourne and those waiting to meet them, with a refreshed look, a larger dwelling area, more seating and repositioned retail outlets. It also provides an improved connection to Terminal 3, where passenger amenities have been upgraded to include parents' rooms and service animal relief areas.

Planning is underway for further upgrades to the Terminal 2 Border Force arrivals precinct; which traveller research has shown is one of the terminal areas most in need of improvement. Melbourne Airport hopes to begin construction once the obligation to provide separate red and green zones within the terminal ends.

Work has now started on a departures level connection between Terminals 3 and 4, that will consolidate security screening for Virgin Australia departures in Terminal 4. The use of newer technology scanners will make security screening less stressful for passengers, whilst also giving travellers access to a greater variety of retail options.

Third runway

Throughout the pandemic, planning work has continued for a third runway, in anticipation of an eventual recovery of domestic and global aviation.

In 2018 Melbourne Airport paused work on the Major Development Plan for a second east-west runway and launched a rigorous planning review; taking into account revised windshear guidelines, new digital insights into airfield operation and updated capacity modelling.

That review provided strong evidence to suggest a north-south parallel runway system would provide a superior outcome in terms of availability, capacity, long-term investment profile and community impacts.

Planning work continues, with Melbourne Airport expecting to begin public consultation on a new north-south runway and revised Airport Master Plan early in 2022.

Towards a sustainable future

Despite the ongoing disruption to its business, Melbourne Airport continued its drive to reduce its carbon footprint and improve environmental sustainability. A key milestone was the completion of a 12-megawatt fixed tilt solar farm, under the northern approach to the north-south runway.

Construction took six months, with the panels now producing enough renewable electricity to power all four passenger terminals. The airport is looking to incorporate solar into all future developments on the estate.

Melbourne Airport also completed construction of a PFAS water treatment facility. PFAS (per- and polyfluoroalkyl substances) are a group of manufactured chemicals found in products such as carpet, clothes, and cookware, that were also used in aviation firefighting foam. The new solar-powered treatment plant removes all solids in contaminated PFAS soil, allowing the airport to re-use the water on the estate.

Safety

Covid Safety

Throughout the pandemic APAC has safely facilitated the movement of thousands of essential workers, returning Australians and foreign nationals heading home. Melbourne Airport processed hundreds of additional freight flights, while also assisting airlines to store their aircraft.

Covid-19 required a constant evolution of safety procedures to reduce the risk of the virus spreading amongst staff and passengers. The business worked closely with government departments and regulators to develop new protocols and implement measures aimed at minimising the potential for transmission. These included the installation of hundreds of hand hygiene stations and social distancing markers, and the introduction of Covid-19 surveillance testing for staff working on-site.

Melbourne's second wave forced the airport to take a national lead on Covid-safe initiatives as the city grappled with a situation no other part of the country had faced. APAC worked in partnership with both state and federal agencies to help guide the response, and established procedures to safely transfer international arrivals into Victoria's re-booted hotel quarantine program. Ahead of the launch of the New Zealand travel bubble, Melbourne Airport created separate processing zones for red and green arrivals within the international terminal. In response to outbreaks in other states, the airport worked to enable Authorised Officers from Department of Health and Human Services to conduct health checks on arriving domestic passengers.

Melbourne Airport was one of only two Australian airports to receive the Skytrax Covid-19 Excellence Award in 2021, recognising facilities that have provided the highest health, hygiene and safety protocols through the pandemic.

Employee Health and Wellbeing

APAC recognised the extra stress placed on staff by pandemic and sought to offer additional support where possible through the Mental Health Committee. The APAC Psychological Wellbeing Strategy aims to embed a culture of positive mental health and wellbeing across the company's workforce. Fatigue Management Plans have been embedded through the business and linked back to the Psychological Wellbeing Strategy.

Safety Strategy

Our strategy is guided by the following four key principles:

- All employees working at Melbourne and Launceston airports (APAC and non-APAC) have the right to a healthy and safe working environment.
- Well-designed, healthy and safe work environments will allow workers at Melbourne and Launceston airports (APAC and non-APAC) to have more productive working lives.
- All members of the public visiting or passing through Melbourne and Launceston airports have the right to a safe airport experience.
- Safe and compliant aerodrome operations requires a cooperative approach between APAC and the airlines using Melbourne and Launceston airports.

Environment & Sustainability

Despite the impacts of Covid-19, APAC's commitment to environmental management and sustainability remains a priority.

Over the past year, Melbourne Airport has invested more than $56 million in environment and sustainability related projects that ensure the future success of our business and enhance our community's environmental values.

United Nations Sustainable Development Goals (SDGs), established in 2015, are a collection of interlinked global goals designed as a blueprint for a better and more sustainable future for all. High level mapping of our strategic and sustainability objectives has identified several SDGs that are relevant and create environmental, social, and economic value for our business over time.

Solar Farm

Operational from January 2021, the 12MW fixed tilt solar farm located due north of Melbourne Airport's north-south runway is the largest 'behind-the-metre' solar farm in Australia and the largest solar farm on any Australian Airport. The size of 26 soccer fields or over 19 hectares, this renewable energy hub is an impressive sight from the sky!

The solar farm is delivering 17GW hours of electricity every year, almost 15 per cent of the airport's energy needs. It can produce enough energy to power all four of our terminal buildings - three domestic and one international.

During the planning and building process, a Cultural Heritage Management Plan was developed in consultation with Wurundjeri Woi-wurrung Elders, as the traditional custodians of the land that the airport operates on. This included completing 66 test pits across the site to detect and find possible artefacts. Three stone artefacts were found during the excavation program from two locations, and securely stored while the project progressed. Once the farm was complete, Elder Ron Jones and representatives from Melbourne Airport and our heritage advisors, completed an artefact reburial at Oaklands Junction in a location that will not be disturbed in the future.

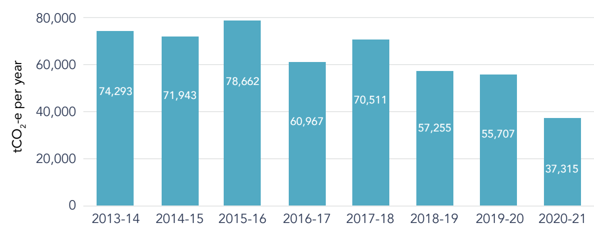
APAC is committed to identifying further opportunities to incorporate solar generation into our estate, particularly the business park.

Airport Carbon Accreditation

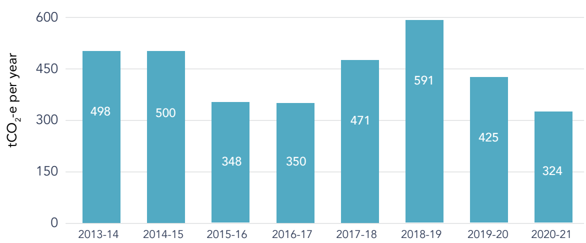
Melbourne Airport's leadership in renewable energy generation was acknowledged by the global Airport Carbon Accrediation program. Melbourne Airport was featured as an airport demonstrating climate leadership and continuing climate action in spite of the disruptions COVID-19 has had on the industry. The highlighted initiatives include:

- Utilising our 8MW trigeneration facility, which runs on natural gas and generates electricity with 50% less carbon emissions than the Victorian grid
- Construction and commissioning of the 12MW solar farm at Oaklands Junction
- Construction and commissioning of a 2MW roof array on a warehouse in the Business Park
- The 100KW array + 140KW battery solar array to power the PFAS water treatment plant.

Melbourne Airport Scope 1&2 GHG emissions



Launceston Airport Scope 1&2 GHG emissions



World Environment Day

The Melbourne Airport team joined more than 70 participants from our broader airport community of shareholders, tenants, contractors and business partners, to mark World Environment Day by planting 1,000 native trees and shrubs along Moonee Ponds Creek, on the Eastern boundary of the airport estate. The site is home to the endangered growling grass frog, golden sun moth, remnant river red gums and basalt geology, and these plants, along with the 1,200 planted last year, will improve habitat and water quality, reduce erosion and increase biodiversity. This year Melbourne Water, Parks Victoria and Conservation Volunteers Australia also participated as adjoining land managers contributing to the improvement of a shared ecological asset.

PFAS Management and water quality

Per- and poly- fluorinated alkyl substances (PFAS) are manufactured chemicals that are used to make products resistant to heat, stains, grease and water and as stable chemicals have been widely used for more than 50 years in many consumer and chemical products. Under State and Commonwealth legislation they are considered pollutants of concern and landowners and tenants have an obligation to effectively manage them.

At Melbourne and Launceston Airports, they were extensively used by Airservices Australia and its predecessors in aviation firefighting foam for training and responding to emergency incidents. The foams have also been used to a lesser extent by aviation tenants in hangar deluge systems at Melbourne.

In October 2020, Melbourne Airport commissioned a water treatment plant to treat PFAS and other contaminants that is 100 per cent solar powered. Along with the PFAS soil storage facility that contains the water treatment plant, materials from various construction projects are safely and securely managed onsite in this area in the following ways:

- Water enters the treatment plant with detectable levels of PFAS from across the airport estate. Once the process is complete PFAS is no longer detectable in the water and it can be re-used for dust suppression and irrigation.
- Soil transported to the contained area is separated into various stockpiles, ranging from higher level contaminants (smaller quantities) through to lower levels.

Investment in PFAS management continues with construction underway on a second on-site water treatment plant. Located at the bottom of the airport estate, it will remove PFAS and other contamination from Arundel Creek before discharging the clean water back into the waterway.

The water treatment plants and PFAS stockpile facility form part of Melbourne Airport's circular economy program. Instead of taking construction materials offsite and disposing of them elsewhere, they are being retained onsite for reuse in future construction projects such as the third runway, reducing the environmental impact of sourcing new materials and reducing vehicle movements on local roads

At Launceston Airport, we have commenced the design work for similar projects.

These projects are part of our ongoing commitment to manage this legacy contaminant across the airport and minimise the impacts to our local community and environment.

First Nations

APAC acknowledges the First Nations of the Land that our airports operate on. APAC is committed to working closely with the Wurundjeri Woi-wurrung in Melbourne and Aboriginal Heritage Tasmania in Launceston to deepen our understanding about how our airports can continue to operate and develop in a way that recognises and celebrates the airports' First Nations cultural heritage.

Melbourne Airport is located on a large plateau that includes locations of significant First Nations' cultural heritage, including stone artefact scatters, scarred trees, stone quarries and earth features that form an intricate cultural landscape. As current custodians of the land, Melbourne Airport realises that our actions can have a material impact on these cultural heritage assets (positive or negative), and we are committed to protecting and managing these assets in partnership with the Wurundjeri Woi-wurrung.

More than 85% of Melbourne Airport has been assessed for cultural values and / or has a Cultural Heritage Management Plan (CHMP) that has involved and been approved by the Wurundjeri Woi-wurrung.

These plans inform our management of the airport to conserve heritage values including relocation of cultural places prior to development where disturbance cannot be avoided. The plans also include cultural heritage inductions by Elders, contributions to indigenous site preservation and incorporating some indigenous land management into the estate.

In FY21 Melbourne Airport continued to develop our understanding of the airport estate with the Wurundjeri Woi-wurrung. This included further investigations of the grey box woodland, Arundel Creek and Deep Creek tributary. Artefacts including stone tools, scarred trees and First Nations Places were identified and documented in a draft CHMP.

The Launceston Airport Aboriginal Heritage Management Plan (AHMP) was developed in July 2020 following a review of the Launceston Airport Heritage Management Plan (2013). The AHMP identifies the following:

- Four locations of known Aboriginal heritage values within the airport,
- Two areas of Potential Aboriginal Significance which have a higher likelihood of Aboriginal heritage sites on the airfield, and
- Provides a set of management recommendations aimed at minimising the impact of future development on Aboriginal heritage.

APAL consulted with Aboriginal Heritage Tasmania (AHT) and representatives of the Aboriginal community during development of the plan. AHT endorsed the plan in November 2020.

Our terminals will be single-use plastic free by 2022

12 RESPONSIBLE CONSUMPTION AND PRODUCTION

In June and July, we announced that all front of house hospitality venues and lounges at Melbourne Airport and Launceston Airport will be single-use plastic free by 2022. Working with our retailers and tenants, our airports will put an end to the distribution of traditional plastic items such as single-use straws, cutlery, plates, drink stirrers and expanded polystyrene food and drink containers.

The majority of front of house venues across the airport precinct have already reduced plastics by switching to sustainable and recyclable / compostable options such as bamboo. This initiative will see our airports create an eco-friendlier space, by reducing plastic waste in the environment, well ahead of the Victorian Government's deadline to remove single-use plastics by 2023.

Work is also underway to introduce an organics waste stream at both airports as passengers and retailers return after COVID-19.

Global Real Estate Sustainability Benchmark (GRESB)

8 DECENT WORK AND ECONOMIC GROWTH

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE

11 SUSTAINABLE CITIES AND COMMUNITIES

13 CLIMATE ACTION

FY21 marked APAC's fifth year of participation in the GRESB assessment and benchmarking program, seeing the business again ranked highly for Airport Companies in the Transport division.

APAC's score for Melbourne and Launceston Airports was 90 out of 100 – one of the highest scores awarded to an airport worldwide and a further two points higher than our most recent score.

Each year GRESB assesses and benchmarks the environmental, social and governance (ESG) performance of real assets worldwide and monitors progress towards global sustainability goals. The data points assessed include risk assessment, leadership, policies, reporting stakeholder engagement, energy, greenhouse gas emissions, waste, health and safety, customers, and employees.

GRESB assessments are guided by what investors and the industry consider to be material issues in the the sustainability performance of real asset investments and are aligned with international reporting frameworks such as Principles for Responsible Investment (PRI) and global sustainability reporting firm GRI .

Our People

Our People

APAC's people have enabled the business to navigate an incredibly challenging period in history and collectively placed the organisation in a position to thrive.

Pre Covid-19 the People Experience strategy was to be the best we can be, by driving a values-based, high performing culture, with highly engaged staff who strive to improve their capability and deliver better outcomes.

This strategy was based upon six 'functional' pillars of People Experience with the 'APAC Way' values at the core. The outcome of this strategy enabled APAC to achieve an 80 per cent employee engagement result in 2020.

While the overall People Experience vision has not changed, as we entered FY21 it was immediately evident that the strategy needed to shift to support our people through this once in a lifetime event.

Priority was given to team member engagement, alignment, welfare and resilience. This was achieved through the implementation of targeted People Experience initiatives.

1. Wellness & Welfare initiatives focused on monitoring and maintaining the health and wellbeing of our team members throughout the pandemic.
2. Talent & Capability initiatives focussed on maintaining organisational alignment with a dispersed workforce, retaining talent and driving organisational efficiencies.
3. Future of work activities focussed on defining what a post Covid-19 workplace would look like.
4. Cultural initiatives enabled our team members to bring The APAC Way values to life, supporting and appreciating combined efforts.

Team Wellness & Welfare

With the pandemic placing additional pressures on staff both at work and at home, APAC implemented numerous initiatives to support the physical, spiritual and mental health of its team members.

Throughout the various lockdown periods the People Experience team performed weekly welfare assessments and introduced other measures including weekly check-ins and welfare calls. In addition, team members were provided with care packages and offered complimentary take home meals to help reduce potential stress.

APAC's Mental Health programs were re-worked and re-launched in virtual formats, providing critical resources such as support programs, articles, podcasts and videos to help team members practice self-care.

As the pandemic progressed, APAC reviewed work practices and daily priorities and utilised corporate shutdowns to ensure team members were taking adequate breaks and building resilience into their daily routines. To support team members who were juggling both professional and remote-schooling demands, APAC introduced an online Home Learning Hub and Kids@APAC program.

Social connections and support were further encouraged via the APAC's Got Talent program and various online Women@APAC activities.

Talent & Capability

As our workforce became dispersed between those working from home and core operational team members remaining on-site, maintaining organisational alignment and effectiveness became a critical priority.

This was achieved via increased communications from the Leadership team and frequent information updates regarding Covid-19 impacts, while modern collaboration tools enabled team members to remain connected.

Maintaining talent became a key focus throughout the first half of 2021, as many organisations competed for scarce resources during the lockdown period. This has driven an increased focus on Talent Management programs, leadership opportunities, executive coaching and team member retention.

As organisational workload volumes varied with each lockdown, APAC implemented a redeployment program to ensure surplus resources were transferred to business units which had increased demand.

An internal recognition program, APAC Legends, was launched to enable team members to acknowledge their peers and show appreciation for outstanding work.

In addition, the People Experience team looked for efficiencies in organisational design through the implementation of various Centres of Excellence, which brought together dispersed resources of similar function to drive business productivity and reduced costs.

Corporate Resizing

Victoria's second wave of Covid-19 had a profound impact on the business. Despite its best efforts, APAC found itself in a position where job losses were no longer avoidable and was forced to reduce the size of the organisation by approximately 16 per cent. The immediate priority for the People Experience team shifted to the welfare of those impacted, and ways to support and assist their individual transitions. In addition to the standard support mechanisms, APAC provided each impacted person with a transition coach to assist navigation of their individual journey.

Future of Work

Covid-19 has accelerated APAC's workplace transformation, and the company has held in-depth Future of Work workshops to gain an understanding of what collaboration technology, team member expectations, mobile devices and changing behaviours mean for the post-pandemic environment.

Detailed benchmarking and internal assessments were performed to identify the next steps in our flexible work journey. Post Covid-19, APAC will transition to a more flexible working environment, ensuring that we reduce digital fatigue, increase choice, maintain APAC culture and re-establish a consistent working routine, all of which contribute to the APAC Employee Value Proposition.

Culture

Despite the numerous challenges posed by Covid-19, APAC maintained the previous year's employee engagement results, with 88 per cent indicating that 'My direct manager genuinely cares about my wellbeing' and 87 per cent indicating that they are proud to work for APAC.

Diversity & Inclusion

APAC has had a Diversity & Inclusion Strategy since 2019 and continues to incorporate Gender Equality, Cultural and Linguistically diverse, Lesbian, Gay, Bisexual, Transgender & Intersex (LGTBI) inclusion and People with Disability as a focus on all areas of the business. This includes recruitment, selection and appointment to roles, training and development, remuneration and reward, retention of employees, succession planning and company policies and procedures.

As APAC navigates through the Covid-19 recovery phase, the focus of the next twelve months will be to foster an engaged, high performing, flexible and innovative workplace culture.

Supporting our communities

Melbourne Airport continued its efforts to foster relationships with local community members and key stakeholder groups, despite the difficulties posed by the pandemic.

To support local welfare needs Melbourne Airport worked with the state government to convert part of the Terminal 4 car park into a Covid-19 testing facility. The Department of Health offered virus testing to nearby workers and residents, seven days a week for six months.

Approximately $321,000 in funds was allocated to support the important work of Western Chances, the Australian Communities Foundation and Banksia Gardens Community Services.

The airport also continued to invest in Conservation Volunteers Australia, maintaining the Cross-Cultural Volunteer program and Healthy Habitats initiative, while hundreds of nearby primary school students benefited from scholarships and donated laptops.

With Covid-19 restrictions prohibiting most face-to-face meetings, Melbourne Airport pivoted towards online community workshops to keep nearby residents informed about major developments such as the planned third runway.

In some instances, online engagement activities attracted even higher participation rates than traditional meetings. Given that success and the prolonged nature of the pandemic the airport will continue to focus on and invest in online engagement opportunities.

Investing in our community

For the third consecutive year Melbourne Airport ran a Community Grants Program, which delivered approximately $10,000 to nine community groups and Neighbourhood Houses operating in the city's north-west. The funding enables each centre to run initiatives that support employment and education outcomes targeted towards migrants and young people from culturally diverse backgrounds.

The Airport's three-year Western Chances scholarship program is supporting hundreds of young people to achieve their academic and career goals. The program offers tailored scholarships to teenagers living within the Brimbank, Hobson's Bay, Maribyrnong, Melton, Moonee Valley and Wyndham local government areas.

Those scholarships typically include textbooks, laptops, internet access, myki cards and materials for those engaged in vocational or artistic education pathways.

Banksia Gardens Community Services received funding for its Grade 6 scholarship program, supporting children with their transition to Year 7. Staff laptops were donated to the not-for-profit organisation, assisting students in the Aiming High program.

The airport also provided $4,000 to the City of Hume, allowing council to maintain and update the Hume JobLink website.

Getting active in the suburbs

The Cross-Cultural Volunteer Program run out of Organ Pipes National Park – just 4km from Melbourne Airport, continued when possible. Organised by Conservation Volunteers Australia, the initiative engages the region's multicultural community through environmental projects, while providing them with networking and language support.

Conservation Volunteers Australia also progressed efforts to protect the Eastern Barred Bandicoot, using airport funds to create a predator-proof sanctuary in the Woodlands Historic Park.

Online engagement

With Covid-19 requiring a greater focus on digital engagement, Melbourne Airport launched a 'Community' section on its website, making it easier for residents and interested stakeholders to understand complex airport projects.

The site features a third runway information hub with explanation videos recorded by airport staff in 11 different languages. It also includes videos from each third runway online engagement session and enhanced visuals for key airport projects.

Throughout the pandemic, regular stakeholder meetings with advisory and reference groups continued, with subject-matter experts sharing their in-depth knowledge and providing updates on developments.

Risk Governance, Management and Assurance

We recognise that rigorous risk and opportunity management is essential for corporate stability and for sustaining long term performance.

The Covid-19 pandemic highlighted the importance of APAC's risk management and business resilience strategies.

Risk Management

APAC has developed a sound risk management framework that provides the basis for good corporate governance, supports the business in achieving its objectives, and fosters a culture of transparency.

APAC's Board of Directors and Senior Leadership Team have responsibility for driving and supporting risk management across the business.

Throughout the Covid-19 pandemic the company has progressively evolved its risk management strategy, with constant reviews of the corporate risk profile and risk control effectiveness.

Pandemic Response

APAC identified the risk posed by Covid-19 soon after the virus emerged and established a Crisis Executive Committee, bringing together senior people to improve visibility across the whole business. The regular meetings helped identify emerging risks and allowed for rapid implementation of strategies and solutions to mitigate them. This streamlined process facilitated decisions such as the hibernation of some terminal assets which reduced operating expenses and thus the company's financial exposure risk. This agility continues to drive APAC's approach to the crisis.

Throughout the pandemic, APAC has built strong relationships with agencies such as WorkSafe to identify potential issues and develop procedures to ensure they are effectively managed. Close engagement with state and federal departments has helped guide the implementation of new airport processes.

A new risk identified during the Covid-19 outbreak was the impact on APAC's staff, and the company has implemented measures to help safeguard not just their physical health, but also mental wellbeing.

Approach

APAC's approach to risk management remains guided by three key principals:

1. Culture. We want to build a strong risk management and control culture, promote awareness, ownership and proactive management of key risks while promoting prudent risk taking.
2. Structure. We seek to put in place an organisational structure that promotes good corporate governance, provides for appropriate segregation of duties, defines responsibility and authority for risk taking, and promotes ownership and accountability for risk management.
3. Process. We seek to implement robust processes and systems for effective identification, analysis, evaluation and treatment of risk. We seek to improve our risk management and internal control policies and procedures on an on-going basis and ensure that they remain sound and robust by benchmarking to global best practices.

Financial Statements

Directors' Report

The Directors of Australia Pacific Airports Corporation Limited (the Company) and its controlled entities (the Group or APAC) present their report for the financial year ended 30 June 2021.

Principle activities

During the financial year, the principal activity of the Group was the ownership and management of Melbourne Airport and Launceston Airport.

Review of operations

The Group continues to navigate the impacts of the evolving COVID crisis. With the emergence of the Delta variant and relatively low vaccination rates, there is an increased frequency of lockdowns to control outbreaks that will continue to impact the Group through FY2022.

In relation to the year ended 30 June 2021, prior to the emergence of Delta, the Group saw a positive rebound of domestic travel following the reopening of domestic borders after successive lockdowns from July 2020 to November 2020, with early signs of traveller confidence. Domestic passengers reached 66% of 2019 passenger volumes (pre COVID) in April 2021. Overall domestic passengers for APAC Group for the year were 6.5 million, 24% of 2019 passenger volumes, 5.4 million for the six months to June 2021 (41% of 2019 passenger volumes).

International travel remains at historic low levels, with the ban on international arrivals into Victoria lifted in December 2020 and replaced with a cap on international arrivals per week to facilitate repatriation flights only.

The Group is well positioned to manage through the recovery given:

- As at 30 June 2021, the Group had $1,431 million of undrawn facilities in the form of unused revolving bank debt, working capital facilities and cash at bank of $32 million as at 30 June 2021, which the Directors believe to be sufficient to cover the Group's funding needs for at least the next 12 months.
- In April 2021, the Group extended its A$400 million Syndicated Facility tranche A by 3 years from 30-Sep-21 to 30-Sep-24 and established a new 5-year $200 million bilateral facility to early refinance the $191 million USPP which is due to mature in September 2021.
- The Group continued to progress critical capital projects, with investment focussed on critical aviation infrastructure and investment in the commercial property portfolio. The forward capital program is under continuous review, with opportunities taken to defer or reduce the costs of capital projects.
- The Group also continue to work with suppliers to continually manage costs tightly while ensuring a safe travel experience for passengers.
- As a direct result of the on-going impact of COVID-19, unfortunately a number of roles were made redundant in September 2020, with 69 roles impacted overall, which represents 16.5% of total jobs across the Group.
- Due to a decline in revenue of $707.6 million against 2019 (67.5%), the Group qualified for $8.9 million in wage assistance in the period as a result of the Federal Government's JobKeeper scheme.
- The Group continued supporting our airport partners, with the Board approving assistance packages to the value of $266.2 million for Airlines, Retailers, Landside Access and Property tenants affected by the ongoing reduction in aviation activity since the beginning of the pandemic to 30 June 2021. Parking was free of charge to guests, Airport partners and Melbourne Airport staff, until 1 November when car parking charges recommenced, aligning to the opening of domestic borders.
- Cash collection continues to be a key focus area, with benefits realised in the Group's net operating cash flows.
- A further two significant development projects were delivered in commercial property, with Bapcor (48,000 sqm) and Agility (32,000 sqm) welcomed to the Melbourne Airport Business park (MABP).
- The Group continues to leverage opportunities for long term growth outside of our Aviation business. In November 2020, Melbourne Airport announced the development of a Seqirus / CSL vaccine manufacturing facility, to be built over the next 3 years in Melbourne Airport Business Park. This deal is considered a major breakthrough, securing a long-term deal with the country's largest manufacturer of vaccines, continuing to diversify our revenue and demonstrating the potential for at scale and diverse development on the estate.
- The Board note the major role of vaccinations in protecting the population and unlocking air travel, especially overseas markets. The Group is incentivising Victorians to be fully vaccinated against COVID-19 by giving six holidaymakers $10,000 in cash to spend on travel. The intent is to assist in incentivising others to vaccinate when further vaccine supplies become available.

Financial results

As noted in the review of operations, the Group continues to be significantly impacted by COVID-19, with domestic passengers reaching only 24% of 2019 passenger volumes, generating revenue of $339.5m and reported Operating Profit for the year of $167.2 million, significantly lower than 2020.

The result was supported by strong performance in the Commercial property business, with the portfolio having low reliance on international and domestic travel, generating revenue of $110.9 million, an increase of $9.8 million on the prior period. This performance was driven by the completion of new MABP developments, new long term MABP leases and the commencement of ground rent for the Seqirus / CSL vaccine manufacturing facility. The additional revenue was partially offset by assistance packages provided to those tenants affected by the ongoing reduction in aviation activity and those meeting the criteria for assistance as legislated under the Commercial Tenancy Relief Scheme.

Aeronautical revenue was $89.1 million, largely driven by domestic activity in the second half of the financial year and was supported by increased freight revenues, up $8.6m on 2020.

Ground Transport revenue was $59.4 million, again largely driven by domestic activity in the second half of the financial year, with parking charges recommencing from 1 November 2020. Revenue was impacted by the support provided to car rental operators. Total revenue per passenger grew from $5.73 to $8.85 over the year, driven largely by a mode share shift towards parking and higher transaction values.

Security costs and recoveries have decreased in line with the decline in passenger volumes, with charges based on a per passenger basis.

Operating costs were $172.3 million (2020: $287.2 million). Excluding the write back of $9.5 million of the Group's allowance for expected credit losses (2020: $34.1 million expense) and the impact of the change in accounting policy for Software-as-a-Service which resulted in an expense of $13.3 million, operating costs decreased by $77.9 million to $168.5 million, a year on year a decrease of 31.5%, or $55.8m (28%) excluding security costs.

Operating costs continue to be managed proactively to respond to the lower passenger levels. Given the 58% reduction in revenue, the Group qualified for $8.9 million from the JobKeeper scheme.

The results include a gain on revaluation of investment property of $388.0 million, with the portfolio valued at $2.1 billion. This revaluation gain was driven by the completion of developments in the MABP, compression of capitalisation rates in the industrial sector, rental growth and an increase of the value of developable land.

After interest and depreciation, the group generated a statutory profit before tax of $92.8 million.

Change in accounting policy - Software-as-a-Service (SaaS) arrangements

In March 2021, the IFRS Interpretations Committee ("IFRIC") issued an agenda decision to clarify the accounting treatment for SaaS arrangements, including the accounting for related implementation, customisation and configuration costs. The IFRIC clarified that SaaS arrangements are service contracts that provide the Group with the right to access the cloud provider's software over a period of time. As a result, the underlying software the Group has the right to access is not controlled by the Group and therefore ongoing access fees as well as costs incurred to implement, customise and configure the cloud provider's software are recognised as an expense when incurred. Costs incurred related to software controlled by the Group are capitalised and amortised on a straight-line basis over their useful life.

Accordingly, the Group has revised its accounting policy in relation to SaaS arrangements in line with the new guidance. The Group's revised accounting policy is presented in Note 2 Significant accounting policies.

All expenditure in the current financial year in relation to SaaS arrangements has been assessed under the new guidance and expensed or capitalised as appropriate. $13.3 million of SaaS related costs have been recognised as an expense in the current year, which previously would have been capitalised and amortised over their useful life. The costs relate to the implementation of an enterprise resource planning system and the cost of the implementation of Cyber Security applications, all of which are SaaS arrangement.

The change in accounting policy is required to be applied retrospectively. As a result, the Group has restated its prior year comparative and opening retained earnings as at 1 July 2019 (the start of the comparative period). Refer to Note 4 for an overview of the impact of the change in accounting policy on these periods.

Underlying Operating Profit for the year

As disclosed in the Statement of Profit or Loss and Other Comprehensive Income, "Operating Profit" represents profit before finance costs, income tax, depreciation and amortisation, impairment losses associated with assets under construction and changes in the fair value of investment properties.

Underlying Operating Profit further excludes certain significant income and expense items that qualify for adjustment as part of the Group's reporting on covenant compliance to its lenders, as further described in Note 5.

Summarised below is a reconciliation between reported Operating Profit and underlying Operating Profit:

Description Title	Note	2021 $'000	2020 Restated $'000
Operating Profit (reported)		167,160	529,574
Impairment of accrued retail revenue	5	-	26,332
Allowance for expected credit losses – (Reversal)/expense	5	(9,503)	34,094
Software as a Service expense	5	13,303	7,251
Underlying Operating Profit for the period		**170,960**	**597,251**

Significant changes in the state of affairs

Aside from the matters discussed in the "Review of Operations" section, there were no significant changes in the state of affairs of the Group during the financial year

Dividends

No dividend has been declared for the year ended 30 June 2021. On 24 February 2020, the Directors declared an interim dividend of $104.2 million ($0.88 per share). On 26 March 2020, the Board resolved that the dividend declared on 24 February 2020 be cancelled.

Events occurring after balance sheet date

The Directors note the emergence of the Delta variant and relatively low vaccination rates have increased the frequency of lockdowns to control outbreaks. While there is a preference, based on limiting the economic damage, for short, sharp interventions, the outlook to the end of December 2021 is for rolling disruptions across state jurisdictions to continue.
In August 2021, Victoria entered the state's sixth lockdown, with Metropolitan Melbourne subject to stay-at-home directions, including a curfew. The New South Wales outbreak has not yet peaked and is likely to have a long tail. A rapid acceleration of Australia's vaccination program is underway, with 70% and 80% thresholds identified as part of a plan to reduce the frequency and severity of lockdowns, keep interstate borders open and reopen Australia to the world.

The expected impacts of the lockdowns are reflected in the scenarios modelled by the Group which informed the Group's key estimates and judgements and the Directors conclusion that the Group is a going concern. However, the exact impact on the financial position and performance of the Group in the future as a result of the ongoing developments cannot be predicted. Refer to Note 1 to the Financial Statements for Going Concern disclosure.

On 3 August 2021, the Board approved a further restructure of the Group's hedge portfolio. This continues the Group's strategy to minimise cash interest paid. The restructure was executed in August 2021 and is expected to deliver a further $26 million reduction in future interest payments bringing the total reduction to $120 million to 30 June 2022.

Other than the above, no other matter or circumstance has arisen since 30 June 2021 that has significantly affected, or may significantly affect the Group's operations, the results of those operations, or the Group's state of affairs in future financial years.

Directors

Name	Position	Period of directorship
Peter Hay	Chair	Appointed 1 June 2019
Lyell Strambi	Managing Director	Appointed 9 November 2015
Lianne Buck	Director	Appointed 14 October 2016
Michael Cummings	Director	Appointed 19 March 2015
Danny Elia	Director	Appointed 6 October 2015
David Kenny	Director	Appointed 7 December 2015
James Fraser-Smith	Director	Appointed 15 September 2016
Raphael Arndt	Director	Appointed 29 August 2019
Debbie Goodin	Director	Appointed 1 March 2020

Peter Hay
Chair

Mr Hay has a strong background and breadth of experience in business, corporate law, finance and investment banking advisory work, with particular expertise in relation to mergers and acquisitions. He has also had significant involvement in advising governments and government-owned enterprises. Peter's board experience spans mining and resources, manufacturing, retail, property, and financial services. He is currently Chairman of Newcrest Mining and Mutual Trust. He is a former Director on the boards of Vicinity Centres, GUD Holdings, Novion, Myer, ANZ Bank, and Alumina.

Lyell Strambi
Managing Director and Chief Executive Officer

Mr Strambi has extensive aviation experience spanning more than 40 years both in Australia and overseas. Before joining APAC, Mr Strambi spent six years at Qantas, the last two as CEO of Qantas Domestic. Prior to this, Mr Strambi worked for eight years at Virgin Atlantic Airways based in London. Mr Strambi is currently a Director of Aurizon Holdings Limited.

Michael Cummings
Director and Chair of Remuneration Committee

Mr Cummings is Co-Head of AMP Capital's Australian Infrastructure business. In addition to APAC, Mr Cummings is on the boards of Powerco NZ, Endeavour Energy, Opal Aged Care and Chairman of Evergen. Mr Cummings has over 30 years of international experience in the infrastructure sector – having held senior executive positions in a number of major energy infrastructure companies. Mr Cummings is a Graduate member of the Australian Institute of Company Directors, and a Member of the Institute of Directors New Zealand and Engineering New Zealand.

Lianne Buck
Director

Ms Buck is a highly experienced leader, combining current board and governance experience with a successful career as a senior investment professional. Ms Buck has extensive experience in investment management, strategy, corporate finance, business transformation and government and stakeholder management. In addition to APAC, Ms Buck currently serves on the boards of ISPT, Spark Infrastructure RE Limited and is an Advisory Board member to Amicaa Advisors and a Specialist Advisor to NSW Treasury Corporation's ('TCorp') Management Investment Committee. Ms Buck was previously a Director on the board of Utilities of Australia and the Head of Direct Investments and Infrastructure for TCorp.

Danny Elia
Director

Mr Elia is the Global Head of Asset Management at IFM Investors where he is responsible for driving IFM Infrastructure's asset management strategy across the Australian and Global Infrastructure funds. Previous roles include CEO of South Australian Health Partnerships, Director of Public Private Partnerships for Leighton Contractors, General Manager of Transurban Victoria and Finance Director of Linfox Logistics Asia Pacific. Mr Elia is currently a Director on the board of Committee for Melbourne.

David Kenny
Director

Mr Kenny is a Principal, Infrastructure at AMP Capital Investors. Previously Mr Kenny worked for Ontario Teachers' Pension Plan Board (OTPP), where he was General Manager, Business Development. He also served as General Manager, Corporate Finance at Downer Infrastructure in Sydney, and worked in both Sydney and London for Macquarie Airports, where he held senior roles including that of Chief Investment Officer. Mr Kenny is currently a Director of Reliance Rail.

James Fraser-Smith
Director

Mr Fraser-Smith is the Head of Unlisted Infrastructure and Timberland division at the Future Fund. In this role, he is responsible for strategy, investment and asset management across a global portfolio of infrastructure assets worth approximately $10 billion. Prior to joining the Future Fund, Mr Fraser-Smith spent over 10 years at Hastings Funds Management, a specialist infrastructure manager. He holds Engineering and Commerce degrees from the University of Melbourne and a Masters in Applied Finance. He is also a Graduate Member of the Australian Institute of Company Directors.

Debbie Goodin
Director and Chair of Audit, Risk & Finance Committee

Ms Goodin has diverse executive experience in operations, finance, mergers and acquisitions and corporate services, and has worked globally, and in both the public and private sectors. In addition to APAC, Ms Goodin is on the boards of Atlas Arteria Roads Limited and APA Group. Ms Goodin has a Bachelor of Economics degree, is a Chartered Accountant, has formally qualified as an Insolvency Practitioner and is a Fellow of the Williamson Community Leadership Program.

Raphael Arndt
Director

Dr Arndt was appointed as the Chief Executive Officer of the Future Fund on 1 July 2020 and served as the Chief Investment Officer from 2014 to 2020. Dr Arndt was previously the Fund's Head of Infrastructure and Timberland establishing both the Timberland and Infrastructure investment programs. Dr Arndt is also Chairman of the Investment Committee and a Board Member of the Melbourne Lord Mayor's Charitable Foundation. Dr Arndt holds Engineering and Commerce degrees and a PhD from the University of Melbourne which focused on risk allocation in Public Private Partnerships.

Meetings of Directors

The number of meetings of the company's Board of Directors ('the Board') and of each Board committee held during the year ended 30 June 2021, and the number of meetings attended by each Director were:

	Full Board		Remuneration Committee		Audit, Risk and Finance Committee	
	Held	Attended	Held	Attended	Held	Attended
Peter Hay	12	12	8	8	4	4
Lyell Strambi	12	12	8	8	4	4
Lianne Buck	12	11	8	8	4	4
Alternate - Simon Beer	-	1	-	-	-	-
Michael Cummings	12	12	8	8	-	-
Danny Elia	12	12	8	8	-	-
David Kenny	12	11	-	-	4	4
Alternate - David Dowling	-	1	-	-	-	-
James Fraser-Smith	12	12	8	8	-	-
Raphael Arndt	12	10	-	-	-	-
Debbie Goodin	12	12	-	-	4	4

Those attended by the Company Secretary were:

	Held	Attended	Held	Attended	Held	Attended
Aaron Gant	12	12	8	8	4	4

Future developments

The Group's future developments and operations are included within the Master Plans of Melbourne Airport (2018) and Launceston Airport (2020). The documents, published every five years, include setting the strategic direction for each airport, providing plans for development, documenting to the public the intended uses of the sites and development proposals and ensuring compliance with environmental legislation and standards.

The 2020 Launceston Airport Master Plan was submitted to the Federal Government and was approved by the Deputy Prime Minister on 22 July 2020.

The impact of COVID-19 on the Group's future plan has been considered and disclosed in the financial report.

Environmental regulation

In relation to environmental matters, the Group is subject to the Airports Act 1996 ("the Act") and the Airports (Environment Protection) Regulations 1997 ("the Regulations"). The Board is satisfied that the results of environmental monitoring conducted by internal and external specialists during the year ended 30 June 2021 demonstrate compliance with the Act and the Regulations.

Like other airports around Australia, fire-fighting foams containing per- and poly- fluoroalkyl substances (PFAS) have historically been used by Air Services Australia at Melbourne and Launceston Airports. Melbourne and Launceston Airports continue to investigate, manage and monitor PFAS at both airports.

Indemnity and insurance of officers and auditors

Each officer (including each Director) of the Group is indemnified, to the maximum extent permitted by law, against any liabilities incurred as an officer of the Group pursuant to agreements with the Group. Each officer is also indemnified against reasonable costs (whether legal or otherwise) incurred in relation to relevant proceedings in which the officer is involved because the officer is or was an officer.

The Group has arranged to pay a premium for a Director's and officer's liability insurance policy to indemnify Directors and officers in accordance with the terms and conditions of the policy.

This policy is subject to a confidentiality clause which prohibits disclosure of the nature of the liability covered, the name of the insurer, the limit of liability and the premium paid for this policy.

The auditor of the Group is in no way indemnified out of the assets of the Group.

No application has been made and no proceedings have been brought or intervened in on behalf of APAC under section 237 of the Corporations Act.

Auditor's independence

A copy of the auditor's independence declaration as required under section 307C of the Corporations Act 2001 is set out on page 65.

Rounding off of amounts

The Group is of a kind referred to in Australian Securities & Investments Commission (ASIC) Corporations (Rounding in Financial/ Directors' Reports) Instrument 2016/191 dated 1 April 2016, and in accordance with that instrument all financial information has been rounded to the nearest thousand dollars, unless otherwise indicated.

Australia Pacific Airports Corporation Limited
Directors' report
30 June 2021

This report is made in accordance with a resolution of the Directors.

On behalf of the Directors

Mr P. Hay
Chairman

Mr L. Strambi
Managing Director

23 August 2021
Melbourne

Auditors Independence Declaration

Deloitte.

Deloitte Touche Tohmatsu
ABN 74 490 121 060
477 Collins Street
Melbourne, VIC, 3000
Australia

Phone: +61 3 9671 7000
www.deloitte.com.au

23 August 2021

The Board of Directors
Australia Pacific Airports Corporation Limited
Level 2, Terminal 2
Melbourne Airport VIC 3043

Dear Board Members

Auditor's Independence Declaration to Australia Pacific Airports Corporation Limited

In accordance with section 307C of the *Corporations Act 2001*, I am pleased to provide the following declaration of independence to the directors of Australia Pacific Airports Corporation Limited.

As lead audit partner for the audit of the financial statements of Australia Pacific Airports Corporation Limited for the year ended 30 June 2021, I declare that to the best of my knowledge and belief, there have been no contraventions of:

(i) the auditor independence requirements of the *Corporations Act 2001* in relation to the audit; and

(ii) any applicable code of professional conduct in relation to the audit.

Yours sincerely

Deloitte Touche Tohmatsu
DELOITTE TOUCHE TOHMATSU

Travis Simkin
Partner
Chartered Accountants
Melbourne

Contents

General information

The financial statements represent Australia Pacific Airports Corporation Limited and its controlled entities as a consolidated group. The financial statements are presented in Australian dollars, which is Australia Pacific Airports Corporation Limited's functional and presentation currency.

Australia Pacific Airports Corporation Limited ACN 069 775 266 is an unlisted public company limited by shares, incorporated and domiciled in Australia.

Its registered office and principal place of business is:

Level 2, Terminal 2,
Melbourne Airport VIC 3043
(03) 9297 1600
Website: www.melbourneairport.com.au
Email: reception@melair.com.au

A description of the nature of the Group's operations and its principal activities are included in the Directors' report, which is not part of the financial statements.

The financial statements were authorised for issue, in accordance with a resolution of Directors, on 23 August 2021.

Consolidated statement of profit or loss and other comprehensive income for the year ended 30 June 2021

	Note	2021 $'000	2020 Restated $'000
Revenue			
Aeronautical		89,073	351,126
Security	7	31,598	53,066
Retail		15,603	113,981
Ground Transport		59,387	162,040
Property		110,870	101,026
Outgoings/recharges		28,885	31,895
Interest		47	277
Other income		4,023	3,348
Profit on sale of property, plant and equipment		-	60
Total revenue		**339,486**	**816,819**
Expenses			
Staff costs		(45,336)	(45,028)
Security	7	(28,350)	(50,446)
Services and utilities		(67,502)	(99,432)
Maintenance costs		(14,634)	(30,063)
Administration and marketing costs		(4,529)	(11,668)
Other costs		(8,455)	(10,033)
Software as a Service expense	4	(13,303)	(7,251)
Allowance for expected credit losses – reversal/(expense)	5	9,783	(33,324)
Total expenses		**172,326**	**287,245**
Operating Profit		167,160	529,574
Change in fair value of investment property	13	387,977	96,685
Depreciation and amortisation	4, 6	(274,482)	(253,544)
Impairment of assets under construction	5	-	(40,816)
Borrowing costs	6	(187,818)	(189,088)
Profit before income tax expense		**92,837**	**142,811**
Income tax expense	8	(29,282)	(41,118)
Profit before income tax expense	**23**	**63,555**	**101,693**
Other Comprehensive profit/(loss)			
Items that may be reclassified subsequently to profit or loss			
Net change in the fair value of cash flow hedges taken to equity, net of tax		17,882	(438)
Other Comprehensive profit/(loss) for the year, net of tax		17,882	(438)
Total Comprehensive income for the year		**81,437**	**101,255**

The above consolidated statement of profit or loss and other comprehensive income should be read in conjunction with the accompanying notes.

Consolidated statement of financial position as at 30 June 2021

	Note	2021 $'000	2020 Restated $'000
Assets			
Current assets			
Cash and cash equivalents		32,186	133,793
Trade and other receivables	9	36,964	37,849
Derivative financial instruments	17	76,704	-
Income tax receivable		-	40,912
Accrued revenue	10	22,369	11,105
Other assets	11	4,515	3,799
Total current assets		**172,738**	**227,458**
Non-current assets			
Property, plant and equipment	4, 12	3,518,483	3,590,992
Investment properties	13	2,060,686	1,601,536
Intangible assets	14	674,260	675,048
Derivative financial instruments	17	300,707	515,870
Accrued revenue	10	134,829	105,713
Other assets	11	8,990	9,603
Total non-current assets		**6,697,955**	**6,498,762**
Total assets		**6,870,693**	**6,726,220**
Liabilities			
Current liabilities			
Payables	15	114,357	190,146
Borrowings	16	266,610	-
Employee benefit provisions		15,279	12,639
Derivative financial instruments	17	6,948	22,796
Lease liabilities	19	1,287	1,287
Unearned income		4,925	5,983
Total current liabilities		**409,406**	**232,851**
Non-current liabilities			
Payables	15	4,952	1,202
Borrowings	16	4,728,078	4,818,527
Deferred tax liability	4, 8	566,050	527,408
Employee benefit provisions		1,699	1,558
Derivative financial instruments	17	134,845	198,197
Lease liabilities	19	3,776	4,725
Unearned income		3,968	5,270
Total non-current liabilities		**5,443,368**	**5,556,887**
Total liabilities		**5,852,774**	**5,789,738**
Net assets		**1,017,919**	**936,482**
Equity			
Issued capital	21	118,100	118,100
Hedging reserves	22	(139,795)	(157,677)
Retained profits	4, 23	1,039,614	976,059
Total equity		**1,017,919**	**936,482**

The above consolidated statement financial position should be read in conjunction with the accompanying notes.

Consolidated statement of changes in equity for the year ended 30 June 2021

	Issued capital $'000	Reserves $'000	Retained profits $'000	Total equity $'000
Balance at 1 July 2019 (reported)	118,100	(157,239)	1,160,207	1,121,068
Adjustment for change in accounting policy (Note 4)	-	-	(8,352)	(8,352)
Adjusted balance at 1 July 2019	**118,100**	**(157,239)**	**1,151,855**	**1,112,716**
Profit after income tax expense for the year	-	-	101,693	101,693
Other Comprehensive loss for the year, net of tax	-	(438)	-	(438)
Total Comprehensive profit/(loss) for the year	**-**	**(438)**	**101,693**	**101,255**
Transactions with owners in their capacity as owners:				
Dividends paid (Note 29)	-	-	(277,489)	(277,489)
Balance at 30 June 2020	**118,100**	**(157,677)**	**976,059**	**936,482**
Balance at 1 July 2020	118,100	(157,677)	976,059	936,482
Profit after income tax expense for the year	-	-	63,555	63,555
Other Comprehensive income for the year, net of tax	-	17,882	-	17,882
Total Comprehensive income for the year	**-**	**17,882**	**63,555**	**81,437**
Balance at 30 June 2021	**118,100**	**(139,795)**	**1,039,614**	**1,017,919**

The above consolidated statement of changes in equity should be read in conjunction with the accompanying notes.

Consolidated statement of cash flows for the year ended 30 June 2021

	Note	2021 $'000	2020 Restated $'000
Cash flows from operating activities			
Receipts from customers		354,996	977,309
Payments to suppliers and employees		(196,519)	(361,816)
Payments for Software as a Service	4	(11,440)	(7,251)
Interest received		47	277
Interest paid		(176,669)	(179,116)
Income tax (refund)/paid		42,608	(87,190)
Net cash from operating activities	**27**	**13,023**	**342,213**
Cash flows from investing activities			
Payments for investment property	13	(71,173)	(99,030)
Payments for property, plant and equipment	4	(275,292)	(358,249)
Payments for intangibles	14	(25)	(553)
Proceeds from disposal of property, plant and equipment		-	60
Government grants received for purchase of PPE		-	2,883
Net cash used in investing activities		**(346,490)**	**(454,889)**
Cash flows from financing activities			
Proceeds from borrowings	16	624,000	1,974,088
Repayment of borrowings	16	(294,000)	(1,465,600)
Payment for hedging restructure	16	(94,883)	-
Dividends paid	29	-	(277,489)
Repayment of lease liabilities		(949)	(936)
Payment for debt issue costs		(2,308)	(9,632)
Net cash from financing activities		**231,860**	**220,431**
Net increase/(decrease) in cash and cash equivalents		(101,607)	107,755
Cash and cash equivalents at the beginning of the financial year		133,793	26,038
Cash and cash equivalents at the end of the financial year		**32,186**	**133,793**

The above consolidated statement financial position should be read in conjunction with the accompanying notes.

Notes to the consolidated financial statements 30 June 2021

1 Basis of preparation

Statement of compliance

These general purpose financial statements have been prepared in accordance with Australian Accounting Standards and Interpretations issued by the Australian Accounting Standards Board ('AASB') and the Corporations Act 2001, as appropriate for for-profit oriented entities. These financial statements also comply with International Financial Reporting Standards as issued by the International Accounting Standards Board ('IASB').

The financial statements were authorised for issue by the Directors on 23 August 2021.

Basis of preparation

The financial statements have been prepared under the historical cost convention, except for, where applicable, the revaluation of financial assets and liabilities at fair value through profit or loss, financial assets at fair value through other comprehensive income, investment properties and derivative financial instruments. All amounts are presented in Australian dollars unless otherwise noted.

Comparative amounts

Certain comparative amounts have been reclassified to conform to the current period's presentation. Impact on comparatives due to change in accounting policy set out in Note 4.

Rounding of amounts

The Group is of a kind referred to in Corporations Instrument 2016/191, issued by the Australian Securities and Investments Commission, relating to 'rounding-off'. Amounts in this report have been rounded off in accordance with that Corporations Instrument to the nearest thousand dollars, or in certain cases, the nearest dollar, unless otherwise indicated.

Going concern

In assessing the overall position of the Group, the Directors are of the view that the Group is positioned to continue operations and has sufficient liquidity available to meet all of its operating and funding costs requirements for the 12 month period following 23 August 2021 and remain confident of the viability of the long term plan of the Group.

As at 30 June 2021, the Group had net current liabilities of $237 million (30 June 2020: net current liabilities $5 million), driven by cash on hand of $32 million, offset by the timing of payables for operating costs and capital, and the maturity in September 2021 of the A$191 million of USPP notes.

As at 30 June 2021, the Group had $1,431 million of undrawn facilities in the form of unused revolving bank debt, working capital facilities and cash at bank, which is sufficient to cover the Group's funding needs for at least the next 12 months.

In April 2021, the Group extended its A$400 million Syndicated Facility tranche A by 3 years from 30-Sep-21 to 30-Sep-24, established a new 5 year $200 million bilateral facility to early refinance the $191 million USPP September 2021 maturity.

The Directors secured a deferral of the Cash Cover Ratio ("CCR") for bank and USPP borrowings for the 31 December 2020 and 30 June 2021 testing periods.

The Group complied with CCR covenants for the six months to 30 June 2021, driven by the strength of domestic passenger recovery when domestic borders re-opened, combined with actions taken to reduce operating costs, capex and the Group's interest minimisation program.

The Group reviewed and implemented strategies targeted at minimising further interest expense in the short term. This included three tranches of restructures of certain elements of its derivative portfolio resetting out of the money fixed rate interest rate swaps to current market rates. This is expected to deliver a total reduction in interest payments by approximately $120 million to 30 June 2022. Tranche 3 was approved by the Board in August 2021 and has been disclosed in Note 32 Events after the reporting period.

The Group is required to comply with the CCR covenant from December 2021. The Directors have reviewed the cash flow projections factoring in the impact of the COVID-19 pandemic on the Group covering the period for 12 months after the accounts are approved. This takes into account forecast revenue, operating cash flows including operating and capital expenditure, interest minimisation program and the Group's liquidity position.

The forecasted domestic passenger scenarios for the six months to 31 December 2021 assume a staged reopening of domestic borders with all states, commencing from September through to December 2021. This assumption is underpinned by a successful COVID-19 vaccination roll out in Australia and decisions by each state on domestic border openings.

In arriving at the passenger scenarios, the Directors noted the emergence of the Delta variant and relatively low vaccination rates have increased the frequency of lockdowns to control outbreaks. While there is a preference, based on limiting the economic damage, for short, sharp interventions, the outlook to the end of December 2021 is for rolling disruptions across state jurisdictions to continue. In August 2021, Victoria entered the State's sixth lockdown, with Metropolitan Melbourne subject to stay-at-home directions, including a curfew. The New South Wales outbreak has not yet peaked and is likely to have a long tail. A rapid acceleration of Australia's vaccination program is underway, with 70% and 80% thresholds identified as part of a plan to reduce the frequency and severity of lockdowns, keep interstate borders open and reopen Australia to the world.

Based on these passenger forecasts, the Group still expects to achieve compliance with the CCR covenant for 31 December 2021 and 30 June 2022. However, given the uncertainty around domestic borders and passenger numbers which are embedded within these forecasts, should the phased reopening not commence in September 2021, the Directors will seek to secure a deferral of the Cash Cover Ratio ("CCR") for bank and USPP borrowings for 31 December 2021 and consider information available at the time with respect to June 2022.

The Group continues to engage with lenders and rating agencies on current operating performance providing transparency on commercial and financial performance. The Group's shareholders are committed to ensuring it retains its investment grade credit rating throughout the COVID-19 impacted period. The Directors are satisfied that the Group has available liquidity to support its operating activities over the course of the next 12 months and the Group will be able to meet its debts as and when they are due. On this basis, the financial statements have been approved by the Directors on a going concern basis.

2 Significant accounting policies

The principal accounting policies adopted in the preparation of the financial statements are set out either in the respective notes or below. These policies have been consistently applied to all the years presented, unless otherwise stated.

Change in accounting policy

Software-as-a-Service (SaaS) arrangements

In March 2021, the IFRS Interpretations Committee ("IFRIC") issued an agenda decision to clarify the accounting treatment for SaaS arrangements, including the accounting for related implementation, customisation and configuration costs. The IFRIC clarified that SaaS arrangements are service contracts that provide the Group with the right to access the cloud provider's software over a period of time. As a result, the underlying software the Group has the right to access is not controlled by the Group and therefore ongoing access fees as well as costs incurred to implement, customise and configure the cloud provider's software are recognised as an expense when incurred. Costs incurred related to software controlled by the Group are capitalised and amortised on a straight-line basis over their useful life.

Accordingly, the Group has revised its accounting policy in relation to SaaS arrangements in line with the new guidance. The Group's revised accounting policy is presented below.

All expenditure in the current financial year in relation to SaaS arrangements has been assessed under the new guidance and expensed or capitalised as appropriate. $13.3 million of SaaS related costs have been recognised as an expense in the current year, which previously would have been capitalised and amortised over their useful life. The costs relate to the implementation of an enterprise resource planning system and the cost of the implementation of Cyber Security applications, all of which are SaaS arrangement.

The change in accounting policy is required to be applied retrospectively. As a result, the Group has restated its prior year comparative and opening retained earnings as at 1 July 2019 (the start of the comparative period). Refer to Note 4 for an overview of the impact of the change in accounting policy on these periods.

New accounting policy: Software-as-a-Service (SaaS) arrangements

SaaS arrangements are service contracts providing the Group with the right to access the cloud provider's application software over the contract period. Costs incurred to configure or customise, and the ongoing fees to obtain access to the cloud provider's application software, are recognised as operating expenses when the services are received.

Some of these costs incurred are for the development of software code that enhances or modifies, or creates additional capability to existing on-premise systems and meets the definition of and recognition criteria for an intangible asset. These costs are recognised as intangible software assets and amortised over the useful life of the software on a straight-line basis. The useful lives of these assets are reviewed at the end of each financial year, and any change accounted for prospectively as a change in accounting estimate.

Adoption of New and Revised Accounting Policies

The Group has adopted all of the new or amended Accounting Standards and Interpretations issued by the Australian Accounting Standards Board ('AASB') that are mandatory for the current reporting period.

The following Accounting Standards and Interpretations have been adopted for the period:

AASB 2019-3 Amendments to Australian Accounting Standards – Interest Rate Benchmark Reform

The Group early adopted the amendments in its financial statements for the year ended 30 June 2020 retrospectively. AASB 2019-3 makes amendments to AASB 7, AASB 9 and AASB 139 which allows the Group to apply certain exceptions to the standard hedging requirements in respect of hedge relationships that are impacted by a market wide interest rate benchmark reform. The specific interest rate benchmark reform that this amendment currently applies to is the planned discontinuation of the London Interbank Offered Rate ('USD LIBOR') immediately after 30 June 2023.

At 30 June 2021 the Group does not have:

- any debt instruments linked to USD LIBOR as all USD bonds issued are fixed rate; or
- any interest rate swaps or cross currency interest rate swaps directly linked to LIBOR as these instruments swap the fixed foreign denominated interest rate to either a fixed or floating BBSW(Y) interest rate.

Despite not having any direct USD LIBOR linked debt or swap instruments, some cross currency swap hedge relationships reference USD LIBOR for both hedge accounting and valuation purposes. The Group has performed an initial high level LIBOR exposure review and has not identified any direct USD LIBOR exposures. For hedge relationships with indirect USD LIBOR exposures, management has assessed that overall economics of the hedging transactions will not be modified as part of the transition process as there is no direct exposure to LIBOR, however, should any benchmark rates change this will be effected in the underlying hedge relationships.

Other new and revised Standards and amendments thereof and Interpretations effective for the current year that are relevant to the Group are:

- AASB 2018-6 *Amendments to Australian Accounting Standards – Definition of a Business*
- AASB 2018-7 *Amendments to Australian Accounting Standards – Definition of Material*
- AASB 2019-1 *Amendments to Australian Accounting Standards – References to the Conceptual Framework*
- AASB 2019-5 *Amendments to Australian Accounting Standards – Disclosure of the Effect of New IFRS Standards Not Yet Issued in Australia*
- AASB 2020-4 *Amendments to Australian Accounting Standards – COVID-19-Related Rent Concessions.*

The adoption of these Accounting Standards and Interpretations did not have a material impact on the financial performance or position of the Group.

Standards in issue but not yet effective

The following standards are in issue but not yet effective:

Amendments to AASB 101

The amendments to AASB 101 may impact the classification of bank debt, where the terms of the bank debt as at the reporting date have not been met irrespective of any waivers obtained, in that they may be classified under current liabilities where the Group does not have an unconditional right to defer settlement. The Group has not early adopted the amendments to AASB 101 as at the reporting date. However, there would be no impact as at 30 June 2021.

Principles of consolidation

The consolidated financial statements incorporate the financial statements of the Company and its subsidiaries (listed in Note 25) as at 30 June 2021 and the results of all subsidiaries for the year then ended. The accounting policies of the subsidiaries are consistent with the Group's accounting policies.

Subsidiaries are all entities over which the Company has power over an investee, exposure, or rights, to variables returns from its involvement with the investee, and has the ability to use its power to affect the amount of the investee's returns.

Consolidation of a subsidiary begins from the date on which the Company obtains control over the subsidiary and ceases when the Company loses control of the subsidiary. Profit or loss and comprehensive income are attributable to the owners of the Company as there are no non-controlling interests in the Group.

In preparing the consolidated financial statements, all inter-company balances and transactions and unrealised profits arising within the Group are eliminated in full.

Cash

Cash comprises of cash on hand, cash in bank and investment in money market instruments.

Revenue from contracts with customers

Aeronautical revenue

Aeronautical revenue is primarily generated from contracts with Airlines for the provision of access to terminals, infrastructure, apron parking, airfield and terminal facilities. Revenue is recognised as the service is provided as follows:

- Passenger charges: On a per passenger basis as they arrive or depart
- Runway charges: On a per passenger basis or on the basis of maximum take-off weight
- Aircraft parking charges: Over the duration of time the aircraft is parked and maximum take-off weight

Aeronautical revenues are billed on a monthly basis.

Incentives or discounts are provided in line with terms of contracts with Airlines and are generally based on passenger numbers, flight frequency and or new routes. Revenues from passenger charges are therefore variable consideration and estimated monthly. Variable revenue is only recognised when it is highly probable the revenues will not reverse.

Discounts and incentives are generally paid annually based on contract commencement date and any unpaid amount is recognised as a payable.

Security recovery revenues

Revenue is a pass-through of security operating costs and a capital recovery on depreciation and is based on the recognition of actual security costs and depreciation incurred.

Security recovery revenues are billed on a monthly basis.

Ground Transport revenues

Parking and ground transport revenue is primarily generated from passengers and staff for the provision of car parking and from taxis, ride share services, busses and private vehicles for the provision of ground access services.

Revenue is recognised for car parking on exit and ground access services over the period of time the service is provided.

Retail revenues

This comprises the lease of commercial space to tenants whose activities include duty free, food and beverage, and financial and advertising services. These contracts contain lease components with revenue recognised in line with the terms of the lease and the requirements of AASB 16: Leases.

Property revenues

This comprises the lease of terminal space, buildings and other space on Melbourne Airport. These contracts contain only lease components with revenue recognised in line with the terms of the lease and the requirements of AASB 16: Leases.

Financial instruments

Details of significant accounting policies and methods adopted, including the criteria for recognition, the basis of measurement and the basis on which revenues and expenses are recognised, in respect of each class of financial asset, financial liability and equity instrument are disclosed in their respective notes.

Impairment of assets

At each reporting date, the Group reviews the carrying amounts of its tangible and intangible assets to determine whether there is any indication that those assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any). Where the asset does not generate cashflows that are independent from other assets, the Group estimates the recoverable amount of the cash generating unit to which the asset belongs.

Recoverable amount is the higher of fair value less costs of disposal and value in use. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset for which the estimates of future cash flows have not been adjusted.

If the recoverable amount of an asset is estimated to be less than its carrying amount, the carrying amount of the asset is reduced to its recoverable amount. An impairment loss is recognised in profit or loss immediately, unless the relevant asset is carried at fair value, in which case the impairment loss is treated as a revaluation decrease.

Capitalised borrowings costs

Interest costs directly attributable to assets under construction are capitalised as part of the costs of those assets up to the date of completion of each asset.

Investments

Investments in controlled entities are recorded at cost.

Provisions

Provisions are recognised when the Group has a present obligation as a result of a past event, it is probable that the Group will be required to settle the obligation, and the amount of the provision can be measured reliably.

The amount recognised as a provision is the best estimate of the consideration required to settle the present obligation at reporting date, taking into account the risks and uncertainties surrounding the obligation. Where a provision is measured using the cash flows estimated to settle the present obligation, its carrying amount is the present value of those cash flows.

Superannuation

The Group makes contributions to accumulation funds on behalf of its employees. These contributions are expensed when incurred.

Employee benefits

A liability is recognised for benefits accruing to employees in respect of wages and salaries, other incentives, annual leave and long service leave when it is probable that settlement will be required and they are capable of being measured reliably.

Liabilities recognised in respect of wages and salaries, annual leave and long service leave expected to be settled within 12 months, are measured at their nominal values using the remuneration rate expected to apply at the time of settlement.

Liabilities recognised in respect of annual leave and long service leave not expected to be settled within 12 months are measured as the present value of the estimated future cash outflows to be made by the Group in respect of services provided by employees up to the reporting date.

Income tax

Income tax

Current tax is calculated by reference to the amount of income taxes payable or recoverable in respect of the taxable profit or tax loss for the period. It is calculated using tax rates and tax laws that have been enacted or substantively enacted by reporting date. Current tax for current and prior periods is recognised as a liability (or asset) to the extent that it is unpaid (or refundable).

The Directors of Australia Pacific Airports Corporations Limited (head entity) have elected for those entities within the consolidated group that are wholly-owned Australian resident entities to be taxed as a single entity from 1 July 2003. Accordingly, the Company became part of a tax consolidated group with effect from 1 July 2003.

Deferred tax

Deferred tax is accounted for using the comprehensive balance sheet liability method in respect of temporary differences arising from differences between carrying amount of assets and liabilities in the financial statements and the corresponding tax base of those items.

Deferred tax liabilities are recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that sufficient taxable amounts will be available against which deductible temporary differences or unused tax losses and tax offsets can be utilised. However, deferred tax assets and liabilities are not recognised if the temporary differences giving rise to them arise from the initial recognition of assets and liabilities (other than as a result of a business combination) which affects neither taxable income nor accounting profit.

Deferred tax assets and liabilities are measured at the tax rates that are expected to apply to the period(s) when the asset and liability giving rise to them are realised or settled, based on tax rates (and tax laws) that have been enacted or substantively enacted by reporting date. The measurement of deferred tax liabilities and assets reflects the tax consequences that would follow from the manner in which the Group expects, at the reporting date, to recover or settle that carrying amount of its assets and liabilities.

Deferred tax assets and liabilities are offset when they relate to income taxes levied by the same taxation authority, and the Group intends to settle its current tax assets and liabilities on a net basis.

Current and deferred tax for the period

Current and deferred tax is recognised as an expense or income in that income statement, except when it relates to items credited or debited directly to equity, in which case the deferred tax is also recognised directly in equity, or where it arises from the initial accounting for a business combination, in which case it is taken to account in the determination of goodwill or excess.

Tax consolidation

The Company and all its wholly-owned Australian resident entities are part of a tax consolidated group under Australian taxation law. APAC is the head entity in the tax-consolidated group. Tax expense/recovery, deferred tax liabilities and deferred tax assets arising from temporary differences of the members of the tax consolidated group are recognised in the separate financial statements of the members of the tax consolidated group using the 'group allocation' approach. Current tax liabilities and assets and deferred tax assets arising from unused tax losses and tax credits of the members of the tax consolidated group are recognised by APAC (as head entity in the tax consolidated group).

Goods and Services Tax ('GST') and other similar taxes

Revenues, expenses and assets are recognised net of the amount of associated GST, unless the GST incurred is not recoverable from the tax authority. In this case it is recognised as part of the cost of the acquisition of the asset or as part of the expense.

Receivables and payables are stated inclusive of the amount of GST receivable or payable. The net amount of GST recoverable from, or payable to, the tax authority is included in other receivables or other payables in the statement of financial position.

Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the tax authority, are presented as operating cash flows.

Commitments and contingencies are disclosed net of the amount of GST recoverable from, or payable to, the tax authority.

Fair value

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date, regardless of whether that price is directly observable or estimated using another valuation technique. In estimating the fair value of an asset or a liability, the Group takes into account the characteristics of the asset or liability if market participants would take those characteristics into account when pricing the asset or liability at the measurement date. Fair value for measurement and/or disclosure purposes in these consolidated financial statements is determined on such a basis, except for leasing transactions that are within the scope of AASB 16 Leases, and measurements that have some similarities to fair value but are not fair value, such as value in use in AASB 136 Impairment of assets.

In addition, for financial reporting purposes, fair value measurements are categorised into Level 1, 2 or 3 based on the degree to which the inputs to the fair value measurements are observable and the significance of the inputs to the fair value measurement in its entirety, which are described as follows:

- Level 1 inputs are quoted prices (unadjusted) in active markets for identical assets or liabilities that the entity can access at the measurement date.
- Level 2 inputs are prices observable for the asset or liability, either directly or indirectly, but are not quoted prices included in Level 1.
- Level 3 inputs are unobservable inputs for the asset or liability.

3
Critical accounting judgements, estimates and assumptions

In the preparation of the financial statements, the Directors are required to make judgements, estimates and assumptions that affect the application of accounting policies and the reported carrying values of assets, liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstance, the results of which form the basis of making the judgments. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised if the revision affects only that period, or in the period of the revision and future periods if the revision affects both current and future periods.

At 30 June 2021 the Group has made significant judgements and estimates impacting the financial position in particular in relation to going concern (Note 1), the fair value of investment properties (Note 13) and impairment of goodwill (Note 14).

Software-as-a-Service (SaaS) arrangements

Note 2 describes the Group's accounting policy in respect of right to access fees as well as customisation and configuration costs incurred in implementing SaaS arrangements. In applying the Group's accounting policy, the Directors made the following key judgements that may have the most significant effect on the amounts recognised in financial statements.

4
Restatement of comparatives – Change in accounting policy

In March 2021, the IFRS Interpretations Committee ("IFRIC") issued an agenda decision to clarify the accounting treatment for Software-as-a-Service (SaaS) arrangements, including the accounting for related implementation, customisation and configuration costs. The IFRIC clarified that SaaS arrangements are service contracts that provide the Group with the right to access the cloud provider's software over a period of time. As a result, the underlying software the Group has the right to access is not controlled by the Group and therefore ongoing access fees as well as costs incurred to implement, customise and configure the cloud provider's software are recognised as an expense when incurred. Costs incurred related to software controlled by the Group are capitalised and amortised on a straight-line basis over their useful life.

Accordingly, the Group has revised its accounting policy in relation to SaaS arrangements in line with the new guidance. The Group's revised accounting policy is presented in Note 2 *Significant accounting policies.*

Management undertook a review of previously capitalised costs to identify those impacted by the change in accounting policy and assessed them with reference to the clarification in the interpretation of SaaS arrangements.

In the current year, $13.3 million has been recorded in operating expenses in respect of SaaS costs, which previously would have been capitalised and amortised over their useful life. The costs relate to the implementation of an enterprise resource planning system and the cost of the implementation of Cyber Security applications, all of which are SaaS arrangement. The impact on profit before tax has been offset by the reversal of depreciation of $5.3 million, resulting in a net impact of $8.0 million on profit before tax in the current year.

The change in accounting policy is required to be applied retrospectively. As a result, the Group has restated its prior year comparative financial information and opening retained earnings as at 1 July 2019 (the start of the comparative period) as disclosed in notes 8, 12 and in the Statement of Changes in Equity, resulting from the following restatements:

	30 June 2020 Restatement $'000	1 July 2019 Restatement $'000
Consolidated statement of financial position		
Property, plant and equipment	(4,821)	(11,289)
Deferred tax liability	1,190	2,937
Net assets	**(3,631)**	**(8,352)**
Retained earnings	**(3,631)**	**(8,352)**

	30 June 2020 Restatement $'000	1 July 2019 Restatement $'000
Consolidated statement of profit or loss and other comprehensive income		
Software as a Service expense	(7,251)	(12,998)
Depreciation and amortisation reversal	2,430	1,709
Income tax expense	1,190	2,937
Profit after tax	**(3,631)**	**(8,352)**

	30 June 2020 Restatement $'000	1 July 2019 Restatement $'000
Consolidated statement of cashflows		
Payments to suppliers and employees	(7,251)	(12,998)
Net cash from operating activities	**(7,251)**	**(12,998)**
Payments for property, plant and equipment	7,251	12,998
Net cash used in investing activities	**7,251**	**12,998**

Capitalisation of configuration and customisation costs in SaaS arrangements

Part of the customisation and configuration activities undertaken in implementing SaaS arrangements may entail the development of software code that enhances or modifies, or creates additional capability to the existing on-premise software to enable it to connect with the cloud-based software applications (referred to as bridging modules or APIs). Judgement was applied in determining whether the additional code meets the definition of and recognition criteria for an intangible asset in AASB 138 Intangible Assets. During the year, the Group recognised no amounts (2020: Nil) as intangible assets in respect of customisation and configuration costs incurred in implementing SaaS arrangements.

Determination whether configuration and customisation services are distinct from the SaaS access

Costs incurred to configure or customise the cloud provider's application software are recognised as operating expenses when the services are received. In a contract where the cloud provider provides both the SaaS configuration and customisation, and the SaaS access over the contract term, the Directors applied judgement to determine whether these services are distinct from each other or not, and therefore, whether the configuration and customisation costs incurred are expensed as the software is configured or customised (i.e. upfront), or over the SaaS contract term.

Specifically, where the configuration and customisation activities significantly modify or customise the cloud software, these activities will not be distinct from the access to the cloud software over the contract term. Judgement has been applied in determining whether the degree of customisation and modification of the cloud-based software that would be deemed significant. During the year, the Group recognised no amounts (2020: Nil) as prepayments in respect of customisation and configuration activities undertaken in implementing SaaS arrangements which are considered not to be distinct from the access to the SaaS access over the contract term.

5
Significant income and expense items

Included in the financial statements are a number of significant income and expense items that qualify for adjustment as part of the Group's reporting on covenant compliance to its lenders.

	2021 $'000	2020 $'000
Revenue		
Impairment of accrued retail revenue	-	(26,332)
Expenses		
Allowance for expected credit losses - reversal/(expense) (i)	9,503	(34,094)
Software as a Service expense (ii)	(13,303)	(7,251)
	(3,800)	**(41,345)**
Depreciation, amortisation and impairment		
Impairment of assets under construction	-	(40,816)

(i) Allowance for expected credit losses

The reversal of the allowance for expected credit losses of $9.5 million relates to better than expected recovery in relation to outstanding amounts for Virgin Australia Holdings that had been provided for at 30 June 2020 and a reduction in overall outstanding balances that formed the basis of the allowance for expected credit losses at 30 June 2021.

(ii) Software as a Service (SaaS)

As outlined in Note 4, the Group has revised its accounting policy in relation to SaaS arrangements in line with IFRIC guidance. All expenditure in the current financial year in relation to SaaS arrangements has been assessed under the new guidance and expensed or capitalised as appropriate. $13.3 million of SaaS related costs have been recognised as an expense in the current year, which previously would have been capitalised and amortised over their useful life. The costs relate to the implementation of an enterprise resource planning system and the cost of the implementation of Cyber Security applications, all of which are SaaS arrangement.

The change in accounting policy is required to be applied retrospectively. As a result, the Group has restated its prior year comparative and opening retained earnings as at 1 July 2019 (the start of the comparative period). Refer to Note 4 for an overview of the impact of the change in accounting policy on these periods.

6
Profit for the year

The profit before tax for the year includes the following specific items:

	2021 $'000	2020 Restated $'000
Employee benefits expense - superannuation contributions	4,687	5,354
Depreciation and amortisation:		
Depreciation of property, plant and equipment	273,669	252,610
Amortisation of masterplan	813	934
Total depreciation and amortisation	**274,482**	**253,544**
Borrowing costs:		
Interest:		
- Secured debt	174,555	197,001
- Interest capitalised during the period	(16,068)	(16,618)
- Unsecured debt	-	371
- Amortisation of deferred borrowing costs	6,784	6,315
Hedge reserve unwind	21,372	669
Interest - Lease liabilities	446	352
Other finance costs	729	998
Total borrowing costs	**187,818**	**189,088**

7
Security

The profit before tax for the year includes the following specific items:

	2021 $'000	2020 $'000
Security revenue	31,598	53,066
Security costs	(28,350)	(50,446)
Security depreciation and other costs	(3,248)	(2,620)
	-	-

Security revenue is a pass-through of security operating costs and a capital recovery on depreciation and is based on the recognition of actual security costs and depreciation incurred.

8
Income tax

(a) Income tax recognised in profit

	2021 $'000	2020 Restated $'000
Income tax expense comprises of:		
Current tax expense	-	23,741
Deferred tax expense	29,307	19,697
Current tax in respect of prior years	(1,696)	(636)
Deferred tax in respect of prior years	1,671	(1,684)
Aggregate income tax expense	**29,282**	**41,118**
The prima facie income tax expense on pre-tax accounting profit reconciles to the income tax expense in the financial statements as follows:		
Profit before income tax expense	**92,837**	**142,811**
Tax at the statutory tax rate of 30%	27,851	42,843
Tax effect amounts which are not deductible/(taxable) in calculating taxable income:		
Non-deductible expenses	1,456	756
Non-assessable income	-	(161)
Deferred tax in respect of prior years	1,671	(1,684)
Current tax in respect of prior years	(1,696)	(636)
Income tax expense	**29,282**	**41,118**

(b) Deferred tax balances

Taxable and deductible temporary differences arise from the following:

2021	Consolidated			
	Opening balance 1 July 2020 $'000	Charged to income $'000	Charged to equity $'000	Closing balance 30 June 2021 $'000
Gross deferred tax liabilities:				
Property, plant & equipment	(203,223)	18,218	-	(185,005)
Accrued revenue	(33,490)	(5,348)	-	(38,838)
Investment property	(362,053)	(122,382)	-	(484,435)
Other assets	(3,600)	600	-	(3,000)
Deferred borrowing costs	(1,817)	643	-	(1,174)
	(604,183)	**(108,269)**	**-**	**(712,452)**
Gross deferred tax assets:				
Provisions & accruals	6,180	260	-	6,440
Unearned income	2,511	(1,386)	-	1,125
Hedge reserve	67,577	-	(7,664)	59,913
Tax losses	-	78,920	-	78,920
Other	507	(503)	-	4
	76,775	**77,291**	**(7,664)**	**146,402**
Net deferred tax liability	**(527,408)**	**(30,978)**	**(7,664)**	**(566,050)**

2020	Consolidated				
	Opening balance 1 July 2019 $'000	Restatement for change in accounting policy (Note 4) $'000	Charged to income $'000	Charged to equity $'000	Closing balance 30 June 2020 $'000
Gross deferred tax liabilities:					
Property, plant & equipment	(149,177)	2,937	(56,983)	-	(203,223)
Accrued revenue	(35,392)	-	1,902	-	(33,490)
Investment property	(400,544)	-	38,491	-	(362,053)
Other assets	(3,814)	-	214	-	(3,600)
Deferred borrowing costs	(1,817)	-	-	-	(1,817)
	(590,744)	**2,937**	**(16,376)**	**-**	**(604,183)**
Gross deferred tax assets:					
Provisions & accruals	8,090	-	(1,910)	-	6,180
Unearned income	2,104	-	407	-	2,511
Hedge reserve	67,388	-	-	189	67,577
Other	642	-	(135)	-	507
	78,224	**-**	**(1,638)**	**189**	**76,775**
Net deferred tax liability	**(512,520)**	**2,937**	**(18,014)**	**189**	**(527,408)**

9
Trade and other receivables

	2021 $'000	2020 $'000
Trade and other receivables	38,383	58,144
Less: Allowance for expected credit losses	(2,769)	(27,327)
Net trade and other receivables	**35,614**	**30,817**
GST receivables	1,350	7,032
Total trade and other receivables	**36,964**	**37,849**

Included in the Company's trade receivables balance are debtors with a carrying amount of $3,397,742 (2020: $26,778,976), which were overdue (90 days +) as at the reporting date.

Accounting policy for trade and other receivables

Trade receivables are initially recognised at fair value and subsequently measured at amortised cost using the effective interest method, less any allowance for expected credit losses. Trade receivables are generally due for settlement within 30 days.

Other receivables are recognised at amortised cost, less any allowance for expected credit losses.

Revenue is invoiced on 30 day terms, with the exception of property and rental revenue which is invoiced in advance.

10
Accrued revenue

	2021 $'000	2020 $'000
Current:		
Straight line leases	10,348	6,002
Other accrued revenue	12,021	5,103
Total current	**22,369**	**11,105**
Non-current:		
Straight line leases	**134,829**	**105,713**

11
Other assets

	2021 $'000	2020 $'000
Current assets		
Prepayments	1,949	1,219
Airline rebates	2,000	2,000
Term deposits	460	460
Other current assets	106	120
Total current	**4,515**	**3,799**
Non-current assets		
Airline rebates	6,723	8,723
Other non-current assets	2,267	880
Total non-current	**8,990**	**9,603**

12
Property, plant and equipment

	Leasehold land $'000	Buildings and services $'000	Roads, runways & infra-structure $'000	Restated Plant and equipment $'000	Restated Assets under construction $'000	Total $'000
Gross carrying amount						
Balance at 1 July 2020 (restated)	244,916	2,324,014	1,276,256	918,308	519,106	5,282,600
Additions	-	-	-	-	200,786	200,786
Transfers to/(from) assets under construction	(116)	158,633	212,200	7,018	(377,735)	-
Balance at 30 June 2021	244,800	2,482,647	1,488,456	925,326	342,157	5,483,386
Accumulated depreciation						
Balance at 1 July 2020 (restated)	(19,713)	(689,217)	(414,404)	(568,274)	-	(1,691,608)
Depreciation expense	(2,589)	(146,995)	(48,943)	(74,768)	-	(273,295)
Balance at 30 June 2021	(22,302)	(836,212)	(463,347)	(643,042)	-	(1,964,903)
Net book value at 30 June 2021	**222,498**	**1,646,435**	**1,025,109**	**282,284**	**342,157**	**3,518,483**

	Leasehold land $'000	Buildings and services $'000	Roads, runways & infra-structure $'000	Restated Plant and equipment $'000	Restated Assets under construction $'000	Total $'000
Gross carrying amount						
Balance at 1 July 2019 (restated)	241,642	2,227,775	1,236,844	841,356	340,719	4,888,336
Additions	-	-	-	-	431,951	431,951
Disposals	-	-	-	(135)	-	(135)
Impairment	-	-	(282)	-	(40,534)	(40,816)
Transfers from investment property	3,200	1,720	-	-	5,595	10,515
Transfers to/(from) assets under construction	74	94,519	39,694	83,843	(218,130)	-
Restatement from change in accounting policy (Note 4)	-	-	-	(6,756)	(495)	(7,251)
Balance at 30 June 2020 (restated)	244,916	2,324,014	1,276,256	918,308	519,106	5,282,600
Accumulated depreciation						
Balance at 1 July 2019 (restated)	(17,126)	(558,925)	(369,721)	(493,359)	-	(1,439,131)
Depreciation expense	(2,587)	(130,292)	(44,683)	(77,480)	-	(255,042)
Disposals	-	-	-	135	-	135
Restatement for change in accounting policy (Note 4)	-	-	-	2,430	-	2,430
Balance at 30 June 2020 (restated)	(19,713)	(689,217)	(414,404)	(568,274)	-	(1,691,608)
Net book value at 30 June 2020 (restated)	**225,203**	**1,634,797**	**861,852**	**350,034**	**519,106**	**3,590,992**

Accounting policy for property, plant and equipment

Plant and equipment is stated at cost less accumulated depreciation and impairment.

Assets acquired are recorded at the cost of acquisition being the purchase consideration determined as at the date of acquisition plus costs incidental to the acquisitions, or at fair value if transferred from investment property.

Depreciation is provided on property, including buildings, plant and equipment, roads, runways and other infrastructure. Depreciation is calculated on a straight line basis so as to write off the net cost of each asset over its expected useful life. The following estimated useful lives are used in the calculation of depreciation:

Buildings	10-40 years
Roads, runways and other infrastructure	13-80 years
Plant and equipment	3-15 years

Land leased as part of the airport acquisition (leasehold land) has been valued at acquisition at fair value. Leased land is amortised on a straight-line basis over the lease term of 99 years.

An item of property, plant and equipment is de-recognised upon disposal or when no future economic benefits are expected to arise from the continued use of the asset. Any gain or loss arising on the disposal or retirement of an item of property, plant and equipment is determined as the difference between the sales proceeds and the carrying amount of the asset and is recognised in profit and loss.

The Group reviews the estimated useful lives of property, plant and equipment at the end of each reporting period.

13
Investment properties

The Group classifies certain areas of the Airport precinct as investment property as they are held for rental income. These areas include Melbourne Airport Business Park, Hotels, Industrial Buildings and Vacant Land.

The profit for the year includes a gain on revaluation of investment properties of $388.0 million, driven by the completion of developments in the Melbourne Airport Business Park, compression of capitalisation rates in the industrial sector, rental growth and an increase of the value of developable land.

	2021 $'000	2020 $'000
Balance at beginning of the period	1,601,536	1,416,336
Additions for the period (at cost)	71,173	99,030
Transfer (to)/from property, plant and equipment	-	(10,515)
Net gain from fair value adjustments for the year	387,977	96,685
Balance at end of the period	**2,060,686**	**1,601,536**

Accounting policy for investment properties

The Group's investment properties represent interests in land and buildings held to derive rental income. They are initially measured at cost, including transaction costs. Subsequently, at each year end reporting date, they are carried at their fair values based on the market value determined by independent (external) valuers. Gains or losses arising from a change in the fair value of investment properties are recognised in the profit or loss for the period in which they arise.

An investment property is derecognised upon disposal or when the investment property is permanently withdrawn from use and no future economic benefits are expected from the disposal. Any gain or loss arising on derecognition of the property (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in profit or loss in the period in which the property is derecognised.

Critical accounting estimates and judgements - investments properties

The fair value of the investment properties has been arrived at on the basis of a valuation carried out by an independent valuer. The value of investment properties is measured on a fair value basis utilising the discounted cash flow approach and capitalisation approach. These calculations require the use of assumptions, including discount rates, terminal yield and industrial and retail rental growth rates.

Valuation of investment properties

Each investment property is valued independently (externally) in June each year as part of the annual valuation process. The valuation process requires that the independent valuer, approved by the Board of Directors, be appropriately qualified. For the current financial year, CBRE have conducted the valuation.

To determine fair value, the independent valuation has used the midpoint of the capitalisation of net income approach and discounted cash flow (DCF) analysis, as well as the direct comparison approach for vacant land. The valuation employs the residual value method when valuing development properties.

Valuation method	Description
Capitalisation of net income	The fully leased net income for each precinct has been discounted on a leasehold basis (present value of the net income for the remaining term) from the valuation date at an appropriate capitalisation rate which reflects the nature, location, land value content condition and tenancy profile of each property when compared with current market investment criteria. The valuation does not capitalise into perpetuity as the asset is not freehold. Various adjustments are then made to the calculated result, including estimated future incentives, capital expenditure, vacancy allowances and reversions to market rent.
Discounted cash flow	The discounted cash flow analysis allows the assessment of the long-term return that is likely to be derived from a property with a combination of both rental and capital growth over an assumed investment horizon. A wide range of assumptions are made including a target internal rate of return, rental growth, occupancy, sale price of the property at the end of the investment horizon, potential capital expenditure and costs associated with its disposal at the end of the investment period. The cash flow analysis comprises annual income streams.
Direct comparison approach	This approach has been completed for the vacant land allotments. The most appropriate form of assessment is considered to be the dollar per square metre ($psm) of site area basis.

Key inputs and sensitivities

The Group has classified fair value measurements (such as those performed on investment properties) into the following hierarchy as required by AASB 13 Fair Value Measurement:

- Level 1: quoted prices (unadjusted) in active markets for identical assets or liabilities.
- Level 2: inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly.
- Level 3: inputs for the asset or liability that are not based on observable market data (unobservable inputs).

Inputs to investment property valuations are considered Level 3 of the fair value hierarchy as the capitalisation of income and DCF methods require assumptions to be made to determine certain inputs that are not based on observable market data. At reporting date, the key unobservable inputs used by the Group in determining fair value of its investment properties are summarised below:

- A capitalisation rate ranging from 4.25% to 7.25%;
- A discount rate ranging from 5.50% to 7.25%;
- A terminal yield ranging from 4.75% to 7.75%; and
- Market rental growth ranging from 1% to 3.25%.

The higher the capitalisation rate, discount rate and terminal yield, the lower the fair value. The higher the rental growth, the higher the fair value. All of the above assumptions have been taken from the latest external valuation report. The Group provide investment properties (along with land and buildings in Note 12) as security for loans as disclosed in Note 16.

14
Intangible assets

	2021 $'000	2020 $'000
Goodwill (i)	671,866	671,866
Masterplan (ii)	2,394	3,182
	674,260	**675,048**

(i) Goodwill

	2021 $'000	2020 $'000
Melbourne Airport	667,700	667,700
Launceston Airport	4,166	4,166
	671,866	**671,866**

Critical accounting estimates and judgements - impairment of goodwill

Determining whether goodwill is impaired requires an annual estimation of the recoverable amount of the cash generating units to which goodwill has been allocated. The Group uses the fair value less cost to sell methodology to estimate the future cash flows expected to arise from the cash generating unit and applies a post-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset or cash generating units, in order to calculate present value. These calculations require the use of assumptions and the application of sensitivity analysis where appropriate. The company consider Melbourne and Launceston Airports to be separate cash generating units.

Accounting policy for goodwill

Goodwill, representing the excess of the cost of acquisition over the fair value of the identifiable assets, liabilities and contingent liabilities acquired, is recognised as an asset and not amortised, but tested for impairment annually or earlier if there is an indication that the goodwill may be impaired. An impairment loss is recognised immediately in profit or loss and is not subsequently reversed.

The recoverable amount of the cash generating units is determined by a 'fair value less cost to sell' calculation using a discounted cash flow analysis. The fair value measurement of the cash generating unit is categorised as Level 3 based on the fair value hierarchy.

The methodology adopted to value the Melbourne and Launceston Airports is a discounted cash flow based on the forecast dividends to equity holders (including franking credits) at a cost of equity. The valuation derived from this discounted cash flow analysis has been cross checked to a valuation based on the capitalised earnings approach by calculating the implied multiples of the valuation and comparing these with those of comparable companies and transactions to ensure the valuation is providing a reliable measure.

The cash flows used in the discounted cash flow analysis were projected based on management's 20 year financial model. Cash flows are driven by aeronautical, retail and property revenues which are heavily dependent on passenger numbers and pricing which is determined based on known contracted terms and forecast inflation. Growth in passenger numbers over the forecast period is based on internal forecasting and information provided by an independent firm, which takes into account the effects of the COVID-19 pandemic on current and expected future passenger numbers.

Terminal value was calculated for the period beyond the 20-year forecast based on a sustainable level of forecast distributions and a capitalisation amount based on a constant terminal growth rate of 3%.

Post-tax cash flows are discounted to their present value using a post-tax discount rate of 9.58%. The discount rate used reflects current market assessment of the time value of money and the risks specific to the cash generating unit.

Both Melbourne and Launceston Airports have significant headroom between their recoverable amount and the carrying value of their cash generating unit. In the current year the valuation has seen an uplift in this headroom, which remains significantly in excess of the carrying value.

There are no reasonably possible changes in assumptions that would result in impairment.

(ii) Master Plan

	2021 $'000	2020 $'000
Balance at beginning of the period	3,182	3,563
Additions	25	553
Amortisation	(813)	(934)
Balance at the end of the period	**2,394**	**3,182**

Accounting policy for Master Plan intangible asset

Under the Airports Act 1996, Melbourne and Launceston Airports are required every 5 years to prepare Master Plans to guide the development of the airports for the next 20 years. The costs associated with the Master Plans are recognised as intangible assets amortised over the 5 year period.

15
Payables

	2021 $'000	2020 $'000
Current liabilities		
Trade and other payables (i)	77,362	97,885
Accrual for assets under construction	15,461	53,721
	92,823	**151,606**
Interest payable to:		
- Secured debt - bank (ii)	21,534	38,234
- Launceston City Council	**-**	**306**
	21,534	**38,540**
	114,357	**190,146**
Non-current liabilities		
Undistributed capital note liability (iii)	1,202	1,202
Other non-current liabilities	3,750	-
	4,952	**1,202**

(i) The average credit period for purchases and services is 30 days.

(ii) Secured by a fixed and floating charge over the Group's assets. There have been no defaults on loans payable during the current or prior years.

(iii) Capital notes are entitled to 1/9th of net profit of APAL with distribution equal to 1/9th of declared dividends. Capital notes are redeemable at the end of the Launceston Airport lease.

Accounting policy for trade and other payables

Trade payables and other accounts payable are measured at amortised cost and recognised when the Group becomes obliged to make future payments resulting from the purchase of goods and services.

16
Borrowings

At the reporting date the Group's debt comprises: Bank facilities (Syndicated and bilateral); term bank debt; domestic bonds (AMTN); Euro bonds (EMTN); and USD private placement bonds (USPP).

The balances and other details related to the Group's interest bearing liabilities are presented in the tables below.

	Face value			
	Drawn ($'000) 2021	**Undrawn ($'000) 2021**	**Drawn ($'000) 2020**	**Undrawn ($'000) 2020**
Drawn and undrawn				
Unsecured bank overdraft	-	20,668	-	10,087
Term bank debt	500,000	-	300,000	200,000
Bank facilities	606,100	1,398,900	476,100	1,388,900
	1,106,100	**1,419,568**	**776,100**	**1,598,987**
Capital markets debt	**3,554,892**	-	**3,554,892**	-
Total Borrowings	**4,660,992**	**1,419,568**	**4,330,992**	**1,598,987**

Accounting policy for borrowings

Borrowings are recorded at an amount equal to the net proceeds received. Borrowing costs are recognised on an accrual basis. Subsequent to initial recognition, borrowings are measured at amortised cost with any difference between the initial recognised amount and the redemption value being recognised in the Statement of Profit or Loss and Other Comprehensive Income over the period of the borrowing using the effective interest rate method.

Ancillary costs incurred by the Group in establishing funding facilities are capitalised and amortised over the term of the facilities. These costs are netted off against the loan in the Statement of Financial Position.

Foreign currency borrowings are reported at spot exchange rates with movement in the spot rate reflected in the Statement of Profit or Loss and Other Comprehensive Income to the extent the borrowings are unhedged and in the hedge reserve if the borrowings are effectively hedged.

Type	Maturity	Currency	Principal Drawn		Carrying Amount (ii)	
			Original Currency $'000	Face Value (AUD) (i) $'000	2021 $'000	2020 $'000
Capital Markets Debt						
USPP	15-Sep-21	USD	200,000	191,077	266,699	289,729
AMTN	15-Sep-22	AUD	250,000	250,000	250,000	250,000
USPP ($A)	15-Nov-22	AUD	125,000	125,000	125,000	125,000
USPP	15-Sep-23	USD	200,000	191,077	266,699	289,729
EMTN (iii)	26-Sep-23	EUR	550,000	784,929	869,583	895,037
EMTN	15-Oct-24	EUR	350,000	505,050	553,371	569,569
AMTN	11-Nov-25	AUD	120,000	120,000	120,000	120,000
USPP	15-Sep-26	USD	200,000	191,077	266,699	289,729
AMTN	4-Nov-26	AUD	200,000	200,000	200,000	200,000
USPP ($A)	15-Jan-28	AUD	50,000	50,000	50,000	50,000
EMTN	27-Sep-30	NOK	1,500,000	242,994	232,459	225,786
USPP (iii) (vii)	4-Dec-31	USD	105,000	151,844	140,017	152,108
USPP	4-Dec-34	USD	105,000	151,844	140,017	152,108
USPP (vii)	4-Dec-39	AUD	150,000	150,000	150,000	150,000
USPP	4-Dec-44	AUD	250,000	250,000	250,000	250,000
Total Capital Market Debt			**4,355,000**	**3,554,892**	**3,880,544**	**4,008,795**
Bank Debt						
Syndicated Facility (vi)	30-Sep-24	AUD		400,000	400,000	330,000
Working Capital Facility	12-Apr-22	AUD		-	-	-
Bilateral Facility	15-Jul-22	AUD		100,000	100,000	100,000
Syndicated Facility (vi)	30-Sep-22	AUD		60,000	60,000	-
Cash Advance Facility (iv)	30-Jul-23	AUD		45,100	45,100	46,100
Bilateral Facilities (v)	30-Apr-25	AUD		-	-	-
Bilateral Facility (vi)	8-Apr-26	AUD		1,000	1,000	-
Term Bank Debt	16-Jun-26	AUD		200,000	200,000	120,000
Term Bank Debt	16-Jun-29	AUD		300,000	300,000	180,000
Total Bank Debt				**1,106,100**	**1,106,100**	**776,100**
Total Borrowings				**4,660,992**	**4,986,644**	**4,784,895**
Fair value adjustments					34,896	64,451
Deferred upfront borrowing costs					(26,852)	(30,819)
Total Net Borrowings					**4,994,688**	**4,818,527**

Notes:

All the above is secured by a fixed and floating charge over the Group's assets.

(i) Face values of foreign debt shown reflect the AUD value of the hedged principal amount at inception of the debt.

(ii) Carrying amounts of foreign debt reflect revalued debt in AUD at spot rates as at 30 June 2021.

(iii) Excludes fair value adjustments.

(iv) Cash Advance Facility refers to the bank facility for Australia Pacific Airports (Launceston) Pty Ltd.

(v) Bilateral facilities (AUD $650m) are 5-year facilities with maturity dates ranging from 3 April 2021 to 30 April 2025.

(vi) On 8 April 2021, APAM extended its Syndicated Facility tranche A maturity from 30 September 2021 to 30 September 2024 and the tranche B limit was reduced by A$60m. APAM also established a new 5 year bilateral facility maturing on 8 April 2026 with a limit of A$200m, which will be used to early refinance the $191 million USPP due to mature in September 2021.

(vii) In the prior period, the USPP debt maturing 4 December 2031 and the USPP debt maturing 4 December 2039 were incorrectly reported as $174,102,000 and $128,006,000 respectively. The comparative amounts for each have now been adjusted to reflect their correct carrying amount at 30 June 2020.

Reconciliation of movement of liabilities to cash flows arising from financing activities:

	Long term borrowings (i) 2021 $'000	Short-term borrowings (i) 2021 $'000	Derivative assets held to hedge long-term borrowings (Note 17) 2021 $'000	Long term borrowings 2020 $'000	Short-term borrowings 2020 $'000	Derivative assets held to hedge long-term borrowings (Note 17) 2020 $'000
Balance at 1 July	4,784,895	-	(294,877)	4,007,646	271,300	(287,880)
Proceeds from borrowings	624,000	-	-	1,974,088	-	-
Repayments from borrowings	(294,000)	-	-	(1,240,400)	(225,200)	-
Cash outlay for hedging restructure	-	-	(94,883)	-	-	-
	330,000	**-**	**(94,883)**	**733,688**	**(225,200)**	**-**
Non-cash movements						
New debt and refinance	-	-	-	46,100	(46,100)	-
Reclassification	(289,729)	289,729	-	-	-	-
Foreign exchange movement	(105,221)	(23,030)	-	(2,539)	-	-
Fair value changes	-	-	154,142	-	-	(6,997)
	(394,950)	**266,699**	**154,142**	**43,561**	**(46,100)**	**(6,997)**
Total	**4,719,945**	**266,699**	**(235,618)**	**4,784,895**	**-**	**(294,877)**

Notes:

(i) The total borrowings balance (long-term and short-term) as at 30 June 2021 is $4,986,644,000 before fair value adjustments and deferred upfront borrowing costs.

17
Derivative financial instruments

The Group uses derivative financial instruments to mitigate its exposure to foreign currency and interest rate risks.

During the year, the Group undertook a restructure in December 2020 and February 2021 of certain elements of its derivative portfolio, aimed at reducing interest payments in the short term. The restructure reset out of the money fixed rate cross currency and interest rate swaps to current market interest rates, retaining the historic credit margin. This is expected to deliver a reduction in interest payments of $94 million over the next 15 months from December 2020, with termination payments funded by drawing on existing bank lines.

The restructure triggered a discontinuation of existing hedge relationships resulting in a hedge accounting impact to profit and loss which is further detailed in Note 18 under interest rate risk management.

The net derivative position (before application of hedge accounting) at reporting date is presented below:

	Current 2021 $'000	Non-current 2021 $'000	Total 2021 $'000	Current 2020 $'000	Non-current 2020 $'000	Total 2020 $'000
Assets						
Cross currency swaps	76,588	300,707	377,295	-	515,870	515,870
Interest rate swaps	116	-	116	-	-	-
	76,704	**300,707**	**377,411**	**-**	**515,870**	**515,870**
Liabilities						
Cross currency swaps	-	(46,362)	(46,362)	-	(42,238)	(42,238)
Interest rate swaps	(6,948)	(88,483)	(95,431)	(22,796)	(155,959)	(178,755)
	(6,948)	**(134,845)**	**(141,793)**	**(22,796)**	**(198,197)**	**(220,993)**
Net derivative position assets/(liabilities)	**69,756**	**165,862**	**235,618**	**(22,796)**	**317,673**	**294,877**

Accounting policy for derivative financial instruments

The Group enters into interest rate swaps, swaptions and cross currency interest rate swaps. The swaps have been allocated against the underlying or forecast cross currency and interest rate exposure and to this extent modify the cross currency and interest rate risk of the underlying and forecast debt. These instruments are initially recognised at fair value on the date a contract is entered into, and are subsequently remeasured to their fair value at each reporting date. The resulting gain or loss is recognised in profit or loss, unless the derivative is designated and effective as a hedging instrument, in which event, the timing of recognition in profit or loss depends on the nature of the hedge relationship.

18
Financial risk management

(a) Capital risk management

The Group manages its capital to ensure that entities in the group will be able to continue as a going concern while maximising the return to stakeholders through the optimisation of debt while maintaining a strong investment grade credit rating.

The capital structure of the Group consists of debt, which includes the borrowings disclosed in Note 16, cash and cash equivalents and equity attributable to equity holders of the Group, comprising issued capital, reserves and retained earnings. In addition, the Group has implemented risk management strategies to mitigate against adverse increases to interest rates on future borrowings.

The Group is required to comply with certain financial covenants for its bank debt and various long-term capital markets debt which is tested periodically. Cashflow Cover Ratio (CCR) compliance waivers were obtained by the Group in respect of the Common Terms Deed ($A2.4 billion) for periods 30 June 2020, 31 December 2020 & 30 June 2021 executed 28th May 2020. Waivers for outstanding USPP notes ($A1.45 billion equivalent for periods 31 December 2020 & 30 June 2021) (Note 16: USPP), executed 23rd July 2020. The Group is obligated to provide a complying compliance certificate for the testing period ending 31 December 2021 and testing periods subsequent to this. Refer to Note 1 – Going Concern, for disclosures in relation to compliance with the CCR covenant for 31 December 2021 and 30 June 2022.

As at 30 June 2021, the group had $1.4bn of available liquidity in the form of bank facilities which is sufficient to cover the Group's funding needs for at least the next 12 months. In April 2021, the Group had extended its A$400m Syndicated Facility tranche A by 3 years from 30-Sep-21 to 30-Sep-24 and also established a new 5 year A$200m bilateral facility which matures on 8 April 2026. Additionally, Syndicated Facility B limit was reduced by A$60m as part of the facility extension. Following this, the next debt maturity in the next 12 months is a A$191m USPP bond and a A$50m working capital facility (undrawn as at 30 June 2021).

(b) Categories of financial instruments

2021	At amortised cost $'000	Derivatives designated: as fair value hedge $'000	Derivatives designated: as cash flow hedge $'000	Total $'000
Financial Assets				
Cash and cash equivalents	32,186	-	-	32,186
Trade and other receivables	36,964	-	-	36,964
Current - Cross currency interest rate swaps	-	-	76,588	76,588
Current - Interest rate swaps	-	-	116	116
Non-current cross currency interest rate swaps	-	36,155	264,552	300,707
	69,150	**36,155**	**341,256**	**446,561**
Financial liabilities				
Trade and other payables	92,823	-	-	92,823
Interest payable	21,534	-	-	21,534
Non-current payables	4,952	-	-	4,952
Lease liability	5,063	-	-	5,063
Current borrowings	266,610	-	-	266,610
Non-current borrowings	4,693,182	34,896	-	4,728,078
Non-current interest rate swaps	-	-	88,483	88,483
Non-current cross currency interest rate swaps	-	470	45,892	46,362
Current interest rate swaps	-	-	6,948	6,948
	5,084,164	**35,366**	**141,323**	**5,260,853**

2020	At amortised cost $'000	Derivatives designated: as fair value hedge $'000	Derivatives designated: as cash flow hedge $'000	Total $'000
Cash and cash equivalents	133,793	-	-	133,793
Trade and other receivables	37,849	-	-	37,849
Income tax receivable	40,912	-	-	40,912
Non-current cross currency interest rate swaps	-	63,250	452,620	515,870
	212,554	**63,250**	**452,620**	**728,424**
Financial liabilities				
Trade and other payables	151,606	-	-	151,606
Interest payable	38,540	-	-	38,540
Non-current payables	1,202	-	-	1,202
Lease liability	6,012	-	-	6,012
Non-current borrowings	4,754,076	64,451	-	4,818,527
Non-current interest rate swaps	-	-	155,959	155,959
Non-current cross currency interest rate swaps	-	-	42,238	42,238
Current interest rate swaps	-	-	22,796	22,796
	4,951,436	**64,451**	**220,993**	**5,236,880**

(c) Financial risk management objectives

The Group's corporate treasury function provides financing, investing and financial risk management services to the business. The strategic objectives of the corporate treasury function are to manage all material financial risks related to the Group's treasury activities including funding, liquidity, interest rate, foreign exchange, counterparty credit, operational and compliance risks. Corporate Treasury also provides support to the Group by ensuring financial metrics are maintained at levels that support a strong and stable standalone investment grade corporate credit rating.

The Group does not enter into or trade derivative financial instruments for speculative purposes.

The Group's exposures to interest rates on the financial assets and financial liabilities are detailed in the liquidity risk management section of this note.

(d) Interest rate risk management

The Group enters into a variety of derivative financial instruments to manage its exposure to interest rates, including interest rate swaps, swaptions and cross currency hedges to mitigate the risk of rising interest rates.

The Group's exposures to interest rates on the financial assets and financial liabilities are detailed in the liquidity risk management section of this note.

During the year, the Group executed interest rate restructure transactions (Note 17). This involved making upfront payments totalling $94.8m million to reduce the contracted fixed interest rates to lower current market rates for a period of approximately 15 months from December 2020. Associated interest expense reductions have been recognised during the year ended 30 June 2021 with the remainder to be incorporated in the results of future reporting periods.

The restructure triggered a discontinuation of existing hedge relationships resulting in a hedge accounting impact to profit and loss ($8.6 million pre-tax loss), for the year ended 30 June 2021. Due to the discontinuation of hedge accounting for certain hedge relationships affected by the restructure an amount of $181 million (pre-tax) in the cash flow hedge reserve at the date of restructure will be amortised to profit and loss over the remaining life of the underlying hedged items which remain in existence. This amortisation effect recorded in profit and loss will be offset by the unwind of the non-zero fair values of derivatives re-designated in hedge relationships ($94.8 million pre-tax) over the same period. The impact on the Hedge Reserve is set out in Note 22.

Amortisation of $23 million was recognised in other comprehensive income during the year ended 30 June 2021. This amount is included in the change in fair value of the swaps.

(e) Interest rate sensitivity

The sensitivity analyses below have been determined based on the exposure to interest rates for both derivative and non-derivative instruments at the reporting date.

At reporting date, if interest rates had been 50 basis points higher or lower and all other variables were held constant, the Group's:

- Net profit would increase/ decrease by $3,864,000 (2020: increase/ decrease $3,321,000). This is due to interest rates on its variable borrowings.
- Other equity reserves would increase/ decrease by $67,803,000 (2020: increase/ decrease $100,280,000) mainly as a result of the changes in fair value through other comprehensive income for fixed rate instruments.

(f) Cross currency sensitivity

Cross currency exposures for the Group are predominantly arising from foreign denominated interest bearing liabilities. The Group's policy is to hedge 100% of cross currency risk for both capital and interest for the life of the exposure. As at 30 June 2021 and 2020, these cross currency exposures were 100% hedged through cross currency swaps until maturity resulting in no other material cross currency risk exposure.

(g) Interest rate derivative contracts

Under interest rate derivative contracts, the Group agrees to exchange the difference between fixed and floating rate interest amounts calculated on agreed notional principal amounts. Such contracts enable the Group to mitigate the risk of rising interest rates.

The following table details the notional amounts and remaining terms of interest rate derivative contracts outstanding as at the reporting date.

	Average contracted fixed interest rate		Notional principal amount		Fair value of interest rate derivatives	
	2021 %	2020 %	2021 $'000	2020 $'000	2021 $'000	2020 $'000
Less than 1 year	3.5%	-	59,000	-	(6,832)	-
1 to 2 years	-	-	-	-	-	-
2 to 5 years	3.1%	4.2%	729,000	729,000	(33,833)	(72,495)
5 years +	2.6%	3.2%	600,000	659,000	(54,650)	(106,260)
			1,388,000	**1,388,000**	**(95,315)**	**(178,755)**

The fair value of these contracts as at 30 June 2021 is disclosed in Note 17.

(h) Foreign currency risk management

The Group undertakes transactions denominated in foreign currencies; consequently, exposures to exchange rate fluctuations arise. Exchange rate exposures are managed within approved policy parameters utilising forward foreign exchange contracts.

(i) Foreign currency exchange contracts

The Group enters cross currency interest rate swaps. The swaps have been allocated against the underlying cross currency exposure and to this extent modify the cross currency risk of the underlying debt. The cross currency interest rate swaps are initially recognised at fair value on the date a contract is entered into, and are subsequently remeasured to their fair value at each reporting date.

	Average Contracted Fixed Interest Rate %	Average Exchange Rate	Notional Principal Amount		Fair Value of Cross Currency Interest Rate Derivatives	
			1 to 5 years $'000	> 5 years $'000	1 to 5 years $'000	> 5 years $'000
Consolidated 2021						
USD (810m)	4.60%	0.9414	382,153	494,764	153,757	60,758
EUR (900m)	4.00%	0.6977	1,289,974	-	153,119	-
NOK (1,500m)	4.20%	6.1730	-	242,994	-	(36,701)
			1,672,127	**737,758**	**306,876**	**24,057**
Consolidated 2020						
USD (810m)	6.00%	0.6903	382,153	494,764	190,198	125,650
EUR (900m)	5.10%	0.6145	1,289,974	-	200,022	-
NOK (1,500m)	4.20%	6.6434	-	242,994	-	(42,238)
			1,672,127	**737,758**	**390,220**	**83,412**

(j) Liquidity risk

The following table details the Group's exposure to liquidity risk as at 30 June 2021. All domestic bonds, US private placements and European bonds listed are fixed rate notes unless otherwise stated.(i) Foreign currency exchange contracts

2021	Weighted average effective interest rate (i)	1 to 3 months $'000	3 months to 1 year $'000	1 to 5 years $'000	More than 5 years $'000	Total $'000
Financial assets						
Cash and cash equivalents		32,186	-	-	-	
Trade and other receivables		36,964	-	-	-	32,186
Income tax receivable		-	-	-	-	36,964
Cross currency interest rate swaps	(ii)					-
- Outflow		202,135	25,211	1,641,436	205,661	2,074,443
- Inflow		(313,213)	(22,139)	(1,842,182)	(273,024)	(2,450,558)
		(41,928)	**3,072**	**(200,746)**	**(67,363)**	**(306,965)**
Financial liabilities						
Trade and other payables		92,823	-	-	-	92,823
Interest payable		21,534	-	-	-	21,534
Lease liability		322	965	2,598	1,178	5,063
Non-current payables	(ii)	-	-	4,952	-	4,952
		114,679	**965**	**7,550**	**1,178**	**124,372**
Borrowings:						
Term bank debt	2.66%	1,811	5,667	249,619	333,312	590,409
Bank facilities	2.15%	1,424	4,556	622,277	-	628,257
AMTN	4.01%	5,041	17,919	454,236	203,781	680,977
USPP	4.25%	286,602	45,590	572,995	1,325,864	2,231,051
EMTN	4.81%	33,358	9,684	1,531,420	263,807	1,838,269
		328,236	**83,416**	**3,430,547**	**2,126,764**	**5,968,963**
Cross currency interest rate swaps	(ii)					
- Outflow		5,683	11,964	76,452	666,988	761,087
- Inflow		(6,259)	(8,983)	(60,823)	(606,582)	(682,647)
Interest rate swaps	(ii)	1,664	3,796	84,705	8,628	98,793
		1,088	**6,777**	**100,334**	**69,034**	**177,233**
		444,003	**91,158**	**3,538,431**	**2,196,976**	**6,270,568**

Notes:

(i) Weighted average effective interest rate calculation includes duration and volume.

(ii) Swap rates embedded into the weighted average effective interest rates of USPP and EMTN bonds.

As at 30 June 2021, the Group has undrawn facilities of $1.4 billion total and cash of $32 million, which provides sufficient liquidity to cover all financial liabilities due within 1 year in the above table. During the year, the Group established a new A$200m bilateral facility in April 2021 to prefund the upcoming USPP maturity of A$191m in September 2021.

2020	Weighted average effective interest rate (i)	1 to 3 months $'000	3 months to 1 year $'000	1 to 5 years $'000	More than 5 years $'000	Total $'000
Financial liabilities						
Cash and cash equivalents		133,793	-	-	-	133,793
Trade and other receivables		37,849	-	-	-	37,849
Income tax receivable		40,912	-	-	-	40,912
Cross currency interest rate swaps	(ii)					
- Outflow		27,008	65,502	1,855,205	594,299	2,542,014
- Inflow		(48,020)	(39,678)	(2,301,440)	(692,462)	**(3,081,600)**
		191,542	**25,824**	**(446,235)**	**(98,163)**	**(327,032)**

2021	Weighted average effective interest rate (i)	1 to 3 months $'000	3 months to 1 year $'000	1 to 5 years $'000	More than 5 years $'000	Total $'000
Financial liabilities						
Trade and other payables		151,606	-	-	-	151,606
Interest payable		38,540	-	-	-	38,540
Lease liability		322	965	2,598	2,127	6,012
Non-current payables	(ii)	-	-	1,202	-	1,202
		190,468	**965**	**3,800**	**2,127**	**197,360**
Borrowings:						
Term bank debt	2.10%	1,148	3,562	22,077	322,239	349,026
Bank facilities	1.48%	1,148	3,629	479,300	-	484,077
AMTN	4.01%	5,014	17,919	316,952	333,998	673,883
USPP	4.37%	21,382	53,822	922,045	1,420,742	2,417,991
EMTN	4.87%	34,238	9,967	1,612,597	262,364	1,919,166
		62,930	**88,899**	**3,352,971**	**2,339,343**	**5,844,143**
Cross currency interest rate swaps	(ii)					
- Outflow		5,151	5,068	40,624	298,960	349,803
- Inflow		(6,113)	-	(24,368)	(262,364)	(292,845)
Interest rate swaps	(ii)	15,331	19,684	126,168	31,025	192,208
		14,369	**24,752**	**142,424**	**67,621**	**249,166**
		267,767	**114,616**	**3,499,195**	**2,409,091**	**6,290,669**

Notes:

(i) Weighted average effective interest rate calculation includes duration and volume.

(ii) Swap rates embedded into the weighted average effective interest rates of USPP and EMTN bonds.

(k) Credit risk management

Credit risk refers to the risk that a counterparty will default on its contractual obligations resulting in financial loss to the Group. Significant classes of financial assets of the Group may include trade and other receivables and derivative financial instruments.

The carrying amount of each class of financial assets recorded in the financial statements, net of any allowances for losses, represents the Group's maximum exposure to credit risk without taking account of the value of any collateral or other security. As the Group does not have enforceable offsetting arrangements for its financial instruments, gross amounts have been recognised in the Statement of Financial Position.

For derivative financial instruments, treasury counterparties may include banks and other financial institutions with which the Group may engage for banking, lending, derivatives and other treasury activities. The Group require these counterparties to meet minimum ratings thresholds and concentration limits in line with policies, as a means of mitigating the risk of financial loss from defaults. The Group measures credit risk on a fair value basis.

For trade receivables, the Group adopts a policy of dealing with customers with appropriate credit quality and obtaining collateral support where appropriate for risk mitigation. With ongoing COVID-19 impacts, the Group continues to monitor its trade receivables ageing and engages in follow up activity, which may include enforcement where receivables are overdue. A write off is recognised when there is no reasonable expectation of recovery.

(l) Fair value

Except as detailed below, the carrying amount of financial assets and financial liabilities recorded in the financial statements represents their respective fair values, determined in accordance with the accounting policies disclosed in Note 2 to the financial statements.

All of the Group's financial instruments measured, recognised and disclosed at fair value were valued using market observable inputs (Level 2), as defined in Note 2. There were no transfers between levels during the year and there has been no change in valuation techniques applied.

The fair value of all financial instruments is derived from quoted market interest rates which are subsequently incorporated within generally applied discounted cash flow models. The amounts carried on the Statement of Financial Position approximate the fair value with the following exceptions:

	Fair Value of Financial Instruments			
	Carrying Amount 2021	Carrying Amount 2020	Fair Value 2021	Fair Value 2020
Consolidated				
Bank Facilities	(1,106,100)	(776,100)	(1,105,948)	(740,430)
AMTN	(570,000)	(570,000)	(607,639)	(597,325)
USPP A$	(575,000)	(575,000)	(598,551)	(558,342)
USPP	(1,087,512)	(1,195,397)	(1,130,987)	(1,194,881)
EMTN - EUR	(1,450,469)	(1,507,062)	(1,447,513)	(1,471,358)
EMTN - NOK	(232,459)	(225,787)	(223,297)	(215,037)
Deferred upfront borrowing costs	26,852	30,819	-	-
	(4,994,688)	**(4,818,527)**	**(5,113,935)**	**(4,777,373)**

(m) Liquidity risk management

Ultimate responsibility for liquidity risk management rests with the Directors, who has built an appropriate liquidity risk management framework for the management of the Group's short, medium and long-term funding and liquidity management requirements. The Group manages liquidity risk by maintaining adequate reserves, banking facilities and reserve borrowing facilities by continuously monitoring forecast and actual cash flows and matching the maturity profiles of financial assets and liabilities.

(n) Hedge accounting

Hedging refers to the way in which the Group uses derivative financial instruments, to manage its exposure to financial risks as described below under "Types of hedging instruments". The gain or loss on the underlying instrument ("hedged item") is expected to move in the opposite direction to the gain or loss on the derivative ("hedging instrument"), therefore offsetting the Group's risk position. Hedge accounting is a technique that enables the matching of the gains and losses on designated hedging instruments and hedged items in the same accounting period to minimise volatility in Profit or Loss.

The Group's major exposure to interest rate risk and foreign currency risk arises from its long-term borrowings.

(o) Cross-currency, interest rate swaps and option contracts

The Group is exposed to risk from movements in foreign exchange and interest rates. As part of the risk management strategy set out above, the Group holds the following types of derivative instruments:

Interest rate swap and option contracts: the Group agrees to exchange the difference between fixed and floating interest amounts calculated on agreed notional principal amounts. Such contracts enable the Group to mitigate the risk of changing interest rates on the fair value of fixed rate debt held and the cash flow exposures of floating rate debt held.

Cross-currency swap contracts: the Group agrees to exchange specified principal and interest foreign currency amounts at an agreed future date at a specified exchange rate. Such contracts enable the Group to mitigate the risk of adverse movements in foreign exchange rates.

The Group enters into the above derivative instruments to offset the risks arising from its long-term borrowings. To the extent permitted by AASB 9, the Group formally designates and documents these financial instruments as fair value and cash flow hedges for accounting purposes. In order to qualify for hedge accounting, AASB 9 requires that prospective hedge effectiveness testing meets all of the following criteria:

- an economic relationship exists between the hedged item and hedging instrument;
- the effect of credit risk does not dominate the value changes resulting from the economic relationship;
- the hedge ratio is the same as that resulting from amounts of hedged items and hedging instruments for risk management.

As a result of borrowing in foreign currency, the Group is exposed to foreign exchange and foreign interest rate risk. Cross-currency swaps are used to hedge both the foreign exchange risk and foreign interest rate risk over the full term of the foreign currency borrowing. The swaps are designated as cash flow hedges of foreign currency/AUD forward foreign exchange risk of the foreign currency borrowing, fair value hedge of the foreign currency benchmark interest rate risk of the foreign currency benchmark component and cash flow hedge of foreign currency/AUD spot foreign exchange risk of the foreign currency borrowing principal.

(p) Fair value hedges

The objective of the Group's fair value hedging is to convert fixed interest rate borrowings to floating interest rate borrowings.

The Group enters into cross-currency swaps to mitigate its exposure to changes in the fair value of long-term offshore borrowings. Changes in the fair value of the hedging instrument, and changes in the fair value of the hedged item that is attributable to the hedged risk ('fair value hedge adjustment') are recognised in profit or loss. Ineffectiveness reflects the extent to which the fair value movements do not offset and is primarily driven by movements in credit of the hedging instrument. AASB 9 allows a component of the Group's borrowing margin associated with cross-currency swaps ("foreign currency basis spread") to be deferred in equity. This component is included in interest on borrowings in profit or loss over the remaining maturity of the borrowing.

The Groups fair value hedges have an economic relationship on the basis that the critical terms of the hedging instrument and hedged item (including face value, cash flows and maturity date) are aligned. The relationship between the hedged risk and the corresponding value of the hedging derivatives results in a hedge ratio of one.

The cumulative amount of fair value hedge adjustments which are included in the carrying amount of our borrowings in the Statement of Financial Position is shown below. This relates to the issue of cross currency swaps over the European bonds (26 September 2023) and USPP 2031 as they are the only instruments with a fair value hedge.

	2021 $'000	2020 $'000
Fixed rate instruments		
Face value	936,773	936,767
Foreign exchange adjustments	72,827	110,635
Cumulative fair value hedge adjustments	34,896	64,451
Carrying amount	**1,044,496**	**1,111,853**

(q) Cash flow hedges

The objective of the Group's cash flow hedging is to hedge the exposure arising from variability in future interest and foreign currency cash flows arising from borrowings that bear interest at variable rates, or are denominated in foreign currency.

Note 18(q) - Hedge Accounting Table - 2021

Hedge Accounting Relationship	Fair Value Hedge		Cash Flow Hedge				Total
Hedging Instrument	USD - CCIRS	EUR - CCIRS	USD - CCIRS	EUR - CCIRS	NOK - CCIRS	AUD - IRS	
Hedged Item	USD Fixed Debt	EUR Fixed Debt	USD Fixed Debt	EUR Fixed Debt	NOK Fixed Debt	AUD Floating Debt	
Notional Amount	USD 810,000	EUR 900,000	USD 810,000	EUR 900,000	NOK 1,500,000	AUD 1,388,000	
Hedge Ratio	1:1	1:1	1:1	1:1	1:1	1:1	
Denomination	A$'000's	A$'000's	A$'000's	A$'000's	A$'000's	A$'000's	A$'000's
At 30-June-2021							
Carrying amount of hedging instruments							
Assets - Current	-	-	76,588	-	-	-	**76,588**
Assets - Non-current	7,546	28,612	147,598	125,459	-	116	**309,331**
Liabilities - Current	-	-	-	-	-	-	**-**
Liabilities - Non-current	-	(471)	(17,208)	(491)	(36,700)	(95,432)	**(150,301)**
Total	**7,546**	**28,141**	**206,978**	**124,968**	**(36,700)**	**(95,316)**	**235,617**
Cumulative fair value adjustment on hedged item*	(7,382)	(27,514)	-	-	-	-	**(34,896)**
Carrying amount of the hedged item recognised in the statement of financial position	(146,298)	(894,006)	-	-	-	-	**(1,040,303)**
Balance in cash flow hedge reserve for continuing hedges	-	-	(3,526)	10,913	26,166	8,017	**41,570**
Balance in cash flow hedge reserve from discontinued hedges	-	-	24,277	19,659	-	114,131	**158,067**
During the Year							
Change in fair value of hedging instrument							
used for calculating hedge effectiveness	(16,472)	(13,761)	(302,560)	(89,878)	4,628	78,820	**(339,224)**
due to cash payment on restructure of hedges	-	-	28,420	46,286	-	20,177	**94,883**
Change in fair value of hedged item							
used for calculating hedge effectiveness	14,610	15,063	269,255	37,611	(1,858)	(121,073)	**213,608**
Change in cash flow hedge reserve							
for continuing hedge relationships	-	-	(5,811)	(79,154)	2,045	(100,895)	**(183,815)**
for discontinued hedge relationships	-	-	24,277	19,659	-	114,131	**158,067**
Change in profit or loss							
Ineffectiveness recognised in profit and loss	1,862	(1,301)	(277)	139	-	1,205	**1,628**
Unwind of inception fair value	-	-	2,412	2,846	-	(13,779)	**(8,521)**
Reclassified from CFHR to profit and loss on continued hedge relationships	-	-	(93,273)	(41,651)	6,673	-	**(128,252)**
Reclassified from CFHR to profit and loss on discontinued hedge relationships	-	-	3,872	11,667	-	8,216	**23,756**
Restructure impacts on profit and loss	-	-	(2,105)	9,078	-	1,589	**8,562**

* excluding impact of changes in foreign exchange rates on notional amount

Note 18(q) - Hedge Accounting Table - 2020

Hedge Accounting Relationship	Fair Value Hedge		Cash Flow Hedge				Total
Hedging Instrument	USD - CCIRS	EUR - CCIRS	USD - CCIRS	EUR - CCIRS	NOK - CCIRS	AUD - IRS	
Hedged Item	USD Fixed Debt	EUR Fixed Debt	USD Fixed Debt	EUR Fixed Debt	NOK Fixed Debt	AUD Floating Debt	
Notional Amount	USD 810,000	EUR 900,000	USD 810,000	EUR 900,000	NOK 1,500,000	AUD 1,388,000	
Hedge Ratio	1:1	1:1	1:1	1:1	1:1	1:1	
Denomination	A$'000's	A$'000's	A$'000's	A$'000's	A$'000's	A$'000's	A$'000's
At 30-June-2020							
Carrying amount of hedging instruments							
Assets - Current	-	-	-	-	-	-	**-**
Assets - Non-current	22,600	43,626	295,425	156,396	-	-	**518,048**
Liabilities - Current	-	-	-	-	-	-	**-**
Liabilities - Non-current	-	-	(2,177)	-	(42,238)	(178,755)	**(223,171)**
Total	22,600	43,626	293,247	156,396	(42,238)	(178,755)	**294,877**
Cumulative fair value adjustment on hedged item*	(21,994)	(42,457)	-	-	-	-	**(64,451)**
Carrying amount of the hedged item recognised in the statement of financial position	(174,102)	(937,751)	-	-	-	-	**(1,111,853)**
Balance in cash flow hedge reserve for continuing hedges	-	-	3,238	18,229	25,031	178,755	**225,253**
Balance in cash flow hedge reserve from discontinued hedges	-	-	-	-	-	-	**-**
During the Year							
Change in fair value of hedging instrument							
used for calculating hedge effectiveness	22,600	(12,439)	68,508	(8,911)	(19,225)	(43,536)	**6,997**
due to cash payment on restructure of hedges	-	-	-	-	-	-	**-**
Change in fair value of hedged item							
used for calculating hedge effectiveness	(21,994)	10,566	(68,508)	8,911	19,225	43,536	**(8,264)**
Change in cash flow hedge reserve							
for continuing hedge relationships	-	-	(53,432)	15,909	(5,387)	43,536	**625**
for discontinued hedge relationships	-	-	-	-	-	-	**-**
Change in profit or loss							
Ineffectiveness recognised in profit and loss	(606)	1,873	-	-	-	-	**1,267**
Unwind of inception fair value	-	-	-	-	-	-	**-**
Reclassified from CFHR to profit and loss on continued hedge relationships	-	-	15,075	6,997	(24,612)	(596)	**(3,135)**
Reclassified from CFHR to profit and loss on discontinued hedge relationships	-	-	-	-	-	-	**-**
Restructure impacts on profit and loss	-	-	-	-	-	-	**-**

19
Lease liabilities

	2021 $'000	2020 $'000
Lease liabilities		
Current	1,287	1,287
Non-current	3,776	4,725
	5,063	**6,012**

	2021 $'000	2020 $'000
Commitments for leases		
Lease commitments		
Within one year	1,287	1,287
Later than one year but not later than five years	5,150	5,150
More than five years	7,725	9,012
	14,162	**15,449**
Lease commitments present value		
Within one year	649	841
Later than one year but not later than five years	2,336	2,598
More than five years	2,078	2,573
	5,063	**6,012**

Accounting policy for lease liabilities

The Group recognises assets and lease liabilities in respect of leased assets at the lease commencement date. The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the rate implicit in the lease or, if that rate cannot be readily determined, the Group's incremental borrowing rate.

The lease liability is measured at amortised cost using the effective interest method.

20
Lease arrangements – Lessor

Some properties are leased to tenants under long-term operating leases with rentals payable monthly. Minimum lease payments receivable on leases of properties are as follows:

	2021 $'000	2020 $'000
Within one year	105,632	86,324
Later than one year but not later than 5 years	414,252	422,228
Later than 5 years	1,101,409	868,948
	1,621,293	**1,377,500**

Minimum lease payments have increased year on year as a result of significant new leases entered into in FY21. Due to the impact of COVID-19, retail tenant agreements were renegotiated to reflect a variable charge until minimum passenger thresholds are achieved. At 30 June 2021, these thresholds were not met resulting in no commitment amounts being recognised in respect of retail tenants.

21
Issued capital

Some properties are leased to tenants under long-term operating leases with rentals payable monthly. Minimum lease payments receivable on leases of properties are as follows:

	2021 $'000	2020 $'000
118,100,000 Ordinary Shares - fully paid (30 June 2020: 118,100,000)	118,100	118,100

Fully paid ordinary shares carry one vote per share and carry the right to dividends.

Accounting policy for issued capital

Ordinary shares are classified as equity.

22
Hedging reserves

	2021 $'000	2020 $'000
Consolidated		
Opening balance	157,677	157,239
(Gain) / loss recognised on derivative financial instruments (unrealised)	(187,743)	(21,863)
(Gain) / loss recognised on derivative financial instruments (realised)	25,029	25,624
(Gain) / loss on foreign exchange remeasurement transferred to profit and loss	128,252	(2,539)
(Gain) / loss on hedge ineffectiveness transferred to profit and loss	1,628	-
(Gain) / loss on unwind of discontinued hedge relationships transferred to profit and loss	23,755	(596)
(Gain) / loss on restructure impacts transferred to profit and loss	8,562	-
(Gain) / loss on cash flow hedges transferred to profit and loss	(25,029)	-
Income tax related to amounts above	7,664	(188)
Closing balance	**139,795**	**157,677**

Accounting policy for hedging reserve

The hedging reserve represents hedging gains and losses recognised on the effective portion of cash flow hedges. The cumulative deferred gain or loss on the hedge is recognised in profit or loss at expiry or termination of the hedge transaction.

23
Retained profits

	2021 $'000	2020 Restated $'000
Retained profits at the beginning of the financial year	976,059	1,151,855
Profit after income tax expense for the year	63,555	101,693
Dividends paid (Note 29)	-	(277,489)
Retained profits at the end of the financial year	**1,039,614**	**976,059**

24
Capital expenditure commitments

	2021 $'000	2020 $'000
Capital expenditure commitments		
Not longer than 1 year	145,829	251,091
Longer than 1 year but not longer than 5 years	140,887	111,926
Total Property, plant and equipment commitments	**286,716**	**363,017**

25
Subsidiaries

Name of entity	Country of incorporation	Ownership interest 2021 %	Ownership interest 2020 %
Parent entity			
Australia Pacific Airports Corporation Limited	Australia	-	-
Subsidiaries			
APAC (Holdings No.2) Pty. Limited	Australia	100%	100%
Australia Pacific Airports (Melbourne) Pty. Limited	Australia	100%	100%
Australia Pacific Airports (Property) Pty. Limited (i) (ii)	Australia	100%	100%
APAC (Holdings) Pty. Limited (i)	Australia	100%	100%
Australia Pacific Airports (Launceston) Pty. Limited	Australia	100%	100%

(i) These subsidiaries are classified as small proprietary companies in accordance with the Corporations Act 2001 are relieved from the requirement to prepare, audit and lodge financial instruments.

(ii) This subsidiary was dormant during the financial year.

26
Related party transactions

(a) Equity interests in related parties

Details of the percentage of ordinary shares held in controlled entities are disclosed in Note 25 to the financial statements.

(b) Key management personnel compensation

The aggregate compensation of the key management personnel of the Group is set out below. The key management personnel during the year were: L. Strambi, G. Devonport, S. Gandy, L. Argus, A. Gardiner and S. O'Hare. S O'Hare resigned as Chief of Aviation in March 2021.

	Consolidated 2021 $	Consolidated 2020 $
Short-term employee benefits	4,723,872	3,908,533
Long-term incentives	1,258,638	886,871
Resignations	405,032	307,683
	6,387,542	**5,103,087**

Included within Short-term benefits and Long-term incentives are amounts for short-term and long-term incentives which are subject fully to board discretion. As a result of the impact of COVID-19, there were no short-term incentives provided during the year ended 30 June 2020.

(c) Transactions within the wholly-owned group

Australia Pacific Airports Corporation Limited (APAC) is the ultimate parent entity of the wholly owned group, and the parent entity of the tax consolidated group.

In accordance with tax sharing arrangements (refer to Note 8) tax payments have been received or accrued to reflect the wholly owned Controlled Entity's share of the tax expense of the tax consolidated group.

(d) Transactions with Shareholders

During FY21, IFM Investors Pty Ltd provided resourcing for the Melbourne Airport Rail project. At 30 June 2021, an amount of $105,600 was accrued to reflect the services provided to during the year.

In FY20, AMP Capital Investors Ltd were engaged to provide debt advisory services to APAM. As at 30 June 2020 $50,000 was accrued. This amount was paid on October 2020.

IFM Investors Pty Ltd and AMP Capital Investors Ltd, being a shareholder, are considered to be related parties.

27
Notes to the Statement of Cash Flows

(a) Reconciliation of cash

	2021 $'000	2020 $'000
Cash and cash equivalents	32,186	133,793

For the purposes of the Statement of Cash Flows, cash includes cash on hand and in banks and investments, net of outstanding bank overdrafts. Cash at the end of the financial period as shown in the Statement of Cash Flows is reconciled to the related items in the Statement of Financial Position.

(b) Reconciliation of profit after related income tax to net cash flows from operating activities

	2021 $'000	2020 Restated $'000
Profit after income tax expense for the year	63,555	101,693
Adjustments for:		
Net profit on sale of non-current assets	-	(60)
Amortisation of deferred borrowing costs	6,784	6,315
Hedge reserve unwind	21,372	669
Depreciation and amortisation of non-current assets	274,482	253,544
Gain on investment property	(387,977)	(96,685)
Impairment of assets under construction	-	40,816
Change in operating assets and liabilities:		
(Increase)/decrease in trade and other receivables	885	97,258
(Increase)/decrease in other current assets	(716)	307
(Increase)/decrease in other non-current assets	613	2,492
(Increase)/decrease in accrued revenue	(40,380)	22,859
Increase/(decrease) in trade payables	19,101	(28,412)
Increase in deferred tax liabilities	30,978	18,014
Increase/(decrease) in interest payables	(17,007)	2,988
Increase/(decrease) in tax payable	40,912	(64,086)
Increase/(decrease) in employee provisions	2,781	(7,883)
Increase/(decrease) in unearned income	(2,360)	(7,616)
Net cash from operating activities	**13,023**	**342,213**

28
Remuneration of auditors

	2021 $	2020 $
Audit or review of financial reports	318,050	378,050
Statutory assurance services required by legislation to be provided by the auditor	30,000	30,000
Other assurance services and agreed-upon procedures	52,950	52,700
	401,000	**460,750**

The auditor of Australia Pacific Airports Corporation Limited is Deloitte Touche Tohmatsu.

29
Dividends

(a) Reconciliation of cash

	2021 $'000	2020 $'000
Dividends paid (2021: Nil, 2020: $2.35 per share)	-	277,489
Franking account	7,343	50,050

30
Company disclosures

The below relate to APAC as a standalone entity:

	2021 $'000	2020 $'000
(a) Financial position:		
Assets:		
Current assets	19,289	19,289
Non-current assets	128,032	128,032
Total assets	**147,321**	**147,321**
Liabilities:		
Current liabilities	(14)	(14)
Non-current liabilities	-	-
Total liabilities	**(14)**	**(14)**
Net assets	**147,307**	**147,307**
Equity:		
Issued capital	118,100	118,100
Retained earnings	29,207	29,207
Total equity	**147,307**	**147,307**
(b) Financial performance		
Profit for the year	-	276,880
Other comprehensive income	-	-
Total other comprehensive income	**-**	**276,880**

31
Contingent liabilities

Legal Claims

In the ordinary course of business the Group receives legal claims, but the Directors do not consider there to be any specific matters to disclose.

32
Events after the reporting period

The Directors note the emergence of the Delta variant and relatively low vaccination rates have increased the frequency of lockdowns to control outbreaks. While there is a preference, based on limiting the economic damage, for short, sharp interventions, the outlook to the end of December 2021 is for rolling disruptions across state jurisdictions to continue. In August 2021, Victoria entered the state's sixth lockdown, with Metropolitan Melbourne subject to stay-at-home directions, including a curfew. The New South Wales outbreak has not yet peaked and is likely to have a long tail. A rapid acceleration of Australia's vaccination program is underway, with 70% and 80% thresholds identified as part of a plan to reduce the frequency and severity of lockdowns, keep interstate borders open and reopen Australia to the world.

The expected impacts of the lockdowns are reflected in the scenarios modelled by the Group which informed the Group's key estimates and judgements and the Directors conclusion that the Group is a going concern. However, the exact impact on the financial position and performance of the Group in the future as a result of the ongoing developments cannot be predicted. Refer to Note 1 to the Financial Statements for Going Concern disclosure.

On 3 August 2021, the Board approved a further restructure of the Group's hedge portfolio. This continues the Group's strategy to minimise cash interest paid. The restructure was executed in August 2021 and is expected to deliver a further $26 million reduction in future interest payments bringing the total reduction to $120 million to 30 June 2022.

Other than the above, no other matter or circumstance has arisen since 30 June 2021 that has significantly affected, or may significantly affect the Group's operations, the results of those operations, or the Group's state of affairs in future financial years.

Directors' declaration

Australia Pacific Airports Corporation Limited
Directors' declaration
30 June 2021

The Directors declare that:

(a) The attached financial statements and notes thereto are in accordance with the *Corporations Act 2001*, including compliance with accounting standards and giving a true and fair view of the financial position and performance of the consolidated entity;

(b) The attached financial statements and notes thereto are in compliance with International Financial Reporting Standards as stated in Note 1 to the financial statements;

(c) There are reasonable grounds to believe that the Group will be able to pay its debts as and when they become due and payable.

Signed in accordance with a resolution of Directors

On behalf of the Directors

Mr P. Hay Chairman	Mr L. Strambi Managing Director

23 August 2021
Melbourne

Independent auditor's report to the member of Australia Pacific Airports Corporation Limited

Deloitte.

Deloitte Touche Tohmatsu
ABN 74 490 121 060
477 Collins Street
Melbourne, VIC, 3000
Australia

Phone: +61 3 9671 7000
www.deloitte.com.au

Independent Auditor's Report to the members of Australia Pacific Airports Corporation Limited

Report on the Audit of the Financial Report

Opinion

We have audited the financial report of Australia Pacific Airports Corporation Limited (the "Company") and its subsidiaries (the "Group"), which comprises the statement of financial position as at 30 June 2021, the statement of profit or loss and other comprehensive income, the statement of changes in equity and the statement of cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies, and the directors' declaration.

In our opinion the accompanying financial report of the Group, is in accordance with the *Corporations Act 2001*, including:

(i) giving a true and fair view of the Group's financial position as at 30 June 2021 and of its financial performance for the year then ended; and

(ii) complying with Australian Accounting Standards and the *Corporations Regulations 2001*.

Basis for Opinion

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Group in accordance with the auditor independence requirements of the *Corporations Act 2001* and the ethical requirements of the Accounting Professional & Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* (the Code) that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We confirm that the independence declaration required by the *Corporations Act 2001*, which has been given to the directors of the Company, would be in the same terms if given to the directors as at the time of this auditor's report.

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

Other Information

The directors are responsible for the other information. The other information comprises the Directors' Report for the year ended 30 June 2021 but does not include the financial report and our auditor's report thereon.

Our opinion on the financial report does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial report, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial report or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Liability limited by a scheme approved under Professional Standards Legislation.
Member of Deloitte Asia Pacific Limited and the Deloitte organisation.

Deloitte.

Responsibilities of the Directors for the Financial Report

The directors are responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards and the *Corporations Act 2001* and for such internal control as the directors determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the directors are responsible for assessing the ability of the Group to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the Group or to cease operations, or have no realistic alternative but to do so.

Auditor's Responsibilities for the Audit of the Financial Report

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

As part of an audit in accordance with the Australian Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit 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 Group's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the directors.

- Conclude on the appropriateness of the directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the financial report. We are responsible for the direction, supervision and performance of the Group's audit. We remain solely responsible for our audit opinion.

Deloitte.

We communicate with the directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

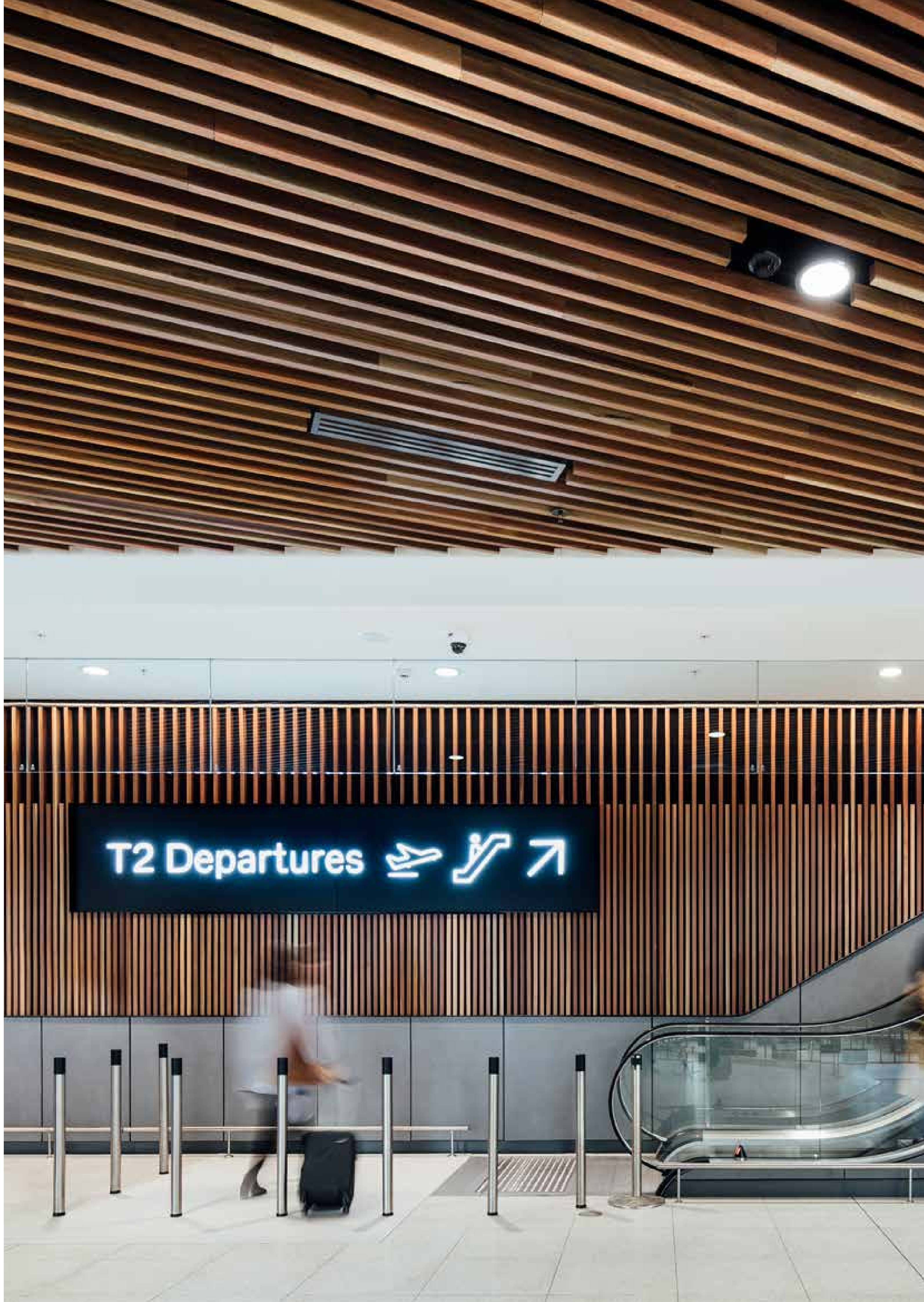
Deloitte Touche Tohmatsu

DELOITTE TOUCHE TOHMATSU

Travis Simkin
Partner
Chartered Accountants
Melbourne, 23 August 2021

FY21 APAC Environmental, Social & Governance Report

		APAM	APAL	APAC Total	Unit
Environment	Scope 1 GHG emissions in metric tons CO2 equivalent	30,323	108	**30,431**	tCO2-e
	Scope 2 GHG emissions in metric tons CO2 equivalent	6,992	245	**7,237**	tCO2-e
	Scope 3 GHG emissions in metric tons CO2 equivalent (if available)	n/a	n/a	**N/A**	tCO2-e
	Total energy sources used to calculate Scope 1 emissions (provide energy sources breakdown)	Natural gas (97%), fuels (2%), HFC emissions (<1%)	Diesel (55%), LPG (45%)	**N/A**	
	Total energy sources used to calculate Scope 2 emissions (provide energy sources breakdown)	Electricity from the grid (100%)	Electricity from the grid (100%)	**N/A**	
	Energy: Approach to sustainable design or construction principles for large capital works	APAM recognises its responsibility for contributing to the sustainability of Melbourne (and Victoria) as a whole. To this end, APAM has an action plan that is targeted at ensuring that planning and design decisions are focused on building long-term sustainability and resilience.	APAL recognises that ecologically sustainable development (ESD) design principles are becoming increasingly central to airport design, planning and operation. All new developments and refurbishments of Launceston Airport will utilise the APAC Sustainable Buildings and Infrastructure Guide.	**APAC maintains a Sustainable Buildings and Infrastructure Guide as the basis for the consideration of ESD initiatives at the outset of projects, and for monitoring & reporting of achievements.**	
	Total energy consumption in kWh	169,599,125	1,685,399	**171,284,525**	kWh
	Renewable energy generated on site	6,767,442	0	**6,767,442**	kWh
	Renewable energy consumed on site	0	0	**0**	kWh
	Renewable energy purchased off site (PPA)	0	0	**0**	kWh
	Significant air emissions (where relevant)	APAM reports emissions to air to the NPI every year.	APAL does not meet any of the NPI reporting thresholds.	**APAM reports to the NPI each year its emission to air of 21 different pollutants. These are primarily associated with the combustion of natural gas and liquid fuels on site. By mass, the more significant pollutants are Oxides of Nitrogen, Carbon Monoxide, Sulphur Dioxide, Volatile Organic Compounds and Particulates.**	
	Conservation efforts	7	1	**8**	#
	Number of wildlife incidents	32	6	**38**	#
	Water usage	291,575	28,221	**319,796**	KL
	Water disposal	191,710	25,399	**217,109**	KL
	% recycled water	1,149	0	**1,149**	KL
	Total weight of waste by type (hazardous) and disposal method	3 (quarantine waste - deep burial), 3 (prescribed waste - authorised landfill)	3 (quarantine waste - deep burial), 11 (hazardous waste - authorised landfill)	**20**	tonnes
	Total weight of waste by type (non-hazardous) and disposal method	1,081 (general waste - landfill), 63 (co-mingle recycling - landfill), 96 (recyclable waste - recycling facility)	57 (general waste - landfill), 18 (recyclable waste - recycling facility)	**1,315**	tonnes
	Total tonnes of waste	1,212	88	**1,300**	tonnes
	Tonnes of waste diverted from landfill	96	18	**114**	tonnes
Society	Number of community complaints received	290	Not being tracked	**290**	#
	Proportion of community complaints that have been closed out or cancelled	286	Not being tracked	**286**	#
	Community investment (AU$)	388,000	APAM data includes APAL	**388,000**	$
	"Customer satisfaction rating (eg: Net Promoter Score) *Surveys conducted externally"	N/A	N/A	**N/A - Data not collected in FY21**	
	Number of employees			**340**	#
	% or number of employees covered by collective bargaining agreements			**36**	#
	Number of employees leaving during reporting period (financial year)			**25**	#
	Total workforce engaged as contractors			**28**	#
	Number of cyber security breaches			**0**	#
	Number of privacy breaches			**0**	#
	Breakdown of workforce by gender (total workforce)			**Female - 108, Male - 232**	#
	Breakdown of workforce by gender (senior management)			**Female - 11, Male - 32**	#
	Breakdown of workforce by gender (Board)			**Female - 2, Male - 6**	#
	Indigenous employees (where relevant)			**N/A**	#
	Number of employees born in a country other than Australia			**N/A**	#
	Employee satisfaction for the last three years (have they been completed; if so, internally or externally)			**Yes (internally and externally)**	Y / N
Safety	Number of work-related employee and contractor fatalities	0	0	**0**	#
	Lost time injuries (employees)	4	0	**4**	#
	Lost time injuries (contractors)	7	0	**7**	#
	Lost time injury severity measure (number of days lost due to LTIs or average per LTI)	5	0	**5**	#
	Total Recordable Injury Frequency Rate (employees)	12.75	0	**11.7**	per million
	Total Recordable Injury Frequency Rate (contractors)	5.16	0	**5.05**	per million
	Lost Time Injury Frequency Rate (employees)	10.2	0	**9.36**	per million
	Lost Time Injury Frequency Rate (contractors)	4.51	0	**4.42**	per million
	Employee hours worked/exposure hours	392,095	35,043	**427,138**	#
	Number of aircraft / ship / customer incidents	0 / 0 / 17	0 / 0 / 3	**0 / 0 / 20**	#
Governance	Is there a Code of Conduct in place			**Yes**	Y / N
	% of staff trained in Code of Conduct			**100**	%
	Number of Code of Conduct related breaches			**0**	#
	Staff training / inductions / professional development			**1,995**	hours



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PACIFIC
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CORPORATION

Australia Pacific Airports Corporation | ACN 069 775 266
Level 2, T4, Melbourne Airport Management, VIC 3045 Australia
Locked Bag 16, Tullamarine, VIC 3043 Australia | +61 3 9297 1600