Translation provided solely for information

Aéroports de Paris SA

Interim Financial Report

as of 30 June 2019

This interim financial report was drawn up in accordance with III. of article L.451-1-2 of the French Monetary and Financial Code ("Code Monétaire et financier").

Aéroports de Paris

Société anonyme au capital de 296 881 806 euros

Siège social : 1, rue de France

93290 Tremblay-en-France

R.C.S. Bobigny B 552 016 628

Table of contents

1 STATEMENT OF OFFICERS IN CHARGE OF THE INTERIM FINANCIAL REPORT

1.1 Officers in charge of the interim financial report

Augustin de Romanet, Chairman and Chief Executive Officer.

Philippe Pascal, Executive Director, Finance, Strategy and Administration.

1.2 Statement

We certify that, to the best of our knowledge, the condensed consolidated interim financial statements have been drawn up in accordance with the relevant accounting standards and give a true and fair view of the assets and liabilities, financial position and revenue of the company and of all entities included within the consolidation scope, and that the interim report on activity presents a faithful picture of the significant events that occurred during the first six months of the financial year, their impact on the condensed consolidated interim financial statements and the principal transactions between related parties as well as a description of the principal risks and principal uncertainties for the remaining six months of the financial year.

2 INTERIM REPORT ON ACTIVITY

2.1 Significant events of the 1st half of 2019

Change in passenger traffic over the 1st half of 2019

- Group traffic :

Group traffic (million passengers)		Groupe ADP stake (1)	Stake-weighted traffic (mpax)(2)	2019 / 2018 change (3)	Groupe ADP traffic @100%
Groupe ADP	Paris Aéroport (CDG+ORY)	@ 100%	52.3	4.8%	52.3
	Zagreb	@ 20,8%	0.3	4.2%	1.5
	Jeddah-Hajj	@ 5%	0.2	-14.4%	3.7
	Amman	@ 51%	4.1 (@ 100%)	6.8%	4.1
	Mauritius	@ 10%	0.2	0.1%	1.8
	Conakry	@ 29%	0.1	12.2%	0.3
	Santiago de Chile	@ 45%	5.7	11.3%	12.6
	Madagascar	@ 35%	0.2	10.1%	0.5
Groupe TAV Airports	Istanbul Atatürk	@ 46,1%	16.1 (@ 100%)	-50.6%	16.1
	Antalya	@ 46,1%	13.5 (@ 100%)	12.7%	13.5
	Ankara Esenboga	@ 46,1%	7.0 (@ 100%)	-20.4%	7.0
	Izmir	@ 46,1%	5.8 (@ 100%)	-9.9%	5.8
	Other airports (4)	@ 46,1%	12.0 (@ 100%)	6.0%	12.0
TOTAL GROUPE (incl. Atatürk)			**117.1**	**-10.3%**	**129.7**
TOTAL GROUPE (excl. Atatürk)			**101.0**	**+3.1%**	**113.6**

(1) Direct or indirect
(2 Total traffic is calculated using the following method: traffic at the airports that are fully integrated is recognised at 100%, while the traffic from the other airports is accounted for pro rata to Groupe ADP's percentage holding. Traffic in TAV Airports' airports is taken into account at 100% in accordance with TAV Airports' financial communication pratices
(3) Change in 2019 traffic as compared to 2018. For TAV Airports, change in traffic in 2019 vs 2018 is calculated on a comparable basis and includes traffic on Antalya Airports since January 2018
(4) Turkey (Milas-Bodrum & Gazipaşa), Croatia (Zagreb), Saudi Arabia (Medinah), Tunisia (Monastir & Enfidha), Georgia (Tbilissi & Batumi), and Macedonia (Skopje & Ohrid)

- Paris Aéroport traffic

Over the 1st half of 2019, Paris Aéroport traffic grew by 4.8%, with a total of 52.3 million passengers welcomed. 36.3 million passengers travelled through Paris-Charles de Gaulle (+7.1%) and 16.0 million through Paris-Orly (-0.1%).

- Geographical breakdown is as follows:
  - International traffic (excluding Europe) was up (+ 6.3 %), driven by the growth in the following destinations: North America (+10.4%), Latin America (+10.1%), Asia-Pacific (+4.1%), Africa (+4.9%), the French Overseas Territories (+6.2%) and the Middle-East (+2.6%);
  - European traffic (excluding France) was up by 4.4%;
  - Traffic within France was up by 1.9%.

Geographic split Paris Aéroport	H1 2019 / H1 2018 change	Share of total traffic
France	+1.9%	15.4%
Europe	+4.4%	43.9%
Other international	+6.3%	40.7%
Of which		
Africa	+4.9%	11.0%
North America	+10.4%	10.2%
Latin American	+10.1%	3.3%
Middle East	+2.6%	5.2%
Asia-Pacific	+4.1%	6.5%
French Overseas Territories	+6.2%	4.5%
Total Paris Aéroport	**+4.8%**	**100.0 %**

The number of connecting passengers increased by 11.2%. The connecting rate stood at 22.9%, up by 1.3 point compared to 1st half of 2018. The load factor was up by 0.6 points, at 85.9%. The number of air traffic movements (351,759) was up by 3.6%.

The decision of the ISA related to airport charges

Following the decision of the Independent Supervisory Authority (ISA) not to approve the airport charges on 15 January 2019 (decision n°1810-D1) Aéroports de Paris SA had made a new proposal and took note of the decision n°1810-D2 of 6 February 2019 of ISA to approve the airport charges applicable for the 2019-2020 tariff period[1]. These tariffs came into force from 1 April 2019 and are up by 1.0% for Paris-Charles de Gaulle and Paris-Orly airports and 3.52% for Paris-Le Bourget airport.

Groupe ADP contributes to the CDG Express project

The infrastructure manager CDG Express ("GI CDG Express"), equally owned by Groupe ADP, SNCF Réseau and Caisse des dépôts et consignations, has signed with the French State the concession contract for works relating to the CDG Express link project. Under this contract, GI CDG Express is responsible for financing, designing, building and maintaining the CDG Express link for 50 years. It will connect the Gare de l'Est (Paris-East station) to Paris-Charles de Gaulle Airport in 20 minutes. Groupe ADP will be committed to finance the project through equity contribution of €134 million and a non-renewable repayable advance of up to €150 million.

2021-2025 Economic Regulation Agreement - Publication of the Public Consultation Document

Groupe ADP has published on 2 April 2019 the document which presents its detailed proposals for 2021-2025 Economic Regulation Agreement, for the development of Parisian platforms.

As a reminder, the five-year Economic Regulation Agreement, concluded with the State, constitutes the basic regulatory framework for Parisian airports, precising the nature and the amount of planned investments, the expected quality service level and the airport fees increase for the next five years.

This document reflects Groupe ADP's ambition for the Parisian platforms and 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 meet 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, Groupe ADP 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).

Transfer of commercial flights from Atatürk airport to the new Istanbul airport

TAV Istanbul had the right to operate the national and international airport of Atatürk, the car park and the general aviation terminal for 15 and a half years, from 03/07/2005 at 00:01 to 02/01/2021 at 24:00, in accordance with the contract signed with the National Airports Authority ("DHMI"). However, following a decision by the Turkish authorities, all commercial flights were transferred to the new Istanbul airport from 6 April 2019 at 02:00. Following this transfer, TAV will hand over to DHMI all of the structures that it has built at the airport.

In TAV Airports' press release of 22 January 2013, TAV Airports announced that in the official letter sent to it by the National Airports Authority (DHMI), DHMI had declared that it would repay to TAV Airports the loss of profit that could result from the opening of the new Istanbul airport before the end of TAV Istanbul's rental period planned for 3 January 2021 and that independent companies may be consulted to calculate the total amount of profit losses.

The compensation for loss of profit due to the early termination of activities at Atatürk airport is currently being assessed by DHMI and TAV. Independent companies have also been consulted as part of these assessments. TAV should receive formal notification of this compensation from DHMI during the 2nd semester of 2019.

Takeover of Société de Distribution Aéroportuaire and Relay@ADP

Société de Distribution Aéroportuaire and Relay@ADP were jointly controlled until April 2019.

Following a statutory change of these society giving to Groupe ADP the final decision in case of deadlock between the two joint shareholders of the two entities, Groupe ADP decided took control of them for a better command of the production tool over all the value chain. The holding percentage in these entities (of 50%), but Groupe ADP has now a call option which could be use in case of disagreement.

Since April 2019, Aéroports de Paris consequently hold the exclusive control of Société de Distribution Aéroportuaire and Relay@ADP, the two societies being co-controlled previously.

The PACTE law contains provisions related to Groupe ADP

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 stipulates, particularly, the authorization of the transfer of 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 stipulates also, as of now, the current regulation model of Aéroports de Paris. Thus, the law consecrates as of now at a legislative level the principle of fair return on capital employed estimated on the weighted average cost of capital. These provisions were implemented the next day of the publication of the law in the French Official Journal, which is 24 May 2019. It is also the case for the method of calculation of the weighted average cost of capital of that the law confirms that it is estimated using the financial assets valuation model, available market data and parameters considered for the companies engaged in comparable activities. The rule of the intangibility of the weighted average cost of capital of Aéroports de Paris covered by the Economic Regulation Agreement, the confirmation of the application of the French accounting standards for the regulation, or the airport regulatory authority missions reform were also implemented as of 24 May 2019, as well as the provisions regarding the possible competition for the allocation of the capital shares, and the modalities of the first component of the compensation payment by the State to ADP, in case of privatization.

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

The constitutional Council decision relative to the RIP

The constitutional Council, in its decision n°2019-1 RIP of May 9th 2019, has authorized the opening of a collection period of the citizens support registered on voters lists for the organization of a referendum regarding the law proposal composed by an unique article given that: "The management, the operation and the development of Paris-Charles de Gaulle, Paris-Orly and Paris- Le Bourget airports, have the characteristics of a national public service regarding the ninth paragraph of the Constitution preamble of October 27th 1946". According to this article, each property, or firms, of which the exploitation has or acquired the characteristics of a national public service or of a monopoly, must be owned by the collectivity.

This referendum will only be organized if two conditions are met. First, the referendum law proposal must collect the support of 4,717,396 of registered voters on electoral lists within nine months from the opening of the support period, which started on the 13 June 2019. Secondly, the referendum would not be organized only if the referendum law proposal wasn't examined at least once by each of the two parliament chambers in a period of six months from the Official Journal publication of the French Republic regarding the decision of the Constitutional Council recognizing the number of supporting signatures of the law proposal.

New composition of the Board of Directors of Aéroports de Paris

The new composition of the Board of Directors of Aéroports de Paris as of 20 May 2019 is the following:

DIRECTOR REPRESENTING THE GOVERNMENT APPOINTED BY DECREE AS OF 20 MAY 2019
Mrs Isabelle BUI

DIRECTORS PROPOSED BY THE GOVERNMENT AND APPOINTED BY SHARESHOLDERS' MEETING OF 11 MAY 2017 AND 20 MAY 2019
Mrs Geneviève CHAUX DEBRY
Mrs Fanny LETIER
Mr Michel MASSONI
Mr Christophe MIRMAND
Mrs Perrine VIDALENCHE

DIRECTORS APPOINTED BY SHARHOLDERS' MEETING OF 20 MAY 2019 OR COOPTED BY THE BOARD OF DIRECTORS
Mr Augustin de ROMANET
Mr Jacques GOUNON
Mrs Jabine van der MEIJS
Mr Dick BENSCHOP
Company VINCI (Represented by M. Xavier HUILLARD)
Company PREDICA (Represented by Mme Françoise DEBRUS)

DIRECTORS REPRESENTING EMPLOYEES ELECTED ON 20 MAY 2014 OVER THE LIST SUPPORTED BY
Mrs Laurence ARRIEU (CFE/CGC)
Mrs Brigitte BLANC (CGT)
Mr Frédéric GILLET (CFE/CGC)
Mr Jean-Paul JOUVENT (UNSA/SAPAP)
Mrs Christelle MARTIN (FO)
Mr Joël VIDY (CGT)

NON-VOTING BOARD MEMBERS
Mr Patrick GANDIL
Mr Marc BOREL
Mrs Béatrice Julien de LAVERGNE
Mr Pascal PAPAUX

NON-VOTING MEMBERS APPOINTED BY SHAREHOLDERS' MEETING OF 20 MAY 2019
Mrs Anne HIDALGO
Mrs Christine JANODET
Mrs Valérie PÉCRESSE
Mr Patrick RENAUD

Dividend voted by the Annual Meeting of Shareholders

The Annual General Meeting of Shareholders held on 20 May 2019 voted to pay a dividend of €3.70 per share for financial year 2018, with an ex-dividend date of 11 June 2019. Given the interim payment (€0.70) made on 10 December 2019, the balance of the dividend (€3.00) was paid on 11 June 2019. This dividend corresponds to a payout ratio of 60% of the net result attributable to the Group for 2018 accounting period, and is unchanged since that of 2013 accounting period.

Interim dividend voted by the General Meeting of Shareholders

The Board of Directors of Aéroports de Paris decided in 2015 to implement a numeral interim dividend until the 2020 accounting period ending on 31 December 2020. Concerning the 2019 accounting period, the interim dividend stood around €69.28 million, i.e. an amount of €0.70 per share. The detachment of the coupon will occur the 6 December 2019 and the payment of the interim dividend concerning 2019 will occur on 10 December 2019.

Appointment within Groupe ADP

On 20 May 2019, Augustin de Romanet, Chairman and CEO of Groupe ADP proceed to the appointment of M. Thierry de Séverac as Director of Engineering and Development of Groupe ADP, member of the Executive Committee. HE took office on 8 July.

Born in 1965, Thierry de Séverac is graduated of the Ecole Centrale of Paris in 1988.

He began his career within the Compagnie Générale des Eaux group in the development and management of concession / PPP projects in France and Europe in the building, infrastructure and telecommunications sectors.

He joined the Bouygues group in 2004, first in London and then in France, where he took over the management of Linkcity in the Center and South-West regions. He joined Bouygues Bâtiment Ile-de-France in 2013 as Director of Engineering and Development of Habitat Social and became Director of Engineering Bouygues Building Ile-de-France in 2017 and Bouygues Bâtiment France Europe in 2018.

Augustin de Romanet reappointment as Chairman and Chief Executive Officer

On May 29th, Augustin de Romanet, Chairman was appointed Chairman and Chief Executive Officer of Aéroports de Paris SA-Groupe ADP, by a decree of the President of the French Republic.

Augustin de Romanet had been reappointed as board member by the General Meeting of Shareholders on May 20th and the meeting of the board of directors on May 20th President of the French Republic to reappoint him as Chairman and Chief Executive Officer of the society.

Following the hearing of Mr. de Romanet, on May 22nd, by the Sustainable development and Territorial planning committees of the National Assembly and the Senate, in accordance with article 13 of the French Constitution, each of the committee approved the appointment proposal made by the President of the French republic to reappoint Mr. de Romanet as Head of Aéroports de Paris SA-Groupe ADP.

€800 million 15-year new bond issue

On 11 June 2019, Aéroports de Paris launched a 15-year bond issue for a total amount of €800 million with 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 is rated A+ (stable outlook) by Standard and Poor's

[1] With the exception of fees for assistance to disabled passengers and passengers with reduced mobility already approved with the decision n°1810-D1 of 11 January 2019.

2.2 Groupe ADP 2019 first half-year results

2019 half-year consolidated accounts

(in millions of euros)	H1 2019[1]	H1 2018[1]	2019/2018[1]
Revenue	**2,185**	**1,867**	**+€318M**
EBITDA	**764**	**689**	**+€75M**
EBITDA / Revenue	*34.9%*	*36.9%*	*-2.0 pts*
Operating income from ordinary activities	**453**	**428**	**+€24M**
Operating income from ordinary activities / Revenue	*20.7%*	*22.9%*	*-2.2 pts*
Operating income	**450**	**428**	**+€22M**
Financial result	**(90)**	**(127)**	**-€38M**
Net income attributable to the Group	**250**	**205**	**+€45M**

(1) The figures take into account the full consolidation of Société de Distribution Aéroportuaire and of Relay@ADP results since April 2019, and AIG results since April 2018. Revenue and operating expenses of TAV Istanbul for 2018 and 2019 are presented on a separate line on the income statement as "net income from discontinued activities", in accordance with the IFRS 5 standard. Therefore, consolidated revenue, EBITDA and operating income of the Group don't take into account the activity of Istanbul Atatürk airport anymore.

In terms of the impact on the income statement as of 30 June 2019 the application of IFRS 16 led to:
- Group EBITDA Improvement of €6 million (reclassification of rents included in "external services and charges");
- the recording of a right of use depreciation of €5 million;
- financial expenses for €2 million.

Revenues

(in millions of euros)	H1 2019[1]	H1 2018[1]	2019/2018[1]
Revenue	**2,185**	**1,867**	**+17.0%**
Aviation	944	906	+4.2%
Retail and services	647	478	+35.2%
of which Société de Distribution Aéroportuaire	*197*	*-*	*N/A*
of which Relay@ADP	*26*	*-*	*N/A*
Real estate	146	137	+6.8%
International and airport developments	493	392	+25.9%
of which TAV Airports	*337*	*313*	*+8.2%*
of which AIG	*116*	*53*	*+€63M*
Other activities	78	73	+8.0%
Inter-sector eliminations	-123	-119	+3.5%

(1) The figures take into account the full consolidation of Société de Distribution Aéroportuaire and of Relay@ADP results since April 2019, and AIG results since April 2018. Revenue and operating expenses of TAV Istanbul for 2018 and 2019 are presented on a separate line on the income statement as "net income from discontinued activities", in accordance with the IFRS 5 standard. Therefore, consolidated revenue, EBITDA and operating income of the Group don't take into account the activity of Istanbul Atatürk airport anymore.

Over the 1st half of 2019, Groupe ADP **consolidated revenue** stood at €2,185 million, up by €318 million, mainly thanks to:
- the growth in airport fees in Paris Aéroport (+6.4%, at €560 million), driven by the passenger traffic dynamics (+4.8%);
- Société de Distribution Aéroportuaire and Relay@ADP full consolidation since April 2019 which respectively contributed to revenue up to €142 million (after elimination of fees received by ADP S.A.);
- AIG full consolidation since April 2018 for €63 million (€53 million of revenue in Q1 2019, and €10 million of revenue in Q2 2019 vs. Q2 2018);
- TAV Airports revenue increased by 8.2%[1], at €337 million.

Inter-sector eliminations amount stood at -€123 million over the 1st half of 2019 – vs. -€119 million over the 1st half of 2018.

1 Following the Istanbul Ataturk airport end of operation on 6 April 2019 (see 8 April 2019 press release), the IFRS 5 standard "Non-current assets held for sale and discontinued operations" is applying to TAV Airports since this date. Revenue and operating expenses of TAV Istanbul for 2018 and 2019 are presented on a separate line on the income statement as "net income from discontinued activities", in accordance with the IFRS 5 standard. Therefore, consolidated revenue, EBITDA and operating income of the Group don't take into account the activity of Istanbul Atatürk airport anymore.

EBITDA

(in millions of euros)	H1 2019[(1)]	H1 2018[(1)]	2019/2018 [(1)]
Revenue	**2,185**	**1,867**	**+€318M**
Operating expenses	(1,467)	(1,192)	+€275M
Consumables	*(209)*	*(92)*	*+€117M*
External services	*(550)*	*(471)*	*+€80M*
Employee benefit costs	*(470)*	*(422)*	*+€48M*
Taxes other than income taxes	*(202)*	*(174)*	*+€29M*
Other operating expenses	*(35)*	*(34)*	*+€1M*
Other incomes and expenses	46	14	+€31M
EBITDA	**764**	**689**	**+€75M**
EBITDA/Revenue	*34.9%*	*36.9%*	*-2.0 pts*

(1) The figures take into account the full consolidation of Société de Distribution Aéroportuaire and of Relay@ADP results since April 2019, and AIG results since April 2018. Revenue and operating expenses of TAV Istanbul for 2018 and 2019 are presented on a separate line on the income statement as "net income from discontinued activities", in accordance with the IFRS 5 standard. Therefore, consolidated revenue, EBITDA and operating income of the Group don't take into account the activity of Istanbul Atatürk airport anymore.

Group operating expenses stood at €1,467 million over the 1st half-year of 2019, up by €275M, due to:

- full consolidation of Société de Distribution Aéroportuaire for €125M and Relay@ADP for €13M since April 2019;
- full consolidation of AIG since April 2018 for €79M;
- the increase of operating expenses of the parent company, Aéroports de Paris (+7.9%), of which +2.8% corresponding to the increase of expenses linked to works for the Société du Grand Paris and CDG Express, which are subject to an indemnity (EBITDA neutral).

  Excluding operating expenses linked to the SGP and CDG Express, and excluding one off items related to taxes, the operating expenses of Aéroports de Paris increased by +2,6% over the 1st half-year of 2019;
- an increase of some subsidiaries expenses (ADP International, ADP Ingénierie and Hub One) linked to the increase of their activities and development projects.

The distribution of operating expenses is as follows:

- **Consumables** stood at €209 million. Excluding the full consolidation of TAV Airports and AIG, consumables were up by €114 million, at €176 million, linked to the Société de Distribution Aéroportuaire full consolidation in April 2019 for €75 million, and works engaged for the Société du Grand Paris project for €23M;
- The cost related to **external services** stood at €550 million. Excluding the full consolidation of TAV Airports and AIG, these expenses increased by €33 million, at €415 million (+8.6%), due to greater appeal to external providers linked to traffic increase over the semester, as well as the reinvoicing of studies and research expenses for the CDG express;
- **Employee benefit** costs stood at €470 million. Excluding the full consolidation of TAV Airports and AIG, employee benefit costs increased by €36 million, at €360 million (+10.9%), notably due to employee benefit costs linked to Société de Distribution Aéroportuaire full consolidation for €24 million. Employee benefit costs of the parent company, Aéroports de Paris, increased by 2.6%, at €284 million.
- **Taxes other than income taxes** stood at €202 million. Excluding the full consolidation of TAV Airports and AIG, taxes other than income taxes increased by €28 million, at €199 million (+16.7%). This increase was essentially due to an unfavorable base effect compared to the 2018 1st half-year linked to the settlement of litigations for €19 million;
- **Other operating expenses** stood at €35 million. Excluding the full consolidation of TAV Airports and AIG, other operating expenses were up by €8 million, at €17 million (+94,5%) following the Société de Distribution Aéroportuaire full consolidation in April 2019 for €5 million;
- **Other income and expenses** represented a net product of €46 million, up by €31M following studies reimbursements and realized works for the CDG express project for an amount of €21 million (vs. €6M on the 2018 1st half year) and €7 million due to incomes generated following lands cessions.

Over the 1st half of 2019, consolidated EBITDA stood at €764 million. The consolidated gross margin[1] rate was 34.9%, down by 2.0 points or 35.5% excluding TAV and AIG down by 2.5 points, mainly due to Société de Distribution Aéroportuaire and Relay@ADP full consolidation which led to the increase of the denominator, by increasing the retain revenue, whereas the numerator is practically unchanged (after having eliminated from the EBITDA the fees received by ADP S.A.)

Excluding TAV Airports and AIG full consolidation, and excluding Société de Distribution Aéroportuaire and Relay@ADP full consolidation, EBITDA stood at €610 million, up by 6.8%, i.e. €39 million. The gross margin rate associated was 38.4%, up by 0.4 point.

The implementation, since 1st of April 2019, of the user fees disposal on revenues linked to the revenue from airport safety and security services introduced in the article 179 of Law No. 2018-1317 of 28 December 2018 of finance and that is charging Aéroports de Paris of 6% of the costs hitherto fully covered by the airport tax (i.e. €8M on Q2 2019) has also a negative effect on the 1st half of 2019's gross margin rate (around -0.3 point).

[1] *EBITDA / Revenues*

Net result attributable to the Group

(in millions of euros)	H1 2019(1)	H1 2018(1)	2019/2018(1)
EBITDA	**764**	**689**	**+10.9%**
Amortization & Depreciation	(359)	(301)	+19.4%
Share of profit or loss in associates and joint ventures	48	40	+19.5%
Operating income from ordinary activities	**453**	**428**	**+5.8%**
Other operating income and expenses	(3)	(0)	-€3M
Operating income	**450**	**428**	**+5.1%**
Financial income	(90)	(127)	+29.5%
Income before tax	**360**	**301**	**+19.7%**
Income taxes	(128)	(115)	+11.6%
Net income from continuing operations	**232**	**186**	**+24.6%**
Net income from discontinued operations	**26**	**32**	**-18.9%**
Net income attributable to non-controlling interests	(8)	(13)	+34.9 %
Net income attributable to the Group	**250**	**205**	**+22.0%**

(1) The figures take into account the full consolidation of Société de Distribution Aéroportuaire and of Relay@ADP results since April 2019, and AIG results since April 2018. Revenue and operating expenses of TAV Istanbul for 2018 and 2019 are presented on a separate line on the income statement as "net income from discontinued activities", in accordance with the IFRS 5 standard. Therefore, consolidated revenue, EBITDA and operating income of the Group don't take into account the activity of Istanbul Atatürk airport anymore.

Operating income from ordinary activities stood at €453 million, up by €24 million, notably due to:

- Reevaluation of the share of securities previously detained at a fair value at the takeover date of Société de Distribution Aéroportuaire and Relay@ADP for an amount of €42.5 million[1];
- amortization increase at Aéroports de Paris S.A. (+€13 million), TAV Airports (+€19 million), and AIG (+€15 million).

Operating income stood at €450M.

Financial result stood at -€90 million, improving by €37 million due to a lack of international provision compared to the 1st half of 2018 and due to TAV Airports financial result improvement.

Groupe APD's **net debt** stood at €5,442 million as of 30 June 2019, vs. €4,942 million as of 31 December 2018. Excluding TAV Airports and AIG full consolidation, Groupe ADP's net debt stood at €4,337 million. TAV Airports' net debt stood at €714 million. AIG's net debt stood at €454 million.

On 18 June 2019, Aéroports de Paris launched a 15-year bond issue for a total amount of €800 million at fixed rate (1.125% per year).

The **income tax expense** stood at €128 million over the 1st half of 2019.

Net income from discontinued operations stood at €26 M over the 1st half of 2019, vs. €32 M over the 1st half of 2018, and correspond entirely to Istanbul Atatürk Airport activities until 6 April 2019, when commercial flights of Istanbul Atatürk were transferred. IFRS 5 standard "*Non-current assets held for sale and discontinued operations*" is applying to TAV Istanbul as of this date.

Taking into account all these items, the **net result attributable to the Group** increased by €45 million, at €250 million.

1 In accordance with the IFRS 3 standard "Business combination", shares previously detained are reevaluated at a fair value with result at the takeover date, ie. 11 April 2019

Analysis by segment

Aviation – Parisian Platforms

(in millions of euros)	H1 2019	H1 2018	2019/2018
Revenue	**944**	**906**	**+4.2%**
Airport fees	*560*	*526*	*+6.4%*
Passenger fees	*348*	*325*	*+7.0%*
Landing fees	*127*	*120*	*+5.7%*
Parking fees	*85*	*81*	*+4.9%*
Ancillary fees	*124*	*119*	*+4.5%*
Revenue from airport safety and security services	*243*	*244*	*-0.3%*
Other income	*17*	*17*	*-0.8%*
EBITDA	**264**	**263**	**+0.2%**
Operating income from ordinary activities	**111**	**124**	**-10.5%**
EBITDA / Revenue	*28.0%*	*29.1%*	*-1.1pt*
Operating income from ordinary activities / Revenue	*11.7%*	*13.7%*	*-1.9pt*

Over the 1st half of 2019, aviation segment revenue, which includes only Parisian activities, was up by 4.2% at €944 million.

Revenue from **airport fees** (passenger fees, landing fees and aircraft parking fees) was up by 6.4%, at €560 million over the 1st half of 2019, benefiting from the growth in passenger traffic (+4.8%) and the increase in tariffs. As a reminder, tariffs (excluding PRM[1] fees) have increased as of 1st April 2018 by +2.125%. They increased by 1.0% as of 1st April 2019 for Paris-Charles de Gaulle and Paris-Orly.

Ancillary fees were up by 4.5%, at €124 million, notably due to income linked to checks-in (+5.4%, i.e. €2.3 million), and to PRM[1] fees (+6.9%, i.e. €2.0 million), linked to the traffic increase.

Revenue from airport safety and security services was nearly stable at €243 million, following a volume effect of safety expenses (+€8M) compensate by the implementation of user fees disposal since April 2019 (-€8M). As a reminder, since 1st April 2019, this disposal is introduced in the article 179 of Law No. 2018-1317 of 28 December 2018 of finance and is charging Aéroports de Paris of 6% of the costs hitherto fully covered by the airport tax.

Other income, which mostly consists in re-invoicing the French Air Navigation Services Division, leasing associated with the use of terminals and other works services made for third parties, was stable at €17 million.

EBITDA was stable at €264 million. The gross margin rate decreased by 1.1 points and stood at 28.0%.

The **operating income from ordinary activities** was down by 10.5%, at €111 million over the 1st half of 2019, due to:

- user fees effect implemented by article 179 of Law No. 2018-1317 since 1 April 2019 (see above) for €8M;
- amortization increase linked with the investment plan acceleration in 2019 and notably the commissioning of the Orly junction and the Hall 1 extension in Paris-Orly.

1 Persons with reduced mobility.

Retail and services – Parisian platforms

(in millions of euros)	H1 2019	H1 2018	2019/2018
Revenue	**647**	**478**	**+35.2%**
Retail activities	*383*	*225*	*+69.8%*
Société de Distribution Aéroportuaire	*197*	*-*	*N/A*
Relay@ADP	*26*	*-*	*N/A*
Other Shops and Bars and restaurants	*116*	*180*	*-35.4%*
Advertising	*24*	*22*	*+6.5%*
Other products	*21*	*23*	*-8.7%*
Car parks and access roads	*84*	*87*	*-2.6%*
Industrial services revenue	*71*	*67*	*+5.1%*
Rental income	*71*	*74*	*-3.6%*
Other income	*38*	*25*	*+49.9%*
EBITDA	**255**	**242**	**+5.1%**
Share in associates and joint ventures from operating activities	*40*	*(0)*	*N/A*
Operating income from ordinary activities	**222**	**180**	**+23.5%**
EBITDA / Revenue	*39.4%*	*50.7%*	*-11.3 pts*
Operating income from ordinary activities / Revenue	*34.3%*	*37.5%*	*-3.3 pts*

Over the 1st semester of 2019, revenue from Retail and services, which includes only Parisian activities, was up by 35.2 %, at €647 million.

Revenue from retail consists in rents received from airside and landside shops, bars and restaurants, banking, foreign exchange activities, and car rental companies, as well as revenue from advertising. Since the takeover of Société de Distribution Aéroportuaire and Relay@ADP in April, the revenue includes realized revenue in retail areas operated by these two societies in public and reserved areas, revenue linked to affiliate commission activities, and revenue from tax refund service delivery.

Over the 1st half of 2019, retail activities revenue was up by 69.8%, at €383 million, due to:

- **Société de Distribution Aéroportuaire full consolidation** for €197M. Over the 1st half-year of 2019, revenue from Société de Distribution Aéroportuaire increased by +8%. This increase is notably due to the Core Business[1] sales/pax performance, the traffic increase and favorable perimeter effects (new shops opening). Fashion[2] increased a bit more slowly by +4.1% prejudiced by works of the terminal 2E Hall L. FNAC activities benefited from Orly 3 opening and a good dynamics in outlets of the terminal of the terminal 2E Hall M and AC junction;
- **Relay@ADP full consolidation** for €26M;
- **Rents from other shops and bar and restaurants** stood at €116 million, down by 35.4% over the 1st half of 2019, due to the full consolidation of Société de Distribution Aéroportuaire and Relay@ADP since April 2019. The rents related to bar and restaurants operated by Société de Distribution Aéroportuaire and Relay@ADP previously collected by Aéroports de Paris S.A. are now subject to an inter segments elimination. They are not accounted for since the modification of the applicable consolidation method. It stood at €85M over the 1st half of 2019;
- **Other products of retail activities**, which includes foreign exchange businesses and tax refund, decreased by 8.7%, at €21 million. Indeed, at the expiration of the previous contract, foreign exchange activities and tax refund were separated in order to improve the quality of service and to better meet with specific expectations of two distinct client targets. As of now, Cash Paris Tax Refund, a joint-venture formed by two operators Global Blue and Planet Payment, operates tax refund activities and Travelex remains as foreign exchange operator. The separation of the two activities triggered a decrease of the average rental rate on these activities, but should otherwise lead to a better of the refunded tax amount into airside shops and bar & restaurant reinvestment. The observed decrease over the 1st half-year is therefore linked to this transition period and the implementation of this new scheme.

1 Alcohol, tobacco, perfume, cosmectics and gastronomy
2 Fashion, leatherwork, shoes

Revenue from **car parks** was down by 2.6%, at €84 million.

Revenue from industrial services (supply of electricity and water) was up by 5.1%, at €71 million.

Rental revenue (leasing of spaces within terminals) was down by 3.6%, at €71 million.

Other revenue (mainly consisting in internal services) increased by 49.9%, at €38 million, notably due to an increase of €13 million linked to the reinvoicing of the Société du Grand Paris works.

EBITDA of the segment was up by +5.1%, at €255 million, notably following the Société de Distribution Aéroportuaire and Relay@ADP full consolidation (+3.4%, at €251 million excluding these two entities full consolidation). The gross margin rate was down (-11.3 points) at 39.4% Excluding Société de Distribution Aéroportuaire and Relay@ADP full consolidation, gross margin rate of the segment stood at 49.7%, down by 1 point.

The share of profit from operating associates stood at €40 million, notably following reevaluation of the share of securities previously detained at a fair value at the takeover date of Société de Distribution Aéroportuaire and Relay@ADP for an amount of €42.5 million.

Operating income from ordinary activities increased by 23.5%, at €222 million.

Real estate – Parisian platforms

(in millions of euros)	H1 2019	H1 2018	2019/2018
Revenue	**146**	**137**	**+6.8%**
External revenue	*127*	*114*	*+7.9%*
Land	*58*	*52*	*+12.2%*
Buildings	*34*	*35*	*-2.9%*
Others	*32*	*27*	*+15.5%*
Internal revenue	*23*	*23*	*-1.2%*
Other income and expenses	0	(-1)	*N/A*
EBITDA	**84**	**67**	*+24.8%*
Share in associates and joint ventures from operating activities	1	2	*-73.4%*
Operating income from ordinary activities	**61**	**44**	*+35.1%*
EBITDA / Revenue	*57.2%*	*49.0%*	*+8.2 pts*
Operating income from ordinary activities / Revenue	*41.8%*	*33.0%*	*+8.8 pts*

Over the 1st half of 2019, real estate revenue, which includes only Parisian activities, was up by 6.8%, at €146 million.

External revenue [1] was up by 7.9%, at €127 million, mainly driven by new contracts.

EBITDA of the segment was up by 24.8%, at €84 million, due to the increase of external revenue and products generated following the sale of lands for €7 million.

Share in associates and joint ventures from operating activities stood at €1 million.

As a consequence, **operating income from ordinary activities** increased by €16 million, at €61 million.

1 *Generated with third parties (outside the Group)*

International and airports developments

(in millions of euros)	H1 2019[1]	H1 2018[1]	2019/2018[1]
Revenue	**493**	**392**	**+25.9%**
ADP International	155	80	+95.1%
Of which AIG	*116*	*53*	*+€63M*
Of which ADP Ingénierie	*28*	*22*	*+26.8%*
TAV Airports	337	313	+8.2%
EBITDA	**138**	**104**	**+32.7%**
Share of profit or loss in associates and joint ventures	*7*	38	*-81.6%*
Operating income from ordinary activities	**43**	**75**	**-41.8%**
EBITDA / Revenue	*28.0%*	*26.6%*	*+1.4 pt*
Operating income from ordinary activities / Revenue	*8.8%*	*19.0%*	*-10.2 pts*

(1) Data take into account AIG full consolidation as of April 2018.

Over the 1st half of 2019, revenue from International and airport developments stood at €493 million, up by 25.9% compared to 2018 due to:

- **AIG**'s results full consolidation since April 2018 for €63 million;
- **TAV Airports** revenue increase for €25 million, at €337 million. This performance is due to the dynamism of the international traffic within airports of TAV Airports in Turkey (+18.5%), traffic increase registered in platforms outside Turkey of TAV Airports, notably in Tunisia (+29.3%) and in Georgia (+13.8%), and revenue generated by the service society GIS, specialized in VIP lounges management in airports, acquired in January 2019 (+€13 million). All these effects only compensate the decrease impact of the domestic traffic registered in Turkish airports of TAV Airports (-16.1% compared with the 1st half year of 2018);
- **ADP Ingénierie** for €6 million. This increase is due to the realization of projects in Europe, Asia, and Middle East. As of end June, ADP Ingénierie's backlog stood at €80 million, registering a slight decrease compared to end June 2018 (€82 million).
- Merchant Aviation full consolidation since July 2018 (+€2 million in revenues)

EBITDA of the segment increased by 32.7%, at €138 million, mainly due to AIG full consolidation since April 2018 for €19 million.

TAV Airports EBITDA increased by 12.1%, at €115 million due to the increase of revenues (+8.2%) and the favorable effect of exchange rates on operating expenses.

Share of profit from operating associates stood at €7 million over the 2019 1st half year, registering a strong decrease compared to the 2018 1st half year, mainly due:

- an unfavorable base effect of -€23 million following the added value of revalorization of shares already owned in AIG for €23 million over the 1st semester of 2018;
- operational equity accounting impact of TAV Airports (including Antalya and Medina) for -€20 million.
- partially compensated by a favorable base effect of €13 million following international participation provisions accounted over the 1st half of 2018.

Operating income from ordinary activities of the segment consequently stood at €43 million, vs. a €75 million result over the 1st half of 2018.

Other activities

(in millions of euros)	H1 2019	H1 2018	2019/2018
Revenue	**78**	**72**	**+8.0%**
Hub One	70	*72*	*-2.7%*
EBITDA	**23**	**13**	**+98.4%**
Operating income from ordinary activities	**16**	**5**	**+€12M**
EBITDA / Revenue	*31.9%*	*17.4%*	*+14.6pt*
Operating income from ordinary activities / Revenue	*22.4%*	*8.6%*	*+13.9pt*

Over the 1st half of 2019, other activities segment revenue increased by 8.0%, at €78 million, following studies reimbursements and realized works for the CDG express project for an amount of €5 million.

Hub One saw its revenue decreasing by 2.7%, at €70 million due to renegotiation of external contracts,

EBITDA of the segment stood at €23 million, up by €10 million, notably linked to the studies reimbursements and realized works for the CDG express project (+€14 million in 2019 compared to 2018).

The **operating income from ordinary activities** of the segment was up by €12 million and stood at €16 million.

2.3 Cash flows

(in millions of euros)	H1 2019	H1 2018*
Cash flows from operating activities	654	604
Cash flows from investing activities	(634)	(985)
Cash flows from financing activities	(6)	(140)
Impact of currency fluctuations	(1)	3
Change in cash flow	**13**	**(518)**
Cash at opening	2,055	1,911
Cash at closing	2,068	1,393

Cash flows from operating activities

(in millions of euros)	H1 2019	H1 2018*
Operating income	450	428
Other non-cash income and expenses	279	255
Net financial income other than cost of debt	(29)	(35)
Operating cash flow before change in working capital and tax	**700**	**648**
Change in working capital	39	(41)
Tax expenses	(170)	(65)
Impact of discontinued activities	85	62
Cash flows from operating activities	**654**	**604**

Cash flow used by investment activities

(in millions of euros)	H1 2019	H1 2018*
Purchase of property, plant, equipment and intangible assets	(558)	(418)
Acquisitions of subsidiaries	(14)	(528)
Proceeds from sale of subsidiaries	15	1
Dividends received	106	34
Other cash flows from investing activities	0	0
Impact of discontinued activities	(183)	(73)
Cash flows from investing activities	**(634)**	**(985)**

Cash flow from financing activities

(in millions of euros)	H1 2019	H1 2018*
Proceeds from long-term debt	815	444
Repayment of long-term debt	(438)	(92)
Dividends paid to shareholders of the parent company	(297)	(273)
Impact of discontinued activities	2	(38)
Other cash flows from financing activities	(88)	(181)
Cash flows from financing activities	**(6)**	**(140)**

** Restated figures as described in notes 1.4, 2.2 & 12 of the inancial information on the assets, financial position and consolidated financial statements at 30 June 2019*

2.4 Financial debt

Group net debt stood at €5,442 million as at 30 June 2019, compared with €4,942 million at the end of 2018.

Aéroports de Paris has been rated A+ by Standard and Poor's since March 2014.

(in millions of euros)	**30/06/2019**	**31/12/2018**
Financial debt	7,677	7,129
Derivative financial instruments (liabilities)	75	91
Gross financial debt	**7 752**	**7 220**
Derivative financial instruments (assets)	23	21
Receivables and current accounts from associates	136	117
Cash and cash equivalents	2 085	2 056
Restricted bank balances	65	84
Net financial debt	**5,442**	**4 942**
Net financial debt / EBITDA	*7.1*	*7.3**
Net financial debt / equity (gearing)	*96.4 %*	*85.2 %*

* Calculated as of 30/06/2018

2.5 Forecasts and targets

2019 Forecasts

	2019 forecasts as published on 26 April 2019	2019 forecasts on 25 July 2019
Traffic growth assumption	**Traffic growth assumption for Paris Aéroport between +2.5% and +3.0% in 2019** compared to 2018 Traffic growth assumption [5] for TAV Airports excluding Istanbul Atatürk in 2019: decrease between -38% and -42%	**Revision** of the traffic growth assumption for Paris Aéroport **between +3.0% and +3.5% in 2019** compared to 2018 Traffic growth assumption [5] between -38% and -42% compared to 2018 (calculated with Istanbul Atatürk in 2018 and without Istanbul Atatürk in 2019) **(unchanged)**
Consolidated EBIDTA[(1)/(2)/(3)/(4)]	**Decrease between –8% and –13%** in 2019 compared with 2018 taking into account the Istanbul Atatürk closure [(3)] Restated consolidated EBITDA of the Istanbul Atatürk contribution in 2018 (pro forma) and in 2019: increase between **1% and 5% compared with 2018** of which consolidated EBITDA[(5)] excluding full consolidation of TAV Airports and AIG: increase between **+1% and +2%**	Decrease between –8% and –13% in 2019 compared with 2018 taking into account the Istanbul Atatürk closure [(3)] **(unchanged)** **Revision** of the consolidated EBITDA restated of the Istanbul Atatürk contribution in 2018 (pro forma) and in 2019: increase **between 3% and 6% compared with 2018** **Revision** of the consolidated EBITDA excluding full consolidation of TAV Airports and AIG: increase between **+2% and +3% compared to 2018**
Dividend for 2019	**Maintained pay-out of 60% of NRAG 2019 [(6)]**	**Unchanged**

(1) TAV Airports' EBITDA guidance for 2019, underlying Group's EBITDA guidance, is built on the assumption the following exchange rate assumptions: EUR/TRY = 6.6 ; EUR/USD = 1.14

(2) Takes into account the introduction of the mechanism charging Aéroports de Paris 6% of the costs hitherto fully covered by the airport tax, in accordance with Article 179 of Law No. 2018-1317 of 28 December 2018 of finance.

(3) Following the Istanbul Ataturk airport end of operation on 6 April 2019 (see 8 April 2019 press release), the IFRS 5 standard "Non-current assets held for sale and discontinued operations" is applying to TAV Airports since this date. Revenue and operating expenses of TAV Istanbul for 2018 and 2019 are presented on a separate line on the income statement as "net income from discontinued activities", in accordance with the IFRS 5 standard. Therefore, consolidated revenue, EBITDA and operating income of the Group don't take into account the activity of Istanbul Atatürk airport anymore.

(4) EBITDA as published by TAV Airports includes Ankara guaranteed passenger revenue (net of accretion income on the linked financial claim) and the share of equity pick-up.

(5) TAV traffic at 100%. As a reminder, Istanbul Atatürk airport welcomed 16mpax between 01/01/2019 and 06/04/2019 which were not taken into account in TAV Airports' traffic growth assumption concerning 2019.

(6) Net result attributable to the Group.

The achievement of these forecasts are subject to the assumption of traffic growth in Paris Aéroport and the good run of TAV Airports' strategy.

2016-2020 Period guidances revision

Groupe ADP 2016-2020 targets, as announced on 14 February 2019 remain unchanged and have to be understood independently from the effect of the full consolidation of TAV Airport and AIG. Groupe ADP will continue to present a consolidated EBITDA excluding the effect of the full consolidation of TAV Airport and AIG in order to follow the EBITDA target.

	2016-2020 targets as published on 14 February 2019	2016-2020 targets on 25 July 2019
Traffic	Yearly increase between 2.8% and 3.2% on average between 2016 and 2020, of which international traffic between +3.6% and 4%	**Unchanged**
Consolidated EBITDA 2020 between 2014 and 2020e	Increase between +30% and +40%	**Unchanged**
ROCE of the regulated scope (1)	Increase between 5.6% and 5.8% in 2020e	**Unchanged**
Operational expenditures over the regulated scope (in constant euros)	Decrease between –10% and –15% between 2015 and 2020	**Unchanged**
Parent company operating expenses (2)	Limit the growth of operating expenses to a level around 2.2% in average per year between 2015 and 2020	**Unchanged**
Dividend	Maintained pay-out of 60% of NRAG 2019	**Unchanged**
Sales/PAX	€23 in full year after infrastructure projects delivery	**Unchanged**
Real estate	Growth in external rents (excluding reinvoicing and indexation) from real estate : between 10% to 15% between 2014 and 2020e	**Unchanged**
Quality of service	Overall ACI/ASQ rating of 4 in full year after infrastructure projects delivery	**Unchanged**
Extra-financial notation (3)	Assumption of 86/100 in 2020	**Unchanged**

(1) Return on capital employed computed as operating income of the regulated scope after normative taxes on societies compared with the regulated assets scope
(2) Excluding SGP
(3 Extra-financial notation: ADP and its subsidiaries at 100 %.

Forecasts presented here-above are based on data, assumptions and estimates considered as reasonable by the management of the Groupe.

Due to the possible default of one of the professions, the schedule of the terminal 1 junction building is resetting at the time being. It could result in a carry-over for a few months of the salex/pax guidance achievement.

2.6 Risk factors

The main risks and uncertainties with which the Group considers to be confronted with are described in the paragraph within section 4 entitled "Risk factors" of the 2018 registration document filed with the French Financial Markets Authority on 23 April 2019 under the number D.19-0373.

This description of the principal risks remains valid on the date of circulation of this interim financial report for the purposes of assessing the major risks and uncertainties that could affect the Group towards the end of the current financial year.

These forward-looking statements are based on data, assumptions and estimates and are subject to risks (described below) and uncertainties, many of which are beyond the control of Aéroports de Paris and cannot be forecast reliably. These may lead to actual results differing substantially from those forecasts or suggested in these statements.

2.7 Events having occurred since 30 June 2019

Publication of TAV Airports 1st half-year results

Over the 1st half of 2019, TAV Airports published revenue stood at €345 million, up by 9% compared to the same period last year. EBITDA was down by 2%, at €127 million. Net result attributable to the Group decreased (-34%), at €32 million.

2.8 Major agreements between related parties

Except the agreement regarding the CDG project described in paragraph 2.1., the was no agreement between Aéroports de Paris SA and related parties that significantly influenced the Company's financial position and/or results was entered into during the course of the 1st half of 2019. No modification of existing transactions between related parties occurs that could influence significantly the Company's financial position and/or results during this period.

3 STATUTORY AUDITORS' REVIEW REPORT ON THE FIRST HALF-YEAR FINANCIAL INFORMATION

This is a translation into English of the statutory auditors' review report on the half-yearly financial information issued in French and is provided solely for the convenience of English-speaking users. This report includes information relating to the specific verification of information given in the Group's half-yearly management report.

This report should be read in conjunction with, and construed in accordance with, French law and professional standards applicable in France.

To the Shareholders,

In compliance with the assignment entrusted to us by your Annual General Meeting and in accordance with the requirements of Article L. 451-1-2 III of the French Monetary and Financial Code (Code monétaire et financier), we hereby report to you on:

- the review of the accompanying condensed half-yearly consolidated financial statements of Aéroports de Paris, for the period from January 1 to June 30, 2019,
- the verification of the information presented in the half-yearly management report.

These condensed half-yearly consolidated financial statements are prepared under your Board of Directors' responsibility. Our role is to express a conclusion on these financial statements based on our review.

3.1 Conclusion on the financial statements

We conducted our review in accordance with professional standards applicable in France. A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with professional standards applicable in France and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Based on our review, nothing has come to our attention that causes us to believe that the accompanying condensed half-yearly consolidated financial statements are not prepared, in all material respects, in accordance with IAS 34 – standard of the IFRSs as adopted by the European Union applicable to interim financial information.

3.2 Specific verification

We have also verified the information presented in the half-yearly management report on the condensed half-yearly consolidated financial statements subject of our review.

We have no matters to report as to its fair presentation and consistency with the condensed half-yearly consolidated financial statements.

Paris-La Défense, July 25, 2019

The Statutory Auditors

French original signed by

DELOITTE & ASSOCIES		ERNST & YOUNG Audit	
Christophe Patrier	Olivier Broissand	Alain Perroux	Alban de Claverie

4 FINANCIAL INFORMATION ON THE ASSETS, FINANCIAL POSITION AND CONSOLIDATED FINANCIAL STATEMENTS AT 30 JUNE 2019

4.1 Groupe ADP Consolidated Financial Statements as of 30 June 2019

Key figures

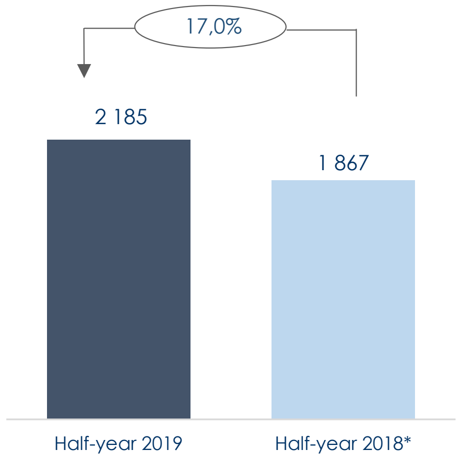
(in millions of euros)	Notes	Half-year 2019	Half-year 2018*
Revenue	4	**2,185**	**1,867**
EBITDA		**764**	**689**
EBITDA/Revenue		*34,9%*	*36,9%*
Operating income from ordinary activities		**453**	**428**
Operating income		**450**	**428**
Net income attributable to the Group		**250**	**205**
Operating cash flow before change in working capital and tax		**700**	**648**
Purchase of property, plant, equipment and intangible assets	13	**(558)**	**(418)**

(in millions of euros)	Notes	As at Jun 30, 2019	As at Dec 31, 2018
Equity	7	**5,645**	**5,801**
Net financial debt	9	**5,443**	**4,942**
Gearing		*96%*	*85%*

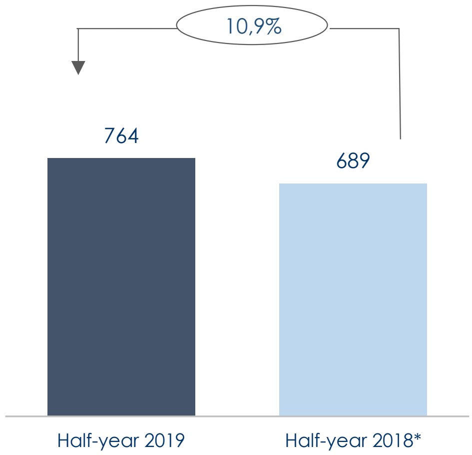
** Restated figures as described in notes 1.4, 2.2 & 12*

Groupe ADP Consolidated Financial Statements as of 30 June 2019

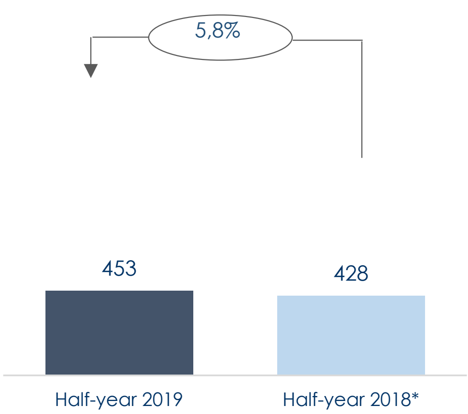
Revenue



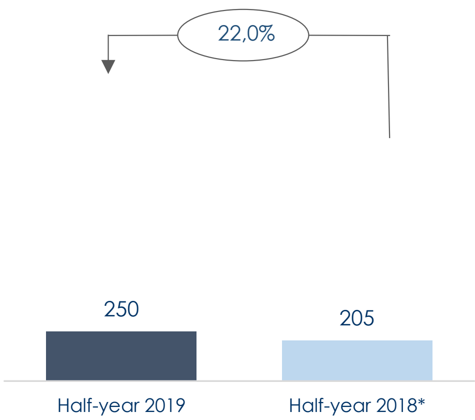
EBITDA



Operating income from ordinary activities



Net income attributable to the Group



Glossary

- **Revenue** refers to revenues from the ordinary activities of selling goods and services and leasing activities as a lessor. It also includes financial revenue linked to operational activity.
- **EBITDA** is an accounting measure of the operating performance of fully consolidated Group subsidiaries. It is comprised of revenue and other ordinary income less purchases and current operating expenses excluding depreciation and impairment of property, plant and equipment and intangible assets.
- **Operating income from ordinary activities** is intended to present the Group's recurring operational performance excluding the impact of non-current operations and events during the period. It is composed of EBITDA, depreciation and impairment of tangible and intangible assets, the share of profit or loss in associates and joint, and gain or loss from disposal of assets from real estate sector.
- **The share of profit or loss in associates and joint ventures** concerns the share of profit or loss from investments in associates and joint ventures over which the Group exercises significant influence or joint control.
- **Operating income** is the addition of Operating income from ordinary activities and other operating income and expenses, as they are non-recurring and significant in terms of consolidated performance. This may involve the disposal of assets or activities, costs incurred related to a business combination, restructuring costs or costs related to a one-off operation.
- **Net result from discontinued activities,** in accordance with IFRS 5 " Non-current Assets Held for Sale and Discontinued Operations", Group ADP disclose a single amount in the statement of comprehensive income on the line net income from discontinued operations, all components that have been disposed by the Group (shutdown of operations) or which are classified as held for sale.
- **Operating cash flow before change in working capital and tax** refers to all the internal resources generated by the company in its operating activities that enable its funding. It includes operating income and expenses that have an effect on cash. This can be found in the consolidated statement of cash flows.
- **Purchase of property, plant, equipment** corresponds to the acquisition or construction of tangible assets that the Group expects to be used over more than one year and that are recognized only if it is probable that the future economic benefits associated with the item will flow to the Group and the cost of the item can be measured reliably.
- **Purchase of intangible assets** corresponds to the acquisition of identifiable non-monetary assets without physical substance, controlled by the entity and which future economic benefits are expected.
- **Gross financial debt** as defined by Groupe ADP includes long-term and short-term borrowings and debts (including accrued interests and hedge of the fair value of liabilities related to these debts), debts related to the minority put option (presented in other non-current liabilities).
- **Net financial debt** as defined by Groupe ADP refers to gross financial debt less receivables and current accounts from associates, hedge of the fair value of assets, cash and cash equivalents and restricted bank balances.
- **Gearing** is the ratio corresponding to: Net financial debt / Shareholders' Equity (including non-controlling interests).
- **Minority interests** are non-controlling interests. As part of shareholders' equity in the consolidated result, they are presented separately from shareholders' equity – Group share (shareholders' equity of the parent company).
- **Non-current assets** defined as opposed to **current assets** (these assets intended to be consumed, sold or realized during the financial year, being held to be sold within twelve months or considered as cash) comprise all assets held over a long period, including tangible, intangible and financial assets and all other non-current assets.
- **Non-current liabilities** defined as opposed to **current liabilities** include any liability that will not be settled within a normal operating cycle and within twelve months.

Consolidated Income Statement

(in millions of euros)	Notes	Half-year 2019	Half-year 2018*
Revenue	**4**	**2,185**	**1,867**
Other operating income	4	39	12
Consumables	4	(209)	(92)
Employee benefit costs	5	(470)	(423)
Other operating expenses	4	(787)	(678)
Net allowances to provisions and Impairment of receivables	4 & 8	6	3
EBITDA		**764**	**689**
EBITDA/Revenue		*34,9%*	*36,9%*
Amortisation and impairment of tangible and intangible assets	6	(359)	(301)
Share of profit or loss in associates and joint ventures	4	48	40
Operating income from ordinary activities		**453**	**428**
Other operating income and expenses	10	(3)	-
Operating income		**450**	**428**
Financial income		88	42
Financial expenses		(178)	(169)
Financial income	**9**	**(90)**	**(127)**
Income before tax		**360**	**301**
Income tax expense	11	(128)	(115)
Net results from continuing activities		**232**	**186**
Net results from discontinued activities	12	26	32
Net income		**258**	**218**
Net income attributable to the Group		**250**	**205**
Net income attributable to non-controlling interests		8	13
Earnings per share attributable to owners of the parent company			
Basic earnings per share (in €)	7	2.52	2.07
Diluted earnings per share (in €)	7	2.52	2.07
Earnings per share from continuing activities attributable to the Group			
Basic earnings per share (in €)	7	2.40	1.92
Diluted earnings per share (in €)	7	2.40	1.92

** Restated figures as described in notes 1.4, 2.2 & 12*

Consolidated Statement of Comprehensive Income

(in millions of euros)	Half-year 2019	Half-year 2018*
Net income	**258**	**218**
Translation adjustments	(12)	24
Change in fair value of cash flow hedges	(32)	15
Income tax effect (*)	6	-
Share of other comprehensive income of associates, net after income tax	(6)	8
Share of other comprehensive income linked to discontinued activities	(1)	(3)
Recyclable elements to the consolidated income statement	**(45)**	**44**
Actuarial gains/losses in benefit obligations of fully consolidated entities	(44)	-
Actuarial gains/losses in benefit obligations of associates	-	-
Actuarial gains/losses in benefit obligations linked to discontinued activities	(1)	2
Non-recyclable elements to the consolidated income statement	**(45)**	**2**
Total comprehensive income for the period	**168**	**264**
attributable to non-controlling interests	(19)	27
attributable to the Group	187	237

** Restated figures as described in notes 1.4, 2.2 & 12*

Consolidated Statement of Financial Position

Assets

(in millions of euros)	Notes	As at Jun 30, 2019	As at Dec 31, 2018
Intangible assets	6	3,574	3,560
Property, plant and equipment	6	7,560	7,272
Investment property	6	514	509
Investments in associates	4	1,043	1,146
Other non-current financial assets	9	476	403
Deferred tax assets	11	37	-
Non-current assets		**13,204**	**12,890**
Inventories		93	38
Contract assets		10	9
Trade receivables	4	716	628
Other receivables and prepaid expenses	4	248	239
Other current financial assets	9	160	201
Current tax assets	11	67	6
Cash and cash equivalents	13	2,085	2,056
Current assets		**3,379**	**3,177**
Total assets		**16,583**	**16,067**

Shareholders' equity and liabilities

(in millions of euros)	Notes	As at Jun 30, 2019	As at Dec 31, 2018
Share capital		297	297
Share premium		543	543
Retained earnings		4,047	4,096
Other equity items		(149)	(86)
Shareholders' equity - Group share		**4,735**	**4,850**
Non-controlling interests		910	951
Shareholders' equity	7	**5,645**	**5,801**
Non-current debt	9	6,649	5,970
Provisions for employee benefit obligations (more than one year)	5	537	484
Other non-current provisions	8	86	39
Deferred tax liabilities	11	427	383
Other non-current liabilities	8	742	780
Non-current liabilities		**8,441**	**7,656**
Contract liabilities		3	6
Trade payables	4	531	590
Other debts and deferred income	4	895	793
Current debt	9	1,028	1,159
Provisions for employee benefit obligations (less than one year)	5	9	9
Other current provisions	8	13	16
Current tax liabilities	11	18	37
Current liabilities		**2,497**	**2,610**
Total equity and liabilities		**16,583**	**16,067**

Consolidated Statement of Cash flows

(in millions of euros)	Notes	Half-year 2019	Half-year 2018*
Operating income		**450**	**428**
Income and expense with no impact on net cash	13	279	255
Net financial income other than cost of debt		(29)	(35)
Operating cash flow before change in working capital and tax		**700**	**648**
Change in working capital	13	**39**	**(41)**
Tax expenses		(170)	(65)
Impact of discontinued activities	12	85	62
Cash flows from operating activities		**654**	**604**
Purchase of property, plant, equipment and intangible assets	13	(558)	(418)
Change in debt and advances on asset acquisitions		(87)	(54)
Acquisitions of subsidiaries and investments (net of cash acquired)	13	(14)	(528)
Change in other financial assets		(96)	(20)
Proceeds from sale of property, plant and equipment		15	1
Dividends received	13	106	34
Impact of discontinued activities	12	-	(1)
Cash flows from investing activities		**(634)**	**(985)**
Capital grants received in the period		2	3
Dividends paid to shareholders of the parent company	7	(297)	(273)
Dividends paid to non controlling interests in the subsidiaries		(73)	(52)
Proceeds from long-term debt	9	815	444
Repayment of long-term debt	9	(425)	(92)
Increase in right of use debts		42	-
Decrease in right of use debts		(4)	-
Change in other financial liabilities		19	(20)
Interest paid		(116)	(117)
Interest received		29	5
Impact of discontinued activities	12	2	(38)
Cash flows from financing activities		**(6)**	**(140)**
Impact of currency fluctuations		(1)	**3**
Change in cash and cash equivalents		**13**	**(518)**
Net cash and cash equivalents at beginning of the period		2,055	1,911
Net cash and cash equivalents at end of the period	13	2,068	1,393
of which Cash and cash equivalents		*2,085*	*1,398*
of which Bank overdrafts		*(17)*	*(5)*

** Restated figures as described in notes 1.4, 2.2 & 12*

Consolidated Statement of Changes in Equity

Number of shares	(in millions of euros)	Share capital	Share premium	Treasury shares	Retained earnings	Other equity items	Group share	Non-controlling interests	Total
98,960,600	**As at Jan 1, 2018**	**297**	**543**	**-**	**3,834**	**(97)**	**4,577**	**857**	**5,434**
	Cumulative effect of new accounting principles*	-	-	-	(10)	-	(10)	(2)	(12)
	As at Jan 1, 2018 restated*	**297**	**543**	**-**	**3,824**	**(97)**	**4,567**	**855**	**5,422**
	Net income	-	-	-	205	-	205	13	218
	Other equity items	-	-	-	-	32	32	14	46
	Comprehensive income - Half-year 2018	**-**	**-**	**-**	**205**	**32**	**237**	**27**	**264**
	Dividends paid	-	-	-	(273)	-	(273)	(52)	(325)
	Change in consolidation scope	-	-	-	4	-	4	109	113
98,960,600	**As at June 30, 2018**	**297**	**543**	**-**	**3,760**	**(65)**	**4,535**	**939**	**5,474**
98,960,600	**As at Jan 1, 2019**	**297**	**543**	**-**	**4,096**	**(86)**	**4,850**	**951**	**5,801**
	Cumulative effect of new accounting principles	-	-	-	(2)	-	(2)	(1)	(3)
	As at Jan 1, 2019 restated*	**297**	**543**	**-**	**4,094**	**(86)**	**4,848**	**950**	**5,798**
	Net income	-	-	-	250	-	250	8	258
	Other equity items	-	-	-	-	(63)	(63)	(27)	(90)
	Comprehensive income - Half-year 2019	**-**	**-**	**-**	**250**	**(63)**	**187**	**(19)**	**168**
	Treasury share movements	-	-	(3)	-	-	(3)	-	(3)
	Dividends paid	-	-	-	(297)	-	(297)	(73)	(370)
	Change in consolidation scope	-	-	-	-	-	-	52	52
98,960,600	**As at June 30, 2019**	**297**	**543**	**(3)**	**4,047**	**(149)**	**4,735**	**910**	**5,645**

** The method used by the Group for the application of IFRS 9 and IFRS 15 standards was the retrospective method with cumulative effects as of 1 January 2018.*

Details of change is consolidated shareholder's equity and the detail of other equity items are given in note 7.

NOTE 1 Basis of preparation of consolidated financial statements

1.1 Basis of preparation of financial statements

Statement of compliance

The interim condensed consolidated financial statements at 30 June 2019 have been prepared in accordance with the international financial reporting standard IAS 34 - Interim Financial Reporting. They do not contain all of the information required for full annual financial statements prepared in accordance with the International Financial Reporting Standards and should be read in conjunction with the Group's consolidated financial statements for the year ended 31 December 2018.

The accounting principles used to prepare the consolidated financial statements at 30 June 2019, are identical to those adopted for the year ended 31 December 2018 with the exception of standards changes described in note 1.2, mainly IFRS 16 "Leases" apply since 1st January 2019.

Preliminary remarks

Aéroports de Paris SA (hereafter "the Company") is a company housed in France. The Group's shares have been traded on the Paris stock exchange since 2006. Aéroports de Paris is listed on Euronext Paris Compartment A.

The condensed interim consolidated financial statements of the Group as at and for the first six months ended 30 June 2019 comprise the Company and its subsidiaries (the whole of which is referred to as "the Group") as well as the Group's interests in associates and jointly controlled entities.

The condensed interim consolidated financial statements were approved by the Board of Directors on 25 July 2019.

The Group's consolidated financial statements for the year ended 31 Decem2018 are available on request from the Company's headquarters at 1 rue de France, 93290 Tremblay-en-France, France or on our website at www.parisaeroport.fr.

The consolidated financial statements currency is euro. 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.

Seasonality

The activity of the main segments in terms of revenue and operating income of the Group is subject to seasonal effects, in particular:

- Aviation activities that follow the evolution of passenger traffic with a peak activity that occurs between the months of May and September, and
- Retail & Services activities, which as well follow the evolution of passenger traffic but also the evolution of spending per passenger in the shops located in terminals, more important around Christmas holidays.

Revenues and expenses of these two segments are also subject to weather conditions and in particular winter periods that are generally expected to lead to higher activity in defrosting and heating services.

Therefore, incomes of the Group as at 30 June 2019 are not indicative of those 2019.

Basis for the preparation of the financial statements

Preparing financial statements in accordance with IFRS requires management to make judgments, estimates and assumptions which affect the application of accounting policies and the amounts of assets and liabilities, income and expenses or disclosures in the notes.

The underlying estimates and assumptions are based on historical experience and on the basis of the information available, or situations prevalent at the date of preparation of the accounts. Depending on changes in those assumptions and situations, estimated amounts accounted in the financial statements could differ from actual values.

Such estimates and assumptions used for the preparation of the financial statements concern essentially:

- Pension plans, termination benefits and other post-employment benefits (cf. note 5);
- Impairment tests of non-current assets and impairment tests of Investments in joint associates or joint venture (cf. note 4.92) and the intangible assets (cf. note 6);
- Provisions for risks and litigation (cf. note 8);
- The fair value of investment property (cf. note 6.3.2);
- Measurement of fair value of entities over which the Group took control without the acquisition of additional shares (cf. note 2.1).

Specific measurement rules and methods applied by the Group in preparing the interim financial statements

- Estimation of the tax expense

The tax expense for the first half year is determined by applying to the pre-tax profit the Group's estimated tax rate as at 30 June 2019 (including deferred tax). The profit before tax for the first half year used for the calculation of the tax expense as at 30 June 2019 includes levies accounted for in accordance with IFRIC 21 that are incurred unevenly during the financial year.

- Retirement benefit obligations

The valuation of the employee benefit obligations at the closing of the condensed interim financial statements is based on a discount rate presented in note 5.

The expense for the half year in respect of employed benefit obligations consists in half of the expense estimated for 2019 on the basis of the actuarial assumptions at 31 December 2018. When appropriate, these estimates are adjusted to take into account reductions, liquidations or other significant events occuring during the semester. Furthermore, the amounts recognized in the condensed consolidated statement of financial position related to defined benefit plan are when appropriate adjusted to take into account significant changes that had a material impact on return on bonds issued by leading companies of the area concerned (reference value for determining the inflation rate) and the real return of hedge assets.

1.2 Accounting policies

Adopted IFRS as endorsed by the EU

The Group's financial statements are prepared in accordance with International Financial Reporting Standards (IFRS) as adopted by the European Union as at 31 December 2018.

These standards are available on the European Commission's web site at the following address:

http://ec.europa.eu/internal_market/accounting/ias/index_fr.htm.

These accounting principles do not differ from the International Financial Reporting Standards issued by the IASB, insofar as the standards and interpretations published by the IASBB, but have not yet been approved by the European Union, do not have any significant impact on the consolidated financial statements of Groupe ADP.

Standards, amendments and interpretations that have been endorsed by the EU and mandatory effective on January the 1st, 2019

The amendments of mandatory application standards from January 1st, 2019 and not applied early are as follows :

- IFRS 16 – Leases (issued in January 2016). This standard replace the standard IAS 17 as well as related IFRIC 4 Interpretation, SIC 15 and SIC 27;
- IFRIC 23 – Uncertainty over income tax treatment (issued in June 2017). This interpretation adopted by Europe as at 23 October 2018 clarifies the application of IAS 12 – Income taxes regarding the accounting and valuation of income tax when it is subject to uncertainty;
- Amendments to IAS 28 – Long-term interests in associates and joint. These amendments have been endorsed by the UE on February 8, 2019;
- Annual improvements to IFRS Standards 2015-2017 Cycle (issued in December 2017); These amendments have been endorsed by the EU on march 14, 2019;
- Amendments to IAS 19 – Plan Amendment, Curtailment or Settlement (issued in February 2018). These amendments have been endorsed by the EU march 13, 2019;
- Amendments to IFRS 9 – Prepayment features with negative compensation (issued in October 2017). These amendments have been endorsed by the EU on march 22, 2019.

The analysis of the impacts of IFRS 16 for the Group as at January 1, 2019 is presented in note 1.3.

The remaining standards, interpretations and amendments mentioned above do not have a significant impact on the consolidated financial statements of the Group.

Standards, amendments and interpretations that have been endorsed by the EU and applicable after January the 1st, 2019 and not adopted early by the Group

The Group has not applied the following standards, amendments and interpretations that are not applicable in 2019 but should subsequently be mandatory:

- Amendments to references to the conceptual framework in IFRS standards (issued in March 2018). These amendments must be applied as from 1 January 2020 subject to their endorsement by the EU;
- Amendments to IFRS 3 – "Business combinations, definition of a Business" (issued in october 2018). These amendments clarify the application guide to help stakeholders differentiate between a company and a group of assets. They should be mandatory as of 1 January 2020 subject to its endorsement by Europe;
- Amendments to IAS 1 and IAS 8 : "definition of material" (issued on october 2018). These amendments should be mandatory as at January 1st 2020 subject to its endorsement by the EU.

1.3 Impact related to the first application of IFRS 16

The impacts related to the first application of IFRS 16 are presented below:

(in millions of euros)	As at Dec 31, 2018 published	IFRS 16	As at Jan 1, 2019
Non-current assets	**12,890**	**51**	**12,941**
Current assets	**3,177**	**(15)**	**3,162**
Total assets	**16,067**	**36**	**16,103**

(in millions of euros)	As at Dec 31, 2018 published	IFRS 16	As at Jan 1, 2019
Shareholders' equity - Group share	**4,850**	**-**	**4,850**
Non-controlling interests	951	-	951
Shareholders' equity	**5,801**	**-**	**5,801**
Non-current liabilities	**7,656**	**27**	**7,683**
Current liabilities	**2,610**	**9**	**2,619**
Total equity and liabilities	**16,067**	**36**	**16,103**

The Group has analyzed all identified lease contracts and the impacts of IFRS 16 are relatively limited. As a consequence, the Group decided to apply IFRS 16 according to the "modified" retrospective method", i.e. by recognizing the cumulative effect of the initial application of the standard at the date of initial application (1 January 2019).

The impact of the application of this standard as described below relates to lease contracts for which the Group is a lessee, as the effects of the application of the standard are limited for leases in which the Group is a lessor.

Restated lease contracts are mainly related to real state and vehicles.

The impacts of the first application of IFRS 16 on the opening balance sheet are:

- an increase of €51 million in property, plant and equipment (mainly because of the recognition of a right of use) which corresponds to less than 1% of the Group's non-current assets as of June 30, 2019) of which the reclassification of pre-paid rents into rights of use amounts of €15 million ;
- and the recognition of a lease liability of €36 million (representing less than 1% of the Group's financial debt on 30 June 2019)

In terms of the impact on the income statement as of 30 June 2019 the application of IFRS 16 led to:

- Group EBITDA Improvement of €6 million (reclassification of rents included in "external services and charges");
- the recording of a deprecation on rights of use of €5 million and,
- financial expenses for €2 million.

The impact of the restatement on the date of application of the standard has no effect on the cash flow statement, as these items have no impact on cash flow.

The reconciliation of lease obligations recognized at the date of transition to off-balance sheet commitments as at 31 December 2018 breaks down as follows:

(in millions of euros)

Commitments given related to operating leases as at 31 December 2018	**74**
Effects linked to delay in the date of delivery of the assets	**(35)**
Other effects (including actualization effect)	**(3)**
Lease obligations as at 1st January 2019 after first application of IFRS 16	**36**

The required disclosures by the IFRS 16 standard are mentioned in more detail in Note 6.2.1.

1.4 Change in disclosure of share of profit or loss in associates and joint ventures

Until 31st December 2018, the Group disclosed the share of profit or loss in associates and joint ventures on two separate lines "Share of profit or loss in associates and joint ventures from operating activities" and ""Share of profit or loss in associates and joint ventures from non-operating activities".

For non-materiality reasons, the Group discloses since 1st January 2019 the share of profit or loss in associates and joint ventures on one single line included within the operating income.

NOTE 2 Significant events

2.1 Takeover of SDA, SDA Croatia and Relay@ADP

"Société de Distribution Aéroportuaire" (SDA) and "Relay@ADP" companies were jointly controlled up to April 2019. ADP Group decided to take control of these companies in order to control the entire value chain. ADP Group obtained control through a statutory amendment that grants the final decision to ADP Group in case of deadlock between the two shareholders. As a consequence, ADP Group has not changed its holding percentage in these entities (percentage being 50%), however the Group now holds an executory call option to buy shares from co-shareholder in case of deadlock.

In accordance with IFRS3 'Business combinations', shares previously held were revaluated at fair value through the income statement on the date the Group took control (April 11th 2019). This revaluation has an impact of €43 million on income statement as of June 30, 2019, as detailed in the following table:

(in millions of euros)		SDA	Relay@ADP
Fair value of shares at 50%	A	31	22
Value of shares accounted for by the equity method as at 1 April 2019	B	4	6
Capital gain recognized related to the sale of the shares in associates*	**(A-B)**	**27**	**16**

** Recognized in Share of profit or loss in associates and joint ventures*

The estimation work is in progress. The following table presents the first preliminary estimates.

(in millions of euros)		Fair value	
Assets and liabilities acquired - at 100%		**SDA**	**Relay@ADP**
Total non-current assets		**124**	**56**
Total current assets		**81**	**16**
Total non-current liabilities		**21**	**-**
Total current liabilities		**122**	**28**
Net assets at 100%	**A**	**62**	**44**
Acquisition-date fair value of the total consideration transferred	**B**	**62**	**44**
Of which remeasurement to fair value of shares previously held		*4*	*6*
Preliminary Goodwill	**B-A**	**-**	**-**

If the transaction had taken place on 1 January 2019, revenue, operating income and net income for the year 2019 would have been €2,301 million, €441 million and €252 million respectively (non-audited figures).

2.2 End of the Atatürk International Airport concession

Operations at Istanbul Atatürk terminated on April 6, 2019 at 11:59 pm following the opening of the new Istanbul airport at full capacity.

Following the Turkish authorities decision in 2012 to build a new airport in Istanbul, Turkish Civil Aviation Authority (Devlet Hava Medanlari Isletmesi or DHMI) committed to compensate for foregone profits for the period between the transfer of activity to the new airport and the end of the concession agreement (January 2nd, 2021).

Procedures for determining the compensation have, for several months, been subject of exchanges between the DHMI, TAV Airports and their respective councils. This work is being finalized and the DHMI should notify its compensation proposal soon.

On the basis of this work, the Group believes that no reasonably possible variation in the determination of compensation currently being discussed would lead to a significant impact on the Group's results.

According to IFRS 5 "Non-current Assets Held for Sale and Discontinued Operations", Group ADP discloses a single line the result and cash flows linked to Istanbul Atatürk operations (cf. note 12).

2.3 The "PACTE" containing provisions related to Groupe ADP

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 stipulates, particularly, the authorization of the transfer of 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 stipulates also, as of now, the current regulation model of Aéroports de Paris. Thus, the law consecrates as of now at a legislative level the principle of fair return on capital employed estimated on the weighted average cost of capital. These provisions were implemented the next day of the publication of the law in the French Official Journal, which is 24 May 2019. It is also the case for the method of calculation of the weighted average cost of capital of that the law confirms that it is estimated using the financial assets valuation model, available market data and parameters considered for the companies engaged in comparable activities. The rule of the intangibility of the weighted average cost of capital of Aéroports de Paris covered by the Economic Regulation Agreement, the confirmation of the application of the French accounting standards for the regulation, or the airport regulatory authority missions reform were also implemented as of 24 May 2019, as well as the provisions regarding the possible competition for the allocation of the capital shares, and the modalities of the first component of the compensation payment by the State to ADP, in case of privatization.

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

2.4 ADP Group contributes to the CDG Express project

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.

In this context, ADP SA and the GI CDG Express have entered into a construction and design contract for studies and works carried out on Paris CDG airport land for a price of 204.5 million euros. These revenues are recognized using the percentage of completion method as per the IFRS 15 norm, ADP having an enforceable right for the payment of costs relating to work carried out to date, including in the event of termination of the contract.

Revenues relating to studies and works contributing to the realization of assets belonging to ADP having a compensatory nature are recognized in other income. Those made on behalf of the concessionaire are recognized in Revenues.

Revenue recognized in the first half of 2019 for studies and works amounted to 28 million euros of which 23 million euros were carried out by ADP SA and 5 million income from "CDG Express etudes" share of revenue.

The Group does not expect a negative impact following the scheduled postponement of the commissioning of the 18-month CDG Express line.

2.5 2021-2025 Economic Regulation Agreement - Publication of the Public Consultation Document

Groupe ADP has published on 2 April 2019 the document which presents its detailed proposals for 2021-2025 Economic Regulation Agreement, for the development of Parisian platforms.

As a reminder, the five-year Economic Regulation Agreement, concluded with the State, constitutes the basic regulatory framework for Parisian airports, precising the nature and the amount of planned investments, the expected quality service level and the airport fees increase for the next five years.

This document reflects Groupe ADP's ambition for the Parisian platforms and 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 meet 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, Groupe ADP 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 3 Scope of consolidation

3.1 Accounting principles related to the scope

Consolidation principles

The consolidated accounts comprise financial statements of Aéroports de Paris SA, and its subsidiaries controlled exclusively or de facto.

In accordance with IFRS 11, joint arrangements are accounted differently depending on whether it involves joint operations or joint ventures. The Group records its interests in joint operations by integrating its shares of assets, liabilities, income and expenses. Investments in joint ventures that are jointly controlled as well as those in which the Group exercises significant influence are accounted for under the equity method.

Under this method, the investment is recognized:

- initially at acquisition cost (including transaction costs);
- and is subsequently increased or decreased to recognize the Group's share of profit or loss and other movements in equity in the investee after the acquisition. The Group's share of profit or loss is recognized in the income statement, in a specific line within the operating income.

If there is objective evidence that an impairment loss has been incurred with respect to the net investment in an investee, an impairment test is performed. An impairment loss is recognized if the recoverable value of the investment falls below its book value.

Control, joint-control or significant influence analysis procedure

In order to determine if the Group has accounting control over an entity according to IFRS 10, the Group reviews all contractual elements, facts and circumstances, in particular:

- substantive rights allowing the Group to direct the relevant activities of the investee, therefore to determine the nature of decisions taken by the governing bodies of the entity (general meeting, board meeting) and the presence of the Group in these bodies;
- rights of veto of the minority interests and the rules in case of a disagreement;
- the Group exposure to variable returns from its involvement with the investee;
- the ability of the Group to affect these returns.

If the Group is not able to prove control, it determines if control is shared with one or more partners. Joint-control is proven if the Group and the partner(s), considered collectively, have control over the entity according to IFRS 11, and if the decisions related to relevant activities require unanimous consent. If the partnership is qualified as a joint-venture and confers rights on the investee's assets and obligations on its liabilities, the Group accounts for the share of assets and liabilities that it is entitled to.

Furthermore, if the Group is able to prove control or joint-control, it determines if it has a significant influence on the investee. Significant influence being the power to participate to decisions linked to financial and operational policies, the Group reviews notably the following elements: representation of the Group within the board, participation to policy development process, or existence of significant transactions between the Group and the investee.

Conversion of the financial statements of foreign subsidiaries, joint ventures and associated companies

The financial statements of foreign companies, whose functional currency is not the euro, are converted in euro as follows:

- assets and liabilities of each balance sheet presented are converted according to the closing rate in effect on each balance sheet date;
- income and expenditure and cash flows for each income statement are converted at exchange rates close to those in effect on the dates of transactions;

- the resulting exchange differences are accounted for as other elements on the comprehensive income statement and are reported on the balance sheet as equity in translation reserves.

None of the companies included within the scope of consolidation are situated in a hyperinflationary economy.

Conversion of transactions denominated in foreign currencies

Transactions denominated in foreign currencies are recognized as follows:

- foreign currency transactions are initially recorded at the rate of exchange on the transaction date;
- at each closing balance sheet date, foreign currency monetary amounts are converted using the rate at the closing date, non-monetary items which are assessed at their historical cost are reported using the initial exchange rate, and non-monetary items assessed at fair value are reported at the rate in effect when the fair value was determined;
- exchange differences arising from settling or converting monetary items are reported in income under net financial charges.

Business combinations

All business combinations are accounted for according to the acquisition method in accordance with IFRS 3. This method consists in assessing the fair value of the identifiable assets and liabilities of acquire at the acquisition date. The difference between the acquisition price and the share acquired in the fair value of the net identifiable assets and liabilities is recognised:

- in balance sheet, as goodwill (assets) if this difference is positive;
- in the income statement as an "Other operating income" if this difference is negative.

Non-controlling interests may be valued either at fair value (full goodwill method) or at their share in the fair value of the net assets of the acquired company (partial goodwill method). In accordance with IFRS 3, the decision is made individually for each transaction.

In case of a put option held by non-controlling interests, interests held by non-controlling interests are reclassified from equity to liability. The put liability is measured initially at the present value of the exercise price. Subsequent changes are recognised:

- in equity share of the group for the estimated put change in the period price;
- in financial expenses to the extent of the discounting effect.

After the business combination, subsequent changes in interests that do not modify the control over the acquired entity are considered as a transaction between shareholders and are accounted for directly in equity.

3.2 Changes in the scope of consolidation

3.2.1 Main changes in the scope of consolidation for 2019

Changes in the scope of consolidation of the half year are the following:

- In January 2019:
  - acquisition of 70% of share GIS Trade Center company by TAV Airport. GIS Trade Center is fully consolidated since this date.
  - additional acquisition of 50% of the share's BTA Denizyollari by TAV Airports, 100%-owned. Recognised for using the equity method until this date, since January 2019 BTA Denizyollari is fully consolidated.
- In April 2019 ADP Group reviewed its links with SDA, MZLZ-TRGOVINA D.o.o (SDA Croatie) and Relay@ADP and considers it exercises the control over these entities. Accounted until this date by the equity method, since Avril 2019 these entities are fully consolidated (see note 2.1)

3.2.2 Reminder of the changes in the scope for 2018

In 2018, the significant changes in the scope of consolidation were:

- In April 2018, 41.5% additional acquisition of AIG by ADP International, bringing the holding percentage to 51%. Consolidated until this date according to the equity method, AIG has been fully consolidated since April 2018;
- Acquisition of 49% of the shares of Turkish company TAV Antalya by TAV Airports.
- Additional acquisition of a 30%-share in BTA Erus by TAV airports, which brings its shareholding to 100%, and subsequent liquidation of the entity in June 2018;
- Acquisition of 100% of the shares of Sysdream.
- Acquisition of 100% of the shares of Merchant Aviation LLC.
- Acquisition of a 17% share in Innov'ATM.
- Creation of BTA France SAS, wholly owned by TAV Airports;
- Creation of the entity Gestionnaire d'Infrastructure CDG Express, held at 33% and consolidated according to the equity method;
- Liquidation of BTA Danışmanlık company.

NOTE 4 Information concerning the Group's operating activities

4.1 Segment reporting

In accordance with IFRS 8 "Operating segments", sectoral information described below is consistent with internal reporting and sector indicators presented to the Group's operation decision maker (the CEO), in order to take decisions concerning resources to be dedicated to the sector and to evaluate the performance.

The sectors identified in the Group ADP in five activities are as follows:

Aviation: this sector includes all goods and services provided by Aéroports de Paris SA as an airport operator. Airport services are mainly paid for by the airport fees (landing, parking and passengers), ancillary fees (check-in and boarding counters, baggage sorting facilities, de-icing facilities and the supplying of electricity to aircraft, etc.) and the revenue from security and airport safety services such as security checkpoints and screening systems, aircraft rescue and fire-fighting services.

Retail and services: this sector is dedicated to retail activities provided to the general public. It includes rental income from retail activities in terminals (retails shops, bars and restaurants, banks and car rentals), activities of joint ventures involved in commercial distribution (Société de Distribution Aéroportuaire and RELAY@ADP), revenue from advertising (Média Aéroports de Paris) and restaurants (EPIGO), revenue from car parks, rental revenue, leasing of space within terminals and revenue from industrial services (production and supply of heat, drinking water, access to the chilled distribution networks…). This sector also includes the agreement related to the construction of the Paris-Orly metro station on behalf of the company "Société du Grand Paris".

Real estate: this sector includes all the Group's property leasing services except for operating leases within airport terminals. These activities are operated by Aéroports de Paris SA and dedicated subsidiaries, or investments in associates and joint ventures (see list in note 18) and encompass the construction, commercialisation and lease management of office buildings, logistic buildings and freight terminals. This sector also includes the rent of serviced land.

International and airport developments: this sector includes subsidiaries and holdings which design and operate airport activities and are managed together to create synergies and support the Group's ambition. It includes TAV Airports, ADP International and its subsidiaries, including AIG in full consolidation since 18 April 2018, and the ADP Ingénierie sub-group (including Merchant Aviation LLC since July 2018) and Schiphol Group.

Other activities: this sector comprise all activities carried out by Aéroports de Paris SA subsidiaries, which operate in areas as varied as telecoms (Hub One) and cybersecurity services (Sysdream). This operating segment also includes the activities of CDG Express Etudes, a joint venture whose purpose is to carry out or commission the studies needed to carry out the CDG Express project, as well as the project entity Gestionnaire d'Infrastructure CDG Express created in October 2018. This sector also includes the security services with the sub-group Hub Safe and the activities dedicated to the Group's innovation via the company ADP Invest.

Key indicators used and reviewed internally by the operation decision-maker of the Group are:

- Revenue;
- EBITDA;
- Share of profit or loss in associates and joint ventures;
- Operating income from ordinary activities.

Revenue and net income of Groupe ADP break down as follows:

	Revenue				EBITDA	
(in millions of euros)	Half-year 2019	*of which inter-sector revenue*	Half-year 2018*	*of which inter-sector revenue*	Half-year 2019	Half-year 2018*
Aviation	944	-	906	1	264	263
Retail and services	647	74	478	72	255	242
Including SDA	*197*	-	-	-	-	-
Including Relay@ADP	*26*	-	-	-	*4*	-
Real estate	146	23	137	23	84	67
International and airport developments	493	8	392	5	138	104
Including TAV	*337*	-	*313*	-	*115*	*102*
Including AIG	*116*	-	*53*	-	*35*	*15*
Other activities	78	18	73	18	23	13
Eliminations and internal results	*(123)*	*(123)*	*(119)*	*(119)*	-	-
Total	**2,185**	**-**	**1,867**	**-**	**764**	**689**

** Restated figures as described in notes 1.4, 2.2 & 12*

	Amortisation & Depreciation		Share of profit or loss in associates and joint ventures		Operating income from ordinary activities	
(in millions of euros)	Half-year 2019	Half-year 2018*	Half-year 2019	Half-year 2018*	Half-year 2019	Half-year 2018*
Aviation	(153)	(140)	-	-	111	124
Retail and services	(74)	(62)	40	-	222	180
Including Capital gain related to sale of SDA & Relay@ADP shares	-	-	43	-	-	-
Including SDA	*(7)*	-	*(1)*	*(1)*	*(8)*	*(1)*
Including Relay@ADP	*(3)*	-	-	*1*	*1*	*1*
Real estate	(23)	(25)	1	2	61	44
International and airport developments	(102)	(68)	7	38	43	75
Including TAV	*(72)*	*(53)*	*5*	*25*	*47*	*74*
Including AIG	*(29)*	*(14)*	-	-	*5*	*24*
Other activities	(7)	(6)	-	-	16	5
Eliminations and internal results	-	-	-	-	-	-
Total	**(359)**	**(301)**	**48**	**40**	**453**	**428**

** Restated figures as described in notes 1.4, 2.2 & 12*

Over the 1st half of 2019, Groupe ADP **consolidated revenue** stood at €2,185 million, up by €318 million, mainly thanks to:

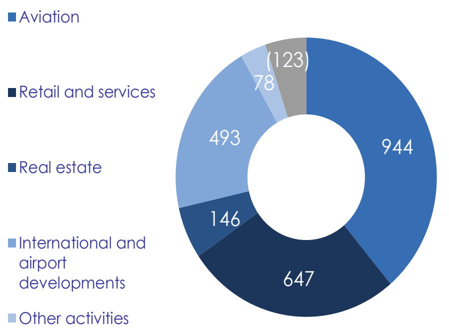
- the growth in airport fees in Paris Aéroport (+6.4%, at €560 million), driven by the passenger traffic dynamics (+4.8%);
- Société de Distribution Aéroportuaire and Relay@ADP full consolidation since April 2019 which respectively contributed to revenue up to €142 million (after elimination of fees received by ADP S.A.);
- AIG full consolidation effect since April 2018 for €63 million (€53 million of revenue in Q1 2019, and €10 million of revenue in Q2 2019 vs. Q2 2018);
- TAV Airports revenue increased by 8.2%, at €337 million.

Inter-sector eliminations amount stood at -€123 million over the *1st* half of 2019 vs. -€119 million over the 1st half of 2018.

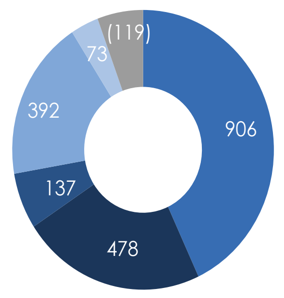
.

** ADP Group traffic: - 10,3% up to 117,1 million passengers.*
Excluding Istanbul Atatürk, the Group's traffic increased + 3.1% compared to the first half of 2018.
Paris Airport traffic (Paris-Charles de Gaulle and Paris-Orly): +4.8% to 52.3 million passengers.

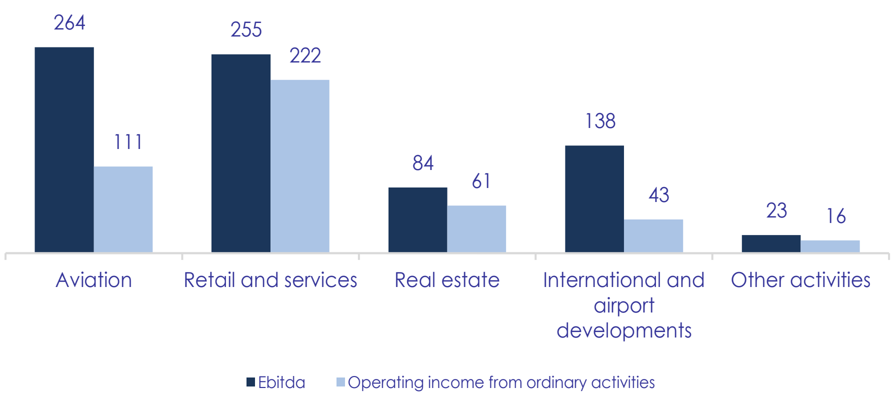
HY 2019 Revenue



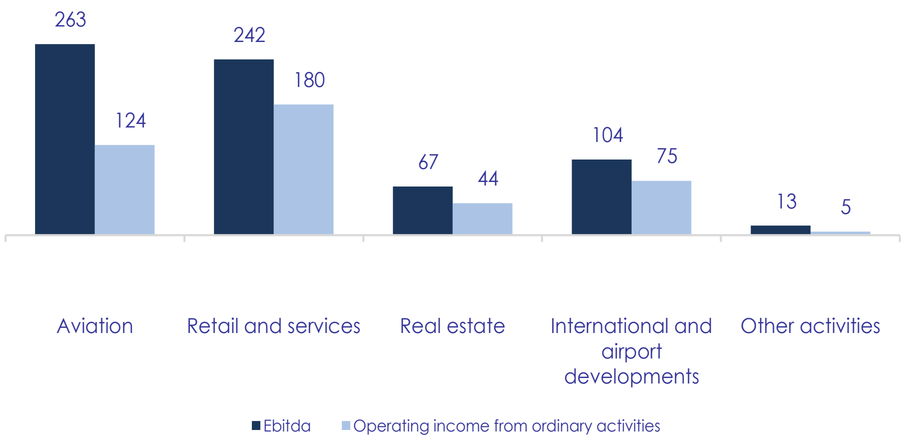
HY 2018 Revenue*



HY 2019 EBITDA and operating income from ordinary activities



HY 2018 EBITDA and operating income from ordinary activities*



** Restated figures as described in note 12*

4.2 Revenue

Groupe ADP applies IFRS 15 "Revenue from Contracts with Customers" since 1 January, 2018. This standard:

- Replaces IAS 18 "Revenue" and IAS 11 "construction contracts" and related interpretations;
- Introduces a unique revenue recognition model for all types of contracts;
- Is based on the principle of revenue from contracts with customer's recognition when the transfer of control of the good or service to the customer occurs, and for the amount the entity expects to be entitled to;
- Enforces that variable consideration is only be included in the transaction price to the extent that it is highly probable that a significant reversal in the amount of cumulative revenue recognized will not occur;
- Provides details on the recognition of goods and services provided depending on whether the company acts as principal or as an agent.

The revenue of Groupe ADP according to its five sectors breaks down as follows:

1. **Aviation sector**

- 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 case where the investment plan would not be observed (see note 6.2), Aéroports de Paris SA will be impacted by a penalty. This scope includes all Aéroports de Paris 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 Aéroport de Paris SA of assistance with soundproofing for local residents, and other activities carried out by subsidiaries.

Airport fees include fees per passenger, landing fees and parking fees, calculated respectively according to the number of boarded passengers, the weight of the aircraft and parking time. These fees are recorded as revenue when the corresponding services are used by the airline.

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. They also include 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. These fees are recognized as revenue when the corresponding services are used by the airline.

- 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 covers the costs incurred in this mission. It is paid by the Direction Générale de l'Aviation Civile (DGAC) which funds it through the airport security tax levied on airlines companies. This revenue is recognized as the estimated costs eligible for reimbursement by the DGAC are incurred. The Group proceeds to an analytical allocation of the costs in order to determine the part incurred in relation with its missions, considering that certain costs may not be exclusive to these missions, notably certain rental costs, certain amortisation and maintenance charges as well as taxes.

2. **Retail and services sector**

- Revenue from retail and services is comprised of variable rents paid by retail 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 and is recognised on a straight-line basis over the term of the lease in accordance with IFRS 16 "Lease contracts". 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 2015 to 2024, Groupe ADP has recognized the revenue using the percentage of completion method whereby revenue and profit are based on a ratio of costs incurred to total estimated costs of the project in accordance with IFRS 15 – Revenue from contracts with customers. Insofar as the overall profit or loss on completion of this project cannot be reliably determined, revenue recognition is limited to cost incurred.

Revenue from Retail and services sector also includes revenue of the subsidiary **Media Aéroports de Paris**, which offers advertisers an advertising exhibition at Paris airports via digital, connected and interactive solutions.

Since the control acquisition of SDA and Relay@ADP on 1 April 2019, revenue from the retail also included revenue generated in the commercial areas managed by these two entities in land side and airside as well as revenue from affiliate commission. SDA exercises the direct management and rental of commercial spaces, and specialised in the sale of alcohol, tobacco, perfumes and cosmetics, gastronomy, fashion and accessories and photo-video sound. Relay@ADP's activity is dedicated to press, bookshop, amenities and souvenirs.

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

- Revenue from industrial services, such as the production and supply of heat for heating purposes, the 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.

3. Real estate sector

- Real estate revenue is comprised of rental income from real-estate shares related to airport activity (except for airport terminals) 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 in accordance with IFRS 16 (Lease contracts). Rental charges due from tenants are accounted for as rental income. The rental incomes related to the construction leases doesn't include the value estimation of buildings destined to be transferred to ADP Group at the end of the lease contracts.

Revenue from Real estate sector also includes interest income from lease contract as lessor.

4. International and airport developments sector

Revenue from this sector combines revenue of **TAV Airports**, **ADP Internationa**l and its subsidiaries in particuliar **AIG** since 18 April 2018 and the subgroup **ADP Ingénierie**.

- **Aviation income:** Aviation income include passenger fees, aircraft circulation fees, revenues related to the provision of common terminal equipment (CUTE), as well as other revenues (ground handling, fuel charges). Aviation income is recognized based on the daily reports obtained from the related airline companies for terminal service income charged to passengers, as well as for ramps utilized by aircraft and check-in counters utilized by the airlines. Or, these revenues are recognized when it is probable that the economic benefits will be perceived by the Group and that they can be quantified as reliable.
- **Area allocation income:** Area allocation income is recognized by the issuance of monthly invoices based on the contracts made for allocated areas in the terminal.
- **Catering services income:** Catering services income is recognized when services are provided.
- **Commission:** TAV Airport subcontracts the right to operate certain duty free operations and the catering services to third parties. The third parties pay TAV Airports a specified percentage of their sales for the right to operate these concessions. The commission revenue is recognized based on the sales reports provided from the subcontractor entities in every 2 to 3 days. Concerning the Queen Alia International Airport concession, the revenue is recognized at the beginning of each quarter based on traffic projections and a commission per passenger, Minimum Revenue Guaranteed (MRG). Each month the Group recognizes the highest amount between the MRG and 30% of the sales made during the month.
- **Construction revenue and expenditure**: Construction revenue is recognized using the percentage-of-completion method. Variations in contact work, claims and incentive payments are included to the extent that they have been agreed with the customer. Where the outcome of a construction contract cannot be estimated reliably, revenue is recognized to the extent of contract costs incurred that it is probable will be recoverable. Contract costs are recognized as expenses in the period in which they are incurred and as intangible or financial assets on the balance

sheets. When it is probable that total contract costs will exceed total contract revenue, the expected loss is recognized as an expense immediately.

- **Interest income related to the undiscounting of financial receivable** related to the concession of Ankara Esenboga Airport : they are recognized in accordance with IFRIC12 Interpretation (see note 6.1)
- **Revenue related to airport design missions, consultancy services, assistance to the project owner and prime contractor:** these services are mainly carried by ADP Ingénierie out internationally over periods covering several months and/or years. The income from these long-term services are for the majority recognized contracts in according with the method of progress through costs.
- **Other revenue of international sector** (ground handling services, bus and car parking operations, airline taxi services, software and system sales) are recognized when services are provided or goods are delivered. The other revenue also includes the revenue generated by ADP International, mainly related to its international airport management activity and related to the investment securities in the airport companies.

5. Other activities sector

Revenue from this sector comprises revenue generated by the subgroup Hub One. **Hub One** offers telecom operator services, as well as traceability and mobility solutions of goods with its subsidiary Hub One Mobility. Its revenue is presented in others incomes.

The breakdown of the Group's revenue per sector after eliminations is as follows:

	Half-year 2019					
(in millions of euros)	**Aviation**	**Retail and services**	**Real estate**	**International and airport developments**	**Other activities**	**Total**
Airport fees	560	-	-	159	-	719
Ancillary fees	124	4	-	3	-	131
Revenue from airport safety and security services	243	-	-	-	-	243
Retail activities (i)	-	383	2	108	-	493
Car parks and access roads	-	84	-	11	-	95
Industrial services revenue	-	23	-	2	-	25
Rental income (i)	7	52	113	19	-	191
Revenue from long term contracts	-	-	-	18	-	18
Other revenue	10	27	1	162	60	260
Operating financial revenue	-	-	7	3	-	10
Total	**944**	**573**	**123**	**485**	**60**	**2,185**

	Half-year 2018*					
(in millions of euros)	Aviation	Retail and services	Real estate	International and airport developments	Other activities	Total
Airport fees	526	-	-	94	-	620
Ancillary fees	119	4	-	2	-	125
Revenue from airport safety and security services	244	-	-	-	-	244
Retail activities	-	225	1	105	-	331
Car parks and access roads	-	86	-	8	-	94
Industrial services revenue	-	21	-	1	-	22
Rental income	7	54	105	16	-	182
Other revenue	9	16	1	157	55	238
Operating financial revenue	-	-	7	4	-	11
Total	**905**	**406**	**114**	**387**	**55**	**1,867**

** Restated figures as described in notes 1.4, 2.2 & 12*

The breakdown of the Group's revenue per major client is as follows:

(in millions of euros)	Half-year 2019	Half-year 2018*
Revenue	**2,185**	**1,867**
Air France	401	380
Turkish Airlines	26	35
Easy Jet	20	37
Other airlines	513	510
Total airlines	**960**	**962**
Direction Générale de l'Aviation Civile	249	244
Société de Distribution Aéroportuaire	70	133
EPIGO	11	2
ATU	26	20
Other customers	869	505
Total other customers	**1,225**	**905**

** Restated figures as described in notes 1.4, 2.2 & 12*

4.3 Other current operating income

Other current operating income mainly includes indemnities, operating subsidies and the share of investment grants transferred to the result at the same pace as depreciation of subsidised assets.

The breakdown of other current operating income is as follows:

(in millions of euros)	Half-year 2019	Half-year 2018*
Investment grants recognized in the income statement	1	1
Net gains on disposals	6	-
Other income	32	11
Total	**39**	**12**

** Restated figures as described in notes 1.4, 2.2 & 12*

Other current operating income consists mainly of indemnities recognized for €28 million both under the indemnification agreement with the Société du Grand Paris relating to the project to build a metro station in Paris-Orly and under the CDG Express project (€8 million as of 30 June 2018).

4.4 Receivables and related accounts

Trade receivables and related accounts break down as follows:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
Trade receivables	733	645
Doubtful receivables	45	46
Accumulated impairment	(62)	(63)
Net amount	**716**	**628**

Impairment losses applied in accordance to the IFRS 9 have changed as follows:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
Accumulated impairment at beginning of period	**(63)**	**(70)**
Increases	(6)	(14)
Decreases	7	38
Change in consolidation scope	-	(13)
Other changes	-	(4)
Accumulated impairment at closing of period	**(62)**	**(63)**

4.5 Current operating expenses

Current operating expenses are reported according to their nature and comprise raw material and consumables used, external services and charges, taxes other than income taxes and other operating charges. With regards to taxes, the Group considers that the company value-added contribution (Cotisation sur la Valeur Ajoutée des Entreprises - CVAE) cannot be analyzed as an income tax.

4.5.1 Consumed purchases

The consumed purchases are detailed as follows:

(in millions of euros)	Half-year 2019	Half-year 2018*
Cost of goods	(133)	(33)
Electricity	(19)	(15)
Studies, research and remuneration of intermediaries	(13)	(8)
Gas and other fuels	(9)	(9)
Operational supplies	(5)	(5)
Winter products	(6)	(8)
Operating equipment and works	(24)	(3)
Other purchases	-	(11)
Total	**(209)**	**(92)**

** Restated figures as described in notes 1.4, 2.2 & 12*

4.5.2 Other current operating expenses

The other current operating expenses are detailed as follow:

(in millions of euros)	Half-year 2019	Half-year 2018*
External services	(550)	(471)
Taxes other than income taxes	(202)	(174)
Other operating expenses	(35)	(34)
Total	**(787)**	**(678)**

** Restated figures as described in notes 1.4, 2.2 & 12*

Breakdown of other services and external charges

(in millions of euros)	Half-year 2019	Half-year 2018*
Sub-contracting	(267)	(263)
Security	(118)	(115)
Cleaning	(41)	(40)
Persons with restricted mobility	(29)	(28)
Transport	(16)	(16)
Recycling trolleys	(7)	(6)
Caretaking	(9)	(8)
Other	(47)	(50)
Maintenance and repairs	(73)	(75)
Concession rent expenses (1)	(66)	(22)
Studies, research and remunerations of intermediaries	(33)	(28)
Insurance	(10)	(8)
Travel and entertainment	(11)	(9)
Advertising, publications, public relations	(17)	(12)
Rental and leasing expenses	(25)	(24)
Other external services	(5)	(8)
External personnel	(9)	(3)
Other external expenses & services	(34)	(19)
Total	**(550)**	**(471)**

** Restated figures as described in notes 1.4, 2.2 & 12*

(1) Concession rent expenses are incurred by TAV Airports for the operation of Atatürk airport Monastir and Enfidha in Tunisia and Skopje and Ohrid in Macedonia (see note 6.1).

Breakdown of taxes other than income taxes

(in millions of euros)	Half-year 2019	Half-year 2018*
Territorial financial contribution	(31)	(14)
Property tax	(101)	(100)
Other taxes other than income taxes	(41)	(33)
Non-refundable taxes on safety expenditure	(29)	(27)
Total	**(202)**	**(174)**

** Restated figures as described in notes 1.4, 2.2 & 12*

Breakdown of other operating charges

Other operating expenses include in particular the amount of fees for concessions, patents, licenses, rights and similar items, losses on bad debts and subsidies granted.

4.6 Trade payables and related accounts

Trade payables and related accounts are detailed below:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
Operating payables	313	289
Accounts payable	218	301
Total	**531**	**590**

4.7 Other receivables and prepaid expenses

The details of other receivables and prepaid expenses are as follows:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
Prepaid concession expenses < 1 year (i)	-	42
Advances and deposit paid on orders	33	12
Tax receivables	79	74
Receivables related to employees and social charges	2	2
Prepaid expenses	37	34
Other receivables	97	75
Total	**248**	**239**

- Prepaid concession expenses only relate to Atatürk airport, operated by TAV Istanbul, whose activity was discontinued on 6 April 2019 (see note 2.2)

4.8 Other payables and deferred income

The details of other payables and deferred income are as follows:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
Advances and deposits received on orders	20	13
Employee-related liabilities	245	278
Tax liabilities (excl. current income tax)	176	64
Credit notes	29	28
Other debts	116	144
Deferred income	177	138
Concession rent payable < 1 year	94	90
Debt related to the minority put option	38	38
Total	**895**	**793**

Deferred income are mainly related to Aéroports de Paris SA and consist mainly in:

- fixed rent revenue, i.e. €80 million as of 30 June 2019 (€78 million as of 31 December 2018);
- car park : subscription and reservation, i.e €16 million as of 30 June 2019 (€14 million as of 31 December 2018);
- the rent to Air France of terminal T2G, i.e. €3 million as of 30 June 2019 (€3 million as of 31 December 2018);

The debt of the concession rent payables relate to TAV Airport for TAV Tunisia, TAV Macedonia, TAV Milas Bodrum and TAV Ege:

- TAV Tunisia: the concession fee is based on the annual revenue of Monastir and Enfidha airports on which a rate between 11% and 26% is applied;
- TAV Macedonia: the concession rent of TAV Macedonia is 15% of the annual income turnover until the number of passengers using the two airports (Skopje and Ohrid) reaches to 1 million, and when the number of passengers exceeds 1 million, this rent percentage shall change between 2% and 4% depending on the number of passengers.
- TAV Milas Bodrum and TAV Ege: the fixed concession rents are defined in the concession contract for the operation of international and domestic terminals of Milas Bodrum and Izmir Adnan Menderes airports (see note 8.2).

The debt related to the minority put option relates to TAV Airports for the minority interests in TAV Tunisia (see note 9.4.2).

4.9 Investment in associates and joint ventures

Since 1st January 2019, the share of profit or loss of associates and joint ventures is entirely classified under a line identified in the income statement, that fall within the operating income (see note 1.4).

Investments in companies over which the Group exercises significant influence or joint control are described below:

International and airport developments:

TAV Airports: a joint venture of TAV Airports, 50% of whose shares were acquired in May 2018 and which operates Antalya International Airport.

TGS and ATU, 50%-owned joint ventures by TAV Airports, specialising in ground handling and duty-free respectively.

Tibah Development and Tibah Operation, respectively 33% and 51% owned and operating Medina Airport in Saudi Arabia.

BTA Denizyollari, 50% owned until 1 January 2019, and fully consolidated since that date following an additional acquisition (see Note 3.2.1).

Royal Schiphol Group N.V ("Schiphol Group"), which operates Amsterdam Airport Schiphol, created with Aéroports de Paris SA a long-term industrial cooperation and capital 8% cross-equity investment agreement at the end of 2008 that created a leading alliance in the global airport industry. This industrial cooperation agreement between two of Europe's leading airport groups for an initial duration of 12 years represents a bold strategic move that has generated significant mutual benefits for both companies in all their core areas of business.

Sociedad Concesionaria Nuevo Pudahel, joint-venture 45%-owned by ADP International, 40%-owned by Vinci Airports and 15%-owned by Astaldi, operating the concession of Santiago International Airport for a period of 20 years and with the objective to ensure the financing, design and construction of a new 175,000-square meter terminal.

Société de gestion et d'exploitation de l'aéroport de Conakry ("Sogeac"), 28.98%-owned.

Airport Terminal Operations LTD ("ATOL"), company whose main purpose is the management and operation of Sir Seewoosagur International Airport in Mauritius. Although holding only 10% of the capital of this company, ADP International actively participates in the governance as well as the financial and operational decision making policies of the company.

Retail and services:

The Group ADP exercises a joint control on EPIG. This company, 50%-owned, is intended to construct, operate and develop the fast food sale outlets in the terminals.

Transactions between Aéroports de Paris SA and EPIGO relate to:

- fees collected under the operational rights granted by Aéroports de Paris SA;

- rents for the occupation of sales areas.

Until 1 April 2019, the Retail and service sector also included result of the joint ventures **Société de Distribution Aéroportuaire** and **Relay@ADP,** fully consolidated since this date (see note 2.1).

Real estate:

The main companies consolidated under equity method in the Real estate sector are the following:

Coeur d'Orly Commerces and Coeur d'Orly Bureaux: Aéroports de Paris is a 50%-co-investor of the Coeur d'Orly project for retail outlets and offices, along with Foncière des Régions.

Transport Beheer and Transport CV: companies which are 40%-owned along with Schiphol Group, with the objective to own an office building.

4.9.1 Share of profit or loss of associates and joint ventures

The amounts included in the income statement are broken down by sector as follows:

(in millions of euros)	Half-year 2019	Half-year 2018*
International and airport developments (i)	**7**	**38**
Retail and services (ii)	**40**	**-**
Real estate	**1**	**2**
Share of profit or loss in associates and joint ventures	**48**	**40**

** Restated figures as described in notes 1.4, 2.2 & 12*

(i) In 30 June 2019, this amount includes the share of profit or loss in associates and joint ventures of AIG until 18 Avril 2018, equivalent to a loss of less than €1 million, and the profit recognized as part of the disposal of 9,5% of AIG shares for the total amount of €22 million.

(ii) In 30 June 2019, this amount includes the share of profit or loss in associates and joint ventures of SDA and Relay@ADP until 1 Avril 2019, equivalent to a loss of less than €1 million, and the profit recognized as part of the disposal of 50% of SDA and Relay@ADP shares for the total amount of €43 million(see note 2.1)

4.9.2 Impairment tests on investments in associates and joint ventures

Investments in associates are tested for impairment when the Group identifies one or more indices of impairment likely to have an impact on the future estimated cash flows from these associates. An impairment loss is recognized if the recoverable value of the investment falls below its carrying value.

In the first of semester 2019, the Group did not recognize the depreciation on investments in associates and joint ventures. As a reminder, in 2018, a provision for depreciation on international investments was recognized for €20 million.

4.9.3 Breakdown of balance sheet amounts

The amounts relating to the stakes recognized with the equity method can be analysed as follows:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
International and airport developments	**999**	**1,091**
Retail and services	**-**	**12**
Real estate	**33**	**32**
Other activities	**11**	**11**
Total investment in associates	**1,043**	**1,146**

The goodwill recognized and included within the shares consolidated under the equity method above amounts to:

- €148 million for the International and airport developments sector, including €120 million for Schiphol, €22 million preliminary goodwill for TAV Antalya and €6 million for TGS;
- €3 million for the other activities sector.

4.9.4 Changes in share of net assets

Changes in the Group's share of the net asset value of associates and joint ventures at the beginning and ending of the periods are as follows:

(in millions of euros)	Net amount as at Jan 1, 2019	Share of net profit (loss) for the period	Change in consolidation scope*	Change in translation adjustment reserves	Change in other reserves and reclassifications	Dividends paid**	Net amount as at June 30, 2019
International and airport developments	**1,091**	**7**	**-**	**(2)**	**(1)**	**(96)**	**999**
Retail and services	**12**	**40**	**(52)**	**-**	**-**	**-**	**-**
Real estate	**32**	1	-	-	-	-	**33**
Other activities	**11**	-	-	-	-	-	**11**
Total investment in associates	**1,146**	**48**	**(52)**	**(2)**	**(1)**	**(96)**	**1,043**

** See note 2.1*
*** Including the results of tax-transparent real estate companies*

NOTE 5 Cost of employee benefits

Groupe ADP offers benefits to employees such as end-of-career indemnities and health coverage to some of its retiring employees. The main benefit plans are described below. These benefits are classified and accounted for in accordance with IAS 19 applicable since 1 January 2013 "Employee benefits".

Post-employment benefits – Defined contributions plans

Defined contributions plans are post-employment benefit plans under which the Group's commitment is limited solely to the payment of contributions. The contributions paid are expensed in the period in which they occur.

Post-employment benefits – Defined benefit plans

Defined benefit plans entail an obligation for the Group to pay an amount or a level of defined benefits. This obligation is recognized as a provision based on an actuarial estimate.

The measurement method used is the projected unit credit method. It consists in estimating the amount of future benefits acquired by employees in exchange for services rendered in the current and prior periods.

Estimates are performed at least once a year by an independent actuary. They rely on assumptions such as life expectancy, staff turnover, and wages forecasts. The discount rate used at year-end is based on first-class bonds of which the maturity date is close to that of the Group's commitments. When these plans are funded by external funding and meet the definition of plan assets, the provision is reduced by the fair value of plan assets.

This provision is broken down into:

- service costs: they are recognized in the operating income together with other staff expenses;
- net interest on the net defined liability (including interests from the plan's assets), which include the accretion expense of the liability and the implicit revenue of return on assets;
- re-measurements of the net defined benefit liability, which comprise actuarial gains and losses, and the difference between the return on plan assets and interest income on plan assets (included in net interests). They are recognized immediately and fully in other comprehensive income (OCI).

In case of a plan amendment, a curtailment or a liquidation, past service costs are recognized immediately in income.

Other long term employee benefits

Other long term employee benefits include items such as aeronautics industry long-service awards payable to employees of Aéroports de Paris SA, and the corresponding distinguished service bonuses. These are benefits of which the settlement date is expected to exceed 12 months after the end of the reporting period in which the employees render the related services. Measurement and accounting methods are similar to those used for defined benefit plans except for re-measurements that are recognized immediately in income, and not OCI (equity).

Termination benefits

Termination benefits payable as a result of voluntary redundancy plan are recognized as a liability and expense at the earlier of the following dates:

- date on which the Group can no longer withdraw the offer of those benefits; or
- date on which the Group recognizes costs for restructuring that involves the payment of termination benefits.

Concerning the non-recurring elements, the expense is recognized as other operating income and expenses in the income statement. Actuarial hypotheses are presented in note 5.2.2.

5.1 Staff expenses and number of employees

Staff expenses can be analysed as follows:

(in millions of euros)	Half-year 2019	Half-year 2018*
Salaries and wages	(340)	(306)
Social security expenses	(149)	(132)
Salary cost capitalised	33	31
Employees' profit sharing and incentive plans	(17)	(16)
Net allowances to provisions for employee benefit obligations	3	-
Total	**(470)**	**(423)**

Capitalised production which amounts to €33 million, represents mainly internal cost related to employees who are involved in construction projects of the company assets including studies, overseeing of construction activities and assistance to the contracting authority.

The Competitiveness Employment Tax Credit ("CICE"), deleted since the 1 January 2019. It amounted to €2 million as of the first semester 2018.

The average number of employees of TAV Istanbul, whose activity was stopped on 6 April 2019, was 1,187 for the first-half of 2019, compared with 3,065 in the first half of 2018.

5.2 Post-employment employee benefits and other long term obligations

5.2.1 Description of the various benefits

A. END-OF-CAREER INDEMNITIES

The Group offers end-of-career indemnities to employees entitled to assert their right to retire. Benefit paid is in the form of a capital in months of salary based on seniority within the Group at the date of the retirement leave. Employer contributions are due on this amount.

For TAV Airports, the computation of the fixed compensation for employees of entities operating in Turkey is performed in accordance with the existing labour law in Turkey. These indemnities are paid to employees who have completed one year of service and whose employment is terminated without cause or whose entity reaches the end of the concession or who retire, are called up for military service or die.

This year, the end date of the TAV Istanbul concession, initially scheduled on 2 January 2021 was brought forward to 6 April 2019. Consequently, several legal indemnities, considered as IAS 19 provision reversals, were paid in first half-year 2019. As of 30 June 2019, a number of employees of TAV Istanbul is still present within this entity. The IAS 19 commitment relating to these employees in respect of legal indemnities is therefore still in provision.

In addition to these legal indemnities recognized under IAS 19, TAV Istanbul has offered those employees additional support measures for the end of the concession: payment of not performed notice, payment of unused vacations, cooperation allowance and other contractual and discretionary bonuses.

B. HEALTH COVERAGE

Aéroports de Paris SA contributes to financing the contribution of two mutual insurance agreements covering two closed populations of employees who are currently retired.

The main risks identified are the risk of:

- increase in employers' contributions applicable to the financial participation of Aéroports de Paris SA;
- increase in medical costs incurred by the mutual, as they have an impact on the financial participation of Aéroports de Paris SA.

C. DEFINED BENEFIT PLAN

There are two defined benefit plans:

- A defined benefit plan – This plan is of additional type and relates to all employees;
- A supplementary pension scheme – This pension scheme is:
- of additional type for fire-fighters. The additional pension corresponds to the compensation of 50% ARRCO and AGIRC points no-acquired over the period between the release of the PARDA and the age of 65 years;
- a life annuity and of differential type for a majority of the beneficiaries of the PARDA scheme. This temporary annuity is paid simultaneously to the PARDA pension for firefighters, and between the release of PARDA and the age of 65 for other pre-retirees. This "differential" annuity is calculated as the difference between the net PARDA annuity received by the beneficiary on leaving PARDA and his net legal annuities (SS, ARRCO and AGIRC).

Aéroports de Paris SA provides additional pensions and has insurance contracts to support the management of annuity payments. Then, Aéroports de Paris SA is compliant with the law n° 2015-839 dated 9 July 2015 on minimum requirements for securing current annuities applicable to pension plans falling under Article L137-11 of the French Social Security Code.

In this context, Aéroports de Paris SA has opted for the Fillon tax on the premiums paid into the collective fund of the insurer (24 %) for the defined benefit plan, and the tax on annuities paid by the insurer (32 % for liquidations occurred from the 1 January 2013) for the second scheme. The main risk on these existing L137-11 plans at Aéroports de Paris SA would be the application of the Directive 2014/50 / EU of European Parliament of 16 April 2014 on the acquisition and preservation of supplementary pension rights for workers in the member states of the European Union; expected by Order by the end of 2019.

D. OTHER BENEFITS

Aéroports de Paris SA provides other benefits to its employees generating a commitment:

- An early retirement scheme PARDA ("Protocole d'Accord de Régime de Départ Anticipée") : this early retirement scheme consists of paying income replacement benefits during a temporary period before retirement of fire-fighters as well as the corresponding social contributions and the Fillon tax of 50%;
- A long service award for its employees.

5.2.2 Assumptions and sensitivity analysis

The main assumptions used are as follows:

As at Jun 30, 2019	France	Turkey	Jordan
Discount rate / Expected rate of return on plan assets	0.80%	16.10%	5.60%
Inflation rate	1.75%	12.50%	2.50%
Salary escalation rate (inflation included)	1.75% - 3.55%	13.50%	3,20%
Future increase in health care expenses	2,50%	N/A	N/A
Average retirement age	62 - 65 years	51-52 years	55-60 years

For the rates used in France:

The rate used for discounting the commitment is representative of the rate of return for first-class bonds in euros with duration comparable to those of the commitments involved (weighted average duration of 12.0 years).

Mortality assumptions used are those defined by:

- *mortality tables of men/women INSEE prospective 2007-2060 on the service period of beneficiaries; and*
- *generational tables of men/women TGH05-TGF-05 on the annuity phase.*

5.3 Provisions for employee benefit commitments on the balance sheet

Provisions for employee benefit obligations have evolved as follows on the liabilities of the balance sheet:

(in millions of euros)	Half-year 2019	Half-year 2018
Provisions as at 1 January	**493**	**468**
Increases	**81**	**15**
Operating allowances	13	10
Financial allowances	4	5
Recognition of actuarial net gains	60	-
Increase due to changes in consolidation scope	4	-
Decreases	**(28)**	**(14)**
Provisions used	(24)	(9)
Recognition of actuarial net gains	-	(2)
Reduction/curtailment	(3)	-
Other changes	(1)	(3)
Provisions at 30 June	**546**	**469**
Non-current portion	537	460
Current portion	9	9

5.3.1 Best estimate of the contributions to be paid

The amount of contributions that the Group believes will need to be paid for the defined benefits plans on the assets side in 2019 is not significant.

NOTE 6 Intangible assets, tangible assets and investment property

6.1 Intangible assets

Intangible assets include:

- airports operation rights (see note 6.1.1);
- goodwill generated by business combinations in accordance with the principles outlined in note 3.1;
- patents and licenses;
- contractual relationships;
- computer software;
- usage rights.

Goodwill is not amortizable. In compliance with IAS 36, Impairment of assets, goodwill is subject to an annual impairment test or more frequently if there is objective evidence that an impairment loss has been incurred. An impairment loss is recognized if the recoverable value falls below its carrying value. Impairment loss are irreversible.

The identifiable intangible assets acquired in a business combination are measured at fair value. Intangible assets acquired or produced outside of a business combination are measured initially at their historic cost in accordance in accordance with IAS 38, Intangible assets.

Intangible assets are depreciated using the straight-line method according to their estimated useful life and estimated traffic:

Software	4 to 10 years
Patent and licenses	4 to 10 years
Airport operation right*	Concession agreement period and traffic
User right	15 years

**see note 6.1.1*

Intangible assets are detailed as follows:

(in millions of euros)	Goodwill	Airport operation right*	Software	Other	Fixed assets in progress, related advances & prepayments	Total
Gross value	206	2,938	351	700	37	4,232
Accumulated amortisation & depreciation	(7)	(165)	(261)	(239)	-	(672)
Carrying amount as at Jan 1, 2019	**199**	**2,773**	**90**	**461**	**37**	**3,560**
Purchases	-	29	2	-	10	41
Depreciation and Amortisation, net of reversals	(2)	(81)	(14)	(43)	-	(140)
Changes in consolidation scope	3	-	-	123	-	126
Translation adjustments	-	(13)	-	-	-	(13)
Transfers to and from other headings	-	2	18	-	(20)	-
Carrying amount as at June 30, 2019	**200**	**2,710**	**96**	**541**	**27**	**3,574**
Gross value	209	2,953	369	825	27	4,383
Accumulated amortisation & depreciation	(9)	(243)	(273)	(284)	-	(809)

** See note 6.1.1*

As of 30 June 2019, the goodwill relates mainly to:

- TAV Airports Holding for €125 million;
- AIG for €43 million;
- Hub One Mobility for €10 million;
- ADP Immobilier Tertiaire for €7 million;
- Sysdream for €7 million;
- Merchant Aviation for €5 million.

The net amount of transfers from other headings relates in particular to the assets reclassification in progress as intangible assets.

Other intangible assets mainly comprise the intangible asset related to the Istanbul Atatürk concession and the contractual relationships recognized since the takeover of TAV Airports.

The intangible asset recognized related to the operating contract of Istanbul Atatürk Airport on the basis of expected future economic benefits including the compensation commitment made by Turkish Civil Aviation Authority (Devlet Hava Medanlari Isletmesi or DHMI) for losses incurred for the period between the transfer of activity to the new airport and the end of the concession agreement (January 2nd, 2021), following the Turkish authorities decision in 2012 to build a new airport. Since that date, valuation methods take into account the timing expected by the Group to receive economic benefits from the contract until the date of termination of the activity and the expected compensation.

The Istanbul Atatürk airport operation ended on April 6, 2019 at 11:59 pm following the opening of the new Istanbul airport in full capacity.

Procedures for determining the compensation have, for several months, been subject of exchanges between the DHMI, TAV Airports and their respective councils. This work is being finalized and the DHMI should notify its compensation proposal soon.

On the basis of this work, the Group believes that no reasonably possible variation in the determination of compensation currently being discussed would lead to a significant impact on the Group's results.

6.1.1 Airport operation rights

Under the terms of IFRIC 12 Service Concession Arrangements, a concession operator has a twofold activity, for which revenue is recognized in accordance with IFRS 15:

- A construction activity in respect of its obligations to design, build and finance a new asset that it delivers to the grantor: revenue is recognized in progression;
- An operating and maintenance activity in respect of concession assets.
- In return for its activities, the operator receives remuneration either from:

The users - intangible asset model: The Group recognizes an intangible asset arising from a service concession agreement when it receives a right (a license) to charge the public service users. In this model, the right to receive a remuneration is recognised as an intangible asset and is accounted at fair value at initial recognition. This right corresponds to the fair value of the concession sold. Subsequent to initial recognition the intangible asset is measured at cost less accumulated amortisation and accumulated impairment losses.

The estimated useful life of an intangible asset in a service concession arrangement is the period from when the Group is able to charge the public for the use of the infrastructure to the end of the concession period. Amortisation of airport operation right is calculated based on units of production method over passenger figures for all airports except Monastir and Enfidha Airport for which the amortisation is calculated on a straight-line basis over the concession period, as traffic forecasts could not be estimated reliably.

The grantor - financial asset model: The Group holds an unconditional contractual right to receive payments from the grantor, independently of the user attendance of the airport. In this model, the activity of the concessionaire lead to the recognition of a financial asset giving right to interests. In balance sheet, these financial assets are classified under "Other financial assets" and are initially recognised at fair value. Subsequently, the financial assets are accounted for at amortised costs and recovered according to the lease payments received from the grantor. The income computed based on the effective interest rate is accounted for as operating revenue.

The Group applies the financial asset model to the concession agreement signed between TAV Esenboga and the DHMI which terminates in May 2023. The financial asset was initially recognized at fair value. As at 30 June 2019, the current part of this financial asset amounts to €24 million and the non-current part amounts to €72 million (see note 9.5.1).

Movements in airport operating rights are as follows:

(in millions of euros)	Izmir Adnan Menderes International Airport	Tbilisi and Batumi International Airport	Monastir and Enfidha International Airport	Skopje and Ohrid International Airport	Milas-Bodrum Airport	Queen Alia International Airport	Other	Total
End of contract date	December 2032	February 2027 and August 2027	May 2047	March 2030	December 2035	November 2032		
Gross value	619	373	415	105	444	919	63	2,938
Accumulated amortisation & depreciation	(37)	(40)	(20)	(10)	(6)	(46)	(6)	(165)
Carrying amount as at Jan 1, 2019	**582**	**333**	**395**	**95**	**438**	**873**	**57**	**2,773**
Purchases	-	-	-	-	-	29	-	29
Change in advances and prepayments	-	-	-	-	-	2	-	2
Depreciation and Amortisation, net	(11)	(14)	(7)	(3)	(14)	(30)	(2)	(81)
Translation adjustments	-	(18)	-	-	-	5	-	(13)
Carrying amount as at June 30, 2019	**571**	**301**	**388**	**92**	**424**	**879**	**55**	**2,710**
Gross value	620	353	416	104	444	953	64	2,954
Accumulated amortisation & depreciation	(49)	(52)	(28)	(12)	(20)	(74)	(9)	(244)

The main features of concession agreements concerning Izmir Adnan Menderes International Airport, Tibilissi and Batumi International Airport, Monastir and Enfidha International Airport, Skopje and Ohrid International Airport and Milas Bodrum Airport are as follows:

- The fee schedule is defined in the concession agreements and price increases are subject to agreement by the grantor;
- The remuneration is paid by users and airlines;
- No grant or guarantee is given by the concession grantor;
- Infrastructures are returned to the grantor with no consideration at the end of the contract.

BOT (Build - Operate – Terminate) and BTO (Build – Transfer – Operate) operations and management contracts include the following activities:

- **Terminal and airport services**, which includes passenger, ramp and check-in counter services and services for parking-apron-taxi ways (for airport operations). A fee is charged to each airline based on the number of passengers that utilise the airport, based on the number of aircrafts that utilise ramps and runways and based on the number of check-in counters utilised by the airlines;
- **Duty free goods** – The Group has the right to manage duty free operations within the terminals which the Group entities operate. Duty free shopping is available to both arriving and departing passengers. The duty free shops are subcontracted either to Group's joint ventures or to other companies in exchange for a commission based on sales;

- **Catering and airport hotel services** – The Group has the right to manage all food and beverage operations within the terminals both for the passengers and the terminal personnel. The Group subcontracts certain food and beverage operations in exchange for a commission based on sales;
- **Area allocation services** – As a lessor, the Group leases office space in the airport terminal including the offices leased to the airlines for ticket office and banks;
- **Ground handling** – The Group has the right to provide all ground handling operations for domestic and international flights under the Civil Aviation Legislation License (traffic, ramp, flight operation, cargo, etc.).

Other activities operated by the Group under these concession agreements include security services within the domestic terminals, bus and car parking services, software and system services, lounge services, airline taxi services.

The main features of concession agreements of Queen Alia International Airport (AIG) are as follows:

- The tariff regulation applicable to the concessionaire, concerning airport fees and other charges, is included in the concession agreement (Rehabilitation, Expansion and Operation Agreement). The aeronautical tariffs can only be increased by inflation, with the conditions of adjustment provided for in the concession contract;
- The users and the airlines are at the origin of the remuneration of the contracts;
- Subsidies were granted by the grantor as part of acceleration measures related to the construction contract. No warranty from the grantor is provided in the contracts;
- The infrastructures are returned to the grantor at the end of the concession without compensation.

Impairment loss test of airport concessions:

No indication of impairment was identified in the first semester of 2019 on the rights to operate airports under concession, and the Group has therefore not carried out any impairment tests since 31 December 2018.

6.2 Tangible assets

The identifiable tangible assets acquired in a business combination are measured at fair value from the date of the business combination. Tangible assets acquired or produced outside of a business combination are recognized at cost less accumulated depreciation and any accumulated impairment losses.

The cost of an asset produced by the Group itself includes exclusively direct labor costs.

Subsequent costs are included in the asset's carrying amount when it is probable that these costs generate future economic benefits and can be reliably measured. Current maintenance costs are recorded when they are incurred.

The borrowing costs are capitalised for eligible assets according to IAS 23.

Since 1 January 2019, The Group as a lessee holds lease contracts related to real property and vehicles covered by IFRS 16 "Leases". Assets related to the right of use are classified as property, plant and equipment (see Note 6.2.1).

As part of the CRE 2016-2020 signed with the French State, the Group pursues an investment program on the regulated scope (see note 4.2.1 which defines the term "regulated scope"), which must comply with the effective implementation of an investment allowance of €2,978 million over the period as well as an investment calendar constraint.

Depreciable tangible assets, which have been purchased outright or under finance lease agreements, are depreciated using the straight-line method according to their estimated useful life:

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

As a reminder, the Group achieved in 2016 a review of the useful life applicable to airport works in regard of the useful life technically permissible by the structures and with development prospects formalised in the ERA 2016-2020. Therefore, some useful lives had been extended from 50 to 60 years.

The residual value and useful life of an asset are reviewed at least at each financial year end and adjusted if appropriate, in order to reflect the foreseen usage period.

When it is probable or highly probable that an asset or a group of asset will be recovered principally through a sale transaction rather than through continuing use, the asset or the group of asset is reclassified on a separate line in the balance sheet, Non-current assets held for sale. Non-current assets or disposal groups that are classified as held for sale are measured at the lower carrying amount and fair value less costs to sell and the carrying amount is no longer amortized. A tangible asset is derecognized when withdrawn or when no future economic benefit is expected from its use or disposal. Any gain or loss resulting from derecognition of an asset (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in the income statement (disclosed in a separate line "Other operating income and expenses").

Property, plant and equipment are detailed as follows:

(in millions of euros)	Land and improvements of land	Buildings	Plant and equipment	Right-of-use assets*	Other	Fixed assets in progress, related advances & prepayments	Total
Gross value	74	11,329	508	51	644	1,265	13,871
Accumulated amortisation & depreciation	(17)	(5,815)	(326)	-	(390)	-	(6,548)
Carrying amount as at Jan 1, 2019**	**57**	**5,514**	**182**	**51**	**254**	**1,265**	**7,323**
Purchases	-	3	17	42	6	444	512
Disposals and write-offs	-	-	(2)	-	(1)	-	(3)
Depreciation and Amortisation	(1)	(201)	(21)	(5)	(72)	-	(300)
Changes in consolidation scope	-	-	34	-	11	7	52
Translation adjustments	-	(1)	-	-	(1)	-	(2)
Transfers to and from other headings	-	550	17	-	14	(603)	(22)
Carrying amount as at June 30, 2019	**56**	**5,865**	**227**	**88**	**211**	**1,113**	**7,560**
Gross value	74	11,855	634	93	467	1,113	14,236
Accumulated amortisation & depreciation	(18)	(5,990)	(407)	(5)	(256)	-	(6,676)

** see note 6.2.1*

*** after first application of IFRS 16 (see note 1.3)*

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:

- the Orly 3 junction building ;
- extension work to the Golf aprons and compliance work on the LGN-LJS turn ;
- compliance work on the rainwater treatment systems ;
- the rehabilitation of the train station (RER) in Roissypôle ;
- repair work on the frontage of the satellites of terminal 1 ;
- the construction of a building for the PC Aires and PC Neige, as well as for the Aircraft Process operating teams ;
- the construction of an airport operations center (APOC) ;
- the redevelopment of the secondary road network in the Roissypôle zone.

The borrowing costs capitalised at 30 June 2019 in according to IAS 23 revised amounted to €8 million, based on an average capitalization rate of 2,55%.

6.2.1 IFRS 16 Lease contracts, Group ADP as Lessee

The Group applies IFRS 16 "Leases" with effect from January 1, 2019. This standard requires for each lease agreement in which the Group is a lessee, with some exceptions, the recognition of an asset related to the right of use for lease contracts previously classified as operating leases pursuant to IAS 17 and a lease debt equivalent to the present value of the remaining payments of the lease. The Group discounts the lease obligations of the contracts at the marginal borrowing rate taking into account the remaining term of the contracts at the date of first application of the standard. The options selected by the Group for the transition are described in Note 1.3.

The Group assesses whether a contract is a lease under the new IFRS 16 standard at the contract's inception. This valuation requires the exercise of judgment to assess whether the contract relates to a specific asset, and if the Group obtains substantially all the economic benefits associated with the use of the asset and has the ability to control the use of that asset.

Contracts on the scope of this standard mainly concern real estate and vehicles lease contracts.

In accordance with the provisions of the standard, the Group has chosen to use the two practical expedients offered to to lease agreements and not apply IFRS 16 restatement to contracts which:

- The underlying asset is of low value ; the Group has adopted 5,000 euros as a threshold;
- the initial duration of the contract is less than or equal to 12 months.

The right of use related to lease contracts restated according to IFRS 16 are included in tangible fixed assets and the lease debt is included in the other depts and deffered income for the part less than one year, and in non-current dept for the part higher than one year (see note 9.4.1). Interest expense on lease obligations is presented in the financial result in Note 9.3.

The assets related to the use right are detailed as follows:

(in millions of euros)	Land and improvements of land	Buildings	Plant and equipment*	Other	Total
Carrying amount as at Jan 1, 2019**	**7**	**38**	**6**	**-**	**51**
Purchases	35	7	-	-	42
Depreciation and Amortisation	(1)	(3)	(1)	-	(5)
Carrying amount as at June 30, 2019	**41**	**42**	**5**	**-**	**88**
Gross value	41	45	7	-	93
Accumulated amortisation & depreciation	-	(3)	(2)	-	(5)

** Including vehicles*

*** after first application of IFRS 16 (see note 1.3)*

6.3 Investment property

Investment property is the real estate (land, building, real estate or part of one of these elements) held (in full ownership or under a finance lease) for leasing to third parties and / or looking for a capital gain.

In contrast, the buildings occupied by Groupe ADP for its own needs (head offices, administrative buildings or operating buildings) are not investment properties but operating properties on the balance sheet under tangible assets.

Vacant buildings not intended to be used by Groupe ADP for its own use are wholly considered as investment property. These are essentially held by Aéroports de Paris SA.

Mixed-use buildings that meet the definition of investment properties for more than half of their surface area are retained in their entirety.

Investment properties thus appear on a specific line of the balance sheet and, in accordance with the option offered by IAS 40, are valued by the historical cost method, namely at their cost less accumulated depreciation and amortization accumulated impairment losses.

Straight-line depreciation is applied to the property concerned on the basis of 20 to 50 years of life.

The fair value of investment property, the amount of which is disclosed in paragraph 6.3.2, is based on a value appraised by independent real estate appraisal firms for almost 99% of its whole value (excluding land reserves).

- All the buildings not used for the own use of Aéroports de Paris SA have been appraised on the Paris-Orly and Paris-Charles de Gaulle platforms; more than 99% of those of Paris-Le Bourget have also been valued by independent experts.
- The leased properties were valued on the basis of a mixed approach based on external valuations for almost 100% of the land. The value of the other lands are assessed internally by an infinite renting method, considering that the duration of the lease is indefinite and that the cash flow can be discounted in perpetuity.
- Development projects (as developer and/or investor) are valued as soon as a construction lease is signed, subject to a condition precedent. A risk indemnity is applied in order to reflect a discount primarily before the procurement of a building permit and upon the deadline for appeal. Regarding the buildings, the property is evaluated as delivered and leased, then all remaining costs (residual works, marketing, franchises) are deducted for this value.
- The valuation of land reserves was assessed internally and results from a differentiation of the parcels by destination according to four categories defined by their mutability deadlines (reserves available immediately, under aeronautical constraints, of PLU evolution and mutable in the short term after demolition/decontamination). It results from the product of their theoretical market value per square meter by the area in square meters available, to which is applied a 15% discount corresponding to the cost of the non-transferability of the land and the cost of carrying. The discount rate applied to cash flows is the cost of capital of Aéroports de Paris SA.
- The lease contracts operated by the Group are analysed according to the IFRS 16 "Lease contracts" standard in order to determine if they are qualified as simple lease contracts or finance lease contracts, through separate analysis of lands and buildings. For finance lease contracts, the disposed asset is taken out of the balance sheet; the gain or loss from disposal is then recognized in operating income from operational activities.

6.3.1 Analysis of investment property

Investment property is detailed as follows:

(in millions of euros)	Land, improvements of land and substructure	Buildings	Fixed assets in progress, related advances & prepayments	Total
Gross value	118	627	84	829
Accumulated amortisation & depreciation	(58)	(262)	-	(320)
Carrying amount as at Jan 1, 2019	**60**	**365**	**84**	**509**
Purchases and change in advances and prepayments	-	4	-	4
Depreciation and Amortisation	(1)	(9)	-	(10)
Transfers to and from other headings	-	43	(32)	11
Carrying amount as at as at June 30, 2019	**59**	**403**	**52**	**514**
Gross value	118	681	52	851
Accumulated amortisation & depreciation	(59)	(278)	-	(337)

6.3.2 Fair value of investment property

The fair value of investment properties amounts to €2,624 million as at 31 December 2018, has not changed compared to the value at 30 June 2019.

Indeed, projects initiated in 2019 have already been valued in 2018, taking into account their progress and the assumptions made in the business plan. In addition, no significant change in the rates of return that could change the portfolio's valuation was observed in the first half of 2019.

Lastly, no major event took place on the entire portfolio (acquisition, sale, entry or exit of a major lessee)

6.3.3 Additional information

The law promulgated on 20 April 2005 provides that, in the event of a partial or total closure of one of the aerodromes operated by Groupe ADP, a percentage of at least 70% of the difference existing between, firstly, the market value at that date of the buildings situated within the enclosure of that aerodrome that are no longer used for the airport public service and secondly, the value of those buildings on the date on which they were allocated to the airport plus the associated costs. Their rehabilitation and the closure of airport facilities is paid to the State.

6.4 Impairment of intangible, tangible and investment properties

Intangible assets, property, plant and equipment and investment properties are tested for impairment when the Group identifies indices of impairment.

For intangible assets with an indefinite useful life, a test is performed at least once a year and whenever an indication of impairment appears. For land that is assumed non-depreciable, it is tested for impairment if there is an indication of impairment.

Intangible assets, property, plant and equipment and investment properties are tested at the level of the relevant asset group determined in accordance with the requirements of IAS 36. In the case where the recoverable amount is less than net book value, an impairment loss is recognized for the difference between these two amounts. The recognition of an impairment loss results in a review of the base and the schedule of amortization/depreciation of the assets concerned.

In accordance with IAS 36, the criteria used to assess impairment indicators may include underperformance, a decrease in traffic, a significant change in market data or the regulatory environment, or obsolescence or material deterioration not initially foreseen in the amortization/depreciation plan.

Impairment losses on property, plant and equipment or intangible assets may be reversed later if the recoverable amount becomes higher than the net book value. The value of the asset after reversal of the impairment loss is capped at the carrying amount that would have been determined net of amortization if no impairment loss had been recognized in prior years.

The Group did not recognize any significant impairment losses on its intangible assets (see note 6.1), tangible assets (see note 6.2) and property, plant and equipment (see note 6.3).

NOTE 7 Equity and Earnings per share

7.1 Equity

Equity breaks down as follows:

(in millions of euros)	Share capital	Share premium	Treasury shares	Retained earnings	Other equity items	Group share	Non-controlling interests	Total
As at June 30, 2019	297	543	(3)	4,047	(149)	**4,735**	910	**5,645**

7.1.1 Share capital

Aéroports de Paris SA' aggregate share capital amounts to €296,881,806 divided into 98,960,602 fully paid shares of €3 each, which were not subject to any change during the year 2019.

The share capital is accompanied by a share premium of 542,747 thousands of euros pertaining to the issuance of shares in 2006.

7.1.2 Treasury shares

Treasury shares held by the Group are booked as a deduction from equity at their cost of acquisition. Any gains or losses connected with the purchase, sale or cancellation of treasury shares are recognised directly in equity without affecting the income statement.

As part of its liquidity contract and in accordance with the authorization given by the shareholders at the ordinary general meeting of 20 May 2019, during the period, the company repurchased 123,723 shares and sold 102,384 shares.

Thus, the number of treasury shares that was nil as at 31 December 2018 amounts to 21,400 as at 30 June 2019 under this contract.

7.1.3 Other equity items

Other equity items break down as follows:

(in millions of euros)	As at Jan 1, 2018	Comprehensive income - Half-year 2018	As at June 30, 2018	As at Jan 1, 2019	Comprehensive income - Half-year 2019	As at June 30, 2019
Translation adjustments	(10)	17	7	2	(11)	(9)
Actuarial gain/(loss)*	(84)	1	(83)	(95)	(42)	(137)
Fair value reserve	(3)	14	11	7	(10)	(3)
Total	**(97)**	**32**	**(65)**	**(86)**	**(63)**	**(149)**

** Cumulative losses on variances, net of deferred tax*

7.1.4 Retained earnings

Retained earnings may be analysed as follows:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
Reserves of parent company Aéroports de Paris:		
Legal reserve	30	30
Other reserves	865	865
Retained earnings	1,555	1,288
Consolidated reserves	1,347	1,303
Net income for the period attributable to the owners of the parent company	250	610
Total	**4,047**	**4,096**

7.1.5 Dividends paid

Dividends paid amounted to:

- €366 million in 2019, *i.e.* €3.70 per share, in compliance with Resolution 3 of the 20 May 2019 Ordinary General Meeting of Shareholders;
- €342 million in 2018, *i.e.* €3.46 per share, in compliance with Resolution 3 of the 04 May 2018 Ordinary General Meeting of Shareholders.

7.1.6 Earnings per share

The calculation of earnings per share is as follows at the closing date:

	Half-year 2019	Half-year 2018*
Weighted average number of outstanding shares (without own shares)	98,958,460	98,955,790
Net profit of continuing activities attributable to owners of the parent company (in million euros)	238	190
Basic earnings per share (in €)	**2.40**	**1.92**
Diluted earnings per share (in €)	**2.40**	**1.92**
Earnings per share from discontinued activities attributable to owners of the parent company	12	15
Basic earnings per share (in €)	**0.12**	**0.15**
Diluted earnings per share (in €)	**0.12**	**0.15**
Net income attributable to owners of the parent company (in million euros)	250	205
Basic earnings per share (in €)	**2.52**	**2.07**
Diluted earnings per share (in €)	**2.52**	**2.07**

** Restated figures as described in notes 1.4, 2.2 & 12*

Basic earnings per share correspond to the income attributable to holders of equity in the parent company.

The weighted average number of shares corresponds to the number of shares making up the share capital of the parent company, less the average self-owned shares held during the period, *i.e.* 5,770 as at 30 June 2019 and 2,142 as at 31 December 2018.

There are no diluting equity instruments.

7.2 Minority interests

Minority interests break down as follows:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
Non-controlling interests		
TAV Airports (Turquie)	778	857
Airport International Groupe (AIG)	77	87
Média Aéroport de Paris	5	7
Société de Distribution Aéroportuaire	28	-
Relay@ADP	22	-
Others	-	-
Total	**910**	**951**

NOTE 8 Other provisions and other non-current liabilities

8.1 Other provisions

Other provisions set up by Groupe ADP concern essentially commercial and social litigation, as well as country, tax and environmental risks. A provision is recognized as soon as a liability of uncertain timing or amount occurs.

A provision is recognized when the three following conditions are satisfied:

- the Group has a present legal or constructive obligation resulting from a past event;
- it is probable that future outflows of resources embodying economic benefits will be necessary to settle the obligation;
- the amount of the obligation can be estimated reliably.

Other provisions evolved as follows:

(in millions of euros)	Litigation and claims	Other provisions	Half-year 2019	Litigation and claims	Other provisions	Half-year 2018
Provisions as at 1 January	**14**	**41**	**55**	**14**	**75**	**89**
Increases	**-**	**61**	**61**	**2**	**37**	**39**
Additions	-	1	1	2	-	2
Provision for non-reccurring items	-	1	1	-	-	-
Increase due to changes in consolidation scope	-	8	8	-	4	4
Other changes	-	51	51	-	33	33
Decreases	**-**	**(17)**	**(17)**	**-**	**(10)**	**(10)**
Provisions used	-	(10)	(10)	-	(7)	(7)
Provisions reversed	-	(7)	(7)	-	(3)	(3)
Provisions at closing	**14**	**85**	**99**	**16**	**102**	**118**
Of which						
Non-current portion	14	72	86	16	75	91
Current portion	-	13	13	-	27	27

Provisions for disputes relate to various supplier, employee and commercial issues.
Other provisions include in particular provisions for customer and supplier risks.
Information on contingent liabilities is disclosed in note 16.

8.2 Other non-current liabilities

Items presented as other non-current liabilities include:

- Investment subsidies. In compliance with the option offered by IAS 20, these subsidies are recorded as liabilities and are transferred to the income statement as the associated assets are amortized;
- Concession rent payable for concessions operated by TAV Airports;
- Revenues from contracts accounted as deferred income;
- Debt related to the minority put option.

In compliance with IAS 32, this debt is initially measured at the present value of the option exercise price. The counterpart of this debt is a decrease in the carrying value of the minority interets. The difference between the present value of the option exercise price and the carrying value is recorded in shareholder's equity – Group share under other reserves. Subsequently, this debt is revalued by an offsetting entry in the income statement at the end of each period.

At the end of the period, other non-current liabilities were as follows:

(in millions of euros)	**As at Jun 30, 2019**	**As at Dec 31, 2018**
Concession rent payable > 1 year	580	594
Investment grants	47	48
Debt related to the minority put option	37	53
Deferred income	74	83
Other	4	2
Total	**742**	**780**

Concession rent payable relate to TAV Airports for TAV Milas Bodrum and TAV Ege which concession rent are fixed as defined in the concession agreements and have been recognized as counterparty for the airport operating right (see note 6.1.1). As at 30 June 2019, non-current concession rent payable amounts to €311 million for Milas Bodrum and €266 million for Ege (vs. €269 million and €259 million respectively as at 31 December 2018).

The debt related to the minority put option concerns Ville Aéroportuaire Immobilier 1 which option exercise date will be at the end of 2023.

Deferred income over a year mainly concerning Paris SA Airport and consists in:

- the rent to Air France of terminal T2G, i.e. €21 million as of 30 June 2019 (€22 million as of 31 December 2018);
- leasing construction of SCI Aéroville, i.e. €29 million as of 30 June 2019 (€29 million as of 31 December 2018).

NOTE 9 Financing

9.1 Management of financial risk

9.1.1 Introduction

In addition to derivative instruments, the Group's main financial liabilities consist of bank loans and overdrafts, bonds, rental financing debts, supplier debts and rental contracts. The main objective of these financial liabilities is to finance the Group's operating activities.

The Group has other financial assets such as customer debts, cash and short-term deposits that are generated directly by its activities. The Group also holds derivative instruments, mainly interest rate swaps. The objective of these instruments is the management of interest rate risks linked to the financing of the Group.

The main risks linked to the Group's financial instruments are:

- credit risk;
- liquidity risk;
- market risk.

This note presents information on the exposure of the Group to each of the above risks, its objectives, its risk measurement and management policy and procedures, and its capital management. Quantitative information appears elsewhere within the consolidated financial statements.

It is the task of the risk and audit committee to define and supervise the scope of the Group's risk management. The objective of the Group's risk management policy is to identify and analyse the risks that the Group must face, define the limits within which the risks should fall and the controls to be implemented, manage the risks and ensure compliance with the limits defined. The risk management policy and systems are regularly reviewed in order to take account of changes in market conditions and the Group's activities. Through its training and management rules and procedures, the Group aims to develop a rigorous and constructive control environment, within which all personnel have a good understanding of their roles and obligations.

The Group's audit committee has responsibility for carrying out an examination, together with senior management, of the main risks faced by the Group, and examining the risk control policy in all areas. In addition, the Internal Audit Department carries out reviews of the risk management controls and procedures, the results of which are communicated to the audit committee.

Customers and other debtors

The Group policy is to place under legal supervision and to check the financial health of all its customers (either new or not). Except for the contracts signed with the State and its fully owned subsidiaries, leases agreed between the Group and its customers include warranty clauses (deposit cheque, bank guarantee, first demand bank guarantee, etc.). Moreover, receivables are continuously monitored. Therefore, Group exposure to bad debt is not significant.

The Group exposure to credit risk is principally affected by the individual characteristics of each customer. Around 18% of the Group revenue is derived from services sold to its main customer Air France.

Quantitative details regarding trade receivables and anteriority or current receivables are set out in note 4.4.

According to IFRS 9, the Group determines a level of write-down on accounts receivable from clients that represents its estimate of expected credit losses. This write-down model relies on:

- the type of account receivable (homogeneous and material accounts receivable);
- the probability of client default;
- and the rate of irrecoverable loss in case of default.

Investments and derivative instruments

With regard to credit risk relating to the Group's other financial assets (cash, cash equivalents, financial assets available for sale and certain derivative instruments), Aéroports de Paris SA invests its surplus cash via short term Euro money market funds.

The counterpart risk linked to these investments is considered to be marginal. Concerning TAV Airports and AIG, credit risk linked to liquid funds is limited considering that counterparties are high credit rated banks.

For derivative instruments, the Group's exposure is linked to possible default on the part of third parties involved, mainly first rank financial institutions. The maximum exposure is equal to the book value of these instruments. The Group considered this risk marginal.

Guarantees

Guarantees are accorded by the Group to the correct execution of international contracts. In particular, ADP International and TAV Airports gave commitments (share pledges, receivable pledge, pledge over bank accounts) in relation to bank loans that are intended to finance the construction and operation of certain concessions (see note 15).

9.1.2 Market risk

Market risk corresponds to the risk that market price variations, such as exchange rates, interest rates and equity instrument prices, may affect the Group's results or the value of financial instruments held. The objective of the management of market risk is to manage and control exposure to market risk within acceptable limits, while optimising the profitability/risk ratio. Analyses of sensitivity to rate risk and to exchange risk are presented in note 9.5.3.

9.2 Capital management

The gearing ratio increased from 85% end 2018 to 96% in 30 June 2019. The increase of the gearing ratio is driven by the increase of the net debt, mainly due to the impact of the Group new acquisitions.

The Group did not alter its capital management policy over the course of the year.

The Group occasionally buys its own shares on the open market to ensure the liquidity of its shares. The frequency of such purchases depends on market prices.

The Board of Directors monitors the level of dividends paid to holders of ordinary shares.

As at 30 June 2019, Employees currently hold 1.64% of ordinary shares.

Neither the parent company nor its subsidiaries are subject to any specific requirements under external regulations.

9.3 Net financial income

Net financial income include interest payable on borrowings, calculated using the effective interest rate method, interest receivable on investments, interests on the employee benefit liability relating to defined benefit plans and gains and losses on foreign exchange and on hedging instruments which are recognized in the income statement. As such, it includes the realized and unrealized result on foreign exchange and interest rate derivatives carried by Groupe ADP, whether or not they are documented in hedge accounting. Net financial income also include unwinding of discount on concession rent payable.

The analysis of net financial income is as follows respectively for 2019 and 2018:

(in millions of euros)	Financial income	Financial expenses	Financial income Half-year 2019
Gross interest expenses on debt	-	(101)	(101)
Interest expenses linked to lease obligations	-	(1)	(1)
Net income (expense) on derivatives	28	(6)	22
Cost of gross debt	**28**	**(108)**	**(80)**
Income from cash and cash equivalents	5	(1)	4
Cost of net debt	**33**	**(109)**	**(76)**
Income from non-consolidated investments	12	-	12
Net foreign exchange gains (losses)	45	(45)	-
Impairment and provisions	-	(4)	(4)
Other	(2)	(20)	(22)
Other financial income and expenses	**55**	**(69)**	**(14)**
Net financial income	**88**	**(178)**	**(90)**

(in millions of euros)	Financial income	Financial expenses	Financial income Half-year 2018*
Gross interest expenses on debt	-	(91)	(91)
Net income (expense) on derivatives	5	(9)	(4)
Cost of gross debt	**5**	**(100)**	**(95)**
Income from cash and cash equivalents	5	(2)	3
Cost of net debt	**10**	**(102)**	**(92)**
Income from non-consolidated investments	3	-	3
Net foreign exchange gains (losses)	21	(35)	(14)
Impairment and provisions	-	(11)	(11)
Other	8	(21)	(13)
Other financial income and expenses	**32**	**(67)**	**(35)**
Net financial income	**42**	**(169)**	**(127)**

** Restated figures as described in notes 1.4, 2.2 & 12*

Gains and losses by category of financial instruments are as follows:

(in millions of euros)	Half-year 2019	Half-year 2018*
Income, expenses, profits and loss on debt at amortised cost	**(80)**	**(96)**
Interest charges on debt at amortised cost	(101)	(91)
Interest expenses linked to lease obligations	(1)	-
Net interest on derivative instruments held as cash-flow hedges	(2)	(5)
Change in value of fair value hedging instruments	20	-
Change in value of hedged items	4	-
Gains and losses of financial instruments recognized at fair value in the income statement	**4**	**3**
Gains on cash equivalents (fair value option)	4	3
Profits and losses on assets held for sale	**9**	**(7)**
Dividends received	9	-
Net allowances to provisions	-	(7)
Other profits and losses on loans, credits and debts and amortised cost	**(19)**	**(23)**
Net foreign exchange gains (losses)	-	(12)
Other net profit	(19)	(11)
Financial allowances to provisions for employee benefit obligations	**(4)**	**(4)**
Financial allowances to provisions for employee benefit obligations	(4)	(4)
Total net gains (net losses) recognized in the income statement	**(90)**	**(127)**
Change in fair value (before tax) recognized in equity*	**(31)**	**-**
Total net gains (net losses) recognized directly in equity	**(31)**	**-**

** Restated figures as described in notes 1.4, 2.2 & 12*

9.4 Financial debt

Bond issues and other interest-bearing liabilities are initially recognized at their fair value, which corresponds to the amount received, less attributable transaction costs, such as issue premiums and expenses. Subsequently, the debt is recognized according to the method of the amortised cost using the effective interest rate of the instrument.

The effective rate corresponds to the rate that enables to obtain the booked value of a bond at its initial date, when discounting future cash flows related to the instrument.

Financial debts with maturities greater than one year are recognized as non-current debt. Financial debts due for repayment within less than one year are recognized as current debt.

9.4.1 Details of loans and financial debt

Loans and financial debt at the closing date may be analysed in this way:

(in millions of euros)	As at Jun 30, 2019	Non-current portion	Current portion	As at Dec 31, 2018	Non-current portion	Current portion
Bonds	5,164	5,164	-	4,678	4,379	299
Bank loans (i)	2,018	1,156	862	2,078	1,350	728
Lease obligations	73	67	6	-	-	-
Other loans and assimilated debt	241	186	55	212	180	32
Accrued interest	100	-	100	98	-	98
Debt (excluding derivatives)	**7,596**	**6,573**	**1,023**	**7,066**	**5,909**	**1,157**
Derivative financial instruments (liabilities)	81	76	5	63	61	2
Total debt	**7,677**	**6,649**	**1,028**	**7,129**	**5,970**	**1,159**

(i) The current portion of bank loan liabilities notably includes bank loans contracted by TAV Tunisia. Due to the no-respected funding convention, bank loans of TAV Tunisia are classified under the exigible debts for an amount of €373 million as at 30 June 2019.

Changes in loans and financial debt as at 30 June 2019 are as follows:

(in millions of euros)	As at Dec 31, 2018	Increase / subscription*	Repayment*	Change in fair value	Changes in consolidation scope	Other changes	As at Jun 30, 2019
Bonds	4,678	786	(302)	-	(2)	4	5,164
Bank loans	2,078	14	(67)	(3)	5	(9)	2,018
Lease obligations	-	42	(4)	-	-	35	73
Other loans and assimilated debt	212	15	(56)	-	81	(11)	241
Accrued interest	98	68	(73)	(3)	-	10	100
Debt (excluding derivatives)	**7,066**	**925**	**(502)**	**(6)**	**84**	**29**	**7,596**
Derivative financial instruments (liabilities)	63	-	-	17	-	1	81
Total debt	**7,129**	**925**	**(502)**	**11**	**84**	**30**	**7,677**

**The increases/subscriptions and repayments excluding derivatives and excluding accrued interests are disclosed in the consolidated cash flow statement respectively under the lines "Proceeds from long-term debt" and "Repayment of long-term debt"*

9.4.2 Net financial debt

Net financial debt as defined by Groupe ADP corresponds to the amounts appearing on the liabilities of the balance sheet under the items non-current loans and debts, and current loans and debts, debt related to the minority put option, reduced by derivative financial instruments in an asset position, receivables and current accounts from associates, cash and cash equivalents and restricted bank balances.

This net financial debt appears as follows at the closing date:

(in millions of euros)	As at Jun 30, 2019	Non-current portion	Current portion	As at Dec 31, 2018	Non-current portion	Current portion
Debt	**7,677**	**6,649**	**1,028**	**7,129**	**5,970**	**1,159**
Debt related to the minority put option	75	37	38	91	53	38
Gross financial debt	**7,752**	**6,686**	**1,066**	**7,220**	**6,023**	**1,197**
Derivative financial instruments (assets)	23	15	8	21	17	4
Receivables and current accounts from associates	136	94	42	117	72	45
Cash and cash equivalents	2,085	-	2,085	2,056	-	2,056
Restricted bank balances (i)	65	-	65	84	-	84
Net financial debt	**5,443**	**6,577**	**(1,134)**	**4,942**	**5,934**	**(992)**
Gearing	**96%**			**85%**		

(i) Restricted bank balances relate to TAV Airports. Certain subsidiaries, namely TAV Esenboğa, TAV Tunisia, TAV Macedonia, TAV Milas Bodrum, TAV Ege and TAV Holding ("the Borrowers") opened Project Accounts designated mainly in order to reserve required amount to reimburse project debt or elements defined in the agreements with their lenders (lease payments to DHMI, operational charges, tax,…).

9.4.3 Details of bonds and bank loans

Details of bonds and bank loans may be analysed in the following way:

(in millions of euros)	Currency	Nominal value in currency	Term	Interest rate as per contract	Remaining capital to be paid	Book value as at 30/06/2019	Fair value as at 30/06/2019
Aéroports de Paris SA							
Bond	EUR	500	2020	3.886%	500	496	518
Bond	EUR	400	2021	4.000%	400	405	436
Bond	EUR	400	2022	3.875%	400	399	445
Bond	EUR	500	2023	1.500%	500	499	537
Bond	EUR	500	2024	3.125%	500	497	584
Bond	EUR	500	2025	1.500%	500	495	549
Bond	EUR	500	2027	1.000%	500	497	540
Bond	EUR	600	2028	2.750%	600	594	743
Bond	EUR	500	2038	2.125%	500	494	639
Bond	EUR	800	2034	1.125%	800	786	875
Bond	EUR	2	2023	2.5%	2	2	2
BEI loan	EUR	220	2019	EUR3M+0.150%	220	220	220
BEI loan	EUR	30	2019	EUR3M+0.150%	30	30	30
BEI loan	EUR	130	2020	EUR3M+0.150%	130	130	130
BEI loan	EUR	250	2038	EUR3M+0.150%	238	238	245
Other loans	EUR	46	2019-2024	0.343% - 4.125%	38	38	39
AIG							
Bank loans	USD	160	2023	4.060%	87	77	81
Bank loans	USD	180	2024	4.185%	114	100	110
Bank loans	USD	50	2025	5.950%	49	43	53
Bank loans	USD	48	2026	5.810%	39	34	40
Bank loans	USD	46	2028	6.310%	40	35	43
TAV Airports							
Bank loans	EUR	38	2019	4.162%	6	6	6
Bank loans	EUR	45	2020	3.541%	43	43	44
Bank loans	EUR	71	2021	3.194%	32	32	33
Bank loans	EUR	222	2022	2.519%	198	191	203
Bank loans	EUR	106	2023	3.818%	106	102	114
Bank loans	EUR	2	2024	3.300%	1	1	1
Bank loans	EUR	62	2025	4.950%	49	48	56
Bank loans	EUR	516	2028	3.720%	486	475	599
Bank loans	EUR	154	2031	4.500%	142	139	186
Bank loans	EUR	24	2019	12.729%	2	-	-
Bank loans	EUR	4	2020	24.000%	4	1	1
Bank loans	EUR	3	2021	15.850%	2	-	-
Bank loans	USD	22	2022	5.605%	21	18	19
Bank loans	USD	8	2024	3.970%	8	7	7
Bank loans	USD	11	2026	6.100%	11	10	12
Total		**7,639**			**7,287**	**7,170**	**8,128**

**For the other loans contracted by ADP SA and the bank loans contracted by AIG and TAV Airports, the interest rate disclosed in the table correspond to the average rate during the period, computed for the bank loans with a variable rate on the basis of Euribor rate at 0%, or USD Libor rate at 2.31% as at 30 June 2019. These loans are aggregated based on their maturity.*

The fair value (M-to-M) is a value calculated by discounting future cash flows excluding accrued interest. This value does not include the Aéroports de Paris SA'credit spread.

9.5 Financial instruments

Derivative financial instruments

As part of its interest rate risk on mid and long-term liabilities managing policy, the Group uses derivative financial instruments. These consist of interest rate swaps and cross-currency swaps matched with bond issues and bank loans.

Interest rate swaps are initially and subsequently valued in the balance sheet at their fair value through the income statement. Changes in the fair value of derivative instruments are recognized through the income statement, with the exception of particular cases in respect of hedge accounting set out below.

Where a financial instrument can be qualified for hedge accounting, it is valued and accounted for in accordance with hedge accounting criteria contained in IFRS 9:

- if the derivative is designated as a cash flow hedge, changes in the value of the effective part of the derivative are recorded in other elements of the comprehensive income statement and are presented in fair value reserves within equity capital. They are taken to the income statement when the hedged item is itself recognized in the income statement. Conversely, the ineffective part of the derivative is recognized directly in the income statement. Where the hedged transaction is a future debt issue, the reclassification to the income statement is carried out over the term of the debt issue, once the issue has taken place. When the forecasted transaction leads to the recognition of a non-financial asset or liability, the cumulative changes in the fair value of a hedging instrument formerly recognized through shareholders' equity are included in the initial valuation of the asset or liability in question;
- if the derivative instrument is designated as a fair value hedge, changes in the value of the instrument and of the hedged item are recognized in the income statement in the same period;
- a hedge of a net investment in a foreign entity receives the same accounting treatment as a cash flow hedge. Changes in the fair value of the hedging instrument are recognized in equity, for the effective part of the hedging relationship, whereas changes in connection with the ineffective part of the hedge are recognized in net finance costs. When the investment in the foreign entity is sold, all changes in the fair value of the hedging instrument previously recognized through equity are transferred to the income statement.

Hedge accounting is applicable if the hedging relationship is clearly defined and documented when it is set up and if the effectiveness of the hedging relationship is demonstrated prospectively and retrospectively at the initial date and at each subsequent closing period, to ensure that an economic relationship exists between the hedged item and hedging instrument.

Derivatives are entered on the assets side of the balance sheet under "Other current financial assets" or on the liabilities side under "Current debt". Such derivatives can be cancelled at any time by paying or receiving a cash amount corresponding to their fair value.

Fair value of financial instruments

- Measuring method of fair value

The best criterion for measuring the fair value of a contract is the price agreed upon between a buyer and seller operating on a free market under market conditions. At the date of the agreement, this is generally the transaction price. Subsequently, the value of the contract must be based on observable market data which constitute the most reliable indication of fair value for financial instruments:

- updated future cash flows for bonds and bank loans;
- quoted prices on an organized market for non-consolidated listed investments;
- market value for interest rate and foreign exchange instruments, valued using discounting of differential future cash flows or on the basis of quoted prices issued by third party financial institutions.

The fair value for forward contracts to sell foreign currencies corresponds to the difference between the currency amounts converted at the contractually fixed rates for each maturity and the currency amounts converted at the forward rate for the same maturities.

The fair value of a financial instrument reflects the effect of non-performance risk: the counterparty credit risk (Credit Valuation Adjustment – CVA) and the own credit risk of Aéroports de Paris SA (Debit Valuation Adjustment – DVA). For derivatives, the Group has elected to determine the CVA using a mixed model including market data (use of counterparty's spreads CDS) and historical statistic data.

Concerning the supplier debts, which are measured at their fair value on initial recognition, subsequently at the amortised cost.

9.5.1 Categories of financial assets and liabilities

		Breakdown by category of financial instrument						
		Fair value				Amortised cost	Hedging derivatives	
(in millions of euros)	As at Jun 30, 2019	Fair value option*	Trading **	Equity instr. - FV through P&L	Equity instr. - FV through OCI		Fair value hedge	Cash flow hedge
Other non-current financial assets	476	-	15	56	-	405	-	-
Contract assets	10	-	-	-	-	10	-	-
Trade receivables	716	-	-	-	-	716	-	-
Other receivables***	167	-	-	-	-	167	-	-
Other current financial assets	160	-	8	-	-	152	-	-
Cash and cash equivalents	2,085	2,085	-	-	-	-	-	-
Total financial assets	**3,614**	**2,085**	**23**	**56**	**-**	**1,450**	**-**	**-**
Non-current debt	6,649	-	10	-	-	6,573	-	66
Contract liabilities	3	-	-	-	-	3	-	-
Trade payables	531	-	-	-	-	531	-	-
Other debts***	1,170	-	-	-	-	1,170	-	-
Current debt	1,028	-	5	-	-	1,023	-	-
Total financial liabilities	**9,381**	**-**	**15**	**-**	**-**	**9,300**	**-**	**66**

* *Identified as such at the outset*

** *Classified as held for trading purposes*

*** *Other receivables and other debts exclude all accounts which do not constitute, within the terms of IAS 32, contractual rights and obligations, such as tax and social security debts or receivables.*

(in millions of euros)	As at Dec 31, 2018	Breakdown by category of financial instrument						
		Fair value				Amortised cost	Hedging derivatives	
		Fair value option*	Trading **	Equity instr. - FV	Equity instr. - FV		Fair value hedge	Cash flow hedge
Other non-current financial assets	403	-	17	61	-	325	-	-
Contract assets	9	-	-	-	-	9	-	-
Trade receivables	628	-	-	-	-	628	-	-
Other receivables***	163	-	-	-	-	163	-	-
Other current financial assets	201	-	4	-	-	197	-	-
Cash and cash equivalents	2,056	2,056	-	-	-	-	-	-
Total financial assets	**3,460**	**2,056**	**21**	**61**	**-**	**1,322**	**-**	**-**
Non-current debt	5,970	-	10	-	-	5,910	-	50
Contract liabilities	6	-	-	-	-	6	-	-
Trade payables	590	-	-	-	-	590	-	-
Other debts***	1,184	-	-	-	-	1,184	-	-
Current debt	1,159	-	2	-	-	1,157	-	-
Total financial liabilities	**8,909**	**-**	**12**	**-**	**-**	**8,847**	**-**	**50**

* *Identified as such at the outset*

** *Classified as held for trading purposes*

**** Other receivables and other debts exclude all accounts which do not constitute, within the terms of IAS 32, contractual rights and obligations, such as tax and social security debts or receivables.*

In the scope of the determination of fair value of derivatives, the credit valuation adjustment (CVA) was computed as of 30 June 2019 audits impact was assessed as non-significant.

9.5.2 Fair value hierarchy

Fair value hierarchy

IFRS 13, "Fair Value Measurement", establishes a fair value hierarchy and distinguishes three levels:

- level 1: fair value based on quoted prices for the same instrument in an active market (without modification or repackaging). This level mainly applies to marketable securities whose prices are reported by the French Financial Markets Authority (Autorité des Marchés Financiers);
- level 2: fair value based on quoted prices for similar assets or liabilities and valuation techniques whose major data are based on observable market data. This level mainly applies to derivative instruments whose values are provided by Bloomberg;
- level 3: fair value based on valuation techniques whose major data are not all based on observable market data. Currently, this level does not apply within the Group.

The fair value hierarchy for financial instruments in 2019 and 2018 is as follows:

	As at June 30, 2019		Level 1 Quoted prices in active markets	Level 2 Prices base on observable data	Level 3 Prices base on non-observable data
(in millions of euros)	Book value	Fair value			
Assets					
Equity instruments - fair value through P&L	56	56	-	56	-
Loans and receivables excluding finance leases receivables	417	426	-	426	-
Trade receivables	716	716	-	716	-
Derivatives	23	23	-	23	-
Cash and cash equivalents	2,085	2,085	2,085	-	-
Liabilities					
Bonds	5,164	5,868	-	5,868	-
Bank loans	2,018	2,272	-	2,272	-
Lease obligations	73	73	-	73	-
Other loans and assimilated debt	241	241	-	241	-
Accrued interest	100	100	-	100	-
Derivatives	81	81	-	81	-
Other non-current liabilities	742	765	-	765	-
Other debts and deferred income	895	896	-	896	-

	As at Dec 31, 2018		Level 1 Quoted prices in active markets	Level 2 Prices base on observable data	Level 3 Prices base on non-observable data
(in millions of euros)	Book value	Fair value			
Assets					
Equity instruments - fair value through P&L	61	61	-	61	-
Loans and receivables excluding finance leases receivables	379	390	-	390	-
Trade receivables	628	628	-	628	-
Derivatives	21	21	-	21	-
Cash and cash equivalents	2,056	2,056	2,056	-	-
Liabilities					
Bonds	4,678	5,141	-	5,141	-
Bank loans	2,078	2,330	-	2,330	-
Other loans and assimilated debt	212	212	-	212	-
Accrued interest	98	98	-	98	-
Derivatives	63	63	-	63	-
Other non-current liabilities	780	804	-	804	-
Other debts and deferred income	793	793	-	793	-

9.5.3 Analysis of risks related to financial instruments

Rate risks

In addition to its available cash flow, the Group resorts to debt to finance its investment programme.

The Group's exposure to interest rate risk is essentially a result from its financial debt, and to a lesser extent its portfolio of rates derivatives.

The risk rate relating to the debt is managed by modulating the respective proportions of fixed rates and variable rates in line with market developments.

The management of this risk depends on the implementation or cancellation of interest rate operations (swaps).

The Group’s policy consists of managing its interest charge by using a combination of fixed rate and variable rate loans. The Group’s policy is that 50% to 100% of its debt should be at fixed rates. In line with this objective, the Group puts in place interest rate swaps through which it exchanges, at specific intervals, the difference between the amount of interest at fixed rates and the amount of interest at variable rates, calculated on a nominal loan amount agreed between the parties. These swaps are assigned to loan hedging.

The Group enters into interest rates swaps where the critical terms match exactly with the terms of the hedged item. Therefore, the hedging relationship is qualified as 100% effective. If changes in the circumstances affect the terms of the hedged item such that the critical terms no longer match exactly with the critical terms of the hedging instrument, the Group uses the hypothetical derivative method to assess the amount of ineffectiveness.

Hedge ineffectiveness may occur due to:

- the value adjustment on the interest rate swaps which is not matched by the hedged item, and
- differences in critical terms between the interest rate swaps and the loans hedged.

The breakdown of financial debt at fixed and variable rate is as follows:

	As at Jun 30, 2019			As at Dec 31, 2018		
(in millions of euros)	Before hedging	After hedging	%	Before hedging	After hedging	%
Fixed rate	6,142	6,786	89%	5,892	6,545	93%
Variable rate	1,454	810	11%	1,174	521	7%
Debt (excluding derivatives)	**7,596**	**7,596**	**100%**	**7,066**	**7,066**	**100%**

As of 30 June 2019 the Group holds rate and exchange based derivative financial instruments (swaps), with a fair value of €23 million, appearing on the assets under other current financial assets, and €80 million appearing on the liabilities under financial debt.

The notional amounts of fair value hedging derivatives may be analysed as follows:

(in thousands of euros)	Maturity < 1 year	Maturity between 1 & 5 years	Maturity > 5 years	As at June 30, 2019	Fair value
Derivatives classified as cash flow hedges	-	98	546	644	(66)
Derivatives not classified as hedges	-	400	-	400	8
Total	**-**	**498**	**546**	**1,044**	**(58)**

The portfolio of non-hedging derivatives is made up exclusively of return swaps with a fixed margin. This part of the derivatives portfolio is therefore not very sensitive to change in interest rates. An immediate2019 would not result in a material increase on the fair value of the derivatives.

The economic relationship between hedged items and hedging instruments qualified as hedge accounting according to IFRS 9 may be analysed as follows:

Hedged item				Hedging instrument				Hedging ratio
Type	Maturity date	Rate	Nominal value	Type	Maturity date	Rate	Nominal value	
TAV Airports								
Bank loan	2028	EUR6M + margin	235	Interest rate swap CFH	2026	8.00%	234	100%
Bank loan	2031	EUR6M + 4,50%	70	Interest rate swap CFH	2031	6.00%	63	90%
Bank loan	2031	EUR6M + 4,50%	70	Interest rate swap CFH	2031	6.00%	63	90%
Bank loan	2025	EUR6M + 5,00%	49	Interest rate swap CFH	2025	5.00%	49	100%
Bank loan	2022	LBUSD6M + margin	7	Interest rate swap CFH	2022	5.00%	7	100%
Bank loan	2022	LBUSD6M + margin	5	Interest rate swap CFH	2022	6.00%	5	100%
AIG								
Bank loan	2023-2025	LBUSD6M + margin	220	Interest rate swap CFH	2023-2025	LBUSD6M + margin	217	**99%**

There was no ineffectiveness during 2019 in relation to the interest rate swaps.

Exchange risks

Following the takeover of TAV Airports (see note 1.4), the Group is henceforth exposed to exchange risk. TAV Airports converts its financial statements in a currency other than its functional currency, therefore the main risk of change relates to the variations of the euro currency compared to the Turkish lira and American dollar. The currencies in which transactions are mainly denominated are euro, Turkish lira (TRY) and American dollar, as well as few currencies from the Persian Gulf liked to American dollar with a fixed parity, e.g. Sudanese rial, United Arab Emirates dirham and the Oman rial.

In order to reduce exposure to exchange fluctuations, the Group has a hedging policy consisting of:

- implementing derivative instruments;
- neutralising exchange rate risk as far as possible by reducing the balance of revenue and expense in these currencies;
- if necessary making partial forward sales of dollars for residual balances.

The breakdown of financial assets and liabilities by currency is as follows :

(in millions of euros)	As at Jun 30, 2019	Euro	TRY	USD	AED	JOD	Other currencies
Other non-current financial assets	476	324	8	142	-	-	2
Contract assets	10	5	-	-	3	-	2
Trade receivables	716	567	23	22	11	42	51
Other receivables*	167	129	12	5	2	2	17
Other current financial assets	160	112	8	14	1	18	7
Cash and cash equivalents	2,085	1,965	7	52	-	30	31
Total financial assets	**3,614**	**3,102**	**58**	**235**	**17**	**92**	**110**
Non-current debt	6,649	6,125	10	501	-	-	13
Contract liabilities	3	3	-	-	-	-	-
Trade payables	531	399	12	12	2	88	18
Other debts*	1,170	1,043	28	4	1	36	58
Current debt	1,028	996	3	29	-	-	-
Total financial liabilities	**9,381**	**8,566**	**53**	**546**	**3**	**124**	**89**

** Other receivables and other debts exclude all accounts which do not constitute, within the terms of IAS 32, contractual rights and obligations, such as tax and social security debts or receivables.*

Other currencies relate primarily to the Oman rial (OMR) and Sudanese rial (SAR).

Concerning the exposure of TAV Airports to exchange risk, an appreciation/depreciation of the currencies compared to euro of 10% would have a positive/negative impact of €13 million on the profit before tax.

The exchange rates used for the conversion of the financial statements of foreign subsidiaries, joint ventures and associated are as follows:

	As at Jun 30, 2019		As at Dec 31, 2018	
	Closing rate	Average rate	Closing rate	Average rate
United Arab Emirates Dirham (AED)	0.23945	0.24113	0.23819	0.23078
Chilean peso (CLP)	0.00129	0.00131	0.00126	0.00132
Jordanian Dinar (JOD)	1.24054	1.24900	1.23213	1.19490
United States Dollar (USD)	0.87958	0.88564	0.87489	0.84765
Turkish Lira (TRY)	0.15230	0.15735	0.16530	0.17973

Liquidity risks

Liquidity risk corresponds to the risk that the Group may experience difficulties in honoring its debts when these become due.

The Group's liquidity risk must be assessed in relation to:

- its cash and potential cash credit lines unused;

The Group monitors its cash on a daily basis. Every month a report summarizes, in particular, financing operations and investments, and analyses divergences with regard to the annual cash-flow budget. It also includes a detailed breakdown of investments, possibly together with their degree of risk.

- its existing financial commitments in terms of repayment (debt maturities, off balance sheet commitments, prepayment provisions);

The maturity schedule of financial liabilities are presented below. Off Balance Sheet commitments are presented in note 145.

The Group has entered into loan agreements with mandatory prepayment clauses:

For loans issues contracted through the European Investment Bank (EIB), a consultation clause that could lead to a request for early repayment is included within the contracts. These clauses concern: a lowering of the Group's rating to below or equal to A by the specialist agency Standard & Poor's (or any equivalent rating issued by a comparable rating agency), loss by the State of most of its share capital and its voting rights, and in the case of a substantial reduction in the cost of the project as defined within the loan contract (proportional repayment only);

- its ability to raise funds to finance investment projects.

The Group's euro-denominated bonds are listed on the Paris Stock Exchange.

There is a provision in place with regard to bonds issued since 2008 that, in the case of a change of controlling interest in the Company and a rating below or equal to BBB- at the point of the change of controlling interest, each holder of a bond may request repayment or buy-back by the issuer of all or a proportion of the bonds that it holds at their nominal value.

The breakdown of the residual contractual maturities of financial liabilities is as follows:

(in millions of euros)	**Balance sheet value As at 30/06/2019**	**Total contractual payments As at 30/06/2019**	**0 - 1 year**	**1 - 5 years**	**Over 5 years**
Bonds	5,164	5,200	500	1,800	2,900
Bank loans	2,018	2,028	598	752	678
Lease obligations	73	73	6	67	-
Other loans and assimilated debt	241	240	52	2	186
Interest on loans	100	1,083	177	490	416
Debt (excluding derivatives)	**7,596**	**8,624**	**1,260**	**3,178**	**4,046**
Trade payables	531	531	531	-	-
Contract liabilities	3	3	3	-	-
Other debts*	1,170	1,170	475	376	319
Debt at amortised cost	**9,300**	**10,328**	**2,269**	**3,554**	**4,365**
Outgoings	-	114	26	74	14
Receipts	-	(48)	(11)	(30)	(7)
Hedging swaps	**66**	**66**	**15**	**44**	**7**
Outgoings	-	17	6	11	-
Receipts	-	(25)	(9)	(16)	-
Trading swaps	**(8)**	**(8)**	**(3)**	**(5)**	**-**
Total	**9,358**	**10,386**	**2,281**	**3,593**	**4,372**

** Other debts exclude all accounts which do not constitute, within the terms of IAS 32, contractual obligations, such as tax and social security debts.*

Financial covenants

In addition to the item concerning TAV9.4.1, the financing contracts related to the concessions operated by TAV Esenboga, TAV Macedonia, TAV Milas Bodrum and TAV Ege also include early repayment clauses in the case of non-compliance with financial ratios. These contracts account for 8.11% of the total bank loans of the Group as of 30 June 2019. At that date, for these contracts, the ratios are respected.

The maturity schedule of loans and receivables is as follows:

(in millions of euros)	As at Jun 30, 2019	0 - 1 year	1 - 5 years	Over 5 years
Receivables and current accounts from associates	136	42	4	89
Other receivables and accrued interest related to investments	13	12	-	1
Loans and security deposits	15	7	6	2
Receivables, as lessor, in respect of finance leases	140	2	25	113
Other financial assets	253	88	161	4
Trade receivables	716	716	-	-
Contract assets	10	10	-	-
Other receivables*	167	168	-	-
Loans and receivables	**1,440**	**1,045**	**196**	**209**

** Other receivables exclude all accounts which do not constitute, within the terms of IAS 32, contractual rights, such as tax and social security receivables.*

Credit risks

Credit risk represents the risk of financial loss to the Group in the case where a customer or counter-party to a financial instrument failing to meet its contractual obligations. This risk essentially results from customer debts and investment securities.

The book value of financial assets represents the maximum exposure to credit risk. This maximum exposure to credit risk on the closing date is as follows:

(in millions of euros)	As at Dec 31, 2019	As at Dec 31, 2018
Equity instruments	56	61
Financial assets recognized at fair value through the income statement	23	21
Loans and receivables less than one year	1,045	997
Loans and receivables more than one year	405	325
Cash and cash equivalents	2,085	2,056
Total	**3,614**	**3,460**

Maximum exposure to credit risk concerning receivables and loans on the closing date, broken down by customers, is as follows:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
Air France	125	109
Easy Jet	-	10
Federal Express Corporation	8	7
Turkish Airlines	8	30
Other airlines	84	61
Subtotal airlines	**225**	**217**
Direction Générale de l'Aviation Civile	13	17
Société de Distribution Aéroportuaire	-	34
ATU	1	7
Other trade receivables	477	353
Other loans and receivables less than one year	329	370
Total loans and receivables less than one year	**1,045**	**997**

The anteriority of current receivables is as follows:

	As at Jun 30, 2019	
(in millions of euros)	Gross value	Net value
Outstanding receivables	818	810
Due receivables:		
from 1 to 30 days	109	107
from 31 to 90 days	34	31
from 91 to 180 days	33	32
from 181 to 360 days	33	31
more than 360 days	83	34
Current loans and receivables (according to the schedule - see § Liquidity risks)	**1,110**	**1,045**

The development of trade receivables is detailed in note 4.4.

Financial instruments compensation

Derivatives contracts of the Group may include a compensation right if specific events occur such as a change in control or a credit event.

However, these contracts do not include any comprehensive compensation agreement conferring a legally enforceable right to compensate the financial instruments, nor collateralization agreement.

The following table presents the book value of the assets and liabilities derivatives and the impact of the compensation agreement mentioned above, as of 30 June 2019:

(in millions of euros)	Gross amounts recognised before offsetting (a)	Amounts that are set off in the statement of financial position (b)	Net amounts presented in the statement of financial position (c) = (a) - (b)	Effect of "other offsetting agreements" (that do not meet the offsetting criteria of IAS 32) (d)		Net exposure (c) - (d)
				Financial instruments	Collateral fair value	
derivatives : interest rate swap	23	-	23	-	-	23
derivatives : currency swap	-	-	-	-	-	-
Total financial assets - derivatives	**23**	**-**	**23**	**-**	**-**	**23**
derivatives : interest rate swap	(81)	-	(81)	-	-	(81)
derivatives : currency swap	-	-	-	-	-	-
Total financial liabilities - derivatives	**(81)**	**-**	**(81)**	**-**	**-**	**(81)**

9.6 Other financial assets

The amounts appearing on the balance sheet as at 30 June 2019 and 31 December 2018 respectively are broken down as follows:

(in millions of euros)	As at Jun 30, 2019	Non-current portion	Current portion
Equity instruments - fair value through P&L	**56**	**56**	**-**
Loans and receivables excluding finance leases receivables	**417**	**267**	**150**
Receivables & current account from associates	136	94	42
Other receivables and accrued interest related to investments	12	-	12
Guaranteed passenger fee receivable*	96	72	24
Other financial assets	173	101	72
Receivables, as lessor, in respect of finance leases	**140**	**138**	**2**
Derivative financial instruments	**23**	**15**	**8**
Trading swaps	23	15	8
Total	**636**	**476**	**160**

** see note 6.1.1*

(in millions of euros)	As at Dec 31, 2018	Non-current portion	Current portion
Equity instruments - fair value through P&L	**61**	**61**	**-**
Loans and receivables excluding finance leases receivables	**379**	**185**	**194**
Receivables & current account from associates	117	72	45
Other receivables and accrued interest related to investments	35	-	35
Guaranteed passenger fee receivable*	102	81	21
Other financial assets	125	32	93
Receivables, as lessor, in respect of finance leases	**143**	**140**	**3**
Derivative financial instruments	**21**	**17**	**4**
Trading swaps	21	17	4
Total	**604**	**403**	**201**

The receivable recorded on Fedex, which amounts to €124 million, is presented under the heading "Receivables, as lessor, in respect of finance leases".

NOTE 10 Other operating income and expenses

Other operating income and expenses are significant and non-recurrent items at the level of the Group's consolidated performance.

This may involve the disposal of assets or activities, costs incurred related to a business combination, restructuring costs or costs related to a one-off operation.

NOTE 11 Income tax

The income tax covers domestic and foreign taxes which are based on taxable profits and taxes payable on dividends distributed by subsidiaries and associates and joint ventures. Groupe ADP considers that the Company value-added contribution (Cotisation sur la Valeur Ajoutée des Entreprises - CVAE) cannot be analyzed as an income tax. Therefore, this contribution is recorded in operating expenses.

Income taxes include:

- Current tax expense or profit, and
- Deffered tax expense or profit.

Current tax is the amount of income tax due to the profit payable or receivable from the tax authorities with regard to taxable income or tax loss from a given financial year. Such amounts are recognized respectively in current liabilities or current assets in the balance sheet.

Income taxes are calculated for each entity or taxable unit. The tax consolidation Group encompassing the parent company Aéroports de Paris SA and thirteen French subsidiaries held, in which the parent company, directly or indirectly, holds over 95%: ADP Immobilier, ADP Immobilier Industriel, Hub One, Hub One Mobility, Sysdream, ADP Ingénierie, ADP International, Cœur d'Orly Commerces Investissements SAS, Cœur d'Orly Investissements SAS, ADP Invest, ADPM2, ADPM3, ADP Immobilier Tertiaire, and HOTEL RO3 SAS.

Deferred taxes are recognized for all temporary differences between the tax bases of assets and liabilities and their carrying amounts for financial reporting purposes, except for the cases specified in IAS 12, Income Taxes. Deferred taxes are calculated using the liability method, applying the last enacted income tax rates expected to be applicable when the temporary differences will be reversed. They are not discounted.

Deferred tax assets are recognized, when applicable, in respect of tax loss carryforward and unused tax credits. Generally speaking, deferred tax assets are not recognized except when it is probable that the taxable entity in question will have sufficient future taxable income against which the deductible temporary differences, tax loss carryforward or tax credits can be offset. Non-recognized deferred tax assets are revalue at the end of each accounting period and are recognized to the extent that it has become probable that a future profit will allow them to be recovered.

Income tax is recognized in the income statement unless it concerns items recognized directly in equity; in such cases it is recognized directly or as part of other elements of the comprehensive income statement.

11.1 Tax rate

Following the announcement of the change in the decrease of corporate income tax rate in the following years originally foreseen in the 2019 Finance Act, the current tax rate used by the Group as at 30 June 2019 amounts to 34.43%.

11.2 Analysis of the income tax expense

Within the income statement, the income tax expense is detailed as follows:

(in millions of euros)	Half-year 2019	Half-year 2018*
Current tax expense	(113)	(107)
Deferred tax expense	(15)	(8)
Income tax expense	**(128)**	**(115)**

** Restated figures as described in notes 1.4, 2.2 & 12*

These amounts do not include income tax on profit/loss associates and joint ventures, the amounts that appear for these items on the appropriate line of the income statement being net of income tax.

11.3 Tax reconciliation

The reconciliation between the theoretical income tax based on the tax rate applicable in France and the effective income tax is as follows:

(in millions of euros)	Half-year 2019	Half-year 2018*
Net results from continuing activities	232	186
Share of profit or loss from associates and joint ventures	(48)	(41)
Income tax expense	128	115
Income before tax and profit/loss of associates	**312**	**260**
*Theoretical tax rate applicable in France***	32.02%	34.43%
Theoretical tax expense	**(100)**	**(90)**
Impact on theoretical tax of:		
Different rate on foreign taxable income and payment at source	-	(4)
Tax losses incurred in the period for which no deferred tax asset was recognized	(15)	(11)
Evolution of tax rates	(1)	-
Effect of the application of a rate at 34,43%	(7)	-
Changes in unrecognized temporary differences	(1)	-
Non-deductible expenses and non-taxable revenue (i)	(7)	(17)
Tax credits	1	2
Adjustments for prior periods	2	5
Effective tax expense	**(128)**	**(115)**
Effective tax rate	40.98%	44.23%

** Restated figures as described in notes 1.4, 2.2 & 12*

*** Taux en vigueur avant annonce de la modification de la trajectoire de la baisse du taux d'impôt sur les sociétés*

(i) The variation in the non-deductible expenses and non-taxable revenue is mainly due to TAV Airports.

11.4 Deferred tax assets and liabilities broken down by category

Deferred tax assets and liabilities are presented on the balance sheet as follows:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
In respect of deductible temporary differences		
Employee benefit obligation	141	126
Amortisation of fees for the study and overseeing of works	6	9
Provisions and accrued liabilities	12	19
Other	27	38
For taxable temporary differences		
Accelerated tax depreciation and other regulated provisions	(321)	(317)
Finance leases	(4)	(5)
Revaluation reserves	(8)	(8)
Purchase Price Allocation	(190)	(187)
Other	(53)	(58)
Net deferred tax assets (liabilities)	**(390)**	**(383)**

11.5 Table of changes in deferred tax assets and liabilities

Deferred tax assets and liabilities evolved as follows between the beginning and the end of the period:

(in millions of euros)	Assets	Liabilities	Net amount
As at Jan 1, 2019	**-**	**383**	**(383)**
Amount recognized directly through equity on employee benefit obligations	1	(14)	15
Amounts recognized for the period	32	33	(1)
Translation adjustments	-	(2)	2
Changes in consolidation scope	1	31	(30)
As at June 30, 2019	**37**	**427**	**(390)**

Deferred tax assets and deferred tax liabilities of subsidiaries of the sub-group TAV Airports were until now compensated, the sub-group TAV Airports being until 31 December 2018 considered as a single consolidated entity. The deferred tax asset amounting to 38 million euros as at 30 June 2019 is mainly linked to TAV Milas Bodrum and TAV Ege airport concessions.

11.6 Current tax assets and liabilities

Current tax assets correspond to the amount to be recovered from the tax authorities. Current tax liabilities correspond to the amounts remaining to be paid to these authorities.

These tax assets and liabilities appear as follows:

(in millions of euros)	As at June 30, 2019	As at Dec 31, 2018
Current tax assets		
Aéroports de Paris SA and tax-consolidated companies	36	-
Other consolidated entities	31	6
Total	**67**	**6**
Current tax liabilities		
Aéroports de Paris SA and tax-consolidated companies	2	21
Other consolidated entities	16	16
Total	**18**	**37**

The Group has no knowledge of any contingent tax assets or liabilities as of 30 June 2019.

NOTE 12 Net result from discontinued activities

In accordance with IFRS 5 " Non-current Assets Held for Sale and Discontinued Operations", Group ADP disclose a single amount in the statement of comprehensive income on the line net income from discontinued operations, all components* that have been disposed by the Group (shutdown of operations) or which are classified as held for sale, and :

- represents a separate major line of business or geographical area of operations ;
- is part of a single coordinated plan to dispose of a separate major line of business or geographical area of operations ; or
- is a subsidiary acquired exclusively with a view to resale.

For discontinued operations, this reclassification applies at the date the activity has been disposed.

**By component is meant an element that comprises operations and cash flows that can be clearly distinguished, operationally and for financial reporting purposes, from the rest of the entity.*

The analysis of net income from discontinued operations related to the end of the Atatürk International Airport concession (see note 2.2) is as follows:

(in millions of euros)	Half-year 2019	Half-year 2018
Revenue	**124**	**232**
EBITDA	**71**	**126**
Operating income from ordinary activities	**36**	**41**
Operating income	**36**	**41**
Financial income	**-**	**8**
Income before tax	**36**	**49**
Income tax expense	(10)	(17)
Net income	**26**	**32**
Net income attributable to the Group	**12**	**15**

Restated accounts 2018

Comparative figures for the first half of 2018 take into account the end of TAV Istanbul concession. The following tables present the impact of these changes on the consolidated income statement, consolidated statement of comprehensive income and consolidated statement of cash flows:

Consolidated income statement

(in millions of euros)	Half year 2018 published	Half year 2018 restated
Revenue	**2,099**	**1,867**
EBITDA	**815**	**689**
Share in associates	40	40
Operating income from ordinary activities	**469**	**428**
Operating income	**468**	**428**
Financial income	**(119)**	**(127)**
Income before tax	**350**	**301**
Income tax expense	(132)	(115)
Net results from continuing activities	**218**	**186**
Net results from discontinued activities	-	32
Net income	**218**	**218**
Net income attributable to the Group	**205**	**205**

Consolidated statement of comprehensive income

(in millions of euros)	Half year 2018 published	Half year 2018 restated
Net income	**218**	**218**
Recyclable elements to the consolidated income statement	**44**	**44**
Including share of other comprehensive income linked to discontinued activities	*-*	*(3)*
Non-recyclable elements to the consolidated income statement	**2**	**2**
Including actuarial gains/losses in benefit obligations linked to discontinued activities	*-*	*2*
Total comprehensive income for the period	**264**	**264**
attributable to non-controlling interests	27	27
attributable to the Group	237	237

Consolidated statement of cash flows

(in millions of euros)	Half year 2018 published	Half year 2018 restated
Operating income	**468**	**428**
Operating cash flow before change in working capital and tax	**773**	**648**
Change in working capital	**(79)**	**(41)**
Cash flows from operating activities	**604**	**604**
including impact of discontinued activities	**-**	**62**
Cash flows from investing activities	**(985)**	**(985)**
including impact of discontinued activities	**-**	**(1)**
Cash flows from financing activities	**(140)**	**(140)**
including impact of discontinued activities	**-**	**(38)**
Change in cash and cash equivalents	**(518)**	**(518)**
Net cash and cash equivalents at beginning of the period	1,911	1,911
Net cash and cash equivalents at end of the period	1,393	1,393
of which Cash and cash equivalents	*1,398*	*1,398*
of which Bank overdrafts	*(5)*	*(5)*

NOTE 13 Cash and cash equivalents and Cash flows

13.1 Cash and cash equivalents

Cash and cash equivalents comprise current accounts at banks and short-term liquid investments subject to negligible risks of fluctuations of value. Cash equivalents consist essentially of money market funds. Bank overdrafts are not included in cash and are reported under current financial liabilities.

"Cash management financial assets" comprises units in UCITS, made with a short-term management objective, satisfying the IAS 7 criteria for recognition as cash.

Cash and cash equivalents break down as follows:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
Marketable securities	1,322	1,288
Cash*	763	768
Bank overdrafts**	(17)	(1)
Cash and cash equivalents	**2,068**	**2,055**

** Including €22 million of cash dedicated to aid to local residents funding collected through the tax on airborne noise nuisances (TNSA).*

*** Included in Current liabilities under debt*

As part of its cash management, Groupe ADP has mainly invested in euro-denominated UCITS.

Cash and short-term cash equivalents for the Group include the bank accounts of certain subsidiaries for which repatriation conditions are complex in the short term for mainly regulatory reasons (less than €1 million2019).

13.2 Cash flows

13.2.1 Cash flows from operating activities

- **Income and expense with no impact on net cash**

(in millions of euros)	Half-year 2019	Half-year 2018*
Depreciation, amortisation and impairment losses (excluding current assets)	348	294
Profit/loss of associates	(48)	(40)
Net gains on disposals	(6)	-
Other	(15)	1
Income and expense with no impact on net cash	**279**	**255**

** Restated figures as described in notes 1.4, 2.2 & 12*

- **Change in working capital**

(in millions of euros)	Half-year 2019	Half-year 2018*
Inventories	6	(1)
Trade and other receivables	(57)	(52)
Trade and other payables	90	12
Change in working capital	**39**	**(41)**

** Restated figures as described in notes 1.4, 2.2 & 12*

13.2.2 Cash flows from investing activities

- **Acquisition of subsidiaries and associates (net of acquired cash)**

(in millions of euros)	Half-year 2019	Half-year 2018*
Acquisitions of subsidiaries and investments (net of cash acquired)	(14)	(528)
Proceeds from sale of subsidiaries (net of cash sold) and investments	-	1

** Restated figures as described in notes 1.4, 2.2 & 12*

In 2019, the flow related to the financial investments, the acquisitions of subsidiaries and equity interests is mainly due to:

- The additional acquisition of Tibah Development shares for an amount of €4 million,
- The acquisition by TAV Airports of 70% of GIS (see Note 3.2) for an amount of €2 million net of cash acquired,
- €7 million of cash acquired for the change of method for SDA GIS (see note 3.2).

In 2018, the flow related to acquisition of subsidiaries and financial investments was mainly due to the additional acquisition of 41,5% of AIG shares, the acquisition of 100% of Antalya by TAV Airports, the acquisition of 100% of Sysdream by Hub One, the additional investments over Ravinala Airports, Nuevo Pudahel, TGS (investment security of Havas) and SAS Coeur of Orly Investment.

- **Purchase of property, plant & equipment and intangible assets**

The investments made by the ADP Group are classified within a nomenclature, composed of the following seven investment programs:

- **Renovation and quality** : investments meant to renovate current property in order to reduce obsolescence or improving its quality, as well as investments in retail spaces;
- **Increases in capacity** : investments to increase assets capacity;
- **Cost of studies and supervision of works (FEST)**: design and work supervision costs for the production of an asset;
- **Real estate development** : investments to develop property as well as cargo and aeronautical facilities maintenance;
- **Restructuring** : Investments to reconfigure the arrangement of existing assets ;
- **Security**: Investments financed by the airport tax, mainly related to airport safety and security services.
- **Other.**

The amount of purchase of property, plant and equipment and intangible assets is broken down in the table below:

(in millions of euros)	Notes	Half-year 2019	Half-year 2018*
Purchase of intangible assets	6	(41)	(11)
Purchase of property, plant and equipment	6	(517)	(407)
Purchase of property, plant, equipment and intangible assets		**(558)**	**(418)**

** Restated figures as described in notes 1.4, 2.2 & 12*

Details of this expenditure are as follows:

(in millions of euros)	Half-year 2019	Half-year 2018*
Renovation and quality	(157)	(88)
Increases in capacity	(164)	(111)
Cost of studies and supervision of works (FEST)	(48)	(47)
Real estate development	(24)	(79)
Restructuring	(63)	(58)
Security	(45)	(29)
Other	(57)	(6)
Total	**(558)**	**(418)**

** Restated figures as described in notes 1.4, 2.2 & 12*

Major projects carried out by Aéroports de Paris SA during the period include:

- Investments at Paris-Charles de Gaulle Airport mainly related to:
  - continued work for the renovation of terminal 2B and its junction with the terminal 2D ;
  - continued work for the junction of the international satellites of terminal 1 ;
  - continued work to set up a flight connecting baggage sorter under the hall L and M of terminal 2E (TBS4);
  - the purchase of standard 3 hold luggage inspection equipment up to European regulation;
  - preparatory work for the construction of the CDG Express ;
  - the refreshment of hall L of terminal 2E ;
  - the extension of India aprons ;
  - wayfinding ;
  - Air France lounge in terminal 2F ;
  - the redesign of the security check in the Terminal 2E;
  - the completion of building work on the flight baggage sorter under the hall L of terminal 2E (TDS3) ;
  - the redesign of the shops in hall L of terminal 2E.

- Investments at Paris-Orly Airport mainly related to:
  - the completion of building work on the Orly 3 junction building ;
  - preparatory work for the refurbishment of runway 3;
  - the East baggage handling system compliance in Orly 4 ;
  - preparatory work before the construction of the future Grand Paris station ;
  - the redesign of aircraft parking stands of the Hall A and the offset of taxiway W2 ;
  - the creation of a new retail area in the international boarding lounge in Orly 4 ;
  - waterproofing work and strengthening of bridge n°2 under runway n° 3 ;
  - reconstruction of ex-hall B in Orly 4 ;
  - sanitary facilities upgrading ;
  - the creation of a pedestrian mall between Orly 3 and Orly 4.

- Investments at the Paris-Le Bourget airport, mainly related to the construction of the AFMAE apprentice training center;
- On Queen Alia Airport, the investments are mainly ported on the extension of the luggage sorter.

- **Dividends received**

(in millions of euros)	Half-year 2019	Half-year 2018*
TAV Antalya	76	-
Schiphol Group	9	12
ATU	9	12
TGS	-	7
Other	12	3
Total	**106**	**34**

** Restated figures as described in notes 1.4, 2.2 & 12*

NOTE 14 Related parties disclosure

In accordance with IAS 24, the Group discloses the following related parties:

- associated and jointly controlled companies;
- the State, public institutions and State participations;
- and its senior executives and shareholders.

During the first half of 2019, there was no significant change in the nature of transactions with related parties compared to 31 December 2018.Off-balance sheet commitments

14.1 Minimum lease payments

Futhermore, the future minimum lease payments receivable for Aéroports de Paris SA as a lessor on existing contracts as at 30 June 2019 are as follows:

(in millions of euros)	Total As at Jun 30, 2019	0 - 1 year	1 - 5 years	Over 5 years
Minimum lease payments receivable	3,314	281	921	2,111

14.2 Commitments granted and received

Off-balance sheet commitments and contingent assets and liabilities are presented below:

(in millions of euros)	As at Jun 30, 2019	As at Dec 31, 2018
Guarantees	510	487
Guarantees on first demand	36	90
Irrevocable commitments to acquire assets	834	914
Other	109	71
Commitments granted	**1,489**	**1,562**
Guarantees	107	104
Guarantees on first demand	149	158
Other	3	3
Commitments received	**259**	**265**

Aéroports de Paris SA

Guarantees correspond mainly to securities accorded to loans to staff members, as well as guarantees accorded by Aéroports de Paris SA on behalf of ADP Ingénierie for the benefit of different customers of its subsidiaries.

Compared to 31 December 2018 (914 million euros), irrevocable commitments to acquire assets decreased by 80 million euros.

The decrease on irrevocable commitments to acquire assets is mainly due to the completion of part of the previous commitments at the end of 2018, for the following projects:

- preparatory works for the renovation of runway 3 of Paris-Orly;
- the finalization of the Orly 3 junction building;
- the development of the new station Grand Paris Orly.

The Group's employee benefit commitments are presented in note 5.

The commitments received are mainly guarantees from the beneficiaries of AOTs (temporary authorisations to occupy public property or *Autorisation d'Occupation Temporaire du domaine public*), civil code leases, commercial concessions and suppliers.

In addition, pursuant to article 53 in the operating specifications of Aéroports de Paris SA, the minister in charge of Civil Aviation has a right of refusal regarding any contribution, disposal or grant of security involving certain plots of land – and the assets on such land – belonging to Aéroports de Paris SA. The lands concerned by this provision are listed in those same operating specifications.

The law of April 20, 2005 provides that in the event of a partial or total shutdown of air traffic at one of the airports owned by Aéroports de Paris SA, 70% of the capital gain due to the difference between the market value of the assets and the book value thereof must be paid to the French government. This provision relates in particular to the General Aviation Aerodromes.

ADP INGENIERIE AND ADP INTERNATIONAL

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

TAV AIRPORTS

Commitments given by TAV Airports and its subsidiaries amount to €485 million as at 30 June 2019 and are mainly letters of guarantee:

- given mainly to third parties (customs, lenders and customers), to the General Directorate of State Airports Authority (DHMI) as well as Saudi Arabian, Tunisian and Macedonian governments;
- issued from Build – Operate – Terminate agreements (BOT agreements), from concession agreements and lease contracts.

Main guarantees given to DHMI:

- TAV Istanbul is bound by the terms of the rent agreement made with DHMI and is obliged to give 6% of the total rent amount, i.e. $153 million as a letter of guarantee.
- TAV Ege and TAV Milas Bodrum are both obliged to give a letter of guarantee at an amount equivalent to €37 and €43 million each to DHMI;

Main guarantees given to GACA (General Authority of Civil Aviation) in Saudi Arabia:

The Group is obliged as at 31 December 2018 to give a letter of guarantee at an amount equivalent of $13 million (i.e. €11 million) to GACA according to the BTO agreement signed with GACA in Saudi Arabia, as well as a letter of guarantee equivalent of $162 million (i.e. €142 million) to National Commercial Bank which is included in letters of guarantee given to third parties.

Main guarantees given to OACA (Office de l'aviation Civile et des Aéroports) in Tunisia:

The Group is obliged to give a letter of guarantee at an amount equivalent of €12 to the Ministry of State Property and Land Affairs and €7 to OACA according to the BOT agreements and its amendments signed with OACA in Tunisia.

NOTE 15 Litigations, legal and arbitration proceedings

In accordance with IAS 37 Provisions, contingent Liabilities are defined as:

- a **potential obligation** that arises from past events and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Group; or
- a **present obligation** that arises from past events but is not recognized because:
  - it is not probable that an outflow of resources embodying economic benefits will be required to settle the obligation, or
  - the amount of the obligation cannot be measured with sufficient reliability.

In the ordinary course of its business, Groupe ADP is involved in a certain number of judicial and arbitral proceedings. The Group is also subject to certain claims and lawsuits which fall outside the scope of the ordinary course of its business.

The amount of provisions made is based on Groupe ADP's assessment of the level of risk on a case-by-case basis and depends on its assessment of the basis for the claims, the stage of the proceedings and the arguments in its defense, it being specified that the occurrence of events during proceedings may lead to a reappraisal of the risk at any moment.

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 assigned Aéroports de Paris in 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 (the only court competent to know the litigation according to the decision of the Dispute Tribunal in 2016) rejected JSC's claims in 2017. The latter appealed against the decision on 30 March 2017.
  - By judgment of 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 Investissements and SODEC can still appeal to the Conseil d'Etat against this decision.
  - 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.
  - The construction of the ADP Group's new head office was concluded for a total amount of €96 million (initial amount, amendment n°1 and additional work accepted). As part of the end of this contract, the TAV/HERVE remitted in July 2018 its definitive general account (DGD), showing a market balance of €+91 million (i.e. a total amount of €187 million)
  - In response, the ADP Group filed an amending DGD in September 2018, with a market balance of €-18 million (for a total amount of €78 million), which was rejected by the group on 6 November 2018. (The ADP Group will not express a new position until 6 February 2019, the date on which its absence to respond will be considered as a rejection of the request).
  - In the TAV/Hervé request, the ADP Group estimates that the Grouping's claims are unfounded.
  - As from 7 February 2019, the TAV/HERVE grouping will have a period of 6 months to bring an action for judicial review before a court.
  - TAV and Hervé filed on 25 March 2019, respectively each one an assignation before the Tribunal de Grande Instance de Paris. The ADP Group disputes both the validity of this assignation and the requests made therein. At the same time, a mediation procedure before the Mediator of Companies began on 27 March 2019. This procedure will be completed soon.
  - Accounting and financial issues are being addressed.

NOTE 16 Subsequent events

There are no subsequent events known to date.

NOTE 17 Scope of consolidation and non-consolidated companies

The main changes in consolidation scope and in corporate name of Group entities for the year 2019 are described in note 3.1.1).

As at 31 December 2019, the list of companies within the scope of consolidation is as follows:

Entity	Address	Country	% stake	% control
Aéroports de Paris SA (Multi activities)	1 rue de France – 93290 Tremblay-en-France	France	PARENT	PARENT
Fully Consolidated Subsidiaries				
Aviation:				
Fondation d'entreprise Aéroports de Paris	1 rue de France – 93290 Tremblay-en-France	France	100%	100%
Retail and services :				
Société de Distribution Aéroportuaire	114 avenue Charles de Gaulle 92200 NEUILLY-SUR-SEINE	France	50%	50%
Média Aéroports de Paris	17 rue Soyer 92200 Neuilly sur Seine	France	50%	50%
RELAY@ADP	55 rue Deguingand 92300 Levallois Perret	France	50%	50%
Real estate:				
Cœur d'Orly Investissement	Orlytech - Bat. 532 5 allée Hélène Boucher 91550 PARAY-VIELLE-POSTE	France	100%	100%
Cœur d'Orly Commerces Investissement	Orlytech - Bat. 532 5 allée Hélène Boucher 91550 PARAY-VIELLE-POSTE	France	100%	100%
ADP Immobilier Tertiaire	1 rue de France – 93290 Tremblay-en-France	France	100%	100%
ADP Immobilier	1 rue de France – 93290 Tremblay-en-France	France	100%	100%
Ville Aéroportuaire Immobilier 1*	1 rue de France – 93290 Tremblay-en-France	France	100%	100%
ADP Immobilier Industriel	Orlytech - Bat. 532 5 allée Hélène Boucher 91550 PARAY-VIELLE-POSTE	France	100%	100%
SCI ROMEO	1 rue de France – 93290 Tremblay-en-France	Netherlands	100%	100%
Hôtels Aéroportuaires**	1 rue de France – 93290 Tremblay-en-France	France	100%	100%
Aéroports de Paris Investissement Nederland Bv	Locatellikade 1 1076AZ AMSTERDAM	France	100%	100%
International and airport developments:				
TAV Germany Operation Services GmbH ("TAV İşletme Germany")	Neue Mainzer StraBe 22, 60311 Frankfurt Am Main	Germany	46%	100%

Entity	Address	Country	% stake	% control
GIS Premium Deutschland Gmbh ("GIS Germany")	c/o Klier & Ott GmbH Steuerberatungsgesellschaft Rechtsanwaltsgesellschaft Reinhardstraße 52 10117 Berlin	Germany	32%	100%
TAV Information and Technologies Saudi Ltd. Company ("TAV IT Saudi")	Prince Mohammed Bin Abdulaziz Int. Airport P.O Box 4878, Al-Madinah Al Munawarah 42342 KSA	Saudi Arabia	46%	100%
GIS Premium Argentina SRL ("GIS Argentina")	Avenida Leandro N. Alem 734, piso 50, oficina "16", Ciudad Autónoma de Buenos Aires.	Argentina	32%	100%
Tank Öwa Alpha Gmbh	Teinfaltstrasse 8/4 A-1010 Vienna, AUSTRIA	Austria	100%	100%
Tank Öwc Beta Gmbh	Teinfaltstrasse 8/4 A-1010 Vienna, AUSTRIA	Austria	100%	100%
GIS Premium Brasil Servicos Aeroportuarios LTDA ("GIS Brazil")	Carrera 9, 74-08 Of 504, Bogotá 110.221 Bogotá -Colombia	Brazil	32%	100%
ADPi (Beijing) Architects and Engineers Design Co	ADPI Architects and Engineers Design Co, LTD Unit 1407A - No A302 Hua Teng Tower Jinsong 3rd zone Chaoyang District Beijing	China	100%	100%
GIS Premium Colombia S.A.A. ("GIS Colombia")	Av Paulista,2444 ,Andar 18,CONJ 182,SL 7 Bela Vista Sao Paulo SP	Colombia	32%	100%
AMS - Airport Management Services (OSC)	Ulica Rudolfa Fizira 1 10150 Velika Gorica Croatie	Croatia	78%	78%
MZLZ-TRGOVINA D.o.o ("SDA Zagreb")	Ulica Rudolfa Fizira 1 10150 Velika Gorica Croatie	Croatia	50%	50%
MZLZ-Ugostiteljstvo D.o.o ("BTA MZLZ")	Velika Gorica, Rudolfa Fizira 1 Zagreb Hrvatska	Croatia	46%	100%
Havaş Adriatic	Roberta Frangesa Mihanovica 9, Zagreb, Croatie	Croatia	46%	100%
Gestio I Servies Trade Center S.A. ("GIS Spain")	Avda. Diagonal 611 9ª pl. 08028- Barcelona	Spain	32%	100%
TAV USA Operation Services Co. ("TAV İşletme America")	22648 Glenn Drive, Sterling VA 20164, Unit 101	United States	46%	100%
ADP International Americas LLC	80 SW 8th St Suite 2900 Miami, Florida 33130, USA	United States	100%	100%
Merchant Aviation	382 Springfield Avenue SUMMIT, NJ-07901	United States	100%	100%
TAV Washington Operation Services Ltd. ("TAV İşletme Washington")	22648 Glenn Drive, Sterling VA 20164, Unit 101	United States	46%	100%
ADP Ingénierie	Aéroport d'Orly Parc central Zone sud - Bâtiment 641 91200 ATHIS-MONS	France	100%	100%
ADP International	1 rue de France – 93290 Tremblay-en-France	France	100%	100%
BTA Frances SAS. ("BTA France")	Orly Sud Terminal S1 Etage 3 Bureau 3103-3104 94390 Orly Aérogare	France	46%	100%

Entity	Address	Country	% stake	% control
GIS Premium France SAS ("GIS France")	1 Bis Rue Veron 94140 Alfortville	France	32%	100%
TAV Batumi Operations LLC ("TAV Batumi")	Tbilisi International Airport, Tbilisi, Georgia, 0158	Georgia	35%	76%
Batumi Airport LLC	Airport Highway #220, Batumi /Georgia, 6010	Georgia	35%	76%
TAV Urban Georgia LLC ("TAV Tbilisi")	Tbilisi International Airport, Tbilisi, Georgia, 0158	Georgia	37%	80%
BTA Georgia LLC ("BTA Georgia")	Tbilisi International Airport Tbilisi, Georgia	Georgia	46%	100%
TAV Georgia Operation Services LLC ("TAV İşletme Georgia")	International Airport, Tbilisi, Georgia, Post Code:0158	Georgia	46%	100%
ADPM Mauritius	C/o Legis Corporate Secretarial Services Ltd 3 rd Floor, Jamalacs Building, Vieux Conseil Street, PORT-LOUIS	Mauritius	100%	100%
GIS Premium Italy SRL ("GIS Italy")	Piazza Filippo Meda 3 CAP 20121 Milano (MI)	Italy	32%	100%
Jordan Airport Management	Ali Sharif Zu'bi Law Office PO Box 35267 AMMAN 11180	Jordan	100%	100%
Airport International Group P.S.C ("AIG)	P.O. Box 39052 Amman 11104 Jordan	Jordan	51%	100%
Airport International Group For Training And Development	P.O. Box 39052 Amman 11104 Jordan	Jordan	51%	100%
TAV Africa Operation Services Ltd. ("TAV İşletme Kenya")	P.O.BOX 42279-00100 Panari Hotel Centre, First Floor Office No:12, LR.12918 Mombasa Road, Nairobi PIN:P051576403E	Kenya	46%	100%
SIA TAV Latvia ("TAV Latvia")	RIGA Airport 10/1, Marupe district, LV 1053, Latvia	Latvia	46%	100%
Havas Latvia SIA ("HAVAŞ Europe")	Lidosta, Rīga, 10/1, Mārupes novads, LV-1053	Latvia	46%	100%
SIA Cakes and Bakes Latvia ("BTA Latvia")	Lidosta "Riga" 10/1, Marupes Novads, LV-1053 Latvia	Latvia	46%	100%
TAV Latvia Operation Services SIA ("TAV İşletme Latvia")	Starptautiskā lidosta Rīga 10/1, Mārupes novads, Rīga, LV-1053, Latvia	Latvia	46%	100%
ADPi Middle East	Immeuble Baz - Rue Sursock BEYROUTH	Lebanon	100%	100%
ADPi Libya	El Nasser Street TRIPOLI	Libya	65%	65%
TAV Macedonia Dooel Petrovec ("TAV Macedonia")	Orce Nikolov 98, 1000 Skopje, Republic of Macedonia	Macedonia	46%	100%
BTA Macedonia Dooel Petrovec ("BTA Macedonia")	Skopje Alexander The Great Airport 1043 Petrovec, Skopje, Macedonia	Macedonia	46%	100%
TAV Macedonia Operation Services Dooel ("TAV İşletme Macedonia")	Skopje Alexander The Great Airport 1043 Petrovec, Skopje, Macedonia	Macedonia	46%	100%

Entity	Address	Country	% stake	% control
GIS Premium Mexico SadCV (“GIS Mexico”)	Av.Paseo de la Reforma n° 393 Despacho 801 Colonia Cuauhtémoc, alcaldía Cuauhtémoc 06500 Ciudad de México	Mexico	32%	100%
Aviator Netherlands B.V. (“Aviator Netherlands”)	Strawinskylaan 3127 1077 ZX Amsterdam, Netherlands	Netherlands	46%	100%
TAV Technologies B.V. (“TAV IT Netherlands”)	Gustav Mahlerlaan 1212, 1081 LA, Amsterdam, Netherlands	Netherlands	46%	100%
TAV Tunisie SA (“ TAV Tunisia”)	Rue de la Bourse, Cité les Pins, Immeubles “Horizon”, Bloc B, 3ème étage, les Berges du Lac, 1053 Tunisia	Tunisia	38%	100%
BTA Tunisie SARL (“BTA Tunisia”)	Enfidha International Airport A 1 Motorway, 91st Km.Enfidha 4030 Tunisia	Tunisia	46%	100%
TAV Tunisie Operation Services SARL (“TAV İşletme Tunisia”)	Rue de la Bourse, Cité les Pins, Immeubles “Horizon”, Bloc B, 3ème étage, les Berges du Lac, 1053 Tunisia	Tunisia	46%	100%
TAV Tunisie Operation Services Plus SARL (“TAV İşletme Tunisia Plus”)	Aéroport Enfidha-Hammamet. 4080 Sousse-Tunisie	Tunisia	46%	100%
TAV Havalimanları Holding A.Ş. (“TAV Airports Holding”)	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:6 (6.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
TAV İstanbul Terminal İşletmeciliği A.Ş. (“TAV İstanbul”)	İstanbul Atatürk Havalimanı Dış Hatlar Terminali 34149 Yeşilköy. İstanbul, TURKEY	Turkey	46%	100%
TAV Milas Bodrum Terminal İşletmeciliği A.Ş. (“TAV Milas Bodrum”)	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:6 (6.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
TAV Ege Terminal Yatırım Yapım ve İşletme A.Ş. (“TAV Ege”)	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:6 (6.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
TAV Esenboğa Yatırım Yapım ve İşletme A.Ş. (“TAV Esenboğa”)	Esenboğa Havalimanı İç-Dış Hatlar Terminali 06750 Esenboğa Ankara, TURKEY	Turkey	46%	100%
TAV Gazipaşa Alanya Havalimanı İşletmeciliği A.Ş. (“TAV Gazipaşa”)	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:6 (6.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
TAV Özel Güvenlik Hizmetleri A.Ş. (“TAV Güvenlik”)	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:7 (7.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
BTA Havalimanları Yiyecek ve İçecek Hizmetleri A.Ş. (“BTA”)	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:2 (2.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
BTA Unlu Mamülleri Pasta Üretim Turizm Gıda Yiyecek İçecek Hizmetleri San. ve Tic. A.Ş. (“Cakes & Bakes”)	Osmangazi Mah. 2647 SK. No:5 Esenyurt, İstanbul, TURKEY	Turkey	46%	100%

Entity	Address	Country	% stake	% control
BTA Tedarik Dağıtım ve Ticaret A.Ş. ("BTA Tedarik")	Osmangazi Mah. 2647 SK. No:5 Esenyurt, İstanbul, TURKEY	Turkey	46%	100%
BTA Denizyolları ve Limanları Yiyecek ve İçecek Hizmetleri Tic. A.Ş. ("BTA Denizyolları")	Kennedy Cad.Hızlı Feribot iskelesi YeniKapı-Fatih/İstanbul	Turkey	46%	100%
BTA Uluslararası Yiyecek İçecek Hizmetleri Sanayi ve Ticaret A.Ş ("BTA Uluslararası Yiyecek")	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:2 (2.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
Havaş Havaalanları Yer Hizmetleri A.Ş. ("HAVAŞ")	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:4 (4.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
Havaalanları Yolcu Taşımacılığı A.Ş. ("HYT İzmir")	Atıfbey Mah. Prof.Dr.Türkan Saylan Cad. 11/2 Sk. No:23/B Gaziemir/İZMİR	Turkey	46%	100%
TAV İşletme Hizmetleri A.Ş. ("TAV İşletme")	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:4 (4.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
TAV Havacılık A.Ş. ("TAV Havacılık")	İstanbul Atatürk Havalimanı Dış Hatlar Terminali 34149 Yeşilköy. İstanbul. Turkey	Turkey	46%	100%
TAV Bilişim Hizmetleri A.Ş. ("TAV Bilişim")	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:3 (3.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
TAV Akademi Eğitim ve Danışmanlık Hizmetleri A.Ş. ("TAV Akademi")	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:6 (6.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%	100%
TAV Aviation Minds Eğitim ve Danışmanlık Hizmetleri A.Ş. ("TAV Aviation Minds")	İstanbul Atatürk Havalimanı Dış Hatlar Terminali 34149 Yeşilköy. İstanbul. Turkey	Turkey	24%	100%
Other activities:				
Hub One	Continental Square, 2 place de Londres 93290 TREMBLAY-EN-FRANCE	France	100%	100%
Hub One Mobility	5 route du Paisy 69570 Dardilly	France	100%	100%
ADP Invest	1 rue de France – 93290 Tremblay-en-France	France	100%	100%
Hologarde***	1 rue de France – 93290 Tremblay-en-France	France	100%	100%
Sysdream	14 PLACE MARIE JEANNE BASSOT 92593 LEVALLOIS PERRET CEDEX		100%	100%
CO-ENTREPRISE (Integrated up to Group's share of balance sheet and profit & loss)				
Other activities:				
CDG Express Etudes	1 rue de France – 93290 Tremblay-en-France	France	33%	33%

* The Group holds 60% of the capital of Ville Aéroportuaire Immobilier 1 and has a put and call option agreement over the remaining 40%. The analysis of this agreement leads to retain 100% ownership interest.

** Previously named SAS HOTEL RO3 until June 2018
*** Previously named ADP Invest 1 until May 2019

Entity	Address	Country	% stake	% control
Associates				

Entity	Address	Country	% stake	% control
Retail and services:				
ADPLS Présidence	1 rue de France – 93290 Tremblay-en-France	France	50%	50%
EPIGO	3 place de Londres – bâtiment Uranus – Continental Square 1 – Aéroport Roissy Charles de Gaulle – 93290 Tremblay en France	France	50%	50%
EPIGO Présidence	3 place de Londres – bâtiment Uranus – Continental Square 1 – Aéroport Roissy Charles de Gaulle – 93290 Tremblay en France	France	50%	50%
Real estate:				
SCI Cœur d'Orly Bureaux	8 avenue Delcasse 75008 PARIS	France	50%	50%
SNC Coeur d'Orly Commerces	8 avenue Delcasse 75008 PARIS	France	50%	50%
SCI Heka Le Bourget	151 boulevard Haussmann - 75008 PARIS	France	40%	40%
SAS Chenue Le Bourget	151 boulevard Haussmann - 75008 PARIS	France	40%	40%
Transport Beheer	Haarlemmermeer de Beekstraat 314 1118CX SCHIPHOL AIRPORT	Netherlands	40%	40%
Transport CV	Haarlemmermeer de Beekstraat 314 1118CX SCHIPHOL AIRPORT	Netherlands	40%	40%
SCI Roissy Sogaris	Avenue de Versailles RN 186 94150 RUNGIS	France	40%	40%
International and airport developments:				
Madinah Airport Hotel Company ("Medinah Hotel")	Prince Mohammed Bin Abdul Aziz International Airport, Post Office Box: 52681 Al Madinah Al Munawarah, 11573, Kingdom of Saudi Arabia.	Saudi Arabia	15%	33%
Tibah Airports Operation Limited ("Tibah Operation")	Prince Mohammed Bin Abdulaziz Int. Airport P.O Box 21291, AlMadinah Al Munawarah 41475	Saudi Arabia	24%	51%
Tibah Airports Development Company CJSC ("Tibah Development")	Prince Mohammed Bin Abdulaziz Int. Airport P.O Box 21291, AlMadinah Al Munawarah 41475	Saudi Arabia	23%	50%
Saudi ATU Trading Limited Co. ("ATU Medinah")	Prince Muhammad Bin Abdul Aziz International Airport / Madina, K.S.A	Saudi Arabia	23%	50%
SAUDI HAVAŞ Ground Handling Services Limited ("SAUDI HAVAŞ")	Prince Mohammed bın Abdul Aziz Internatıonal Airport Po box 42342/4878 Medına,KSA	Saudi Arabia	31%	67%
Saudi BTA Airports Food And Beverages Serv.Ltd. ("BTA Medinah")	Imam Saud Bin Migren St. Opposite of Imam university gate no 1 P.O B. 18927, Riyadh 11425 / KSA	Saudi Arabia	31%	67%
TAV Operation Services Saudi Arabia LLC. ("TAV İşletme Saudi")	PO Box 4878, Postal code 42342, Prince Mohammad bin Abdulaziz International Airport/Medina	Saudi Arabia	31%	67%
Liège Airport	Aéroport de Bierset 4460 GRÂCE-HOLLOGNE	Belgium	26%	26%

Entity	Address	Country	% stake	% control
Sociedad Concesionaria Nuevo Pudahuel SA (SCNP)	Aeropuerto Internacional Arturo Merino Benítez de Santiago, Rotonda Oriente, 4° piso, comuna de Pudahuel, Santiago, Chili	Chile	45%	45%
Primeclass Pasifico JSV. ("TAV İşletme Chile")	AV.NUEVA COSTANERA, Nro. 3698, Depto: 603, Comuna: VITACURA, Ciudad: SANTIAGO	Chile	23%	50%
Medunarodna Zračna Luka Zagreb ("MZLZ")	Ulica Rudolfa Fizira 1 10150 Velika Gorica Croatie	Croatia	28%	28%
Upravitelj Zračne Luke Zagreb ("MZLZ Operator")	Ulica Rudolfa Fizira 1 10150 Velika Gorica Croatie	Croatia	28%	28%
MZLZ-ZASTITA d.o.o. (MZLZ Security)	Ulica Rudolfa Fizira 1 10150 Velika Gorica Croatie	Croatia	28%	28%
MZLZ-ZEMALJSKE USLUGE d.o.o (MZLZ Ground Handling)	Ulica Rudolfa Fizira 1 10150 Velika Gorica Croatie	Croatia	28%	28%
MZLZ-HRANA d.o.o (MZLZ Food)	Ulica Rudolfa Fizira 1 10150 Velika Gorica Croatie	Croatia	28%	28%
ATU Americas LLC ("ATU America")	1704 Rankin Rd,SUITE 110, HOUSTON,USA	United States	23%	50%
ATU Georgia Operation Services LLC ("ATU Georgia")	TBILISI INTERNATIONAL AIRPORT, Georgia	Georgia	23%	50%
Société de gestion et d'exploitation de l'aéroport de Conakry ("SOGEAC")	Aéroport de Gbessia, B.P 3126 Conakry République de Guinée	Guinea	29%	29%
Airport Terminal Operations LTD ("ATOL")	SSR INTERNATIONAL AIRPORT PLAINE MAGNIEN	Mauritius	10%	10%
AS Riga Airport Commercial Development ("ATU Latvia")	MARUPES NOV.LIDOSTA RIGA 10/1 LV-1053 LATVIA	Latvia	23%	50%
ATU Macedonia Dooel ("ATU Macedonia")	SKOPJE 'ALEXANDER THE GREAT' AIRPORT 1043 PETROVEC Macedonia	Macedonia	23%	50%
Ravinala Airports	Escalier C, Zone Tana Water Front – Ambodivona 101 Antananarivo, Madagascar	Madagascar	35%	35%
Consorcio PM Terminal Tocumen SA	Terminal Sur S.A. AV DOMINGO DIAZ Panama , Rep. De Panama	Panama	36%	36%
Schiphol Group	Evert van de Beekstraat 202 1118CP LUCHTHAVEN SCHIPHOL	Netherlands	8%	8%
Zaic-A Limited	1 Park Row, Leeds, LS1 5AB, United Kingdom	United Kingdom	28%	28%
Tunisia Duty Free S.A. ("ATU Tunisia Duty Free")	RUE DU LAC TOBA-IMMEUBLE-BOUGASSASS-LES BERGES DU LAC 1053	Tunisia	7%	15%
ATU Tunisie SARL ("ATU Tunisia")	AEROPORT INTERNATIONAL ENFIDHA-HAMMAMET AUTOROUTE AL KM 91 ENFIDHA 4080 SOUSSE	Tunisia	23%	50%
TAV Gözen Havacılık İşletme ve Ticaret A.Ş. ("TAV Gözen")	Atatürk Havalimanı 34149 Yeşilköy / İstanbul	Turkey	15%	32%

Entity	Address	Country	% stake	% control
Fraport IC İçtaş Antalya Havalimanı Terminal Yatırım ve İşletmeciliği A.Ş. ("TAV Antalya")	Antalya Havalimanı 1. Dış Hatlar Terminali 07230 Antalya TURKEY	Turkey	23%	50%
ATU Turizm İşletmeciliği A.Ş. ("ATU")	Büyükdere Cad.Bengün Han No:107/8 Gayrettepe - İstanbul	Turkey	23%	50%
ATU Mağazacılık İşletmeleri A.Ş. ("ATU Mağazacılık")	Büyükdere Cad.Bengün Han No:107/8 Gayrettepe - İstanbul	Turkey	23%	50%
ATU Uluslararası Mağaza Yiyecek ve İçecek İşletmeciliği A.Ş. ("ATU Uluslararası Mağazacılık")	Büyükdere Cad.Bengün Han No:107/8 Gayrettepe - İstanbul	Turkey	22%	48%
BS Kahve Yiyecek ve İçecek Hizmetleri A.Ş. ("BS Kahve")	Atatürk Havalimanı Dış Hatlar Terminali Hava Tarafı Asma Kat No:ML3101 Yeşilköy, İstanbul	Turkey	28%	60%
TGS Yer Hizmetleri A.Ş. ("TGS")	İstanbul Dünya Ticaret Merkezi A3 Blok Kat:6 Yeşilköy Bakırköy /İstanbul	Turkey	23%	50%
Other activities :				
Egidium	114 avenue Charles de Gaulle 92200 NEUILLY-SUR-SEINE	France	20%	20%
Safety Line	12 Rue Clavel, 75019 Paris	France	12%	12%
Gestionnaire d'Infrastructure CDG Express	1 rue de France – 93290 Tremblay-en-France	France	33%	33%
Innov'ATM	15 rue Alfred Sauvy 31270 Cugnaux	France	17%	17%
Hub Safe	Roissypole - Le Dôme 4 rue de la Haye 93290 TREMBLAY-EN-FRANCE	France	20%	20%
Alacrité	299 boulevard de Leeds – World Trade center Lille Services SAS espace International – 59777 Euralille	France	19%	19%

As part of its development, the Group has to take stakes in airports companies or creating subsidiaries dedicated to the exercise of its activities in France and abroad, and, in particular, the execution of services contracts.

These entities represent individually less than 1 % each of the aggregates (Consolidated revenue, operating income and net income for the period).

Entity		Activities	Country	% ownership	Owned by
INVESTMENTS IN COMPANIES NOT RELEVANT TO THE SCOPE (without activity or negligible activity)					
International and airport developments :					
ADPM 2	*	For airport operations	France	100%	ADP International
ADPM 3	*	For airport operations	France	100%	ADP International

Airport Management Company	*	For airport operations	France	73%	ADP International & Aviator Netherland
ATU Holdings, Inc.	*	Retail and services	United States	17%	ATU
TAV Uluslararası Yatırım A.Ş.	*	Holding (inactive)	Turkey	46%	TAV Holding
Matar	*	Operating contract of the Hadj terminal in Djeddah	Saudi Arabia	5%	ADP International
Other activities :					
CCS France	**	Computer programming	France	20%	Aéroports de Paris SA
BestMile	*	Experimentation of autonomous vehicle	Suisse	7%	ADP Invest
Civipol Conseil	**	Promotion of the Ministry of Interior skills	France	1%	Aéroports de Paris SA
PACIFA	*	Software company	France	12%	Aéroports de Paris SA
Pole Star	*	Engineering, technical studies	France	11%	Hub One
Bolloré Télécom	*	Telecommunications	France	2%	Hub One
Immobilière 3F	*	Real estate management specialized in low-rent housing	France	<1%	Aéroports de Paris SA
SoftToGo	*	Portage of software	Argentina	100%	Hub One Mobility
OnePark	*	Software editor for distribution of parking spaces	France	1%	ADP Invest
FinalCAD	*	Software editor for management of construction projects	France	2%	ADP Invest
Destygo	*	Development of chatbot solutions for airport passengers	France	6%	ADP Invest
INVESTMENTS IN COMPANIES NOT RELEVANT TO THE SCOPE (Investment funds*)					
Equipe de France	*	Portfolio of equity investments in companies quoted on the Saudian stock exchange	France	N/A	Aéroports de Paris SA
ELAIA Delta Fund	*	Investments in companies operating in the digital and BtoB sectors	France	N/A	Aéroports de Paris SA
Cathay Innovation	*	Investments in high potential companies in Europe, China and USA	France	N/A	Aéroports de Paris SA
X ANGE	*	Investments in innovating companies operating in the digital, mobile services, software, infrastructure and banking sectors	France	N/A	Aéroports de Paris SA
White Star Capital II France S.L.P.	*	Venture capital fund investing in companies acting in the innovative technologies sector in North America and Western Europe	France	N/A	Aéroports de Paris SA

Cathay Innovation II	*	Investments in high potential companies in Europe, China and USA	France	N/A	Aéroports de Paris SA

** IFRS 9 classification: fair value adjustments are recognized through profit and loss accounts*
*** IFRS 9 classification: faire value adjustments are recognized through OCI*