7 airport site globally:

- Passenger and cargo terminals with capacity for **72 Mpax in 2010 and 75 Mpax by 2013** in 9 terminals
- Two parallel runways (best performing system in Europe)
- 2 RER stations (14 million passengers) + 1 TGV railway station (3.8 million passengers in 2010)
- Located at a motorway crossroads
- 58.2 million passengers in 2010, over 210,000 passengers per day at peak periods (current peak capacity)
- 2.4 million tonnes of cargo and mail
- 86,000 direct jobs in 2010, 5% up, and 1,000 companies

A business centre and intermodal hub
# Airports by passenger numbers

<table>
<thead>
<tr>
<th>Airport</th>
<th>Passengers</th>
<th>% change</th>
<th>Rank 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta (ATL)</td>
<td>89,331,622</td>
<td>1.5</td>
<td>1</td>
</tr>
<tr>
<td>Beijing (PEK)</td>
<td>73,891,801</td>
<td>13</td>
<td>2</td>
</tr>
<tr>
<td>Chicago (ORD)</td>
<td>66,665,390</td>
<td>3.3</td>
<td>3</td>
</tr>
<tr>
<td>London (LHR)</td>
<td>65,884,143</td>
<td>-0.2</td>
<td>4</td>
</tr>
<tr>
<td>Tokyo Haneda (HND)</td>
<td>64,069,098</td>
<td>3.4</td>
<td>5</td>
</tr>
<tr>
<td>Los Angeles (LAX)</td>
<td>58,915,100</td>
<td>4.2</td>
<td>6</td>
</tr>
<tr>
<td><strong>Paris (CDG)</strong></td>
<td><strong>58,167,062</strong></td>
<td><strong>0.4</strong></td>
<td><strong>7</strong></td>
</tr>
<tr>
<td>Dallas/Fort Worth (DFW)</td>
<td>56,905,066</td>
<td>1.6</td>
<td>8</td>
</tr>
<tr>
<td>Frankfurt (FRA)</td>
<td>53,009,221</td>
<td>4.1</td>
<td>9</td>
</tr>
<tr>
<td>Denver (DEN)</td>
<td>52,211,242</td>
<td>4.1</td>
<td>10</td>
</tr>
<tr>
<td>Hong Kong (HKG)</td>
<td>50,410,819</td>
<td>10.6</td>
<td>11</td>
</tr>
<tr>
<td>Madrid (MAD)</td>
<td>49,786,202</td>
<td>2.8</td>
<td>12</td>
</tr>
<tr>
<td>Dubai (DXB)</td>
<td>47,180,628</td>
<td>15.4</td>
<td>13</td>
</tr>
<tr>
<td>New York (JFK)</td>
<td>46,495,876</td>
<td>1.4</td>
<td>14</td>
</tr>
<tr>
<td>Amsterdam (AMS)</td>
<td>45,211,749</td>
<td>3.8</td>
<td>15</td>
</tr>
</tbody>
</table>
CDG traffic – overall figures

Commercial movements (inc. cargo)

- 2008: 551,174
- 2009: 518,018
- 2010: 491,933

Passengers (inc. direct transit)

- 2008: 60,875
- 2009: 57,907
- 2010: 58,165
Airline alliances at CDG

* Alliance share of pax traffic in 2010

10.6%*

4.1%*

60.3%*
CDG: 2 key advantages

Connecting traffic:
20 million air-to-air connecting passengers:
30% of all departing passengers (10 M people)

Plus 2.4 million TGV/air connecting passengers

A wide range of airlines/alliances

42% non-Europe traffic:
Direct flights to 240 cities world-wide
Hub traffic: connecting times
Hub traffic: connecting times

**ACTUAL DEPARTURES**

**ACTUAL ARRIVALS**
The Air France/Skyteam hub at CDG

Air France - Skyteam the best performing hub in Europe
Passenger traffic by geographic zone in 2010

- **National**: 8.3% growth
- **Europe**: 47.5% growth
- **Extrême Orient**: 9.1% growth
- **Afrique**: 9.6% growth
- **Moyen Orient**: 6.8% growth
- **Amérique centrale et du Sud**: 4.3% growth
- **Dom-Tom**: 0.8% growth
- **Atlantique nord**: 13.6% growth
- **Croissance 2010/2009**:
  - 47.5%
  - 9.8%
  - 8.3%
  - 4.3%
  - 9.1%
  - -3.2%
  - 9.6%
  - 6.8%
  - 0.5%
  - 3.0%
  - -1.8%
  - 1.8%
  - 13.6%
  - 3.3%
  - 0.8%
  - 9.4%
### Cargo: global airport ranking 2010

**Paris CDG  6th world airport for freight in 2010 and 1st in Europe**

<table>
<thead>
<tr>
<th>Aéroport</th>
<th>Total</th>
<th>% Evol</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 HONG KONG, HK</td>
<td>4 168 394</td>
<td>23,2%</td>
</tr>
<tr>
<td>2 MEMPHIS TN, US</td>
<td>3 916 937</td>
<td>5,9%</td>
</tr>
<tr>
<td>3 SHANGHAI, CN</td>
<td>3 227 914</td>
<td>27,1%</td>
</tr>
<tr>
<td>4 INCHEON, KR</td>
<td>2 684 500</td>
<td>16,1%</td>
</tr>
<tr>
<td>5 ANCHORAGE, US</td>
<td>2 578 396</td>
<td>33,1%</td>
</tr>
<tr>
<td>6 PARIS CDG, FR</td>
<td>2 399 067</td>
<td>16,8%</td>
</tr>
<tr>
<td>7 FRANKFURT,DE</td>
<td>2 275 106</td>
<td>20,5%</td>
</tr>
<tr>
<td>8 DUBAI, AE</td>
<td>2 270 498</td>
<td>17,8%</td>
</tr>
<tr>
<td>9 TOKYO, JP</td>
<td>2 167 843</td>
<td>17,1%</td>
</tr>
<tr>
<td>10 LOUISVILLE, US</td>
<td>2 166 226</td>
<td>11,1%</td>
</tr>
</tbody>
</table>
Cargo traffic: 1 in Europe

Cargo and mail movements

- 2008: 36,780
- 2009: 33,819
- 2010: 33,973

Cargo and mail tonnage

- 2008: 2,280
- 2009: 2,055
- 2010: 2,399
A strongly intermodal airport

Intermodal links at Paris-Charles de Gaulle

- **TGV station**
  - Over 3.8 million passengers in 2010 including 2.8 million rail/air connections
  - 4% of all passenger traffic
  - 65 cities served each day (85 in 2020): Brussels and provinces (Lyon, Lille, Marseille, Rennes etc.)

Access to Paris-Charles de Gaulle

- Multi-motorway access (A1, A3 and A104)
- RER B (two stations)
Paris-Charles de Gaulle: main operating zones
Paris-Charles de Gaulle
a recognised driver of business

• **91% of respondents believe that Roissy-Charles-de-Gaulle Airport has made a major contribution to employment and economic growth**\(^\text{(1)}\)

• **95% of respondents believe Roissy Airport has been good for Ile-de-France**\(^\text{(1)}\)

• **1 in 4 people moving to the area say the closeness of the Airport was a major factor in their decision to move** \(^\text{(2)}\)

• **General noise levels are now regulated (exposure to noise scheme, IGMP)**

Ambivalent but generally positive view of air transport

\(^\text{(1)}\) 2006 survey of "Air France and its territory around Roissay".

\(^\text{(2)}\) IFOP survey for ADP, December 2006
Paris-Charles de Gaulle
a main place for employment

- Freight and post
- Civil Servant
- Security and safety
- Shops, restaurants and hotels
- Airport services
- Airlines services

More than 86,000 employees

57 companies represent 82% of total employees
Major incoming CAPEX

• The entry into service of Concourse S4 put a temporary end to a major phase of new capacity CAPEX (2E, S3, 2G), adding about 20 Mpax capacity over 10 years.

• Passenger satisfaction at best in class level in newly built facilities (2E, 2F, S3) but lagging behind at 30 years + old terminals (T1, 2A, 2B, 2C)

• Over next 5 years, main focus on improvement of quality of service/passenger satisfaction, with the restructuring/renovation of outdated terminals and uncomfortable connecting passenger routes.

• The excess capacity post S4 opening will permit full closure of Terminal 2B for in depth renovation.

• Significant airside CAPEX also planned for safety improvement and increasing capacity up to 120 mvts/hour.
Key Challenges for CDG
Fast commissioning of new facilities

- Terminal 1 – satellite renovation
- Aviation safety and capacity
- A/C junction
- Satellite 4
- Connections
- Terminal 2B
Terminal 1 – Satellite and kerbside renovation

Renovation of satellite 7
Investment: €10m
Completion: summer 2011

Renovation will then continue at satellite 5

Kerbside overhaul to focus on the environment and quality of external areas
Aviation safety and capacity

RWSL – runway safety

Investment: €4.15m
Completion: 2011 - 2012

CDG is installing a system similar to that currently being deployed in the main US airports to prevent runway incursions.

Redevelopment of takeoff threshold 08

Investment: €35m
Completion: 2013

Simplification and bringing up to standard of access routings to the takeoff runway, increased de-icing capacity

Aircraft de-icing

- Additional de-icing facilities at some stands (2010)
- Two more de-icing bays added at the north-east of the airport site during CRE 2
Junction of Terminals 2A and 2C

• Departure (passport and security) controls at Terminals 2A et 2C to be merged.
• Bigger retail and service areas.
• Existing landside junction between the terminals to be remodelled.

Investment: around €70m
Completion: April 2012
Satellite S4

- 3rd departure lounge for Terminal 2E
- Dedicated to international long-haul flights
- Able to handle 7 A380 and 9 B 777/A340
- Additional capacity: 8 million passengers a year
- Gross floor area 120,000 m²
- Opening Q3 2012

Investment: €560m
Completion: July 2012
2012 will see changes in flow type

- The law now allows single-screening or *Inspection Filtrage Unique* (IFU)
- By 2013 almost 4 million passengers will benefit from easier security controls
- This means that connection circuits will have to be completely redesigned to make them simpler

- Dedicated link between terminals 2E and 2F to be created
- Circuits between 2F and S3 to be redesigned
- Change of status of passengers in connection shuttles in the restricted area (on ramp)
2012/2013 - airline reallocation within CDG on an unprecedented scale
Renovation of Terminal 2B

- Terminal 2B, opened in 1982, will be renovated to bring it up to current service standards.
- A further 7,000 m² for passengers.
- Preparation works in 2010 have already considerably improved Schengen passenger handling.

Gross surface area 55,000 m²
Investment: around €105m
Completion: works 2012-2015
Major work over the next few months

- Airport infrastructure will see huge change in the coming months
- Connecting passenger flows will improve enormously
- Airline allocation will change as new facilities are opened
- Top priority: safe and secure operation

The strategy: to improve customer satisfaction
1 airport hub in Europe for intermodal transport and business, in full partnership with its environment.

Thank you for your attention