



## Press Release

### **Paris-Charles de Gaulle Airport celebrates its 40th anniversary**

**Roissy, 12 March 2014 - On 13 March 1974, at 6 o'clock in the morning, a Boeing 747 operated by TWA arrived from New York and landed on Paris-Charles de Gaulle Airport's only runway. Pan Am, UTA, JAL, Air Canada, and Air Afrique set up operations there, shortly afterwards. In November of that same year, Air France moved the bulk of its operations there.**

**Today, the airport is celebrating its 40th anniversary, and marking the milestone of 1.3 billion passengers served by its four runways, nine terminals, and the 100,000 people who work there each day.**

*"This is a big moment for Aéroports de Paris, for Paris-Charles de Gaulle Airport, and for all the employees who work there each day. In four decades, we have served more passengers at this airport than the number of people living in India in 2012, or nearly 20 times the population of France. The airport constitutes a vital tool for the French business community and an asset for our country. We must move it towards ever more quality of service. In a world of heightened competition between major airports, Paris-Charles de Gaulle must remain the European benchmark,"* said Augustin de Romanet, Chairman and CEO of Aéroports de Paris.

#### ***Paris-Charles de Gaulle, Europe's leading hub airport***

Europe's second busiest airport in 2013 with 62 million passengers, and ranked eighth worldwide, Paris-Charles de Gaulle Airport has managed to move with the times in the last 40 years of air travel. As early as the 1970s, Terminal 1, which was designed by Paul Andreu, marked the introduction of modern architecture to airport construction, and paved the way for globalised air travel.

Throughout the 1980s, the airport grew and adopted the concept of modular terminals (Terminals 2 A,B,C, and D). Since the 1990s, Terminals 2E, 2F, and 2G have allowed Paris-Charles de Gaulle Airport to adapt to the new demands of air traffic, which at that time were shifting towards flight connection hubs. Today, such hubs facilitate flight connections. They have been particularly beneficial in allowing Air France and Fedex more fluidity in the scheduling of their flights.

*"In 40 years, Paris-Charles de Gaulle Airport has been able to anticipate, adapt, and innovate to accommodate growth in global air traffic. It is France's main gateway and border crossing: a position that we are honoured to occupy, as it contributes to the country's growth in economic terms, tourism, and the attractiveness of France as a destination. It's also been a great adventure in human terms for the wonderful airport community, whose primary mission is to serve our passenger customers,"* added Franck Goldnadel, Managing Director of Paris-Charles de Gaulle Airport.

More than 180 airlines now make a stopover at Paris-Charles de Gaulle. Each of them has played a role in the growth of the airport, which in turn, has adapted to suit their needs. The most recent major works project, for example, was undertaken to accommodate the arrival of the Airbus A380 super jumbo in 2007. That project called for a €100 million investment by Aéroports de Paris to strengthen the surfacing of runways and taxiways, as well widening some taxiways, shoulders, and so on.

### ***A major economic asset for France***

According to research carried out by BIPE in 2012, the economic impact of Paris-Charles de Gaulle Airport in 2010 amounted to €21.2 billion of value added each year. Paris-Charles de Gaulle Airport also produced 4.1% of the Ile-de-France region's GDP, or 1.2% of French GDP, in 2010.

These figures should be compared to the social benefit generated by the airport. Thus, in 2010, Paris-Charles de Gaulle Airport provided 247,893 jobs (including direct, indirect, and ancillary employment), representing 6.1% of salaried employment in the Ile-de-France region, or 1.5% nationally. It has been shown that for each one-million-passenger increase in traffic, 1,400 direct jobs (and 4,100 jobs altogether) are created.

### ***A unique multimodal area***

Paris-Charles de Gaulle Terminal 2 is also a gateway to the French and European high-speed rail network, and has housed a high-speed train station since 1994. This transport hub was inaugurated by President François Mitterrand, and, with its RER B rapid rail link to Paris and easy access to the A1 and A3 motorways, provides road-rail-air connections.

Moreover, this multimodal hub is set to accommodate a new dedicated rail link between the airport and one of Paris' major mainline stations in the next few years.

### ***A day at Paris-Charles de Gaulle Airport means...***

- Over 1,300 aircraft movements (compared to 109 in 1974)
- More than 170,000 passengers (versus 7,300 in 1974)
- Close to 120,000 items of luggage handled
- 100,000 employees working for 700 companies
- More than 5,500 tonnes of cargo
- Sales of more than 2,000 bottles of wine
- Over 25,000 WiFi connections
- And naturally, thousands of hugs, tears, smiles and reunited loved-ones every day...

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Aéroports de Paris builds, develops and manages airports, including Paris-Charles de Gaulle, Paris-Orly and Paris-Le Bourget. In 2013, Aéroports de Paris handled more than 90 million passengers in Paris-Charles de Gaulle and Paris-Orly, 2.2 million tons of freight and mail in Paris and 43 million passengers in airports abroad.

Boasting an exceptional geographic location and a major catchment area, the Group is pursuing its strategy of adapting and modernising its terminal facilities and upgrading quality of services; the Group also intends to develop its retail and real estate businesses. In 2013, Group revenue stood at €2,754 million and net income at €305 million.

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