



Notes to the Company Financial Statements

December 31, 2019





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Company Financial Statements and Notes of Aéroports de Paris SA at December 31, 2019

Income Statement

<i>(in millions of euros)</i>	Notes	2019	2018
Revenue	5.1	3,062	2,957
Changes in finished goods inventory		(6)	2
Capitalised production	5.2	69	65
Reversal of provisions and expense transfers	5.7	29	35
Operating subsidies		1	1
Other operating income	5.3	55	46
Operating income		3,210	3,105
Purchases and external expenses	5.4	(903)	(854)
Taxes other than income taxes	5.5	(290)	(265)
Employee benefit costs	5.6	(596)	(586)
Other operating expenses		(19)	(18)
Depreciation, Amortisation and provision	5.7	(540)	(477)
Operating expenses		(2,348)	(2,201)
Operating income		862	905
Financial income		90	106
Financial expenses		(165)	(155)
Financial income	5.8	(75)	(49)
Income before tax		788	856
Extraordinary income		96	122
Extraordinary expenses		(120)	(130)
Extraordinary income	5.9	(24)	(8)
Employees' profit sharing		(24)	(28)
Income taxes	5.10	(243)	(256)
Net income		497	564



Assets

(in millions of euros)	Notes	As at Dec 31, 2019			As at Dec 31, 2018
		Gross Amount	Amortization or depreciation	Net amount	
Intangible assets	6.1	330	(242)	88	74
Property, plant and equipment	6.1	13,273	(6,720)	6,553	6,075
Fixed assets in progress	6.1	1,323	-	1,323	1,292
Advances and deposits	6.1	18	-	18	22
Financial assets	6.2	1,573	(89)	1,484	1,458
I - Fixed assets		16,517	(7,051)	9,466	8,922
Inventories		12	-	12	17
Advances and deposits		3	-	3	4
Trade receivables	6.3	444	(40)	404	391
Other receivables	6.3	879	(1)	878	847
Marketable securities	6.4	1,197	(2)	1,195	1,288
Cash	6.4	110	-	110	130
Prepaid expenses	6.5	42	-	42	29
II - Current assets		2,688	(43)	2,645	2,705
III - Bond redemption premiums	6.6	25	-	25	16
IV - Translation adjustments - Assets		-	-	-	-
Total assets		19,230	(7,094)	12,137	11,644

Liabilities

(in millions of euros)	Notes	As at Dec 31, 2019	As at Dec 31, 2018
Share capital		297	297
Premiums		543	543
Revaluation difference		23	23
Reserves and retained earnings		2,422	2,225
Profit/loss for the period		497	564
Interim dividend		(69)	(69)
Investment grants		53	48
Regulated provisions		1,218	1,194
I - Equity	6.7	4,984	4,823
II - Provisions	6.8	408	403
Financial debt	6.9	5,699	5,462
Trade payables and related accounts	6.10	157	118
Tax and employee-related liabilities	6.10	257	269
Debts on fixed assets and other liabilities	6.11	462	414
Deferred income	6.5	170	155
III - Debts		6,745	6,418
IV - Bond redemption premiums		-	-
V - Translation adjustments - Liabilities		-	-
Total liabilities		12,137	11,644



Cash flow statement

<i>(in millions of euros)</i>	Notes	2019	2018
Operating income		862	905
Net depreciation and provisions for liabilities and expenses	5.7	493	438
Financial income and expenses (excluding debt)		7	9
Change in working capital	7.1	88	(40)
Tax expenses paid minus tax received		(284)	(178)
Cash flows from operating activities		1,167	1,134
Disposals of holdings		-	1
Acquisition of holdings	7.2	(50)	(31)
Purchase of property, plant, equipment and intangible assets	6.1	(1,016)	(924)
Change in other financial assets	7.3	(51)	(579)
Proceeds from sales of fixed assets (net of the change in receivables)		13	1
Dividends received	7.4	61	79
Change in debt and advances on asset acquisitions		6	62
Cash flows from investing activities		(1,036)	(1,391)
Capital called but unpaid		-	-
Capital grants received in the period		5	3
Net disposal (purchase) of treasury shares		-	-
Dividends paid	6.7	(366)	(343)
Proceeds from long-term debt	6.9	792	756
Repayment of long-term debt	6.9	(567)	(106)
Change in other financial liabilities	6.11	4	(49)
Net financial interest paid	7.5	(111)	(105)
Cash flows from financing activities		(242)	155
Change in cash and cash equivalents		(112)	(103)
Cash at opening		1,418	1,520
Cash at closing	7.6	1,305	1,418



NOTE 1 Description of activity

Aéroports de Paris SA, public limited company since 2005 owns and operates the three main airports in the Paris region (Paris-Charles de Gaulle, Paris-Orly and Paris-Le Bourget), 10 general aviation aerodromes and the Issy-les-Moulineaux heliport. Its mission is governed by an "Economic Regulation Agreement" signed with the State. The current contract is in force for the period of 2016-2020;

Its business lines are primarily the following:

- ◆ Aviation activities - As an airport operator, Aéroports de Paris SA is involved in all stages of the journey through the airport of passengers and goods, by optimising the flow of aircraft and of cargo, as well as passenger flows, security checkpoints and baggage;

To do this, the company:

- continuously improves the quality of its aeronautical infrastructure and relevant access points in compliance with the investment programme outlined in the Economic Regulation Agreement "ERA" and
 - offers a range of services adapted to the needs of passengers, airlines and freight operators.
- ◆ Retail and services - As a lessor, land developer, business sponsor and manager, Aéroports de Paris SA is involved in the operations:
 - of shops, bars and restaurants within airport terminals, through companies (such as Société de Distribution Aéroportuaire, Média Aéroports de Paris and Relay@ADP),
 - of car parks and rental premises in airport terminals.

- ◆ Real estate - Aéroports de Paris SA has considerable land reserves and has full ownership over high quality assets surrounding its terminals. This enables the company to:

- manage real estate projects to meet its own needs and those of businesses seeking to establish operations within its airports and
- manage assets (business strategy, refurbishments), lease management (generally long-term leases), and offer real estate services to its customers.

Additionally, Aéroports de Paris SA has shareholdings in businesses that work in airport activity (design and operation) in France and abroad.

See Note 4.4 Revenues



NOTE 2 Relations with the subsidiaries

2.1 Tax consolidation

In application of articles 223A and following of the General Tax Code, Aéroports de Paris SA operates under a tax consolidation system with companies in which it directly or indirectly holds over 95% of the share capital. (cf note 6.2 Table of subsidiaries and shareholdings)

The tax consolidation conventions that link Aéroports de Paris SA to its subsidiaries are all strictly identical and state and they are based on neutrality principle, according to which the tax charge borne by the subsidiaries is equal to that which it would have borne in the absence of fiscal integration.

Thus the conventions provide:

- ◆ that the subsidiary is to pay the parent company the same amount as the tax it would have otherwise paid had it been taxable separately;
- ◆ that the subsidiary is not entitled to any debt rights in the event of the latter having a tax deficit.

2.2 Cash management

Aéroports de Paris SA has implemented a centralised cash management system. Its subsidiaries integrate the system, in compliance with the regulations in force. The main subsidiaries concerned are ADP Ingénierie, ADP International, ADP Immobilier, ADP INVEST, Cœur d'Orly Investissement, Hologarde, HUB one and its subsidiaries TANK Alpha and TANK Beta. Aéroports de Paris SA has entered into cash pooling agreements with the relevant subsidiaries under this system. These cash pooling agreements provide for the pooling of euro and dollar accounts under centralising euro and dollar accounts, respectively. This pooling, which is achieved by automatically levelling subsidiary accounts to the centralising account on a daily basis, ensures the best possible management of both loan support and investment of cash surpluses.

Euro advances by the centralising company to the subsidiaries bear monthly interest at the EONIA rate +0.65%. Those made in euros by the subsidiaries to the centralising company bear monthly interest at the EONIA rate.

US dollar advances by the centralising company to the subsidiaries bear monthly interest at the USD LIBOR overnight rate plus 0.65%. US dollar advances by the subsidiaries to the centralising company bear monthly interest at the USD LIBOR overnight rate -0.07%.

It is specified that if the EONIA rate and/or USD LIBOR overnight rate less 0.07% were to become negative, the rate for advances would then be capped at 0%.

Under the cash pooling agreements between Aéroports de Paris SA and its subsidiaries, current accounts are presented as "Other receivables" when there is a debit balance and as "Debts on fixed assets and other liabilities" when there is a credit balance. See notes 6.3 and 6.11



NOTE 3 Significant events

Provisions related to Aéroports de Paris in the PACTE law

The law n°2019-486 of 22 May 2019 concerning business growth and transformation ("PACTE law") was promulgated on 23 May 2019 and was published in the French Official Journal the same day. The provisions stipulated in the articles 130 to 136 of the PACTE law concern Aéroports de Paris only.

This law authorizes the State to transfer the majority of the capital of Aéroports de Paris from the public to the private sector. As of the transfer date, conditions of exercise of Aéroports de Paris activity in Île-de-France will be modified. To that extent, the ADP right to operate the Parisian airports will be limited to 70 years as of the transfer date, after which the State will acquire the full ownership of the land and infrastructures in Île-de-France.

As a compensation, the law stipulates the payment, by the State to Aéroports de Paris, of a two component compensation – a first component which should be paid at the time of the transfer of the majority of ADP's capital to the private sector a second one paid at the end of the Parisian airports operations by Aéroports de Paris.

The law legislatively consecrates the regulation model applicable to Aéroports de Paris. Thus, the law confirms the principle of fair return on capital employed estimated on the weighted average cost of capital (WACC), the rule of the intangibility of Aéroports de Paris' WACC under an given Economic Regulation Agreement, the WACC calculation method which is estimated in accordance to the capital asset pricing model, the financial markets available data and parameters taken into account from peers, and lastly the use of French accounting standards for the regulation.

Furthermore, the PACTE law provisions grants powers hitherto exercised by the Independent Supervisory Authority (ASI) to the Rail and Road Activities Regulation Authority (ARAFER), which on this occasion became the Transport Regulation Authority (ART). It is therefore to the ART that the pricing proposition of Aéroports de Paris for the 2020-2021 period has been addressed for approval and it is also now the ART which is charged to release its assent to the next Economic Regulation Agreement which will cover the 2021-2025 period.

These provisions related to the sector regulation came into effect on 24 May 2019, as well as the provisions related to the framework of the potential call for tenders for the allocation of capital securities, as well as the principle and terms of payment of the first part of the compensation paid by the State to Aéroports de Paris in the event of privatization.

For the rest, the provisions will be implemented at the transfer date of the majority of Aéroports de Paris capital to the private sector, if applicable. It concerns, notably, the 70 years limitation of Aéroports de Paris' operation rights, Aéroports de Paris' new specifications content reinforcing the operational control of the State, the provisions concerning Aéroports de Paris adjusted fill, or the setting of the airport fees tariffs by the State in the absence of economic regulation agreement.

Several texts have been enacted in the application of the PACTE Law, notably ordinance n°2019-761 of the 24 July 2019 related to the airport charges fees and the decree n°2019-1016 of the 3 October 2019 related to airport charges and modifying the French civil aviation code. These texts notably provides for the ART to be addressed by the State during the Economic Regulation Agreement elaboration process to release a simple opinion over the WACC level.

Funding

On 11 June 2019, Aéroports de Paris SA launched a bond issue for a total amount of €800 million with a 15 years maturity and the following characteristics:

- ◆ format: Fixed rate;
- ◆ redemption: in fine;
- ◆ annual rate: 1.125%;
- ◆ re-offer spread: 63 bp over mid swap;
- ◆ re-offer yield: 1.231%;
- ◆ payment date: 18 June 2019;
- ◆ maturity date: 18 June 2034.

Aéroports de Paris SA is rated A+ (stable outlook) by Standard and Poor's.

CDG Express

CDG Express, the Infrastructure management company ("GI CDG Express in french") created at the end of 2018 and co-owned by Groupe ADP, SNCF Réseau and the Caisse des Dépôts et Consignations, signed on February 14, 2019 a concession agreement with the French Government relating to all works to be performed for the CDG Express project.

Under this contract, the GI CDG Express has committed to finance, design, build and maintain the CDG Express railway for 50 years. Design and construction have been delegated, to ADP and SNCF Réseau under two construction contracts. Each company will carry out respectively 11% and 89% of the works.



At the end of June 2019, the Group received a letter from the French Government confirming their wish to postpone CDG Express line commissioning from end 2023 to end 2025. In accordance with the provisions of the concession contracts, the Group expects that the additional cost of this postponement (estimated to date at 4 million euros for ADP) will be fully covered by the French state.

Amendments to defined benefit pension plans

Law n° 2019-486 of May 22, 2019, known as "loi PACTE", provides the transposition of the European directive of April 16, 2014 covering the supplementary pension rights portability. Decree 2019-697 taken pursuant to this law was published in the Official Journal on July 4, 2019. This decree prohibits setting up from July 4, 2019 of any new defined benefit pension plans "with random rights" (article L137-11 of social security code, known as "Article 39").

This decree also provides for the freezing or crystallization of rights on the two schemes concerned as of January 1st, 2020:

For ADP SA two defined benefit pension plans are impacted by this reform:

- the supplementary pension scheme for all eligible Aéroports de Paris SA employees fixed by an agreement dated February 12, 2007 and based on the payment of an annuity equivalent to the annual cost of mutual cover with a basic option;
- and, the PARDA early retirement scheme set by an agreement dated 18/10/91 for an indefinite period based on the arduous nature of the firefighter profession.

For these two schemes, Aéroports de Paris SA has entered into negotiations with a view to meeting this obligation to crystallize rights.

In addition, for the supplementary pension scheme, negotiations led to the signature of an agreement with the trade unions on December 20th, 2019 leading to:

- maintaining acquired rights for the retired population;
- limit rights to this scheme to employees present at 31 December 2019 and at least 50 years of age, provided that they are employees of Aéroports de Paris at the time of their retirement.

Approval of the 2019 airport fees by the ISA

On 11 January 2019 (decision n°1810-D1), the Independent Supervisory Authority (ISA) decided not to approve the airport charges proposed by Aéroports de Paris, with the exception of fees for assistance to disabled passengers and passengers with reduced mobility. In accordance to the French civil aviation code, Aéroports de Paris submitted a new pricing proposal which has been approved by the ASI on 6 February 2019 (decision n°1810-D2). These charges are applicable for the 2019 – 2020 period, and increased by 1% for Paris-Charles de Gaulle and Paris-Orly airports and by 3.52% for Paris-Le Bourget airport. These came into force on 1st April 2019.

In December 2019, Aéroports de Paris filled its request for the approval of the 2020-2021 airport fees pricing period, which is the last pricing period under the 2016-2020 Economic Regulation Agreement. The request for approval has been declared complete on the same day by the Transport Regulation Authority (ART) which now replaces the ISA (Independent Supervisory Authority) as from now.

Aéroports de Paris submitted to the ART's approval the yearly pricing evolution of the following fees:

- ◆ +1.595% for Paris-Charles de Gaulle and Paris-Orly airports
- ◆ +2.02% for Paris-Le Bourget airport

By decree n°2020-001 of 9 January 2020, the ART has approved the airport fees pricing applicable to Paris-Charles de Gaulle, Paris-Orly and Paris-Le Bourget airports as of 1st April 2020, subject to modification in the cap of the price discount on the fee per passenger for its base on Origin/Destination passengers from €3.29 million to 5.29 million.



2021-2025 Economic Regulation Agreement – Availability of the public consultation document

Aéroports de Paris has published, the 2 April 2019, the document which presents its detailed proposals for the development of Parisian platforms for the next Economic Regulation Agreement, which will cover the 2021-2025 period.

As a reminder, the Economic Regulation Agreement, concluded with the State, constitutes the predictive regulatory framework for Parisian airports. It sets for a five-year period the pricing evolution of airport charges by taking into account forecasts in costs, revenues, investments as well as expected quality service level.

This document reflects Aéroports de Paris' ambition for the development of Parisian platforms. The conviction that the investments quality it realizes for the benefit of passengers, airlines and partners bases Parisian platforms competitiveness. Consequently, the proposed investment plan represents a new step, both in terms of amounts and development horizons. It will not only cover the needs of the 2021-2025 period but also launch structuring operations in favor of the long-term development of the three Parisian platforms.

For this, Aéroports de Paris proposes to carry out an investment plan on the regulated scope of 6 billion euros over the 2021-2025 period (as a reminder, the Economic Regulation Agreement for the 2016-2020 period retained an investment plan of 3 billion euros).



NOTE 4 Accounting principles applied to the financial statements

4.1 Accounting principles

The annual financial statements of Aéroports de Paris SA are drawn up in compliance with accounting policies and principles as defined by the French Chart of Accounts (see regulation ANC 2014-03 of the French Accounting Regulatory Committee of 5 June 2014 and its subsequent regulations).

The values in the tables are in millions of euros. The use of rounded figures may sometimes leads to an insignificant gap on the totals or the variations.

4.2 Changes in accounting principles and comparability of periods

The accounting methods applied are identical and comparable to the previous financial year.

4.3 Basis of valuation used in preparing the financial statements

The preparation of the financial statements requires management to use their own judgment, make estimations and assumptions that affect the book value of certain assets, liabilities, income and expenses or the information mentioned in the annexed notes.

These estimations and assumptions are made on the basis of past experience and information or situations existing at the date of the accounts. Depending on the evolution of these assumptions and situations, the estimated amounts in the accounts may differ from the actual values.

The significant estimates and assumptions used in the preparation of the financial statements primarily relate to:

- ◆ Assessment of the recoverable value of long-lived assets (cf. notes 4.7, 6.1 et 6.2);
- ◆ Qualification and assessment of pension plans and other post-employment benefits (cf. notes 4.16 et 6.8) ;
- ◆ Assessment of provisions for risks and expenses (cf. notes 4.16 et 6.8)

4.4 Revenues

Aéroports de Paris SA revenue breaks down as follows:

Airport and ancillary fees

The pricing of these fees is governed by the Economic Regulation Agreement (ERA) for the 2016-2020 period signed with the French State (except for the service fee for assistance to the disabled people and those with reduced mobility). This multi-annual agreement sets the cap for airport fees for the 2016-2020 period. Under these regulations, the airport operator receives a fair return on capital invested as part of its missions within the regulated scope. In the event that the investment plan is not complied with (see Note 6.1 "property, plant and equipment / tangible assets") This scope includes all Aéroports de Paris SA activities at airports in the Paris region with the exception of activities related to retail and services, land and real estate activities that are not aviation-related, activities linked to security and safety financed by the airport tax. Also included in this scope is the management by Aéroports de Paris SA of assistance with soundproofing for local residents.

Fees are recorded for the period during which the service is provided.

Airport fees include passenger fees, landing fees and parking fees. They are calculated respectively according to the number of boarded passengers, aircraft weight and parking time.

Ancillary fees include fees for the provision of facilities such as check-in and boarding desks, baggage sorting facilities and fixed installations for the supply of electricity; fees for support services for disabled people and those with reduced mobility; and other ancillary fees linked to check-in and boarding technology, airport circulation (badges), and the use of solid waste shredding and de-icing stations.



Revenue from airport safety and security services:

Aéroports de Paris SA receives revenue within the context of its public service mission for security, air transport safety, rescue and firefighting of aircrafts. This revenue is paid by the Direction générale de l'Aviation civile (DGAC) which funds it through the airport security tax levied on airlines companies. Until April 1st 2019, Aéroports de Paris SA recognized this revenue up to the eligible costs incurred for these missions. From this date, the airport tax rate is now set so as to cover only 94% of the eligible costs incurred by Aéroports de Paris SA. Consequently, from this date, law n°2018-1317 of the December 28, 2018 for the application of 2019 finance law, has changed the airport security tax which is now fixed to cover only 94% of the eligible costs supported by Aéroports de Paris SA, as a consequence:

- Until April 1st 2019, Aéroports de Paris SA recognized this revenue up to 100 % of the eligible costs incurred for these missions.
- From this date, only 94% of costs are recognized as revenues when they are incurred.

The Group carries out an analytical allocation of its costs in order to determine those that may not be exclusive to its missions, such as depreciation and amortisation and maintenance expenses, certain rental expenses and taxes and duties.

Revenue from retail and services

Revenue from retail and services is comprised of variable rents paid by business activities (shops, bars and restaurants, advertising, banks and currency exchange, car rental agencies, other terminal rentals) that are accounted for as income for the financial year in which it was generated; and rental income which corresponds to the fixed income received attached to leased areas in airports.

Revenue from car parks and access routes

Revenue concerns mainly the management of car parks and access (roads, shuttles, bus stations....) and is recorded when the customer is using the service.

Revenue from industrial services

Industrial services comprise: production and supply of heat for heating purposes, production and supply of cool air for air-conditioned facilities and chilled water distribution networks, the supply of drinking water and waste water collection, waste collection and the supply of electrical current. This revenue is accounted for during the period in which the service was provided.

Real estate revenue

Real estate revenue is comprised of rental income from real-estate shares related to airport activity (except airports) and diversified real estate. This revenue is derived from operating leases. Fixed payments are on a straight-line basis over the term of the lease. Rental charges due from tenants are accounted for as rental income.

Other revenue

Other revenue include:

Financial income generated as the lessor on financial leases is recognized as revenue in order to provide an accurate picture of the financial performance, notably in the real estate segment, where these proceeds are recognized. This aggregate also includes the revenue related to the construction of a metro station in Paris-Orly on behalf of the company "Société du Grand Paris". As studies and works of the metro station will be carried out over the period from 2016 to 2024, Aéroports de Paris SA recognize the revenue using the percentage of completion method. In so far as the overall profit or loss on completion of this project cannot be reliably determined, the revenue is taken account in the limit of the costs incurred.

4.5 Fixed assets

Gross value

Intangible and tangible fixed assets are valued at cost.

Assets produced in-house include all costs directly linked to producing and putting the relevant asset into operation. These costs include:

- ◆ The acquisition cost of goods used to construct the asset,
- ◆ The cost of employees involved in the construction and commissioning of the asset,
- ◆ Other essential and unavoidable costs towards producing and putting the asset into operation for the purposes of the company's intended use.

As part of the 2016-2020 ERA signed with the State, the Group is pursuing an investment program in the regulated scope (see Note 4.4 "Revenue – Airport Fees", which defines the "regulated" scope and which must respond both to the effective implementation of an investment envelope of 2 978 million euros over the period but also to an investment schedule.



Amortisation and depreciation

The amortisation of fixed assets is determined by the rhythm of consumption of economic benefits. This is generally on a straight-line basis.

The expected useful lives for the main assets are the following:

Software, patent and licenses	4 to 10 years
Airport terminal and underground car park buildings	30 to 60 years
Non-terminal buildings	20 to 50 years
Airport terminals and non-terminal furnishings	10 to 20 years
Land development	20 years
Turning areas, aprons, bridges, tunnels, roads	10 to 50 years
Baggage handling equipment and facilities	10 to 20 years
Airbridges	20 to 25 years
Security and safety facilities and equipment	5 to 20 years
Computer hardware	5 years

The useful lives are reviewed at each closing on the basis of the program of investment and rehabilitation of existing assets, so that they reflect the expected useful lives, for these to reflect the expected duration of use.

Aéroports de Paris SA uses options provided within tax legislation in terms of accelerated depreciation. The difference between tax depreciation and straight-line depreciation is accounted for as a regulated provision on the balance sheet.



4.6 Financial assets

Equity securities are entered on the balance sheet at their acquisition cost without acquisition fees.

Their value is examined at the end of each period by referencing the value in use. This is estimated on the share of equity that the securities represent, translated at the year-end exchange rate for foreign companies and rectified, if necessary, to account for the embedded value of the companies. The methods used to evaluate the latter corresponds to the yield value which represents the average of the last twenty stock market prices for the financial year or to the expected cash flows (discounted cash flows or dividend update method) and taking into account any currency hedges.

If the value in use of these securities becomes inferior to their accounting value, a depreciation for the difference is recorded.

Loans and receivables are entered at their nominal value plus accrued interest. A depreciation may, if necessary, be recorded in the case of probable loss characterised by a decrease in repayment nominal value.

Technical losses

Following the adoption of the ANC 2015-06, technical losses on merger allocated to financial assets, which were formerly classified as intangible assets until 2015 year-end, are since January 1st 2016 classified in the "Other financial assets" caption. These items are made of the discrepancy between the net assets received and the book value of securities of the merged company.

Once a year, these technical losses are submitted to an impairment test and if need be, a depreciation is booked permanently. Indeed depreciation on technical losses cannot be reversed.

4.7 Depreciation of long-term assets

At each closing date, Aéroports de Paris SA determines whether there is an index showing that an asset may have lost significant value. Where there is an indication of depreciation, an impairment test is performed as follows:

- ◆ Aéroports de Paris SA measures any depreciation of long-term assets by comparing the book value of the assets, regrouped in asset groups if applicable, with their recoverable value, which is generally calculated through the net current value of future cash flow method. When this recoverable amount is significantly lower than the value entered in the balance sheet, a depreciation is recognised for the difference in "Depreciation";
- ◆ the discount rates used for these purposes are based on the Weighted Average Cost of Capital for each of the assets or asset groups in question;

4.8 Inventories

Inventories are composed of consumable goods- such as spare parts, safety components, small maintenance equipment and production, in stock to be charged to third parties. Spare parts and maintenance equipment are recorded at their cost of acquisition and are measured at the weighted average cost. Engineering studies are valued at full cost.

If the net realizable value of the stocked item falls below the average weighted cost, depreciation is recorded for the difference.

4.9 Receivables

Receivables are valued at their nominal value. Those in foreign currency are converted at the closing exchange rate, for the non-written down part of the receivables.

These receivables may be written down to take into account the difficulty of recovery, in application of the following method:

- ◆ unrecovered debts are transferred to bad debts if they are unbalanced on the date of the opening of a recovery or judicial liquidation procedure, and when the risk of non-recoverability is significant (predictable voluntary liquidation, cessation of activity of foreign customers)
- ◆ bad or litigious debts are written down following the status of each accounting document (debt prior to voluntary liquidation, claim pending, litigation, etc.) or the solvency of the customer for debts due (legal proceedings pending, foreign customers without assets in France, etc.)

4.10 Marketable securities

Securities are accounted for at their historical acquisition value. When the liquidation value of these securities is greater than the purchase price, it cannot be used as carrying value in the balance sheet; otherwise, any unrealised loss results in a write-down.



4.11 Issuance expenses and redemption premiums of bonds

Expenses for the issuance of bonds are directly entered as financial expenses on the date of issuance. When the issuance price is lower than the redemption value, the difference is recognized as an asset and is entered as a financial expense spread across the duration of the loan.

4.12 Prepaid expenses and deferred income

Payables entered that relate to commodities or services not yet received are entered on the assets side of the balance sheet under "Prepaid expenses".

Payables entered that relate to commodities or services not yet delivered are entered on the liabilities side of the balance sheet under "Deferred income".

4.13 Asset and liability translation differences

On the closing date for the Group financial statements, when the applied exchange rate has modified the euro amounts previously entered, the translation differences are entered on the assets side of the balance sheet when the difference is an unrealised loss and on the liabilities side of the balance sheet when the difference is an unrealised gain. A provision for exchange rate risk is entered for unrealised losses.

4.14 Investment subsidies

Aéroports de Paris SA is allocated equipment subsidies in order to acquire or create fixed assets. The subsidies are entered under equity and are recorded in tandem with the depreciation schedule of the associated assets.

4.15 Regulated provisions

Regulated provisions consist mainly of accelerated depreciations. These additional depreciations are recorded with the sole aim of obtaining tax benefits and do not reflect any depreciation of the underlying asset. They are entered as equity under the "regulated provisions" section to compensate for the extraordinary income.

4.16 Provisions for risks and expenses

Provisions for risks and expenses are mainly comprised of employee benefit provisions, which cover staff benefits on a long-term basis.

Long-term staff benefits

Employee benefit provisions cover defined benefit schemes and other long-term benefits but do not cover defined contribution schemes.

DEFINED BENEFIT SCHEMES

Aéroports de Paris SA funds all of the following defined benefit schemes in order to meet its employee benefit obligations:

- ◆ retirement benefit schemes;
- ◆ mutual health insurance for the retired;
- ◆ PARDA pre-retirement scheme;
- ◆ two additional retirement benefit schemes ;
- ◆ Rewards for long-service

The company's net obligation regarding defined benefit schemes is evaluated separately for each scheme. This is done by estimating the amount of future benefits acquired by employees in exchange for services rendered during the current and past periods. This amount is updated in order to determine its current value, and reduced by the fair value of the scheme's assets and unrecognised past service costs. The discount rate is equal to the rate, at the closing date, based on high-quality bonds with a maturity date close to that of the company's commitments. A qualified actuary performs the calculations by using the projected unit credit method.

The fraction of cumulative unrecognised actuarial differences exceeding 10% of the highest amount between the bond's current value for defined schemes and the fair value of the scheme's assets are entered on the profit and loss statement over the expected average remaining working lives of employees participating in the scheme.

The actuarial assumptions are outlined in note 6.8.

The Company's net obligation for long-term benefits, other than retirement schemes, is equal to the amount of future benefits acquired by employees in exchange for services rendered during the current and past periods. These benefits are discounted and deducted, if necessary, from the fair value of the scheme assets invested. The discount rate is equal to the interest rate, at the closing date, based on high-quality bonds with maturity dates close to those of the company's commitments. The amount of the obligation is determined by using the projected unit credit method. Actuarial differences are entered on the profit and loss statement during the period in which they occur.



DEFINED CONTRIBUTION SCHEMES

Defined benefit schemes are post-employment benefit schemes whereby an entity pays fixed contributions into a separate entity and will have no legal or constructive obligations to pay any additional contributions. The contributions to be paid to a fixed contributions scheme are entered as expenses linked to employee benefits when they are due. Contributions paid in advance are recorded as an asset to the extent that a cash refund or a reduction in future payments is available.

Other provisions for liabilities and expenses

Other provisions for liabilities and expenses are intended to cover liabilities inherent in the company's line of business, liabilities resulting from litigation, fines or penalties.

These provisions are accounted for when they meet the following criteria:

- ◆ There is an obligation towards a third party arising from a past
- ◆ event where it is likely or certain that it will result in a disbursement of funds to the benefit of that third party with no equivalent consideration from that beneficiary;
- ◆ The amount can be reliably estimated.

Contingent liabilities are detailed in the notes to the financial statements when the entity has a potential obligation towards a third party arising from events, the existence of which will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the entity.

(see Note 8 "Off-balance sheet commitments and contingent liabilities")

4.17 Payables

Financial payables

FOREIGN CURRENCY TRANSACTIONS

At year-end, foreign currency denominated monetary balances, except for those hedged by currency swap contracts, are translated at closing exchange rates. Perfectly hedged operations, particularly financial payables in foreign currencies, are presented at the hedged rate.

DERIVATIVE FINANCIAL INSTRUMENTS

Aéroports de Paris manages market risks related to fluctuations in interest rates and rates of exchange through the use of derivative financial instruments, particularly interest rate swaps and currency swaps. All these instruments are used for hedging purposes and are strictly backed up by assets. They are therefore simple hedging instruments. Aéroport de Paris SA does not carry a derivative financial instrument including an optimization component or to be classified in an isolated open position.

The income and expenses related to the use of these derivative instruments for hedging are entered symmetrically with the hedged transactions, in the instant case, the interest rate derivatives carried by Aéroport de Paris covering financial debts, their income and expenses are recognized in the financial result.

Other debts

Operating payables and other debts are accounted for when in accordance with a company order, the goods have been delivered or the service has been carried out.

4.18 Definition of net cash and cash equivalents

Net cash and cash equivalents are constituted as financial instruments, which allow Aéroports de Paris to manage short-term cash requirements and surpluses without taking any major risks.

Net cash is composed of:

- ◆ Cash accounts,
- ◆ Deposit accounts,
- ◆ Time deposit accounts,
- ◆ investment securities that do not present a significant risk of a change in value due to their nature and that can easily be converted into cash flow because of an available market or potential buyer,
- ◆ short-term investments which do not carry any material impairment risk and can be converted instantly into cash, less bank overdrafts and related accrued interest.



NOTE 5 Notes to the income statement

5.1 Breakdown of revenue

The segment information below is presented in accordance with the internal reporting and the sector benchmarks presented to the Group's Chief Operating Officer:

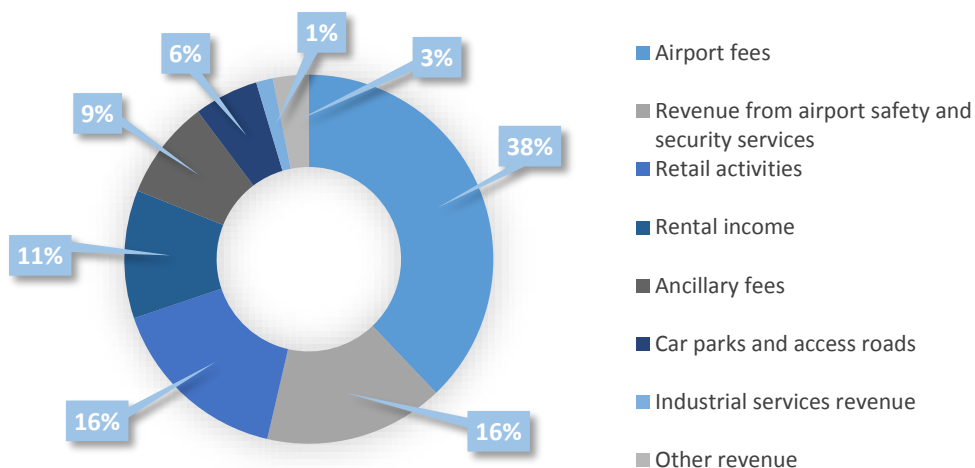
(in millions of euros)	Activities				2019	2018
	Aviation	Retail and services	Real estate	Other activities		
Airport fees	1 160	-	-	-	1 160	1 115
Revenue from airport safety and security services	482	-	-	-	482	499
Retail activities	-	493	3	-	496	471
Rental income	33	113	198	-	344	332
Ancillary fees	251	15	-	-	266	255
Car parks and access roads	-	173	-	-	173	173
Industrial services revenue	-	45	-	-	45	43
Other revenue	8	63	16	8	96	71
Total	1 934	903	217	8	3 062	2 957

Revenue increased by 3.6% (+€105 million) in 2019 and amounted to €3,062 million. This Increase is mainly explained by:

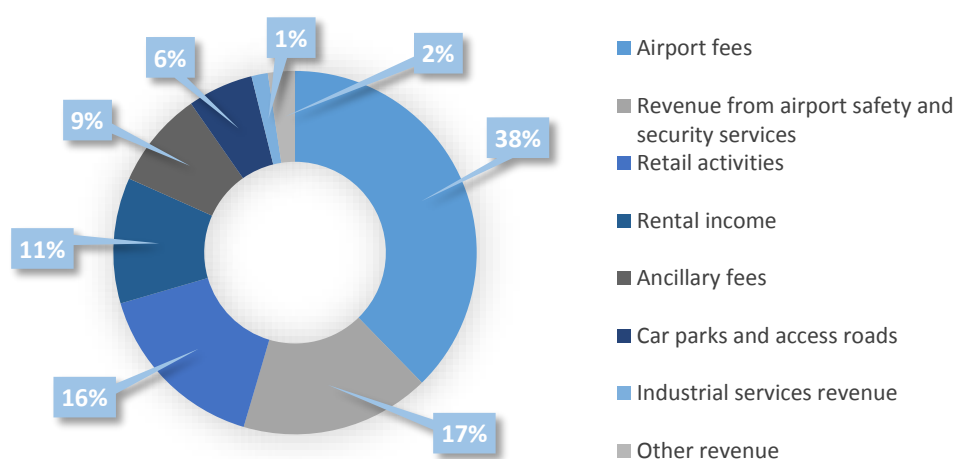
- ◆ The increase in airport fees (+€45 million), driven by growth in departing passenger traffic of 2.5% compared to last year, and by a price effect related to the price increase of 1 April 2019 (+1.0%)
- ◆ The increase in ancillary aviation fees (+€11 million), which can be attributed in particular to PMR fees, check-in desks and baggage handling, connected to the rise in departing traffic (+2.5%)
- ◆ The increase in retail activity (+€25 million), particularly at Airside shops (+€21 million) and Bars & Restaurants (+€4 million), both driven by the growth in traffic and revenue/pax
- ◆ The increase in rental income (+€12 million), driven by the signing of new customer contracts and a price effect on existing contracts
- ◆ The increase in other revenue of €25 million, primarily related to the work undertaken for Société du Grand Paris.
- ◆ The decrease in Revenue from airport safety and security services (-€17 million) as a result of the mechanism provided for by the Finance Law for 2019 and applicable since April 2019, which charges Aéroports de Paris 6% of the airport security costs hitherto fully covered by the proceeds of the airport tax.



Breakdown of revenue 2019



Breakdown of revenue 2018



5.2 Capitalised production costs

(in millions of euros)

	2019	2018
Capitalised production	69	65

Capitalised production primarily represents the internal cost related to employees who participate in projects for the construction of company assets, particularly in studies, works supervision or project-management assistance.



5.3 Other operating income

<i>(in millions of euros)</i>	2019	2018
Other	52	43
Penalties received	3	3
Total other operating income	55	46

Other operating income consists primarily of indemnities from GI CDG Express for €28 million and Société du Grand Paris for €18 million.



5.4 Purchases and external expenses

<i>(in millions of euros)</i>	2019	2018
Electricity	(30)	(26)
Water, gas and fuel	(14)	(13)
Operational supplies and small-format equipment	(11)	(11)
Other consumables	(60)	(32)
Consumables	(114)	(81)
General sub-contracting	(511)	(493)
Security	(241)	(236)
Cleaning	(75)	(74)
Transport	(33)	(32)
Other	(162)	(152)
Maintenance and repairs	(136)	(129)
Post and communication costs	(29)	(29)
Insurance	(9)	(9)
Remuneration of intermediaries and fees	(20)	(23)
Advertising, publications, public relations	(32)	(29)
Rental and leasing expenses	(15)	(18)
External personnel	(3)	(5)
Other external expenses	(34)	(37)
External expenses	(789)	(773)
Total purchases and external expenses	(903)	(854)

External purchases and expenses amounted to €903 million as of 31 December 2019, compared to €854 million in the previous year. This represents an increase of 5.7% (€49 million).

Raw materials and consumables used are up by €33 million compared to last year, reflecting an increase in expenses for the services provided on behalf of Société du Grand Paris in the amount of €29 million.

Sub-contracting increased by €18 million, of which €10 million in other items (including an increase for Reception services due to the full-year effect of the "Welcome to Paris" programme launched in 2018 and PMR sub-contracting driven by the growth in traffic) and €5 million related to security.

Maintenance and repair costs were up €7 million from last year due to the maintenance of new equipment (notably the departures baggage handling system under Hall L at Terminal 2E (TDS3)).



5.5 Taxes other than income taxes

<i>(in millions of euros)</i>	2019	2018
Property tax	(125)	(96)
Territorial financial contribution	(62)	(71)
Non-refundable VAT on safety expenditure	(56)	(54)
Tax on earnings	(22)	(21)
Other taxes	(24)	(23)
Taxes other than income taxes	(290)	(265)

Duties and taxes increased by 9% for a total of €290 million at 31 December 2019.

- ♦ In terms of Property tax, the increase (+€29 million) is primarily the result of the updating of our 2019 tax bases, adjustments on 2018 taxes, rate increase and the entry into service of new buildings;
- ♦ In terms of the regional economic tax (CET), the decrease (-€9 million) is mainly due to the reimbursement of prior year value added cap.



5.6 Employee benefit costs

<i>(in millions of euros)</i>	2019	2018
Salaries	(378)	(376)
Social security expenses	(166)	(162)
Profit-sharing bonus	(16)	(14)
Works Council	(17)	(19)
Tax credit for competitiveness and employment	-	4
Other employee expenses	(19)	(19)
Employee benefit costs	(596)	(586)

Employee benefit costs amounted to €596 million as of 31 December 2019, an increase of €10 million compared to the previous year.

The fall in average headcount of 1.0% led to a decrease in employee benefit costs (-€3 million), partially offsetting the increase in salaries (€5 million) as a result of general and individual measures.

The rise in social security contributions (+€4 million) is due to the increase in salaries and the higher average contribution rate, partially offset by the decrease in sickness contributions following the discontinuation of the Competitiveness Employment Tax Credit (CICE).

Other employee benefit costs include PEE/PERCO contributions and meals for employees of Aéroport de Paris SA outside the restaurants managed by the Works Committee.



5.7 Operating depreciations, amortisations and reversals

(in millions of euros)	2019		2018	
	Additions	Reversals	Additions	Reversals
Intangible assets	(23)	-	(20)	-
Property, plant and equipment	(461)	-	(432)	-
Depreciation and Amortisation of fixed assets	(484)	-	(453)	-
Provisions for risks	(1)	9	(6)	18
Provisions for expenses	(31)	13	(13)	15
Provisions for liabilities and expenses	(32)	22	(19)	33
Trade receivables and related accounts	(25)	6	(7)	1
Depreciation of receivables	(25)	6	(7)	1
Transfer of operating charges	-	1	-	-
Total	(540)	29	(477)	35

Provisions for liabilities and expenses amount to €32 million, including mainly provisions for commitments for end-of-career benefits.

The amount of allowances for impairment of doubtful and disputed receivables is €25 million, including €21 million due to Aigle Azur and XL Airways liquidation See note 6.3.

Net depreciation and provisions for liabilities and expenses amounted to €493 million (see cash flow statement). Additions of €516 million and reversals of €22 million.



5.8 Financial income

Financial income in 2019 amounted to €75 million and includes:

<i>(in millions of euros)</i>	2019	2018
Income from investments and other financial shares	61	57
Swap interest income	9	9
Other financial income	21	41
Financial income	90	106
Interest on loans	(123)	(114)
Swap interest charges	(6)	(6)
Other financial expenses	(36)	(35)
Financial expenses	(165)	(155)
Financial income	(75)	(49)

Financial income amounts to €90 million and mainly comprises:

- ◆ dividends received (€47 million), of which €31 million for the share of the holding in Tank Alpha and €9 million for Schiphol;
- ◆ other financial shares revenues (€14 million), of which €10 million for investment fund CATHAY and €2 million for X ANGE;
- ◆ interest income from swaps amounting to €9 million.

Other financial income is mainly made up with:

- ✓ exchange gains amounting to €5 million;
- ✓ current accounts interest amounting to €10 million.

2019 Financial expenses primarily comprise interest on borrowings and swaps amounting to €129 million. The evolution in this type of expenses is consistent with borrowings and debt swaps variation (see Note 6.9 "Financial debt").

Other Financial expenses contains:

- ✓ impairment of €22 million on ADP International securities;
- ✓ impairment of €2 million on Cœur d'Orly Investissement securities;
- ✓ impairment of €1 million on HOLOGARDE securities;



Breakdown of Group¹ and non-Group net financial income

<i>(in millions of euros)</i>	Income from investments	Amortisation and reversal of provisions	Other financial income and expenses	Total
Schiphol Group	9	-	-	9
ADP International	-	(22)	3	(18)
ADP Immobilier Tertiaire	-	-	1	1
SAS Coeur d'Orly Investissement	1	(2)	-	(1)
Hologarde	-	(1)	-	(1)
TANK ÖWA alpha GmbH	31	-	10	41
Média ADP	2	-	-	2
Relay@adp	3	-	-	3
Others	-	-	-	-
Group Financial result	47	(25)	15	38
Net financial income	-	-	-	(120)
Other financial income and expenses	-	-	-	7
Financial result outside the Group	-	-	-	(113)
Financial income	-	-	-	(75)

¹ Here, the Group encompasses all subsidiaries and shareholdings held by Aéroports de Paris SA.



5.9 Extraordinary income

<i>(in millions of euros)</i>	2019	2018
Accelerated depreciation write-off	78	79
Other extraordinary income from assets	11	8
Extraordinary income from assets	89	87
Reversal of provisions for liabilities and expenses	6	15
Other extraordinary income	1	19
Sundry exceptional income	7	34
	96	122
Accelerated depreciation expenses	(102)	(100)
Other extraordinary expenses on assets	(10)	(12)
Extraordinary expenses on assets	(112)	(112)
Provisions for extraordinary liabilities and expenses	(1)	(1)
Other extraordinary expenses	(7)	(16)
Sundry extraordinary expenses	(8)	(17)
Extraordinary expenses	(120)	(130)
Extraordinary income	(24)	(8)

Accelerated tax depreciation consists primarily of accelerated tax depreciation on property, plant and equipment.

Aéroports de Paris SA benefits from a system codified in Article 217 octies of the French General Tax Code which allows companies subject to income tax to implement accelerated tax depreciation over five years for their cash investments in innovation SMEs under certain conditions.



5.10 Income tax expenses

Break down of tax

<i>(in millions of euros)</i>	Income before tax	Taxes	Net income excluding profit sharing
Current result	788	(252)	536
Extraordinary income	(24)	8	(16)
Tax consolidation revenue	-	1	1
Total (excluding profit sharing)	763	(243)	521

Aéroports de Paris does not recognise deferred tax in its statutory financial statements.

The table below presents temporary differences that will give rise to the recognition in the future of an income tax liability or a tax credit.

<i>(in millions of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018	Change
Participation of employee's profit sharing	(24)	(28)	4
Provisions for exchange losses	-	-	-
Provisions for employee benefit obligations	(389)	(371)	(18)
Other non-deductible provisions	(8)	(19)	11
Cost of studies and supervision of works (FEST)	(15)	(25)	10
Acquisition cost of securities investments	(10)	(10)	-
Amortization of securities investments acquisition costs	10	10	-
Option Lease Building (eg Lease)	(6)	(6)	-
Deductible expenses for the period on subsequent periods	(442)	(450)	8
FEDEX	70	67	3
Translation adjustments - Asset	-	-	-
Regulated provisions	1,218	1,194	24
Other expenses deducted in advance	(3)	(3)	-
Deducted charges of subsequent periods for the period	1,285	1,258	27
Total temporary differences	843	807	36

Future income tax liability estimated at 170 million euros as at 31 December 2019 (169 million euros as at 31 December 2018). The valuation has taken into account a decrease in the tax rate from 34.43% to 25.82% in 2022 in compliance with the finance law approved at the end of December 2019.



NOTE 6 Notes to the balance sheet**6.1 Fixed Assets**

<i>(in millions of euros)</i>	As at Dec 31, 2018	Increase	Decrease	Transfers to and from other headings	As at Dec 31, 2019
Concessions and similar rights, patents, licences, brands, procedures, and similar rights and values	292	37	-	-	330
Intangible assets	292	37	-	-	330
Land	52	-	-	-	52
Land development	35	-	-	2	37
Buildings	11,893	3	(149)	916	12,663
Buildings on third party land	5	-	-	-	5
Industrial plant and equipment	179	9	(3)	-	186
Other tangible fixed assets	313	18	(1)	-	330
Property, plant and equipment	12,478	30	(153)	918	13,273
Fixed assets in progress	1,292	948	-	(918)	1,323
Advances on fixed assets suppliers	22	-	(4)	-	18
Total	14,084	1,016	(157)	-	14,944

Main investments during the year:

The investments made during 2019 amounted to €1,016 million.

The main investments in 2019 were as follows:

◆ at Paris-Charles de Gaulle Airport:

- the renovation of Terminal 2B and its link with Terminal 2D;
- the construction of the junction of international satellites of Terminal 1;
- the purchase of standard 3 hold luggage inspection equipment in line with European regulations (CDG);
- the construction of a transfer baggage handling system under Hall M at Terminal 2 (TBS4);
- Improvements to the access road layout at CDG;
- the refreshment of Hall L of terminal 2E ;
- preparatory work for the construction of the CDG Express ;
- the extension of the Delta and Québec roads north of Terminal 1;
- study costs related to the Terminal 4 construction project;
- the redesign of the shops in Hall L of terminal 2E.
- the improvement of passenger signposting;
- installation of Visual Docking Guidance Systems and information screens ("timers") for pilots and runway personnel;
- the extension of India aprons ;
- the creation of a single Air France lounge at Terminal 2F;
- renovation of the AB car park;
- conversion of the PR car park into a multi-storey car park;
- redesign of the security check in Terminal 2E;
- reconfiguration of the TME baggage handling system at Terminal 2E;



◆ at Paris-Orly Airport:

- runway 3 renovation;
- completion of construction work on the link building between Orly 2 and Orly 4 (formerly the West and South terminals);
- upgrading of the East baggage handling system to ensure regulatory compliance at Orly 4 (formerly Orly South);
- preparatory work before the construction of the future Grand Paris station ;
- waterproofing work and strengthening of bridge n°2 under runway n°3 ;
- creation of a new retail area in the international departures area at Orly 4 (formerly Orly South);
- creation of a pedestrian mall between Orly 3 (link building) and Orly 4 (formerly Orly South);
- reconfiguration of the airport taxiways to the south of Orly 4 (formerly Orly South);
- restructuring of Hall E at Orly 4 (formerly Hall B at Orly South);
- reconfiguration of security for international departures at Orly 4 (formerly Orly South) and redevelopment of the associated retail space.

◆ Investments for the Aéroports de Paris-Le Bourget airport have focused mainly on an AFMAE apprentice training centre;

In 2019, Aéroports de Paris SA made significant investments in its support functions and projects common to the platforms, and IT.

Main Disposals:

The net amount of transfers from other headings mainly concerns the assets reclassification in progress as tangible assets. This reclassification focuses in particular on the following implemented items:

- completion of the Orly 3 link building between Orly 2 (formerly Orly West) and Orly 4 (formerly Orly South);
- renovation of runway 3 at Orly;
- extension work to the Golf aprons and compliance work on the LGN-LJS turn ;
- compliance work on the rainwater treatment systems ;
- improvements to the access road layout at CDG;
- waterproofing work and strengthening of bridge 2 under runway 3 at Orly;
- restoration of the CDG1 RER station at Roissy-Charles de Gaulle;
- first phase of the project to extend the India aprons at CDG;
- completion of the construction of a departures baggage handling system under Hall L at Terminal 2E (TDS3);
- construction of an AFMAE apprentice training centre;
- repair work on the frontage of the satellites of terminal 1 ;
- freshening up of Hall L of Terminal 2E.



Depreciations and Amortisations

<i>(in millions of euros)</i>	As at Dec 31, 2018	Increase	Decrease	As at Dec 31, 2019
Concessions and similar rights, patents, licences, brands, procedures, and similar rights and values	(219)	(23)	-	(242)
Intangible assets	(219)	(23)	-	(242)
Land development	(21)	(1)	-	(22)
Buildings	(6,075)	(430)	139	(6,366)
Buildings on third party land	(5)	-	-	(5)
Industrial plant and equipment	(120)	(11)	2	(129)
Other tangible fixed assets	(181)	(18)	1	(198)
Property, plant and equipment	(6,403)	(460)	143	(6,720)
Total	(6,621)	(483)	143	(6,962)

Revaluation of fixed assets

Certain fixed assets were revalued as part of the legal revaluations in 1959 and 1976.

<i>(in millions of euros)</i>	Revalued values			Depreciation of the revaluation difference		Net revaluation difference (6) = (2) - (5)
	Gross value (1)	Increase in gross value (2)	Total (3) = (1)+(2)	Exercise (4)	Cumulative (5)	
Land	19	23	41			23
Non-depreciable fixed assets	19	23	41	-	-	23
Land development	1	-	1			-
Buildings	297	265	562	1	262	3
Depreciable fixed assets	298	265	563	1	262	3
Total	316	288	604	1	262	26

The revaluation difference on non-depreciable fixed assets is found in equity in the amount of €23 million, as at 31 December 2019.



6.2 Financial assets

Book Value

<i>(in millions of euros)</i>	As at Dec 31, 2018	Increase	Decrease	Fusion	As at Dec 31, 2019
Share investments	1,359	49	-	3	1,411
Receivables from to share investments	83	7	(5)	(3)	82
Loans	7	-	-	-	7
Other financial assets	72	8	(8)	-	72
Total	1,521	64	(13)	-	1,573

The main variations relate to:

On the "Share investments" line, the capital increase of ADP IMMOBILIER for €43 million, ADP Invest for €4 million and FL WH Holdco for €2 million. The €3 million restructuring operation concerns the EPIGO capital increase by offsetting the related receivables.

The change in "Receivables from share investments" is mainly due to new loans to our subsidiaries: €6 million for ADP Immobiliser Tertiaire and €1 million for ADP Immobilier Industriel. The decrease of €5 million mainly concerns ADP Immobilier Tertiaire.

Depreciation

See Note 4.6 Financial assets

Impairments of securities amounted to €89 million of which:

<i>(en millions d'euros)</i>	As at Dec 31, 2018	Increase	Decrease	As at Dec 31, 2019
TANK ÖWC beta GmbH	(28)	(1)	-	(29)
SAS Coeur d'Orly Investissement	(17)	(2)	-	(19)
EPIGO	(9)	-	-	(9)
ADP Immobilier	(1)	-	1	-
ADP International	(8)	(22)	-	(29)
Hologarde	-	(1)	-	(1)
Other	(1)	(1)	-	(2)
Total	(63)	(27)	1	(89)



Table of subsidiaries and shareholdings

(in millions of euros)	Share capital	Other equity capital	Share of capital held by ADP in %	Book value of shares hold		Unrefunded loans and advances granted by ADP	Guarantees given by ADP	Revenue excluding VAT	Profit/loss for the period	Dividends received by ADP
				Gross	Net					
Subsidiaries										
ADP International - France	112	2	100%	119	90	-	-	12	(24)	-
ADP Invest - France	4	-	100%	5	5	-	-	-	(3)	-
Hologarde - France	16	-	100%	16	15	-	-	2	-	-
Hub One - France	41	40	100%	41	41	-	-	147	(8)	-
SAS Coeur d'Orly Investissement - France	24	-	100%	42	23	-	-	-	-	1
ADP Immobilier - France	110	26	100%	136	136	5	-	-	1	-
TANK ÖWA alpha GmbH - Austria	-	628	100%	625	625	-	-	-	51	31
TANK ÖWC beta GmbH - Austria	-	9	100%	38	9	-	-	-	-	-
Other shares between 10 % and 50 %										

*Consolidated subsidiaries



(in millions of euros)	Share capital	Other equity capital	Share of capital held by ADP in %	Book value of shares held		Unrefunded loans and advances granted by ADP	Guarantees given by ADP	Revenue excluding VAT	Profit/loss for the period	Dividends received by ADP
				Gross	Net					
ADPLS Présidence - France	-	-	50%	-	-	-	-	-	-	-
Média ADP - France	2	4	50%	1	1	-	-	61	5	2
Société de distribution aéroportuaire - France	1	6	50%	1	1	5	-	628	3	-
EPIGO - France	7	(8)	50%	9	-	2	-	74	(2)	-
EPIGO Présidence - France	-	-	50%	-	-	-	-	-	-	-
Relay@adp - France	3	2	49%	1	1	-	-	78	6	3
SCI Roissy Sogaris - France	6	-	40%	2	2	-	-	-	1	1
SAS CHENUE LE BOURGET - France	1	-	40%	-	-	-	-	-	-	-
CDG Express Etudes - France	-	-	33%	-	-	-	-	5	-	-
Hub Safe - France	3	14	20%	2	2	-	-	-	1	-
Egidium - France	-	-	20%	1	1	-	-	-	-	-
CCS France - France	-	-	20%	-	-	-	-	NC	NC	-
PACIFA - France	-	-	12%	1	1	-	-	-	-	-
GI CDG Express - France	2	-	33%	1	1	-	-	-	-	-
Other investments										
FL WH HOLDCO	3	-	7%	2	2	-	-	-	-	-
Schiphol Group - Pays-Bas	85	3 858	8%	370	370	-	-	-	-	9
Civi.Pol Conseil - France	2	-	1%	-	-	-	-	NC	NC	-
Total				1,411	1,324	12	-			48



6.3 Operating receivables

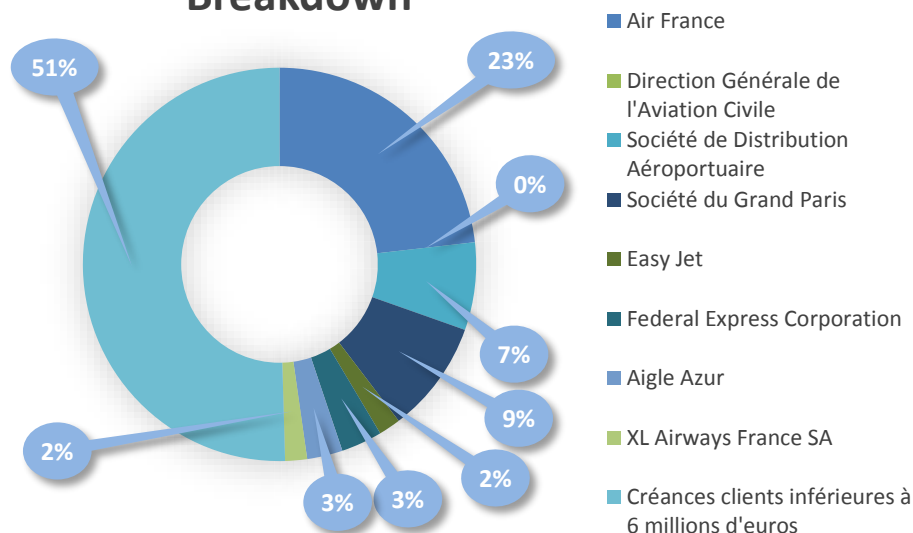
<i>(in millions of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018
Trade receivables and related accounts	444	412
Staff costs and related accounts	-	-
Taxes other than income taxes	91	52
Current accounts	786	738
Other debtors	2	59
Other receivables	879	848
Total	1,323	1,260

Main trade receivables at year-end

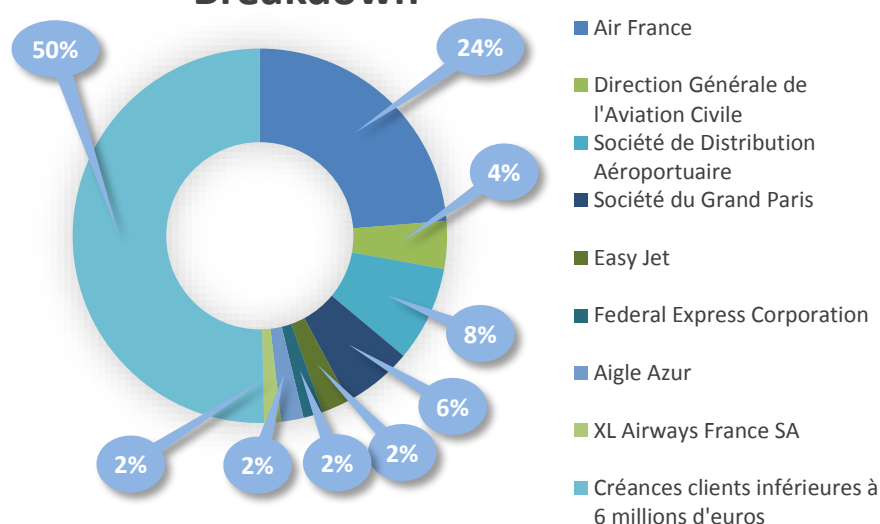
<i>(in millions of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018
Air France	103	98
Direction Générale de l'Aviation Civile	-	17
Société de Distribution Aéroportuaire	32	34
Société du Grand Paris	41	25
Easy Jet	8	10
Federal Express Corporation	15	7
Aigle Azur	13	8
XL Airways France SA	8	6
Other receivables less than €6 million	223	208
Total	444	412



2019 Operating Receivables Breakdown



2018 Operating receivables Breakdown



Current accounts

Current accounts, in other receivables, are as follows:

<i>(in millions of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018
TANK ÖWA alpha GmbH	426	447
ADP International	300	238
ADP Ingénierie	18	8
SAS Coeur d'Orly Investissement	7	9
ADP Invest	7	7
Société de distribution aéroportuaire	20	-
Fully Consolidated Subsidiaries	778	708
Société de distribution aéroportuaire	-	21
CDG Express Etudes	6	6
Other	2	3
Associates and joint ventures	8	30
Total	786	738

Depreciation of current assets

The depreciation of current assets amounted to €41 million:

<i>(in millions of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018
Trade receivables and related accounts	(40)	(21)
Other receivables	(1)	(1)
Current accounts	-	-
Total	(41)	(22)

The increase in impairment losses on receivables at 31 December 2019 is mainly due to the judicial liquidation of two airlines (Aigle Azur €13 million, XL Airways €8 million) during the year.



Maturity structure of receivables

The table below presents, for each type of receivable, the remaining duration for that the receivable to become payable:

(in millions of euros)	Gross Amount	Payment		
		<1 year	1 to 5 years	>5 years
Receivables from to share investments	82	6	26	50
Loans	7	2	3	2
Other capitalised receivables	72	4	2	66
Receivables from fixed assets	161	12	31	118
Trade receivables and related accounts	444	444	-	-
Other receivables	879	879	-	-
Receivables from current assets	1,323	1,323	-	-
Prepaid expenses	42	27	10	5
Total	1,526	1,362	41	123



6.4 Marketable securities and cash

<i>(in millions of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018
Marketable securities	1,197	1,289
<i>Of which Treasury shares</i>	1	1
Cash	110	130
Total	1,307	1,418

The short-term investments of Aéroports de Paris SA consist in investment funds (SICAV).



6.5 Prepaid expenses and deferred income

Prepaid expenses

The Prepaid expenses amount to 42 million euros and consist mainly of items relating to:

- ♦ insurance contracts subscribed
- ♦ ADP SA Corporate Foundation
- ♦ the prepayment of leases for the use of the networks built by Réseau de Transport d'Electricité (RTE) at the Roissy Charles de Gaulle airport which they still own. The leases are spread over the period of use of the infrastructure by Aéroports de Paris SA.

Deferred income

Deferred income totaled 170 million euros at year-end 31 December 2019 mostly made of rents paid in advance.



6.6 Bond redemption premiums

(in millions of euros)

	Assets	Liabilities
Bonds issued	25	-

Details of loan premiums are presented in note 6.9.



6.7 Shareholders' equity

<i>(in millions of euros)</i>	As at Dec 31, 2018	Increase	Decrease	Allocation of income	As at Dec 31, 2019
Share capital	297	-	-	-	297
Premiums	543	-	-	-	543
Revaluation difference	23	-	-	-	23
Legal reserve	30	-	-	-	30
Other reserves	839	-	-	-	839
Retained earnings	1,356	-	-	198	1,554
Profit/loss for the period	564	497	-	(564)	497
Interim dividend	(69)	69	(69)	-	(69)
Investment grants	48	10	(3)	-	53
Regulated provisions	1,194	102	(78)	-	1,218
Total	4,823	678	(150)	(366)	4,983

At 31 December 2019, the Company's capital amounted to €296,881,806, divided into 98,960,602 shares with a nominal value of €3.

The equity of Aéroports de Paris SA amounted to €4,983 million.

In accordance with the decision of the Combined General Meeting of 20 May 2019, a dividend of €3.70 per share was paid out on 11 June 2019, representing a total of €366,062,058.



6.8 Provisions

(in millions of euros)	As at Dec 31, 2018	Additions	Reversals	As at Dec 31, 2019
Other provisions for risks	8	-	(5)	3
Provisions for litigation	14	1	(4)	11
Provisions for risks	22	1	(9)	14
Provisions for taxes	-	1	-	1
Provisions for restructuring	6	-	(5)	1
Provisions for employee benefit obligations	373	31	(13)	391
Other provisions for charges	1	-	-	1
Provisions for exchange losses	-	-	-	-
Provisions for expenses	381	32	(19)	394
Total	403	33	(28)	408

PROVISIONS FOR EMPLOYEE BENEFIT OBLIGATIONS

Aéroports de Paris SA abides by the following employee benefit obligations:

Retirement benefit schemes ("end of career benefits")

The Group grants a retirement benefit to Aéroports de Paris SA employees taking their retirement. The sum paid is based on a number of months of salary depending on the length of service at Aéroports de Paris at the date of retirement. Employer contributions are due on this amount.

The main risks linked to this system are risks of increase in employer contribution rates applicable to Aéroports de Paris SA, renegotiation of the rise in fee structures as defined by the articles of association, and changes in legal minimum benefit amounts.

Mutual health insurance for the retired;

Aéroports de Paris SA helps finance the subscription to two mutual health insurance contracts covering two closed populations of retired former employee.

The main risks identified are the risk of:

- ◆ increase in employers' contributions applicable to the financial participation of Aéroports de Paris SA;
- ◆ of a steady increase in medical costs covered by mutual health insurance, which has a knock-on effect on Aéroports de Paris SA's financial contribution.

Defined benefit pension plans

Aéroports de Paris SA grants additional retirement pensions and has insurance contracts to deal with the management of pension payments. Aéroports de Paris SA is therefore compliant with Law No. 2015-839 dated 9 July 2015 on minimum requirements for securing current annuities

applicable to pension plans falling under Article L.137-11 of the French Social Security Code.

In this context, Aéroports de Paris SA has opted for the "Fillon tax" on premiums paid on the insurance provider's collective funds (24%) for the defined benefits scheme, and the pension tax paid by the insurance provider (32% for liquidations that took place from 1 January 2013) for other schemes.

There are two defined benefit plans:

- ◆ A defined benefit plan – This plan is of additional type and relates to all employees;
- ◆ A supplementary pension plan – This pension plan is an "add-on" plan for members of the PARDA Hors Escalier Pompiers scheme for firefighters.

Aéroports de Paris SA closed these two supplementary pension plans to new entrants as of July 2019. The rights of eligible employees were frozen at 31 December 2019 in accordance with Order No. 2019-697 of 3 July 2019.

Medals scheme

Aéroports de Paris SA employees are awarded "Aviation industry long service awards".

Early retirement scheme

The "PARDA" (protocol of agreement on the early retirement scheme) early retirement scheme involves paying a replacement income over a temporary period prior to the retirement of firemen, to which employer contribution rates and 50% of the "Fillon tax" are added.

Details of the actuarial calculation

The total employee benefit obligations in previously described schemes is evaluated in compliance with Recommendation No. 2013-R 02 of 7 November 2013 of the French National Accounting Board relating to accounting



and evaluation rules on retirement obligations and similar benefits.

The main actuarial assumptions used to calculate employee benefit obligations are:

- ◆ a discount rate of 0.7%
- ◆ an annual increase in salaries of between 1.60% and 3.40%, including inflation;
- ◆ a resignation rate demonstrating the probability that not all employees will reach the end of their careers within the company;

- ◆ INSEE 2007-2060 prospective mortality rate tables on the activity phase and generational tables TGH05/TGF05 on the pension phase;

- ◆ a voluntary retirement age of 62 for supervisory and senior supervisory employees, and 65 for the management category.

The company uses the corridor method for the accounting of actuarial differences (10%).



The table below recapitulates all employee benefit obligations by illustrating

- ◆ the change in actuarial value
- ◆ liabilities entered on the balance sheet
- ◆ expense analysis for the financial year

<i>(in millions of euros)</i>	Retirement Plan	PARDA	Additional retirement benefits*	Health cover	Aviation industry long service medals	Total
Actuarial value of obligation at opening	323	15	75	47	2	462
Interest costs	5	-	1	1	-	7
Service costs for the period	17	3	3	-	-	22
Past service costs**	-	-	(40)	-	-	(40)
Services provided	(6)	-	(3)	(3)	-	(12)
Reduction/curtailment	(4)	-	(1)	-	-	(5)
Actuarial gain or loss	39	-	17	2	-	57
Actuarial value of obligation at closing	373	18	52	47	2	491
Deferred actuarial difference on balance sheet	(84)	3	(61)	2	-	(140)
Market value of assets at closing	-	-	-	-	-	-
Past service costs**	-	-	40	-	-	40
Liabilities recognized in the balance sheet	289	21	31	49	2	391
Discount expenses	5	-	1	1	-	7
Amortisation of actuarial gains/losses	1	-	3	-	-	5
Service costs for the period	17	4	3	-	-	23
Past service costs	-	-	-	-	-	(1)
Reduction/curtailment	(3)	-	-	-	-	(3)
Expense for the period	20	4	7	1	-	31

*Additional Pensions and at Services provided.

**The cost of past services related to the crystallization of article 39 rights will be amortized over the next years.



6.9 Financial debts

Changes in financial debts

<i>(in millions of euros)</i>	As at Dec 31, 2018	Increases	Decreases	As at Dec 31, 2019
Bonds	4,702	800	(300)	5,202
Loans from credit institutions	667	-	(262)	405
Other loans	4	-	(1)	3
Deposits, estimated fees and deposits received	17	4	(4)	17
Accrued interest on loans	72	72	(72)	72
Total	5,462	876	(639)	5,699

The proceeds from long-term debt consist primarily of €800 million in loans minus €4 million in bond redemption premiums.

Accrued interest on loans stood at €72 million, including:

<i>(in millions of euros)</i>	
Accrued interest on bonds	69
Accrued interest on loans swapped	3



Debts of bonds and bank loans

<i>(in millions of euros)</i>	Initial capital borrowed	Nominal rate	Initial capital remaining due	Amortisation of capital	Underwriting of loans	Final capital remaining due	Issue premium
ADP EUR 500 M 2010-2020	500	3.89%	500	-	-	500	-
ADP EUR 400 M 2011-2021	400	4.00%	400	-	-	400	-
ADP EUR 400 M 2011-2022	400	3.88%	400	-	-	400	1
ADP EUR 300 M 2012-2019	300	2.38%	300	-	-	-	-
ADP EUR 500 M 2012-2024	500	3.13%	500	(300)	-	500	2
ADP EUR 600 M 2013-2028	600	2.75%	600	-	-	600	4
ADP EUR 500 M 2014 -2028	500	1.50%	500	-	-	500	3
ADP EUR 500 M 2015 -2023	500	1.50%	500	-	-	500	-
ADP EUR 500 M 2017 -2027	500	1.00%	500	-	-	500	1
ADP EUR 500 M 2018 -2038	500	2.13%	500	-	-	500	4
AMUNDI EUR 2 M 2018-2023	2	0.95%	2	-	-	2	-
Bonds	4,702		4,702	(300)	800	5,202	25
BEI EUR 100 M 2003-2018	100	Eur 3M + margin	-	-	-	-	-
BEI EUR 220M 2004-2019	220	Eur 3M + margin	220	(220)	-	-	-
BEI EUR 30 M 2004-2019	30	Eur 3M + margin	30	(30)	-	-	-
BEI EUR 130 M 2005-2020	130	Eur 3M + margin	130	-	-	130	-
DEUTSCHE Bank EUR 37 M 2010-2020	37	4.125%	37	-	-	37	-
BEI EUR 250 M 2018-2038	250	Eur 3M + marge	250	(12)	-	238	-
Loans from credit institutions	767		667	(262)	-	405	-
Other loans	5		5	(1)	-	3	-
Total	5,473		5,373	(563)	800	5,610	25



Swaps on bonds

(in millions of euros)

Initial date of swap	Duration	Amount	Fair value*	Repayments made		Repayments received	
				Rate	Expenses	Rate	
08/07/11	10 years	100	7	Eur 3M + margin	-	Fixed	4
08/07/11	10 years	100	7	Eur 3M + margin	-	Fixed	4
08/07/12	9 years	100	(4)	Fixed	(3)	Eur 3M + margin	-
08/07/12	9 years	100	(4)	Fixed	(3)	Eur 3M + margin	-
Total swaps relating to bonds		400			(6)		8

* Fair value includes Accrued interest.



6.10 Trade payables and tax and employee-related liabilities

<i>(in millions of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018
Trade payables	157	118
Staff costs and related accounts	214	211
Taxes other than income taxes	43	58
Tax and employee-related liabilities	257	269
Total	414	387



6.11 Other liabilities

<i>(in millions of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018
Debts on fixed assets and related accounts	321	321
Current accounts	50	46
Customer accounts payable	53	24
Various accounts payables	37	23
Other debts	141	93
Total	462	414

Current accounts

Current accounts, presented in other liabilities, break down follows:

<i>(in millions of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018
Hub One	7	12
TANK ÖWC beta GmbH	9	9
Hologarde	3	8
SAS Coeur d'Orly Investissement	-	6
ADP Immobilier Tertiaire	3	4
SCI Ville Aéroportuaire Immobilier 1	1	2
ADP Immobilier industriel	1	-
Média ADP	1	2
Hôtels aéroportuaires	23	2
ADP Immobilier	1	-
ADP Ingénierie	1	2
Fully Consolidated Subsidiaries	50	46



6.12 Schedule of debt payments

The table below presents, for each type of payable, the remaining duration for debt to become payable:

(in millions of euros)	Gross Amount	Payment		
		<1 year	1 to 5 years	>5 years
Bonds	5,202	500	1,802	2,900
Loans from credit institutions	405	185	64	156
Loans and other financial liabilities	92	74	2	16
Financial debt	5,699	759	1,868	3,072
Trade payables	157	157	-	-
Tax and employee-related liabilities	257	257	-	-
Operating liabilities	414	414	-	-
Debts on fixed assets and related accounts	321	309	12	-
Other debts	141	141	-	-
Other payables	462	450	12	-
Deferred income	170	116	17	37
Total	6,745	1,739	1,897	3,109



6.13 Accrued expenses and revenue to be received by balance sheet item

Assets		Liabilities	
<i>(in millions of euros)</i>	As at Dec 31, 2019	<i>(in millions of euros)</i>	As at Dec 31, 2019
		Bonds	71
Other financial assets	4	Loans from credit institutions	1
Fixed assets	4	Financial debt	72
Trade receivables and related accounts	163	Trade payables	112
Other receivables	1	Tax and employee-related liabilities	194
Current assets	164	Operating liabilities	306
		Debts on fixed assets and related accounts	224
		Other payables	224
Total	168	Total	602



NOTE 7 Notes to the cash flow statement

7.1 Change in working capital

<i>(in millions of euros)</i>	2019	2018
Change in inventories	5	(2)
Accounts receivable	43	25
Customers - doubtful accounts	(19)	(3)
Customers - invoice to be established	(20)	(14)
Tax receivable other than income taxes	(11)	7
Other receivables	52	(44)
Prepaid expenses	(14)	(1)
Depreciation of receivable accounts	19	6
Other	1	(3)
Total trade and other receivables	50	(27)
Trade payables	41	6
Operating payables	2	(3)
Customers-credit notes	(11)	6
Advances and down payments	5	-
Staff	3	-
Profit sharing scheme	(5)	6
Social security expenses	5	(3)
Tax liabilities excluding income taxes	1	(2)
Accrued liabilities	14	-
Payments outstanding on shares	(6)	11
Deferred income	14	(7)
Extraordinary expenses	(6)	(16)
Other extraordinary income	-	19
Employees' profit sharing	(24)	(28)
Total trade and other payables	33	(12)
Change in working capital	88	(40)

7.2 Acquisition of participation

<i>(in millions of euros)</i>	2019	2018
ADP Immobilier	43	-
ADP Invest	4	-
SAS Coeur d'Orly Investissement	-	15
Other	3	17
Acquisition of subsidiaries and investments in other entities	50	31

The other acquisitions correspond to new investment funds FL WH HOLDCO and CI CDG Express.



7.3 Change in other financial assets

The -€51 million change in other financial assets is the result of:

- ◆ The change in cash advances in the amount of -€3 million, of which €4 million for ADP Immobilier Tertiaire and -€1 million for ADP Immobilier;
- ◆ The change in current account assets of -€48 million (see Note 6.3).

7.4 Dividends received

Aéroports de Paris SA received €61 million, of which €47 million in dividends and €14 million other financial investments.

7.5 Net financial interest paid

The net financial interest paid of -€111 million in the cash flow statement breaks down as follows:

- ✓ Interest paid of €131 million
- ✓ Interest received of €20 million

7.6 Cash & cash equivalents at the end of period

<i>(in millions of euros)</i>	2019	2018
Cash and cash equivalents	1,306	1,418
Bank overdrafts (1)	(1)	-
Net cash (as shown in the Cash Flow Statement)	1,305	1,418

(1) included in Current liabilities short term debt



NOTE 8 Off balance sheet commitments and contingent liabilities

Off balance sheet commitments

<i>(in millions of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018
Guarantees	2	16
First demand guarantee	103	2
Acquisition of capital assets	677	914
Other	-	69
Commitments granted	782	1,001
Guarantees	107	80
First demand guarantee	140	158
Other	3	3
Commitments received	250	241

Guarantees correspond mainly to guarantees on loans to employees, as well as guarantees granted by Aéroports de Paris SA on behalf of ADP Ingénierie and ADP International for the benefit of various customers of these subsidiaries.

Guarantees on first demand have only been given by the ADP Ingénierie and ADP International subsidiaries as part of the execution of their international contracts.

Aéroport de Paris SA, as lessor, shall receive the following minimum payments on the lease agreements in force as at 31 December (in millions of euros):

<i>(en millions euros)</i>	Total 31/12/2019	< 1 an	1 à 5 ans	> 5 ans
Minimum future payments to be received	3 262	279	1 052	1 931



Contingent liabilities

Aéroports de Paris SA is involved in a number of legal and arbitration proceedings in the ordinary course of its business. Aéroports de Paris SA is also subject to certain claims and legal actions that go beyond the ordinary course of its business.

The amount of provisions accounted for is based on Aéroports de Paris SA's assessment of claims and the level of risk on a case by case basis in which the progress of the case and defense arguments are weighed up. Other events during proceedings may at any time lead to a risk reassessment.

Main litigations and arbitration proceedings presented below are accounted as liability or depending on the case constitute contingent liabilities or assets.

♦ Litigation JSC investments

- In 2013, JSC Investments and SODEC sued Aéroports de Paris for nonperformance of a developer contract for the Aeroville shopping centre dating from 2003 and in resolution for nonperformance of a 2004 amendment providing the implementation of a consultation procedure (won by Unibail). The claimants estimated their disadvantages at a total amount of €412 million.

The Administrative Court (having exclusive jurisdiction to settle the litigation according to the decision of the Jurisdiction Court, in charge

of settling conflicts of jurisdiction, dismissed JSC's claims in 2017. The latter appealed against the decision on 30 March 2017.

- By a judgement dated 24 April 2019, the Administrative Court of Appeal rejected JSC Investissements and SODEC's request and ordered them to pay €1500 each to ADP.
- JSC Investments and SODEC appealed to the Conseil d'Etat against this decision. This appeal is currently subject to an admission procedure. If admitted, the procedure will continue; if it is not admitted, the judgment of the Administrative Court of Appeal will become final.
- The Group estimates that these complaints are unfounded. As a result, no provision has been recorded to date.

♦ TAV/HERVE litigation on the definitive general account of the work relating to the construction of the head office.

- As parts of the construction of the buildings, that include Groupe ADP's headquarter, the members of the construction consortium, TAV Construction and Hervé SA, have filed a claim on March 25, 2019 against Groupe ADP before the Tribunal de Grande Instance de Paris. TAV Construction and Hervé SA contest the remuneration of the construction work and they demand that Groupe ADP be sentenced to pay their claim. The case is still pending.



NOTE 9 Remuneration and headcount

9.1 Remuneration allocated to members of administrative and management bodies

<i>(in thousands of euros)</i>	As at Dec 31, 2019	As at Dec 31, 2018
Remuneration	4,493	4,142
Employer's social security contributions	1,636	1,601
Attendance fees	307	186
Total	6,436	5,929



9.2 Employment details

The table below gives a breakdown of the workforce (present, on unpaid leave and on secondment).

Categories	2019	2018	Change	Percentage
Executives (excluding CEO and COO)	1,429	1,365	64	4%
Supervisors and technicians	4,365	4,422	(57)	(1)%
Enforcement agents	501	562	(61)	(12)%
Total	6,295	6,349	(54)	(1)%



NOTE 10 Transactions with related companies and parties

10.1 Transactions with affiliated parties

Transactions with affiliated parties mostly include:

- ◆ agreements on remunerations and similar benefits concluded with members of administrative or management bodies;
- ◆ the agreements concluded with the French State and State-owned holding companies, associated companies and joint-venture companies over which Aéroports de Paris SA exercises significant influence and joint control, respectively.

Remuneration of principal senior directors

The main corporate officers at Aéroports de Paris SA are: the Chairman & Chief Executive Officer, the members of the Executive Committee and the directors appointed by the General Meetings of Shareholders.

This compensation amounts to 6.4 million euros in 2019 in comparison to 5.9 million euros in 2018. This compensation includes short-term employee benefits (fixed and variable salary and benefits in kind), as well as employer contributions and attendance fees (see Note 9)

Relations with VINCI

The most significant transactions between Aéroports de Paris SA and Vinci are mainly related to the partnership with Vinci Airports in the context of the Santiago de Chile International Airport concession and the construction of a connecting building between the western and southern terminals of Paris-Orly Airport, delivered in 2019.

Relations with the French State and State shareholdings

RELATIONS WITH THE FRENCH STATE

The French State holds 50.6% of the share capital of Aéroports de Paris SA and 58.6% of the voting rights as at 31 December 2019. The State is entitled in the same way as any majority shareholder to control decisions that require approval by the shareholders.

Public authorities exercise control over Aéroports de Paris SA with regard to its status as a state-owned company and with regard to its duties, in particular its public service.

In this respect, agreements are regularly concluded with the State. The most significant agreements are listed below:

- ◆ The Economic Regulation Agreement relating to the 2016-2020 signed on 31 August 2015;

Relationship with the Direction Générale de l'Aviation Civile (DGAC) - public service duties such as safety

assignments, air transport securities and aircraft firefighting and rescue tasks carried out by Aéroports de Paris. The costs incurred in the performance of these duties are invoiced to Direction Générale de l'Aviation Civile (DGAC), which funds the airport tax charged to airlines to cover these costs. In 2019, revenues linked to airport security and safety amounted to €482 million (€499 million in 2018). At 31 December 2019, the payable to the DGAC amount €16 million (a receivable of €17 million was recognized at 31 December 2018);

- ◆ Agreement for the provision of real estate properties, utilities (electricity, heating, water), services (telecommunications, material, administrative and intellectual assistance) and training to the Air Navigation Service Provider ("DSNA"). This agreement was concluded on 27 July 2007 for a term of 15 years.

RELATIONS WITH LA SOCIÉTÉ DU GRAND PARIS

In order to increase its passenger capacity at Paris-Orly Airport, Aéroports de Paris SA decided to construct a connecting building between the western and southern terminals of Paris-Orly Airport. Furthermore, as part of the development of the Grand Paris transport system; a metro station will be built to accommodate metro lines 14 and 18 at Paris-Orly airport. Completion is scheduled for 2024. For this purpose, two agreements have been signed between Aéroports de Paris SA and the Société du Grand Paris:

- ◆ an indemnity agreement signed on 9 January 2015, whereby the Société du Grand Paris compensates Aéroports de Paris SA for the additional costs to bear in the context of the construction of the aforementioned connecting building due to the fact that two tunnels, for Lines 14 and 18, will pass under this building. An amendment was made to this agreement on 9 August 2015;
- ◆ a joint project management agreement signed on 16 July 2015, relating to the construction at Paris-Orly Airport of a metro station to accommodate the 2 metro lines and airport facilities. Aéroports de Paris is named as the sole contractor for this project and will manage all works which are due for completion in 2024. An amendment n°1 to this agreement was signed between SGP and ADP on 6 March 2017 to clarify the different sub-projects, the budget allocated to the construction works, the amount of indemnities to be paid to ADP for the losses and additional costs related to the buildings affected by the construction of the metro station, and the allocation of the missions between the parties. A new amendment is under negotiation aiming to readjust



the final estimated cost of the works following final tender offers and additional costs linked to the delay in the commissioning of Line 18 initially planned for 2024 and postponed to 2027.

Furthermore, two additional agreements were signed with the SGP in 2019 related to studies and ancillary works for line 14 and 18 and a new storage and maintenance warehouse for line 14.

RELATIONS WITH REGIE AUTONOME DES TRANSPORTS PARISIENS (RATP)

- ◆ An agreement was signed in 2019 with RATP for the ancillary works of line 14 south of the Grand Paris Express and for the support of RATP Teams who must go to safe areas in the airport with regulated acces.

RELATIONS WITH AIR FRANCE-KLM

Transactions with Air France-KLM primarily concern:

- ◆ The invoicing of aeronautical and ancillary fees set by the Economic Regulation Agreement pursuant to the Civil Aviation Code;
- ◆ Rental costs invoiced related to the rental of land and buildings surrounding the airports.



NOTE 11 Subsequent events

There are no subsequent events known to date.

