Financial information on the assets, financial position and consolidated financial statements at 31 December 2020

GROUPE ADP

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Groupe ADP Consolidated Financial Statements as of 31 December 2020

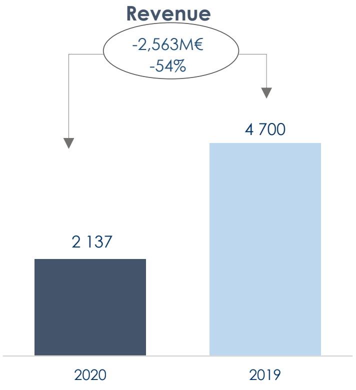
Key figures

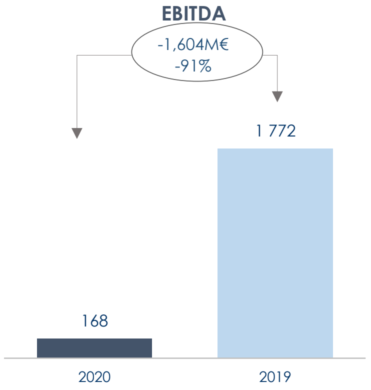
(in millions of euros)	Notes	2020	2019
Revenue	4	**2,137**	**4,700**
EBITDA		**168**	**1,772**
EBITDA/Revenue		*7,8%*	*37,7%*
Operating income from ordinary activities		**(1,123)**	**1,094**
Operating income		**(1,374)**	**1,081**
Net income attributable to the Group		**(1,169)**	**588**
Operating cash flow before change in working capital and tax		**132**	**1,647**
Acquisitions of subsidiaries and investments (net of cash acquired)	13	**(1,221)**	**(35)**
Purchase of property, plant, equipment and intangible assets*	13	**(848)**	**(1,203)**

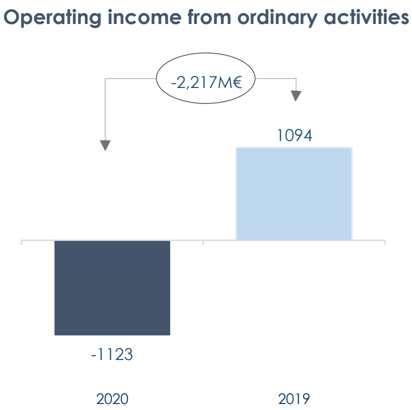
(in millions of euros)	Notes	As at Dec 31, 2020	As at Dec 31, 2019
Equity	7	**4,213**	**6,007**
Net financial debt**	9	**7,484**	**5,392**
*Gearing***		*178%*	*90%*
*Net financial debt/EBITDA***		*44.55*	*3.04*

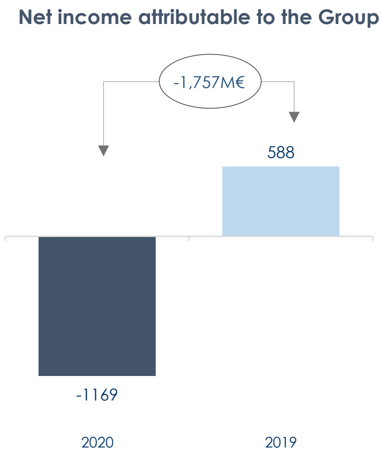
** Restated figures as described in note 13*

*** See note 9.4.2*









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 (excluding goodwill), the share of profit or loss in associates and joint, and gain or loss from disposal of assets from real estate segment.
- **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, goodwill impairment, 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", Groupe ADP discloses 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, fair value hedging derivatives, cash and cash equivalents and restricted bank balances.
- **Gearing** is the ratio corresponding to: Net financial debt / Shareholders' Equity (including non-controlling interests).
- **The Net Financial Debt/EBITDA Ratio** is the ratio corresponding to the ratio : Net Financial Debt/EBITDA, which measures the company's ability to repay its debt.
- **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	2020	2019
Revenue	**4**	**2,137**	**4,700**
Other operating income	4	50	80
Consumables	4	(263)	(520)
Employee benefit costs	5	(732)	(930)
Other operating expenses	4	(966)	(1,535)
Net allowances to provisions and Impairment of receivables	4 & 8	(58)	(23)
EBITDA		**168**	**1,772**
EBITDA/Revenue		*7,8%*	*37,7%*
Amortisation and impairment of tangible and intangible assets	6	(1,071)	(768)
Share of profit or loss in associates and joint ventures	4	(220)	90
Operating income from ordinary activities		**(1,123)**	**1,094**
Other operating income and expenses	10	(251)	(13)
Operating income		**(1,374)**	**1,081**
Financial income		191	99
Financial expenses		(581)	(305)
Financial income	**9**	**(390)**	**(206)**
Income before tax		**(1,764)**	**875**
Income tax expense	11	255	(293)
Net results from continuing activities		**(1,509)**	**582**
Net results from discontinued activities	12	(7)	55
Net income		**(1,516)**	**637**
Net income attributable to the Group		**(1,169)**	**588**
Net income attributable to non-controlling interests		(347)	49
Earnings per share attributable to owners of the parent company			
Basic earnings per share (in €)	7	(11.81)	5.95
Diluted earnings per share (in €)	7	(11.81)	5.95
Earnings per share from continuing activities attributable to the Group			
Basic earnings per share (in €)	7	(11.78)	5.69
Diluted earnings per share (in €)	7	(11.78)	5.69

Consolidated Statement of Comprehensive Income

(in millions of euros)	Notes	2020	2019
Net income		**(1,516)**	**637**
Other comprehensive income for the period:		**-**	**-**
Translation adjustments	7.1	(170)	(7)
Change in fair value of cash flow hedges		(2)	(24)
Income tax effect of above items		-	6
Share of other comprehensive income of associates, net after income tax		(69)	(7)
Share of other comprehensive income linked to discontinued activities		-	(1)
Recyclable elements to the consolidated income statement		**(241)**	**(33)**
Actuarial gains/losses in benefit obligations of fully consolidated entities		(9)	(67)
Income tax effect of above items		5	17
Actuarial gains/losses in benefit obligations of associates		-	(1)
Actuarial gains/losses in benefit obligations linked to discontinued activities		-	(1)
Non-recyclable elements to the consolidated income statement		**(4)**	**(52)**
Total comprehensive income for the period		**(1,761)**	**552**
attributable to non-controlling interests		(392)	27
attributable to the Group		(1,369)	525

Consolidated Statement of Financial Position

Assets

(in millions of euros)	Notes	As at Dec 31, 2020	As at Dec 31, 2019
Intangible assets	6	2,795	3,304
Property, plant and equipment	6	8,084	7,930
Investment property	6	502	510
Investments in associates	4	1,943	1,019
Other non-current financial assets	9	374	682
Deferred tax assets	11	46	37
Non-current assets		**13,744**	**13,482**
Inventories		70	94
Contract assets		5	3
Trade receivables	4	567	609
Other receivables and prepaid expenses	4	467	382
Other current financial assets	9	169	176
Current tax assets	11	85	65
Cash and cash equivalents	13	3,463	1,982
Current assets		**4,826**	**3,311**
Total assets		**18,570**	**16,793**

Shareholders' equity and liabilities

(in millions of euros)	Notes	As at Dec 31, 2020	As at Dec 31, 2019
Share capital		297	297
Share premium		543	543
Treasury shares		(3)	-
Retained earnings		3,164	4,341
Other equity items		(349)	(149)
Shareholders' equity - Group share		**3,652**	**5,032**
Non-controlling interests		561	975
Shareholders' equity	7	**4,213**	**6,007**
Non-current debt	9	9,370	6,077
Provisions for employee benefit obligations (more than one year)	5	644	511
Other non-current provisions	8	97	47
Deferred tax liabilities	11	89	371
Other non-current liabilities	8	797	798
Non-current liabilities		**10,997**	**7,804**
Contract liabilities		4	2
Trade payables	4	682	679
Other debts and deferred income	4	958	812
Current debt	9	1,598	1,362
Provisions for employee benefit obligations (less than one year)	5	104	14
Other current provisions	8	6	5
Current tax liabilities	11	8	107
Current liabilities		**3,360**	**2,982**
Total equity and liabilities		**18,570**	**16,793**

Consolidated Statement of Cash flows

(in millions of euros)	Notes	2020	2019
Operating income		**(1,374)**	**1,081**
Income and expense with no impact on net cash	13	1,556	619
Net financial income other than cost of debt		(50)	(53)
Operating cash flow before change in working capital and tax		**132**	**1,647**
Change in working capital	13	**114**	**145**
Tax expenses		(59)	(321)
Impact of discontinued activities	12	109	82
Cash flows from operating activities		**296**	**1,553**
Purchase of tangible assets, intangible assets and investment property*	13	(848)	(1,203)
Change in debt and advances on asset acquisitions		39	-
Acquisitions of subsidiaries and investments (net of cash acquired)	13	(1,221)	(35)
Change in other financial assets		(93)	(102)
Proceeds from sale of property, plant and equipment		5	19
Dividends received	13	9	173
Cash flows from investing activities		**(2,109)**	**(1,148)**
Proceeds from long-term debt	9	4,189	877
Repayment of long-term debt	9	(884)	(749)
Repayments of lease debts and related financial charges		(15)	(10)
Capital grants received in the period		7	4
Revenue from issue of shares or other equity instruments		1	-
Net purchase/disposal of treasury shares		(3)	-
Dividends paid to shareholders of the parent company	7	-	(366)
Dividends paid to non controlling interests in the subsidiaries		(32)	(79)
Change in other financial liabilities		50	(2)
Interest paid		(194)	(209)
Interest received		7	43
Impact of discontinued activities	12	176	2
Cash flows from financing activities		**3,302**	**(489)**
Impact of currency fluctuations		(4)	**2**
Change in cash and cash equivalents		**1,485**	**(82)**
Net cash and cash equivalents at beginning of the period		1,973	2,055
Net cash and cash equivalents at end of the period	13	3,458	1,973
of which Cash and cash equivalents		*3,463*	*1,982*
of which Bank overdrafts		*(5)*	*(9)*

** Restated figures as described in note 13*

Flow from investing activities

Flows relating to acquisitions of subsidiaries and investments mainly relate to the acquisition of GMR Airports Ltd shares by the Group for amount of € 1 210 million.

Flow from financing activities

The Group's investment program was financed by the issuance of two bond loans totaling € 4 billion.

These financing and investment transactions are detailed in Note 2 Significant events.

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
98,960,602	**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	-	-	-	588	-	588	49	637
	Other equity items	-	-	-	-	(63)	(63)	(22)	(85)
	Comprehensive income - 2019	**-**	**-**	**-**	**588**	**(63)**	**525**	**27**	**552**
	Dividends paid	-	-	-	(366)	-	(366)	(79)	(445)
	Change in consolidation scope	-	-	-	25	-	25	77	102
98,960,602	**As at Dec 31, 2019**	**297**	**543**	**-**	**4,341**	**(149)**	**5,032**	**975**	**6,007**
98,960,602	**As at Jan 1, 2020**	**297**	**543**	**-**	**4,341**	**(149)**	**5,032**	**975**	**6,007**
	Net income	-	-	-	(1,169)	-	(1,169)	(347)	(1,516)
	Other equity items	-	-	-	-	(200)	(200)	(45)	(245)
	Comprehensive income - 2020	**-**	**-**	**-**	**(1,169)**	**(200)**	**(1,369)**	**(392)**	**(1,761)**
	Treasury share movements	-	-	(3)	-	-	(3)	-	(3)
	Dividends paid	-	-	-	-	-	-	(32)	(32)
	Change in consolidation scope	-	-	-	(11)	-	(11)	11	-
98,960,602	**As at Dec 31, 2020**	**297**	**543**	**(3)**	**3,164**	**(349)**	**3,652**	**561**	**4,213**

** The method used by the Group for the application of IFRS 16 standard was the retrospective method with cumulative effects as of 1 January 2019. The Group used the partial retrospective method for the first application of IFRIC 23 standard.*

Details of change is consolidated shareholder's equity and the detail of other equity items (including significant translation adjustments from GMR Airports Limited shares) 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 group's financial statements at 31 December 2020 were approved by the Board of Directors on 17 February 2021. They will be submitted for approval by the shareholders during the Annual General Meeting to be held on 11 May 2021.

Aéroports de Paris SA is a company domiciled in France. The group's shares have been traded on the Paris stock exchange since 2006 and are currently listed on Euronext Paris Compartiment A.

The consolidated financial statements include the financial statements of Aéroports de Paris SA and its subsidiaries as of December 31st, or an interim situation on that date. With regard to the financial statements of GMR Airports Ltd closed on March 31st, in accordance with IAS 28.33-34, the Group uses the situation as of September 30 and takes into account the significant effects between this date and December 31st.

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.

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.

These estimates and judgments are made on the basis of past experience, information available at the reporting date in particular the context of the COVID-19 crisis, which makes it difficult to formulate hypotheses, in particular for traffic recovery with situations that may vary depending on the geography of our assets. Estimated amounts may differ from present values depending on assumptions and information available.

Significant estimates used for the preparation of the consolidated financial statements mainly relate to:

- The assessment of the recoverable value of intangible and tangible fixed assets and investment properties (see note 6) and other non-current assets, in particular equity-accounted investments (see note 4.9), in the context of the COVID-19 crisis which makes it difficult to assume the resumption of traffic recovery;
- The measurement of the fair value of assets acquired and liabilities assumed in the context of a business combination;
- The qualification and valuation of employee benefits (retirement plans, other post-employment benefits and termination benefits) (see note 5);
- The information given in the notes on the fair value of investment properties (see note 6.3.2);
- Assessment of provisions for risks and litigation (see note 8);
- The valuation of capitalized tax loss carryforwards (see note 11).
- Measurement of depreciation of trade receivables (see note 4.4).

In addition to the use of estimates, the Group's Management has used judgment when certain accounting issues are not dealt with precisely by the standards or interpretations in force. The Group has exercised its judgement in particular for:

- Analyze and assess control (see note 3.1);
- Determine whether any agreements contain leases (see note 6.2.1);

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 2020.

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

http://ec.europa.eu/finance/company-reporting/ifrs-financial-statements/index_en.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, 2020

The amendments of mandatory application standards from January 1st, 2020 and not applied early are as follows:

- Amendments to IFRS 3 – "Business combinations, definition of a Business" (issued in october 2018). These amendments adopted by Europe as at April 21, 2020 clarify the application guide to help stakeholders differentiate between a company and a group of assets.

- Amendments to IFRS 9, IAS 39, IFRS 7 as part of the benchmark interest rate reform. These amendments were approved by the EU on January 15, 2020 and are intended to improve the financial information of entities during the period of uncertainty linked to the reform of the IBOR.
- Amendments to IAS 1 and IAS 8: "definition of material" (issued on october 2018). These amendments were adopted by the EU on November 29, 2019.
- Amendments to references to the conceptual framework in IFRS standards (issued in March 2018). The document adopted by Europe on November 29, 2019 aims to replace in several standards and interpretations, the existing references to previous frameworks by references to the revised conceptual framework.
- Amendment to IFRS 16 on Covid-19 related rent concessions (published on May 28th, 2020). This amendment provide practical relief to lessees in accounting for rent concessions arising as a result of the Covid-19 pandemic as contract modifications even if it should be a contract modification. This amendment does not concern lessors. The amendment is effective for annual reporting periods beginning on or after June 1st, 2020 and has been adopted by the European Union on October 12, 2020.

Amendments mentioned above do not have a significant impact on the Group's consolidated financial statements.

Standards, amendments and interpretations that have been endorsed by the EU and applicable after January the 1st, 2020 and not adopted early by the Group

The Group has not applied the following amendment that is not applicable in 2020 but should subsequently be mandatory:

- Amendments to IAS 1 – Presentation of financial statements: classification of liabilities as current or non-current liabilities (published in January 2020). These amendments aim to postpone the date of entry into force of the modifications to IAS 1 concerning the classification of current and non-current liabilities for financial years beginning on or after January 1, 2023, subject to its adoption by Europe.
- Amendments to IFRS 3, IAS 16, IAS 37, and 2018-2020 annual improvements (published on May 14, 2020) relating to minor changes aimed at clarifying or correcting minor consequences between the provisions of the standards.
- Amendments to:
  - IFRS 3 update a reference in the standard to the conceptual framework;
  - IAS 16 prohibit an enterprise from deducting from the cost of property, plant and equipment amounts received from the sale of items produced while the enterprise is preparing the asset ;
  - IAS 37 specify which costs a company includes when assessing whether a contract is onerous.
- These amendments will apply from January 1st, 2022, subject to their adoption by Europe.
- Amendments to IFRS 9, IAS 39, IFRS 7, IFRS 4 and IFRS 16 as part of the reform of benchmark interest rates. These amendments applicable on January 1, 2022, subject to their adoption by Europe, complement those published in 2019 and aim to help companies provide investors with useful information on the effects of the reform in their financial statements.

NOTE 2 Significant events

2.1 Significant events overview

Impact of Covid-19 on traffic at airports operated by the Group

Air transport was suddenly shutdown during the months of April to June 2020 due to the containment measures and border closures decided by most countries in the world in order to limit the spread of the Covid-19 pandemic. The resumption of traffic has since been very gradual and depends on the lifting of the mobility restriction measures applicable in each country. In 2020, Groupe ADP passenger traffic was down 60.4% compared to the same period in 2019 with 96.3 million passengers welcomed.

The table below shows the status and traffic situation of the main airports operated by Groupe ADP or through companies accounted for by the equity method in 2020.

Airports		Statut as at December 30, 2020	2020 traffic @100% in millions PAX	Evolution in % vs December 30, 2019
France				
Paris-CDG		Open to domestic and international commercial flights	22.3	-71%
Paris-Orly		Open to domestic and international commercial flights	10.8	-66%
International	**Pays**			
Fully consolidated concessions				
Ankara Esenboga - TAV Airports	Turkey	Open to domestic and international commercial flights	5.1	-63%
Izmir - TAV Airports	Turkey	Open to domestic and international commercial flights	5.5	-56%
Amman	Jordan	Open to domestic and international commercial flights	2.0	-77%
Other platforms - TAV Airports		N/A	6.7	-75%
Equity method concessions				
Santiago du Chili	Chile	Open to domestic and international commercial flights	8.5	-65%
Antalya - TAV Airports	Turkey	Open to domestic and international commercial flights	9.8	-73%
Zagreb	Croatia	Open to domestic and international commercial flights	0.9	-73%
New Delhi - GMR Airports Ltd (*)	India	Open to domestic and international commercial flights (limited to countries with which India has signed bilateral agreements)	16.4	N/A
Hyderabad - GMR Airports Ltd(*)	India	Open to domestic and international commercial flights (limited to countries with which India has signed bilateral agreements)	5.8	N/A
Cebu - GMR Airports Ltd (*)	Philippines	Open to domestic and international commercial flights	0.7	N/A

(*) Concessions controlled by GMR Airports Ltd, group consolidated using the equity method since February 26, 2020.

The decrease in activity has significant impacts on the Group's consolidated statements as at 31 December 2020. These impacts are disclosed in note 2.2.

Request to the French Council of State Demand of the cancellation of the opinion published by ART on the ERA 4 WACC on April 3, 2020.

The Transports Regulation Authority (ART) has published on February 27, 2020 its opinion on the Weighted Average Cost of Capital (WACC) of Aéroports de Paris SA as part of its proposal of Economic Regulation Agreement (ERA) for the 2021-2025 period. This opinion holds a WACC range for the regulated scope between 2% and 4.1%, below the WACC assumption of 5.6% figuring in the ERA's public consultation document, published on April 2, 2019.

Groupe ADP shares neither the method nor the assumptions nor the conclusions held by the ART in its assessment of the WACC and considers as sound the model and assumptions of the public consultation document which is based on comparable financial data and market data available as required by the application legislation.

Groupe ADP has filed to the Council of State, on April 3, 2020, an appeal towards the cancellation of the opinion published by the ART on February 27, 2020. The appeal is under investigation.

Termination of the 2016-2020 Economic Regulation Agreement (ERA) and termination of the public consultation document for the 2021-2025 ERA

In the context of the Covid-19 pandemic and its consequences on the air transport sector and on the Parisian platforms in particular, Groupe ADP has already noted the impossibility to reach, by the end of 2020, the financial and investments targets attached to the period 2016-2020.

These circumstances are exceptional and unforeseeable. Groupe ADP wishes to draw all legal consequences, and following the approval of its Board of Directors on 26 May 2020, it has notified to the Director General of the French Civil Aviation Authority (DGAC) a request for an early termination of the ERA 3 covering the period 2016-2020. This request was accepted on June 19, 2020.

These circumstances also lead to the obsolescence of the assumptions made by Groupe ADP in its proposal for the 2021-2025 period released on April 2nd 2019, regarding both the targeted financial balance and the proposed industrial development project. Therefore, Groupe ADP notes the termination of the ERA 4 public consultation document and has decided not to pursue the contract procedure initiated on April 2nd, 2019. Groupe ADP will be able to restart a procedure for an economic regulation agreement once all the conditions for an industrial and financial visibility are met.

In the absence of an economic regulation agreement applicable to the airports charges and the investments, Groupe ADP will have to submit annually for consultation to the aviation users, and for approval to the French Transport Regulatory Body (ART), a tariff proposal based on the current service costs related to the airport fees, and more specifically an annual investment plan. The absence of an economic regulation agreement has no negative impact on Groupe ADP's accounts.

Approval of the charges for Aéroports de Paris charges by the independent supervisory authority for airport charges

Aéroports de Paris filed in November 2020 an application for the approval of airport charge rates for the 2021-2022 tariff period. The file was declared complete the same day by the Transport Regulatory Authority (ART).

Aéroports de Paris has submitted to ART for approval the annual tariff changes for the following fees:

- At Paris-Charles de Gaulle and Paris-Orly airports, an average increase of 2.5% in unit prices, with the exception of the CREWS charge which will be included in the charge per passenger with no price impact, thus breaking down :
  - +3.0% for the unit rates of the fee per passenger and the fee for providing check-in and boarding desks and handling local baggage;
  - +1.5% for those of the parking fee;
  - + 1.6% for those of the landing fee;
  - + 2.5% for those of other airport charges.
- At Paris-Le Bourget airport, an average increase of 2.68%

By decision n ° 2020-083 of December 17, 2020, the ART approved the rates for airport charges applicable to the aerodromes of Paris-Charles de Gaulle, Paris-Orly and Paris-Le Bourget as of April 1, 2021.

Acquisition of a stake in GMR Airports Limited

Groupe ADP has signed on February 20, 2020 a share purchase agreement to buy in two phases, under certain conditions, a 49% stake in GMR Airports Ltd.

GMR Airports Ltd, has a portfolio of world class assets comprising six airports in three countries (India, Philippines and Greece) and a subsidiary in project management ("GADL").

Three out of six airports are operated by GMR Airports Ltd : Delhi International Airport and Hyderabad International Airport in India (fully consolidated within GMR Airports Ltd financial statements) and Mactan Cebu Airport in the Philippines (consolidated under equity method in GMR Airports Ltd financial statements).

The two other airports are currently under development (Goa in India and Heraklion in Greece). They will be operated by GMR Airports Ltd once the works are completed.

The acquisition of this Indian Group took place in two phases.

The first phase consisted in acquiring on February 26, 2020, for INR 51,94 billion (around € 670 million), 99,99% of the shares of GMR Infrastructure services limited (GISL), a company holding 24,99% of GMR Airports Ltd Group.

From its first equity investment, Groupe ADP exercises significant influence and accounts for GMR Airports Ltd using the equity method. It benefits from very extensive governance rights, including the appointment of members to the board of directors, to audit, investment and compensation committees and the appointment of key people (see note 4.9).

On July 7, 2020, Groupe ADP carried out the second part.of its 24.01% stake in GMR Airports Ltd, bringing its stake to 49%. As part of this second acquisition phase, Groupe ADP and GMR Airports Ltd signed, on July 7, 2020, an amendment to the sales contract and the shareholders' agreement. This amendment takes into account the impact of the pandemic linked to Covid-19 on the aviation sector as well as the medium-term prospects of Groupe ADP in the airports of GMR Airports Ltd Group.

Under the terms of this amendment, the amount paid at the second closing is reduced by 10.60 billion Indian rupees (€126 million) compared to the amount initially planned of 55.32 billion Indian rupees (€658 million). The amendment provides that the second tranche of the investment, for 24.01% of GMR Airports Ltd, is now structured in two parts:

- A firm amount, paid immediately at the time of the second closing, for a net amount of 44.72 billion Indian rupees (€ 532 million), including 10.00 billion Indian rupees (€119 million) capital increase of GMR Airports Ltd;
- An earn-out, for a total potential amount of 10.60 billion Indian rupees (€126 million), subject to the achievement of certain performance targets for GMR Airports Ltd activities from here to 2024. In addition, Groupe ADP could be diluted of 8.15% up to 40.95% if other performance conditions were to be met. Taking into account the probability of occurrence of all of these conditions which could be achieved by 2024, the earn-out was assessed and initially recognized during acquisitions for a total amount of 3 billion Indian rupees (approximately 39 million euros). As of December 31, 2020, this debt was reversed in Financial Income given the performance conditions deemed unrealizable, in particular following the worsening of the Covid-19 crisis.

Following the acquisition of the second tranche of investment, Groupe ADP continues to exercise significant influence and to associate Groupe GMR Airport Limited under the equity method, with Groupe ADP's rights in its governance unchanged.

Under the equity method, the stake in GMR Airports is initially recognized at acquisition cost (including acquisition costs and any price adjustments). The interest acquired during the second stage was also recorded at acquisition cost. Pursuant to IFRS 3 Business Combinations, the acquisition cost of each of the two lots is allocated between the various identifiable assets and liabilities measured at fair value on the date of acquisition of each of the lots. In this context, Groupe ADP has resorted to judgment, on the one hand, to provisionally estimate any price adjustments and on the other hand to identify and measure at fair value the identifiable assets and liabilities of the GMR Airports Group. Ltd, on the date of the first closing (February 26, 2020) and of the second closing (July 07, 2020). This estimation work, carried on with an external consulting firm are in progress at December 31, 2020 and led to the determination of provisional goodwill of € 263 million (see table below). This goodwill is included in the value of equity affiliates at December 31, 2020, which amounts to € 1,064 million.

The table below presents the provisional estimates of the allocation of the acquisition cost of each of the two lots between the assets and liabilities measured at fair value on the acquisition date of each of the lots.

(in millions of euros) Assets and liabilities acquired - at 100%		Fair value GMR Airports 1st phase	Fair value GMR Airports 2nd phase	Fair value GMR Airports Total (49%)
Total non-current assets		5,994	5,299	
Total current assets		739	611	
Total non-current liabilities		2,402	2,149	
Total current liabilities		1,326	1,116	
Net assets at 100%		**3,005**	**2,645**	**-**
(Of wich) Net assets attributable to the Group		**2,057**	**1,845**	**-**
Group share of net equity acquired	**A**	**514**	**472**	**986**
Acquisition-date fair value of the total consideration transferred*	**B**	**690**	**559**	**1,249**
Preliminary Goodwill	**B-A**	**176**	**87**	**263**

** including transaction costs for shares*

Bond issues of total amount of € 4 billion

Aéroport de Paris SA issued a first bond loan on April 2, 2020 which contains 2 parts for a total amount of € 2.5 billion with the following characteristics:

- € 1 billion loan, bearing interest at 2.125%, maturing on October 2, 2026,
- loan of € 1.5 billion, bearing interest at a rate of 2.75%, maturing on April 2, 2030.

Aéroport de Paris SA issued on July 2, 2020 a second bond loan which contains 2 parts for a total amount of € 1.5 billion with the following characteristics:

- € 750 million loan, bearing interest at 1.00%, maturing on January 5, 2029,
- loan of € 750 million, bearing interest at a rate of 1.50%, maturing on July 2, 2032.

Dividend distribution policy

The Board of Directors of February 17, 2021 approved the annual corporate and consolidated accounts as of December 31, 2020. During this meeting, it decided to propose to the next Annual General Meeting to be hold on May 11, 2021, to not distribute any dividend for the year ended December 31, 2020. It is specified that no interim dividend was paid during the year 2020.

Groupe ADP announces the signature of a collective termination agreement unanimously by the representative trade unions

Groupe ADP, like all companies in the airline sector, is hit hard by the consequences of the Covid-19 crisis. In this context, Groupe ADP must adapt to move from a growth support model to a management model of a situation in which activities and investments will be reduced.

The management wanted to propose for Aéroports de Paris SA employees a collective contractual termination agreement which was submitted for negotiation with the representative unions.

On December 9, 2020, Groupe ADP praised the quality of the social dialogue and the collective spirit of responsibility which made it possible to collect the signatures unanimously from the representative trade unions.

The agreement, which has been validated by the Direccte, sets the maximum number of voluntary departures at 1150, of which 700 will not be replaced. In this context, management undertakes that no forced departure for economic reasons will take place until January 1, 2022.

This agreement is in line with the objective pursued from the start of social negotiations: to safeguard the company in the long term and to preserve its skills while avoiding forced departures. This measure, added to the other plans considered at the group level, was the subject of a provision net of reversals of social commitments of € 208 million on 2020 result (with a total estimated cost of € 313 million including € 287 million for Aéroports de Paris SA) (see note 5.3).

One year extension of the HubLink alliance with Royal Schiphol Group

Aéroports de Paris SA concluded on November 18, 2020 an amendment extending the HubLink alliance for one year-period, until November 30, 2021 in order to take the necessary perspective to decide the future of the alliance in the current context of uncertainty resulting from the Covid-19 crisis.

2.2 Covid-19 Impact on the Group's consolidated financial position

The drop in air traffic presented here before (cf. note 2.1) caused material impacts on the Group's consolidated financial position and in particular on:

- Revenues ;
- Staff expenses ;
- Other operating expenses ;
- Goodwill, intangible and tangible fixed assets ;
- Investments in associate and joint ventures ;
- Trade receivables and other current assets ;
- Group's net financial debt.

Revenues

Groupe ADP's revenues as of 31 December 2020 amount to € 2 137 million and decreased by 54.5% in comparison to 31 December 2019. This decrease concerns almost all Group's operating segments (cf. note 4.2).

Staff expenses

In order to support the sudden activity downturn, the Group has implemented part time work to its employees as necessary and when possible.

Thus, in the main French companies of the Group, part time activity has been deployed from mid-March and covers a range going from 35% to 85% of the full-rate equivalent workforce (excluding paid leave effect).

In the foreign subsidiaries, support for declining activity has been adapted according to regulatory constraints and local government measures. Thus, in Turkey, the measures included in particular the implementation of a part time mechanism from April 1st, the taking of unpaid leave as well as salary cuts.

The savings measures and the reduction in activity of its employees made it possible to reduce personnel costs in the year of 2020 by € 198 million compared to 2019 (see note 5.1).

Other operating expenses

Groupe ADP has engaged an important operational and financial optimization plan. This plan aims to reduce costs incurred by Groupe ADP but also to take into account the situation of airlines customers and providers.

In the year of 2020, current operating expenses decreased by € 1 023 million (including reduction on staff expenses for € 198 million) compared to 2019 over the same period (cf. note 4.5).

Goodwill, intangible and tangible fixed assets

Airport concessions operating right's depreciation

As concession operating rights are amortized on the basis of traffic forecasts, the corresponding depreciation expenses significantly decreased compared to the year of 2019. They amounted to € 44 million in the year of 2020 against € 167 million in 2019 over the same period.

Impairment of Group's assets

To face the drop in air traffic situation from March 2020, the Group contacted grantors and lenders of its international concessions in order to initiate discussions as the case may be on how to deal with consequences of the Covid-19 crisis, and restore the economic balance to concessions. This situation, combined with the fall in traffic, is an indication of an impairment loss for Group's assets.

Impairment tests were therefore carried out on all Group's concessions and service companies, as well as on the assets of Parisian platforms representing one single cash-generating unit.

In the International and airport developments segment, these tests led to the impairment of part of goodwill for an amount of € 43 million on a total amount of € 171 million (cf. note 6.1) and other intangible assets for an amount of € 252 million including mainly airport operating rights as of 31 December 2020 .

In the other segments, intangible and tangible assets were the subject of exceptional depreciation for an amount of € 137 million (see note 6.4).

Investments in associate and joint ventures

Investments in international airports

Impairment tests have been carried out to investments in associate and joint ventures such as GMR Airports Ltd, Nuevo Pudahuel, Schiphol, TAV Antalya, Tibah, ATU, Ravinala Airports and ZAIC-A.

On the basis of these tests, an additional impairment of shares and its associated loans were recognized for an amount of €25 million and €125 million respectively (see note 4.9.3 and note 9.5.3).

CDG Express

Due to new health crisis, works on CDG Express project had to be stopped on March 17, 2020. As of today, all sites have been secured. On the basis of the recommendations of the OPPBTP (The professional Organisation for Prevention of Occupational Hazards in the Construction Industry) on April 2, 2020 about sanitary conditions needed to resume the construction work, discussions were engaged with each contractor in order to define the conditions to resume their work. Construction works were thus able to resume gradually from mid-April.

Beyond the health crisis, on November 9, 2020 the administrative court of Montreuil decided to pronounce the partial cancellation of the single environmental authorization relating to the CDG Express project. By this decision, the administrative judge considers that the project does not meet a "imperative reason of major public interest", and therefore does not allow derogating from the regulations relating to the ban on harming protected species. The sites concerned by the court decision have been stopped and are placed in safety; the projects not concerned are continuing, in particular the projects led by ADP. The State requested the suspension of the execution of this decision and appealed against this decision to the Administrative Court of Appeal of Paris on December 16, 2020. The GI CDG Express and SNCF Réseau filed the same requests on December 17, 2020 The response from the Administrative Court of Appeal on the stay of execution is expected during the first half of 2021. Based on a preliminary analysis, the Group does not expect any significant negative impact in the financial statements.

Trade receivables and other current assets

The net book value of trade receivables as of 31 December 2020 decreased by 9% compared to December 31, 2019 to stand at € 567 million due to the decline in activity coupled with the support measures taken by the Group.

Indeed, in compliance with the applicable rules, measures such as rent discounts and deferrals of payments have been taken in favor of airlines and stakeholders of Groupe ADP, particularly affected by the effects of the epidemic.

Trade receivables depreciation

Due to the financial crisis in the airline industry, historical default statistics could not be applied. The Group has therefore reassessed, on the basis of its best estimate to date, the risk of default of its customers according to their activities: airports, real estate, retail and others.

Depreciation rates were determined using judgment taking into account knowledge of the client's financial situation and any other known fact of his environment.

Thus, with regard to airlines, the Group has taken into consideration the support or not of the States.

For companies operating in the distribution sector, the Group has assessed the financial strength of the companies to determine the necessary depreciations.

For all receivables, the Group has also taken into account the paying behavior of customers since the start of the crisis.

The receivables valuation work led the Group to recognize impairment net of additional reversals of € 41 million at the end of 2020 (see note 4.4).

Agence France Trésor advance on safety and security missions

The traffic collapse due to the health crisis had a significant impact on the airport tax collected by the DGAC from airlines and paid to Aéroports de Paris SA. The amount collected by this tax decreased significantly in 2020 while the eligible charges did not decrease in due proportion.

Thus, a system common to all French airports has been put in place by article 29 of law n ° 2020-935 of July 30, 2020 on amending finances for 2020 in order to grant advances to airport operators to finance operating and investment expenses relating to safety and security missions pending return of traffic.

This advance, although intrinsically linked to the DGAC's receivable is presented separately under other debts and deferred income . The amount of the advance amounted to 122 million euros at December 31, 2020 (see quadripartite agreement in note 14).

Group's net financial debt and cash

As indicated in note 2.1, on April 2, 2020, Aéroports de Paris SA received the proceeds from the bond loan issued on March 26, 2020 for an amount of 2.5 billion euros. The Group has also raised a new loan as of July 2nd, 2020 for an amount of € 1,5 billion.

The Group thus has a strong cash position amounting to € 3 459 million at the end of 31 December 2020, including € 604 million at TAV Airports level.

Given this available cash flow, the Group does not anticipate any short-term cash flow difficulties. This cash allows it both to meet its current needs and its financial commitments (repayment of a bond debt in July 2021 for 400 million euros and Almaty) but also to have the means to important reaction and adaptation in the current exceptional health and economic context.

Given the Group's and investors' confidence in the robustness of its financial model and with its long-term credit rating (A negative perspective by the Standard and Poor's agency since March 25, 2020), Groupe ADP does not anticipate particular difficulty of medium or long-term financing.

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.

In the event of a successive acquisition, each tranche is initially recorded at acquisition cost and is the subject of a cost allocation between the identifiable assets and liabilities measured at fair value on the acquisition date of each of the tranches. The difference between the acquisition cost of a tranche and the share of the net assets valued at the date of the transaction constitutes goodwill included in the value of investments.

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 significant 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

In October 2018, the IASB published an amendment to IFRS 3, changing the definition of a business. The amendment is mandatory, prospectively, for transactions occurring after January 1, 2020. The amendment specifies that a business is an integrated set of activities and assets that is capable of being conducted and managed for the purpose of: providing goods or services to customers; generating investment income; or. generating other income from ordinary activities.

The three components of a business are:

- A set of inputs ;
- Processes applied to these inputs;
- The whole having the capacity to generate or contribute to generate outputs.

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 in liability's measurement is recognised in equity share of the Group. Subsidiaries' result is then splited into Group's share and non-controlling interests share.

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 2020

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

- In January 2020, additional acquisition of 18% of the shares in TAV Tunisia by TAV Airports, bringing the percentage of ownership to 100%.
- In February 2020, acquisition of 24.99% of the GMR Airports Ltd shares, world class Indian airport group with a portfolio of six airport concessions in three countries (India, Philippines and Greece) as well as a project management subsidiary. In July 2020, Groupe ADP completed the second phase of its stake in GMR Airports Ltd for the acquisition of 24.01%, now bringing its stake to 49% (see note 2.1).

3.2.2 Reminder of the changes in the scope for 2019

In 2019, the significant changes in the scope of consolidation were:

- 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, Groupe ADP 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 April 2019 these entities are fully consolidated

NOTE 4 Information concerning the Group's operating activities

4.1 Segment reporting

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

The segments identified in the Groupe ADP in five activities are as follows:

Aviation: this segment includes all goods and services provided by Aéroports de Paris SA in France 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 segment is dedicated to retail activities in France provided to the general public. It includes rental income from retail activities in terminals (retails shops, bars and restaurants, banks and car rentals), activities 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 segment 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 segment includes all the Group’s mainly in France 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 19) and encompass the construction, commercialisation and lease management of office buildings, logistic buildings and freight terminals. This segment also includes the rent of serviced land.

International and airport developments: this segment 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, GMR Airports group consolidated under equity method since February 26, 2020, ADP International and its subsidiaries, including AIG, and the ADP Ingénierie sub-group (including Merchant Aviation LLC) and Schiphol Group.

Other activities: this segment 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 project entity Gestionnaire d'Infrastructure CDG Express consolidated under equity method. This segment 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:

(in millions of euros)	Revenue 2020	Revenue *of which inter-sector revenue*	Revenue 2019	Revenue *of which inter-sector revenue*	EBITDA 2020	EBITDA 2019
Aviation	860	1	1,929	-	(124)	611
Retail and services	645	123	1,505	*155*	90	638
Including SDA	*225*	-	*628*	-	*(47)*	*15*
Including Relay@ADP	*16*	-	*78*	-	*(10)*	*11*
Real estate	280	49	274	*47*	173	169
International and airport developments	441	23	1,081	*18*	7	326
Including TAV Airports	*299*	*1*	*746*	-	*21*	*277*
Including AIG	*77*	-	*250*	-	*8*	*77*
Other activities	146	39	168	*37*	25	29
Eliminations and internal results	*(235)*	*(235)*	*(257)*	*(257)*	*(3)*	*(1)*
Total	**2,137**	**-**	**4,700**	**-**	**168**	**1,772**

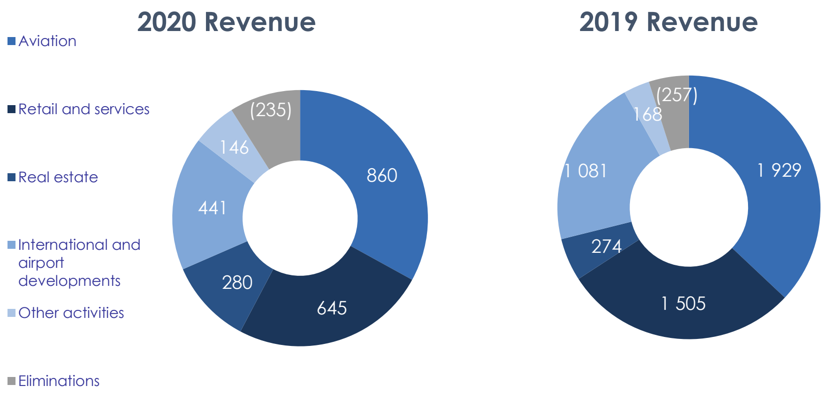
(in millions of euros)	Amortisation and impairment of tangible and intangible assets 2020 *	Amortisation and impairment of tangible and intangible assets 2019	Share of profit or loss in associates and joint ventures 2020	Share of profit or loss in associates and joint ventures 2019	Operating income from ordinary activities 2020	Operating income from ordinary activities 2019
Aviation	(393)	(328)	-	-	(516)	283
Retail and services	(262)	(166)	(5)	41	(177)	513
Including Capital gain related to sale of SDA & Relay@ADP shares	-	-	-	43	-	-
Including SDA	*(72)*	*(27)*	-	*(1)*	*(119)*	*(13)*
Including Relay@ADP	*(39)*	*(11)*	-	-	*(50)*	-
Real estate	(56)	(48)	-	1	117	122
International and airport developments	(344)	(211)	(214)	48	(551)	164
Including TAV Airports	*(97)*	*(150)*	*(74)*	*33*	*(150)*	*160*
Including AIG	*(247)*	*(60)*	-	-	*(239)*	*17*
Including GMR Airports Ltd	-	-	*(75)*	-	*(75)*	-
Other activities	(16)	(15)	(1)	-	6	13
Eliminations and internal results	-	-	-	-	*(2)*	*(1)*
Total	**(1,071)**	**(768)**	**(220)**	**90**	**(1,123)**	**1,094**

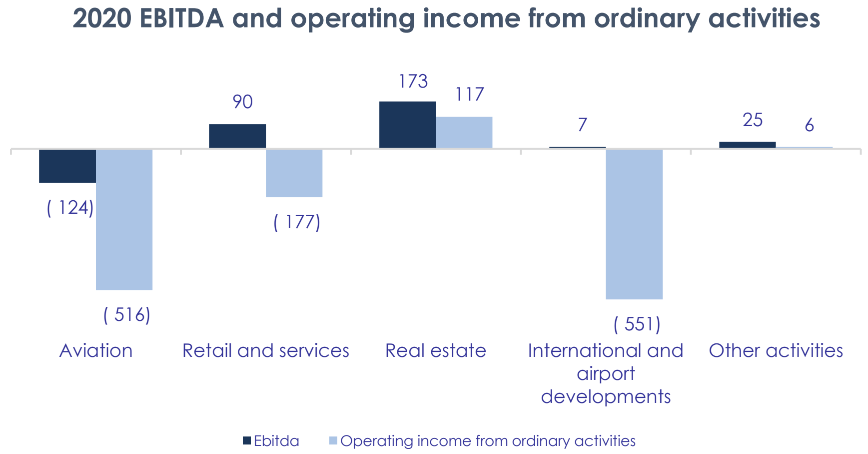
** including an impairment for €252 million on segment international, an impairment for €80 million on segment retail and services*

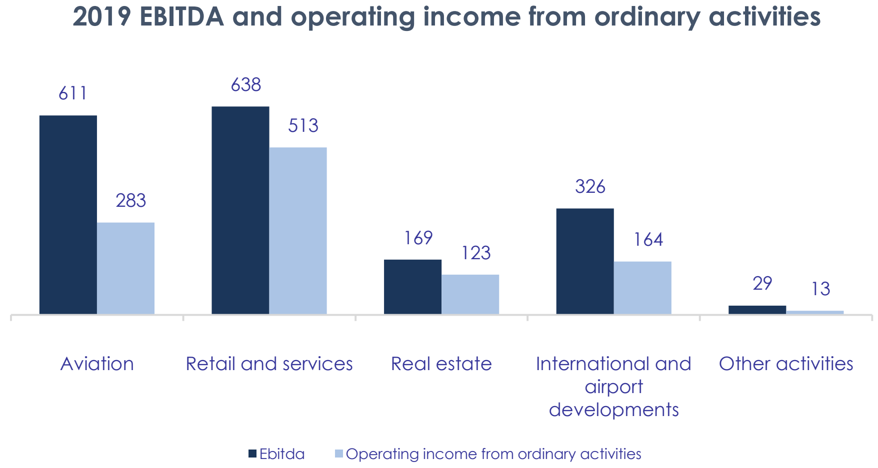
Over 2019, Groupe ADP's **consolidated revenue** amounts to €2,137 million, a €2,563 million decrease, due to the drop in traffic resulting from the Covid-19 pandemic and more specifically to:

- The decrease in airport fees in Paris Aéroport (-63.7%, a -€739 million decrease);
- The decrease in revenue from retail (-57.1%, a -€860 million decrease);
- The decrease in revenue of TAV Airports (-60,0%, a -€447 million decrease), also resulting from the impact of Istanbul Atatürk Airport's closure on TAV Airports' subsidiaries;
- The decrease in revenue of AIG for -€173 million.

The amount of inter-sector eliminations amounts to -€235 million over the year of 2020 vs. -€257 million over the year of 2019.


2020 Revenue
2019 Revenue
Aviation
Retail and services
Real estate
International and airport developments
Other activities
Eliminations
860
645
280
441
146
(235)
1 929
1 505
274
1 081
168
(257)


2020 EBITDA and operating income from ordinary activities
90
173
117
7
25
6
(124)
(177)
(516)
(551)
Aviation
Retail and services
Real estate
International and airport developments
Other activities
Ebitda
Operating income from ordinary activities


2019 EBITDA and operating income from ordinary activities
611
283
638
513
169
123
326
164
29
13
Aviation
Retail and services
Real estate
International and airport developments
Other activities
Ebitda
Operating income from ordinary activities

4.2 Revenue

Groupe ADP applies IFRS 15 "Revenue from Contracts with Customers" for services offered to its clients and IFRS 16 "leases" for lease contracts as a lessor.

Accounting principles for Groupe ADP's revenues according to its five segments breaks down as follows:

1. Aviation segment

- Airport and ancillary fees of Aéroports de Paris SA: these fees (except the assistance fee for people with disabilities and reduced mobility) are in principle governed by multi-annual Economic Regulation Agreements (ERA). Regulation provide in particular that airport operators should receive, within the regulated scope, a fair return on investments, assessed in the light of the weighted average cost of its capital. This principle applies even in the absence of an Economic Regulation Agreement.

This scope includes all Aéroports de Paris SA activities at airports in the Paris region with the exception of activities related to retail and services, land and real estate activities that are not aviation-related, activities linked to security and safety financed by the airport tax, the management by Aéroports de Paris SA of assistance with soundproofing for local residents, and other activities carried out by subsidiaries.

With respect to the last Economic Regulation Agreement (the ERA for 2016-2020) signed with the French Government on August 31, 2015, it should be in principle come to an end on December 31, 2020. The exceptional and unforeseeable circumstances linked to the Covid-19 pandemic made impossible to fully achieve the provisional investment plan by December 31, 2020. Consequently, Aéroports de Paris SA asked the French government to terminate the 2016-2020 ERA in accordance with the stipulations of its article V.2.2 (cf. note 2).

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. Aéroports de Paris SA recognize this revenue up to 94% of eligible costs for these missions when they 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 segment

- 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".

Due to the health crisis, the Group granted rent and rental charges concessions. The Group carried out a legal analysis and concluded that two situations should be distinguished:

- For rent concessions granted when access to commercial facilities have been denied as a consequence of a terminal closure by Group's decision or by government decision: the rent concession does not constitute a contract modification but a contract suspension. This suspension does not result from an agreement between the parties but from the execution of the contracts law and in particular the provisions of articles 1220 of the French civil code which provides that "a party may suspend the execution of its obligation once it is clear that his contracting partner will not comply on time and that the consequences of this non-performance are sufficiently serious for him. This suspension must be notified as soon as possible". Thus, in this situation, and in the absence of any clarification from IFRS 16 "Leases", Groupe ADP took the option of recognizing the rent concession immediately as a revenue reduction;

- For rent concessions requiring a modification of the lease contract, the rent concession is recognized on revenues over the remaining lease term.

Additionally, revenues from retail and services include:

- Revenues of **Media Aéroports de Paris.** This subsidiary offers digital, connected and interactive advertising solutions at Paris airports to advertisers;
- retail services from **SDA** and **Relay@ADP** generated in the commercial areas managed by these two entities in land side and airside (sell of goods and lease revenues). SDA exercises the direct management and rental of commercial spaces, and is specialised in the sale of alcohol, tobacco, perfumes and cosmetics, gastronomy, fashion and accessories and photo-video sound. Relay@ADP's is specialised in press, bookshop, amenities and souvenirs;
- and tax refund services revenues.

- 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.

- Revenue from long term contracts, this aggregate includes the revenue related to the construction of a metro station in Paris-Orly on behalf of the company "Société du Grand Paris" and CDG Express construction contract. Revenue is recognized using the percentage of completion method in accordance with IFRS 15 – Revenue from contracts with customers.

3. Real estate segment

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

4. International and airport developments segment

Revenue from this segment combines revenue of **TAV Airports**, **ADP International** and its subsidiaries in particuliar **AIG** and the subgroup **ADP Ingénierie**.

- **Airport fees :** Airport fees 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). Airport fees are 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. 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.
- **Retail activities :** These revenues come mainly from the Concession activities of Catering in terminals by the BTA sub-group, passenger lounge services by the TAV Operations services sub-group as well as the commercial fees collected by AIG at Queen Alia International Airport from Jordan. These revenues are recognized as and when the services rendered are performed.
- **Car parks and access roads :** these revenue result primarily from the car parks, access and valet services operated as part of the concession contracts. They are recognized when the services are provided to the client.

- **Fixed rental income :** rental income is recognized on a straight line basis over the term of the rental contract, or on the basis of invoices issued monthly in accordance with the rental contracts relating to the occupation of space in the terminals.
- **Revenue from long term contracts** : Construction revenue is recognized using the percentage-of-completion method and included in the 'revenue from long term contracts' according to IFRS 15. 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 sheet. When it is probable that total contract costs will exceed total contract revenue, the expected loss is recognized as an expense immediately.
- **Operating financial revenue :** it corresponds to the 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)
- **Other revenue,** include primarily :

- ground handling services by TAV Operations Services and Havas, bus and car parking operations, airline taxi services. They are recognized when services are provided.
- sale of IT solutions and software by TAV Information Technoogies. They are recognized when services are provided or products delivered.
- 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.
- 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 segment

Revenue from this segment comprises revenue generated by the subgroup Hub One. **Hub One** offers telecom operator services, as well as traceability and mobility solutions of goods. Its revenue is presented in other incomes.

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

	2020					
(in millions of euros)	**Aviation**	**Retail and services**	**Real estate**	**International and airport developments**	**Other activities**	**Total**
Airport fees	421	-	-	95	-	516
Ancillary fees	83	4	-	2	-	89
Revenue from airport safety and security services	326	-	-	-	-	326
Retail activities (i)	-	314	3	80	-	397
Car parks and access roads	-	77	-	9	-	86
Industrial services revenue	-	33	-	3	-	36
Fixed rental income	11	75	214	18	-	318
Ground-handling	-	-	-	107	-	107
Revenue from long term contracts	-	18	-	15	5	38
Operating financial revenue	-	-	13	5	-	18
Other revenue	18	1	1	84	102	206
Total	**859**	**522**	**231**	**418**	**107**	**2,137**
(i) of which Variable rental income	*-*	*93*	*3*	*40*	*-*	*136*

	2019					
(in millions of euros)	**Aviation**	**Retail and services**	**Real estate**	**International and airport developments**	**Other activities**	**Total**
Airport fees	1,160	-	-	365	-	1,525
Ancillary fees	250	8	-	4	-	262
Revenue from airport safety and security services	482	-	-	-	-	482
Retail activities (i)	-	968	3	242	-	1,213
Car parks and access roads	-	172	-	22	-	194
Industrial services revenue	-	42	-	4	-	46
Fixed rental income	14	106	209	35	-	364
Ground-handling	-	-	-	216	-	216
Revenue from long term contracts	-	43	-	31	4	78
Operating financial revenue	-	-	13	6	-	19
Other revenue	23	11	2	138	127	301
Total	**1,929**	**1,350**	**227**	**1,063**	**131**	**4,700**
(i) of which Variable rental income	*-*	*271*	*3*	*127*	*-*	*401*

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

(in millions of euros)	2020	2019
Revenue	**2,137**	**4,700**
Air France	387	794
Federal Express Corporation	39	35
Qatar Airways	27	26
Turkish Airlines	26	59
Easy Jet	25	30
Pegasus Airlines	22	43
Royal Jordanian	21	62
Vietnam Airlines JSC	10	39
Delta Airlines Inc	8	32
Other airlines	306	861
Total airlines	**871**	**1,981**
Direction Générale de l'Aviation Civile	342	502
Société de Distribution Aéroportuaire (i)	-	69
ATU	21	61
Société du Grand Paris	17	40
EPIGO	7	22
Other customers	879	2,025
Total other customers	**1,266**	**2,719**

(i) Revenue of SDA until 1st April 2019.

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)	2020	2019
Investment grants recognized in the income statement	3	3
Net gains on disposals	2	7
Other income	45	70
Total	**50**	**80**

Other current operating income consists mainly of indemnities recognized for €30 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 (€46 million as of 31 December 2019).

4.4 Receivables and related accounts

Trade receivables and related accounts break down as follows:

(in millions of euros)	As at Dec 31, 2020	As at Dec 31, 2019
Trade receivables	583	627
Doubtful receivables	113	78
Accumulated impairment	(129)	(96)
Net amount	**567**	**609**

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

(in millions of euros)	As at Dec 31, 2020	As at Dec 31, 2019
Accumulated impairment at beginning of period	**(96)**	**(63)**
Increases	(49)	(41)
Decreases	9	8
Translation adjustments	4	-
Other changes	3	-
Accumulated impairment at closing of period	**(129)**	**(96)**

In 2020, given the current fragility of the segment, the Group classifies receivables by risk of customer default with which a percentage of impairment is associated.

The increase in impairment losses on receivables at 31 December 2020 is mainly due to the risk of default of customers in the aeronautical, real estate, commercial and international segments whose activity was suddenly interrupted by the Covid-19 crisis (as a reminder, in 2019, Aigle Azur and XL Airways were put into judicial liquidation generating impairment for € 12 million and € 8 million respectively) during the year.

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)	2020	2019
Cost of goods	(170)	(356)
Electricity	(34)	(43)
Studies, research and remuneration of intermediaries	(7)	(14)
Gas and other fuels	(11)	(16)
Operational supplies	(8)	(12)
Winter products	(3)	(7)
Operating equipment and works	(27)	(50)
Other purchases	(3)	(22)
Total	**(263)**	**(520)**

The decrease in Consumed purchases is mainly due to the gradual implementation of a cost-cutting plan following the drop in the Group's activity and the closing of some terminals in 2020.

4.5.2 Other current operating expenses

The other current operating expenses are detailed as follow:

(in millions of euros)	2020	2019
External services	(681)	(1,150)
Taxes other than income taxes	(245)	(316)
Other operating expenses	(40)	(69)
Total	**(966)**	**(1,535)**

Breakdown of other services and external charges

(in millions of euros)	2020	2019
Sub-contracting	(349)	(554)
Security	(145)	(241)
Cleaning	(54)	(85)
PHMR (Persons with restricted mobility)	(34)	(62)
Transport	(19)	(34)
Recycling trolleys	(9)	(14)
Caretaking	(15)	(18)
Other	(73)	(100)
Maintenance and repairs	(126)	(162)
Concession rent expenses*	(37)	(140)
Studies, research and remunerations of intermediaries	(42)	(69)
Insurance	(21)	(18)
Travel and entertainment	(6)	(21)
Advertising, publications, public relations	(15)	(34)
Rental and leasing expenses	(23)	(54)
Other external services	(6)	(9)
External personnel	(13)	(22)
Other external expenses & services	(43)	(67)
Total	**(681)**	**(1,150)**

** Concession rent expenses are mainly incurred by AIG for the operation of Queen Alia Airport*

Breakdown of taxes other than income taxes

(in millions of euros)	2020	2019
Territorial financial contribution	(28)	(71)
Property tax	(124)	(128)
Other taxes other than income taxes	(56)	(58)
Non-refundable taxes on safety expenditure	(37)	(59)
Total	**(245)**	**(316)**

Taxes were down by 22% and stood at €245 million as of December 31, 2020:

- In terms of property taxes, the decrease (-€4 million) results mainly from the effect of the update in 2019 of the tax bases which in 2019 caused an additional charge of the 2018 contribution (€13 million). It is mitigated by the 2020 rate increase and the commissioning of new structures;
- In terms of local economic contribution, the decrease (-€43 million) stems mainly from the fall in added value in 2020, and the effect of its cap on tax.

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 Dec 31, 2020	As at Dec 31, 2019
Operating payables	336	374
Accounts payable	346	305
Total	**682**	**679**

4.7 Other receivables and prepaid expenses

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

(in millions of euros)	As at Dec 31, 2020	As at Dec 31, 2019
Advances and deposit paid on orders	64	19
Tax receivables	111	98
Receivables related to employees and social charges	2	2
Prepaid expenses	27	27
Other receivables (i)	263	236
Total	**467**	**382**

(i) Other receivables include in 2019 and 2020, the current portion (respectively of €193 million in 2019 recovered in 2020 and €195 million in 2020 recoverable in the first half of 2021) of the compensation corresponding to the end of the TAV Istanbul concession.

4.8 Other payables and deferred income

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

(in millions of euros)	As at Dec 31, 2020	As at Dec 31, 2019
Advances and deposits received on orders	159	19
Employee-related liabilities	219	274
Tax liabilities (excl. current income tax)	206	89
Credit notes	39	34
Deferred income*	142	165
Concession rent payable < 1 year	119	90
Debt related to the minority put option	-	14
Other debts	74	127
Total	**958**	**812**

***** *including Agence France Trésor advance of €122 million (see note 2)*

Increase of tax liabilities is mainly due to The Territorial Economic Contribution of € 12 million and the property tax of € 118 million, payment of which is postponed for three months due to the current crisis.

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

- fixed rent revenue, i.e. €67 million as of 31 December 2020 (€79 million as of 31 December 2019);
- car park : subscription and reservation, i.e €10 million as of 31 December 2020 (€15 million as of 31 December 2019).

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 5% and 39% 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).

4.9 Investment in associates and joint ventures

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

International and airport developments:

GMR Airports Limited : Indian airport Group with a portfolio of six airport concessions in three countries: India (Delhi, Hyderabad, Boghapuram, GOA), Philippines (Cebu) and Greece (Heraklion). The two main concessions, Delhi and Hyderabad, have a term of 30 years renewable once which began on May 3, 2006 and March 23, 2008 respectively. Renewal is at the discretion of GMR Airports, for Hyderabad concession. Regarding Delhi concession, renewal presupposes that certain operational conditions are still met at the end of the first 30-year period, which are in particular quality of services conditions provided in the concession contract. Thus, as long as these conditions are met, renewal is going to be at the discretion of GMR Airports.

Groupe ADP acquired 49% of GMR Airports Limited in two steps : 24.99%, on February 26, 2020 and the remaining stake on July 7,2020.

As regards to governance in GMR Airports Limited, many decisions require the joint approval of Groupe ADP and GMR infrastructure limited "GIL" (main shareholder of GMR Airports): decisions relating to the general meeting require a minimum 76% of the voting rights and on the board of directors, the number of directors appointed by Groupe ADP and "GIL" is identical. However, GMR infrastructure Limited has a decisive vote on key decisions such as those on the business plan, which justifies Groupe ADP only has a significant influence over the entity. Besides, in case of disagreement over the business plan, Groupe ADP has a put option on its shares that can be exercised under certain conditions.

TAV Antalya: a joint venture of TAV Airports 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 50% and 51% owned and operating Medina Airport in Saudi Arabia.

Royal Schiphol Group N.V ("Schiphol Group"), which operates Amsterdam Airport, 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. The agreement who expired on November 30, 2020 has been expanded for one year.

Sociedad Concesionaria Nuevo Pudahuel, 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"), 29%-owned and operating the concession of Conakry Gbessia International Airport. In 2021, the company will be dissolved after transfer of its activity to Société de gestion et d'exploitation de l'aéroport de Gbessia ("Sogeag"), the new concessionaire of Conakry Gbessia International Airport.

Société de gestion et d'exploitation de l'aéroport de Gbessia ("Sogeag"), 33%-owned and created with the aim of taking over the concession of Conakry Gbessia International Airport.

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 Groupe ADP exercises a joint control on EPIGO. 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.

Real estate:

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

Coeur d'Orly Bureaux : Aéroports de Paris SA is a 50%-co-investor of the Coeur d'Orly project for retail outlets and offices, along with Covivio ex 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 segment as follows:

(in millions of euros)	2020 (i)	2019
International and airport developments	**(214)**	**48**
Retail and services (ii)	**(5)**	**41**
Real estate	**-**	**1**
Other activities	**(1)**	**-**
Share of profit or loss in associates and joint ventures	**(220)**	**90**

(i) The amount includes the losses of associates and joint ventures entities as well as impairments for €25 million

(ii) In 31 December 2019, this amount includes the share of profit or loss in associates and joint ventures of SDA and Relay@ADP until 1 Avril 2019 and the profit recognized as part of the disposal of 50% of SDA and Relay@ADP shares.

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.

The recoverable value of investments in associates and joint ventures is estimated by discounting either Group share's cash flows after debt servicing or dividends at cost of equity. Regarding the discount rate, data used by Group ADP is based on averages for the past 3 months, for the risk-free rate and the market premium.

The book value used for the impairment test corresponds to the acquisition cost increased by the share of profit or loss in associates and joint ventures, as well as capitalized interest on shareholder loans when applicable.

The Covid-19 health crisis has had significant impacts on air traffic, which has largely stopped since March. This sudden drop in traffic has impacts both in terms of aeronautical revenues and in terms of commercial revenues from investments in associates and joint ventures.

These elements constitute impairment indicators for the Group's airport concessions and as a consequence the Group has carried out a broad review of the financial trajectories of its main investments in associates such as GMR Airports Ltd, Royal Schiphol Group, Antalya, and Nuevo Pudahuel in order to provide a better evaluation with the information known to date.

Discount rates, and in particular the cost of equity, have been increasing since December 31, 2019. The health crisis of the year had indeed significant effects on the increase in market premium, and the betas of companies in the airport sector. This increase in discount rates has an unfavorable impact on the recoverable value of Group's investments which are estimated on the basis of discounted cash flows.

Impairment losses on loans to associates are disclosed in note 9.5.3 Financing - Credit risk.

Impairment losses of investments in associates and joint ventures by operating segment

Impairment tests of equity accounted investments are based on recovery scenarios in which the 2019 traffic levels should be reached between 2023 and 2024 depending on the characteristics of each of the investments and based on Eurocontrol / IATA traffic forecasts. In addition, business plans are based on concessions contractual term, except in particular cases of highly ongoing renegotiation. They take into account the two-year extension of the Antalya concession granted in February 2021.

The tests results reveal an impairment loss to be recognized for equity accounted investments for a total amount of €25 million as of December 31, 2020.

Sensitivity analysis on discount rates show that a change of +100 basis points / -100 basis points in the discount rate would lead respectively to an additional impairment loss of € 275 million / gain on impairments of € 28 million.

In addition, a one-year delay in the assumption of resumption of traffic for the main international concessions would lead to an additional depreciation of around € 169 million.

In addition, receivables and current accounts for investments in associates and joint ventures were subject to depreciation for € 125 million (see note 9.6).

The main factors of traffic recovery for the most important assets tested are the following:

- For Delhi and Hyderabad airports (which represent most of GMR Airports Ltd traffic):
  - an important domestic market, resilient in 2020;
  - an important part of family traffic, for which the recovery should be faster (return to 2019 level expected in 2022);
  - the presence of economically viable airlines, both for the domestic and the international market, will allow to secure at least 70% of the pre-crisis demand in the short term;
- For Antalya airport:
  - overall, the important share of touristic and family travelers, more eager to travel after the crisis compared to business travelers;
  - an important share of domestic traffic, for which the recovery is expected to be quicker;
  - some international point-to-point routes among the most resilient during the sanitary crisis;
- For Santiago airport:
  - An important domestic market, for which the recovery should be quicker regarding the geographical specificities of Chile and the fact that long distance travel can only be done by plane;

- the development of low-cost traffic over the last 5 years, particularly on domestic and regional market.

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 Dec 31, 2020	As at Dec 31, 2019
International and airport developments	**1,902**	**975**
Retail and services	**-**	**3**
Real estate	**31**	**30**
Other activities	**10**	**11**
Total investment in associates	**1,943**	**1,019**

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

- € 380 million for the International and airport developments segment, including € 235 million for GMR Airports Limited (provisional goodwill of INR 21 billion), € 120 million for Schiphol, € 22 million for TAV Antalya and € 4 million for TGS;
- € 3 million for the other activities segment.

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, 2020	Share of net profit (loss) for the period	Change in consolidation scope	Subscription of share capital	Change in translation adjustment reserves	Change in other reserves and reclassifications	Dividends paid*	Net amount as at Dec 31, 2020
International and airport developments	**975**	**(214)**	**1,249**	**17**	**(135)**	**12**	**(2)**	**1,902**
Retail and services	**3**	**(5)**	**-**	**2**	**-**	**-**	**-**	**-**
Real estate	**30**	-	-	-	-	1	-	**31**
Other activities	**11**	(1)	-	-	-	-	-	**10**
Total investment in associates	**1,019**	**(220)**	**1,249**	**19**	**(135)**	**13**	**(2)**	**1,943**

** Including the results of tax-transparent real estate companies*

Receivables and current accounts net of depreciation from associates are detailed in note 9.4.2.

4.9.5 Summary Financial Information

The following accounting aggregates of GMR Airports Ltd, Schiphol and TAV Antalya have been drawn up in accordance to IFRS as adopted by Europe, homogenized according to Group accounting policies. It should be noted that the financial statements of GMR Airports Ltd presented are the interim financial statements at December 31, 2020 established on basis of audited financial statements at September 30, 2020 and adjusted of operations over the last quarter of 2020 (see note 1.1).

	GMR Airports Ltd		Schiphol		TAV Antalya	
(in millions of euros)	As at Dec. 31, 2020	As at Mar 31, 2020	As at Dec 31, 2020	As at Dec 31, 2019	As at Dec 31, 2020	As at Dec 31, 2019
Intangible assets	407	158	149	136	327	408
Property, plant and equipment	968	1,148	6,271	5,655	50	62
Investments in associates	286	328	1,080	1,133	-	-
Other non-current financial assets	914	1,065	174	214	2	2
Deferred tax assets	43	41	24	69	35	29
Non-current assets	**2,618**	**2,740**	**7,698**	**7,207**	**414**	**501**
Inventories	10	11	-	-	1	2
Trade receivables	29	37	663	169	4	13
Other receivables and prepaid expenses	467	796	136	14	39	109
Cash and cash equivalents	181	309	755	155	57	16
Current assets	**687**	**1,153**	**1,554**	**338**	**101**	**140**
Assets held for sales	-	7	-	-	-	-
Total assets	**3,305**	**3,900**	**9,252**	**7,545**	**515**	**641**

	GMR Airports Ltd		Schiphol		TAV Antalya	
(in millions of euros)	As at Dec. 31, 2020	As at Mar 31, 2020	As at Dec 31, 2020	As at Dec 31, 2019	As at Dec 31, 2020	As at Dec 31, 2019
Shareholders' equity - Group share	**358**	**419**	**3,774**	**4,121**	**(27)**	**30**
Non-controlling interests	166	227	50	55	-	-
Shareholders' equity	**524**	**646**	**3,824**	**4,176**	**(27)**	**30**
Non-current debt	2,029	2,024	4,405	2,676	75	103
Provisions for employee benefit obligations (more than one year)	4	3	95	55	2	2
Other non-current liabilities	364	410	154	103	375	456
Non-current liabilities	**2,397**	**2,437**	**4,654**	**2,834**	**452**	**561**
Other current liabilities	322	807	331	527	7	15
Current debt	62	5	443	9	83	35
Current liabilities	**384**	**812**	**774**	**536**	**90**	**50**
Liabilities related to assets held for sales	-	5	-	-	-	-
Total equity and liabilities	**3,305**	**3,900**	**9,252**	**7,545**	**515**	**641**

(in millions of euros)	GMR Airports		Schiphol		TAV Antalya	
	2020	Mar-20	2020	2019	2020	2019
Revenue	**206**	**682**	**691**	**1,613**	**108**	**391**
Operating income	**(45)**	**242**	**(513)**	**390**	**(25)**	**237**
Financial income	**(134)**	**(179)**	**(94)**	**(84)**	**(38)**	**(42)**
Share of profit or loss in associates and joint ventures	-	19	(101)	102	-	-
Income before tax	**(179)**	**82**	**(708)**	**408**	**(63)**	**195**
Income tax expense	26	(14)	150	(73)	6	(45)
Net income	**(153)**	**68**	**(558)**	**335**	**(57)**	**150**
Net income attributable to the Group	**(111)**	**36**	**(553)**	**328**	**(57)**	**150**
Net income attributable to non-controlling interests	(42)	32	(5)	7	-	-
Total comprehensive income for the period	**(121)**	**65**	**(580)**	**329**	**(57)**	**150**

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 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 5.2.12.

5.1 Staff expenses and number of employees

Staff expenses can be analysed as follows:

(in millions of euros)	2020	2019
Salaries and wages	(533)	(705)
including Partial activity compensation	71	-
Social security expenses	(234)	(298)
Salary cost capitalised	47	77
Employees' profit sharing and incentive plans	(5)	(40)
Net allowances to provisions for employee benefit obligations	(8)	36
Total	**(732)**	**(930)**

Faced with the extent of the health crisis linked to Covid-19, Aéroports de Paris SA and several of its subsidiaries have opted for partial operations* and have benefited fully of the financial compensation mechanism proposed by the French government. At the end of December, this financial compensation amounted to € 71million.

** The partial activity is a tool for preventing economic layoffs, making it possible to keep employees in employment in order to maintain or even strengthen their skills when their company is facing economic difficulties.*

Capitalised production which amounts to €47 million (down of €30 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 decrease in this item is mainly due to the review of investment objectives following the termination of the 2016-2020 ERA.

Salaries and wages does not include the Competitiveness Employment Tax Credit ("CICE"), which does not exist since the 1 January 2019, but includes the partial activity compensation used by the Group due to traffic decrease.

The average number of employees can be broken down as follows:

	2020	2019
Average number of employees	**24,447**	**26,122**

As a reminder, in 2019 the average salaried workforce takes into account:

- an exclusion of 618 employees from 1st January to 7th April 2019 concerning discontinued activities of TAV Istanbul
- the takeover of SDA and Relay@ADP on April 2019. If the transaction had taken place on January 1, the average number of employees would have been 26,933.

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 in France 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.

Amount paid varies from one Group company to another depending on the applicable collective agreements and or internal agreements. This indemnity cannot be less than the legal retirement indemnity in the event of departure at the initiative of the employee in number of months of gross average salary:

- From 10 to 14 years : 1/5 months;
- From 15 to 19 ans : 1 month;
- From 20 to 29 years : 1,5 months;
- 30 years and more : 2 months.

Aéroports de Paris SA

An internal agreement grants a number of months of base salary according to the number of working years at the entity at the retirement date:

- From 1 to 9 tears : 1 month per year of seniority
- From 10 to 19 years : ½ month per year of seniority
- 20 ans et au-delà : ¼ month per year of seniority

ADP Ingénierie, ADP International, Sysdream

Applicable collective agreement is the one from technical design offices ("syntec"): the compensation paid corresponds, after 5 years of service with the company, to one fifth of the monthly reference salary per year of service on the retirement date.

HubOne

The applicable collective agreement is the one from telecommunication branch: the compensation paid depends on the annual reference salary and the number of years of service in the company on the retirement date:

- 10 to 19 years : 1/5 from annual salary
- 20 to 29 years : 2/5 from annual salary
- 30 years and more : 3/5 from annual salary

In the event of payment of this retirement indemnity at the initiative of the employee, the employer bears employer contributions, applicable from the first euro. This cost borne by the French companies of the Group is taken into account in the estimate of social commitments relating to end-of-career indemnity plans.

TAV Airports and AIG

TAV Airports companies in Turkey: the labor legislation in force grants lump sum indemnities for employees attached to entities operating in Turkey. Social commitment is measured when these indemnities are paid to employees with at least one year of seniority, as part of retirement, death, and end of concession. This allowance corresponds to one month of reference salary per year of service; this salary is legally capped.

Société AIG Jordanie: this is an indemnity paid in the event of retirement, death or departure from the company. This allowance varies according to two sub-populations: one corresponds to one month of reference salary per year of service until the age of 60, the other per year of service from the age of 60. Employer contributions borne by the employer are taken into account in estimating social commitment.

B. OTHER OBLIGATIONS

Beyond end-of-career indemnities, other benefits granted by Aéroports de Paris SA are subject to an estimate:

- Health coverage plan: the company helps finance contributions relating to two mutual insurance policies covering closed populations of former employees who are currently retired. The estimated social commitment includes any taxes borne by the company, as well as any future increases caused by rising medical costs.
- Pre-retirement scheme: this scheme consists of paying a replacement income over a temporary period preceding the retirement of firefighters. This scheme remains open to active firefighters, subject to meeting all the conditions of the scheme regulations. Employers' social charges and the 50% Fillon tax are taken into account in the estimate of social commitment.
- Two additional retirement plans: these are life retirement annuity plans for all employees and beneficiaries of the PARDA plan separately. The company has insurance contracts to support the payment of these annuities, and has organized the closure of these systems to new entrants from July 2019, as well as the crystallization of rights as of December 31, 2019 in accordance with the Ordinance No. 2019-697 of July 3, 2019. The Fillon tax on premiums paid into the insurer's collective fund (24%) for the scheme concerning all employees, and the tax on annuities paid by the insurer (32% for liquidations occurring after January 1, 2013) for the second plan are taken into account in the estimate of the social commitment.
- Long service award benefit: the company awards its employees with the aeronautical work medal of honor.

5.3 Termination benefits

The Covid-19 pandemic crisis lead to reorganization plans mainly in three entities: Aéroports de Paris SA, ADP Ingénierie and SDA.

These plans have an impact of €208 million on operating income with an estimated cost of €313 million (including €287 million for Aéroports de Paris SA), including a reversal of employee benefits provisions for €105 million.

Regarding Aéroports de Paris SA, on December 9th 2020, the agreement signed by the representative trade unions, sets the maximum number of voluntary departures at 1,150, of which 700 will not be replaced. In this context, Aéroports de Paris SA commits that no imposed departures under economic reasons will occur until January 1st 2022.

Four reasons for leaving were authorized:

- Retirement for employees with full pension rights,
- End-of-career departures, with a maximum duration of 4 years
- Departures as part of the creation or takeover of a business,
- Departures as part of the search for a new job.

The estimated cost for this plan takes into account the number of departures in each category according to the wishes already expressed. As the application period is still open, the final distribution is subject to change.

5.3.1 Breakdown of obligations under the various benefits

Breakdown of obligations is detailed below:

	Post-employment, termination and other long-term employee benefits							
(in millions of euros)	Retirement Plan	Additional retirement benefits	PARDA	Health cover	Termination benefits	Long-service medals	Total as at 31/12/2020	Total as at 31/12/2019
Net Defined Benefit Asset / (Liability) as of the Prior Period End Date	408	52	16	47	-	2	525	493
Cost / (Profit) Recognised in P&L (excl Reimbursement Rights)	18	4	5	-	-	(1)	26	(7)
Cost / (Profit) Recognised in P&L (excl Reimbursement Rights) Curtailment **	(87)	(17)	(1)	-	313	-	208	-
Actuarial Gain / (Loss) Recognised in OCI (excl Reimbursement Rights) *	7	1	(1)	2	-	-	9	68
Employer Contributions	-	(2)	-	-	-	-	(2)	(3)
Disbursements Paid Directly by the Employer	(9)	(1)	-	(3)	-	-	(13)	(27)
Acquisition / Divestiture	-	-	-	-	-	-	-	3
Currency Gain / (Loss)	(5)	-	-	-	-	-	(5)	(2)
Net Defined Benefit (Asset) / Liability as of the Period End Date	**332**	**37**	**19**	**46**	**313**	**1**	**748**	**525**
Defined Benefit Obligation as of the Prior Period End Date	408	52	16	47	-	2	525	493
Current Service Cost	26	2	4	-	-	-	32	28
Interest Cost on the DBO	5	-	-	-	-	-	5	9
Net Actuarial (Gain) / Loss	7	1	(1)	2	-	-	9	68
Disbursements from Plan Assets	-	(2)	-	-	-	-	(2)	(3)
Disbursements Directly Paid by the Employer	(9)	(1)	-	(3)	-	-	(13)	(27)
Past Service Cost - Plan Amendments	-	2	1	-	-	-	3	(40)
Past Service Cost - Curtailments **	(87)	(17)	(1)	-	313	-	208	-
Other past Service Cost - Curtailments	(13)	-	-	-	-	(1)	(14)	(4)
Acquisition / Divestiture	-	-	-	-	-	-	-	3
Currency Gain / (Loss)	(5)	-	-	-	-	-	(5)	(2)
Defined Benefit Obligation as of the Period End Date	**332**	**37**	**19**	**46**	**313**	**1**	**748**	**525**

** The 2020 total actuarial loss on pension obligation is mainly due to the decrease of the discount rate and a slight increase of long-term inflation rate in France; partially offset by the gains generated by the changes of same assumptions in Turkey. Furthermore, 2020 experience gains and losses (database updates) cancel each other with the impact of demographic assumptions changes.*
***see note 10*

The flows explaining the changes in provision are as follows:

(in millions of euros)	Present value of employee benefit obligation	Fair value of plan assets	Net actuarial liability
As at Jan 1, 2019	**493**	**-**	**493**
Service costs for the period	28	-	**28**
Interest costs	9	-	**9**
Actuarial gain/(loss) in the period	68	-	**68**
Reduction/curtailment	(44)	-	**(44)**
Change in consolidation scope	3	-	**3**
Cash flows:			
Payments to beneficiaries	(27)	2	**(25)**
Contributions paid	(3)	(2)	**(5)**
Other changes	(2)	-	**(2)**
As at Dec 31, 2019	**525**	**-**	**525**
Service costs for the period	32	-	**32**
Interest costs	5	-	**5**
Actuarial gain/(loss) in the period	9	-	**9**
Reduction/curtailment	(11)	-	**(11)**
Reduction/curtailment / Termination benefits	208	-	**208**
Cash flows:			
Payments to beneficiaries	(13)	-	**(13)**
Contributions paid	(2)	-	**(2)**
Other changes	**(5)**	**-**	**(5)**
As at Dec 31, 2020	**748**	**-**	**748**

5.3.2 Assumptions and sensitivity analysis

The main assumptions used are as follows:

As at Dec 31, 2020	France	Turkey	Jordan
Discount rate / Expected rate of return on plan assets	0.50%	13.00%	5.90%
Inflation rate	1.80%	9.00%	2.50%
Salary escalation rate (inflation included)	1.80% - 3.35%	10.00%	3,20%
Future increase in health care expenses	2,55%	N/A	N/A
Average retirement age	62 - 65 years	51-52 years	55-60 years

As at Dec 31, 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.*

The table below shows the sensitivity of retirement commitments and other benefits excluding departure plans to the main actuarial assumptions:

(in millions of euros)	Low assumption	Impact on present value of obligation at 31/12/2020	High assumption	Impact on present value of obligation at 31/12/2020
Drift in medical costs	-1.00%	(5)	1.00%	5
Discount rate / Expected rate of return on plan assets	-0.50%	24	0.50%	(22)
Mortality rate	- 1 year	4	+ 1 year	(4)
Salary escalation rate (inflation included)	-0.50%	(17)	0.50%	18

(in millions of euros)	Low assumption	Impact on present value of obligation at 31/12/2019	High assumption	Impact on present value of obligation at 31/12/2019
Drift in medical costs	-1.00%	(5)	1.00%	5
Discount rate / Expected rate of return on plan assets	-0.50%	30	0.50%	(27)
Mortality rate	- 1 year	4	+ 1 year	(4)
Salary escalation rate (inflation included)	-0.50%	(21)	0.50%	23

5.4 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)	2020	2019
Provisions as at 1 January	**525**	**493**
Increases	**362**	**108**
Operating allowances	35	28
Financial allowances	5	9
Provision for non-reccurring items	313	-
Recognition of actuarial net losses	9	68
Increase due to changes in consolidation scope	-	3
Decreases	**(139)**	**(76)**
Provisions used	(17)	(30)
Reduction/curtailment	(115)	(44)
Other changes	(7)	(2)
Provisions at 31 December	**748**	**525**
Non-current portion	644	511
Current portion	104	14

5.4.1 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 2020 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;
- Right of way servitudes.

The identifiable intangible assets acquired in a business combination are measured at fair value at the transfer of control date. 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
Right of way servitudes	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	209	3,071	393	317	28	4,018
Accumulated amortisation & depreciation	(19)	(333)	(288)	(74)	-	(714)
Carrying amount as at January 1, 2020	**190**	**2,738**	**105**	**243**	**28**	**3,304**
Purchases	-	60	20	-	6	86
Amortisation	-	(44)	(34)	(40)	-	(118)
Depreciation net of reversals	(44)	(239)	-	(77)	(2)	(362)
Changes in consolidation scope	2	-	-	-	-	2
Translation adjustments	(1)	(122)	-	-	-	(123)
Transfers to and from other headings	-	4	6	(2)	(2)	6
Carrying amount as at December 31, 2020	**147**	**2,397**	**97**	**124**	**30**	**2,795**
Gross value	206	2,970	414	314	30	3,934
Accumulated amortisation & depreciation	(59)	(573)	(317)	(190)	-	(1,139)

** See note 6.1.2*

*** See note 6.1.1*

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

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.
- **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. This model is only for the Ankara Esenboga Airport concession (see note 4.2).

End of contract dates of airport operating rights are as follows:

	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
Country	Turkey	Georgia	Tunisia	Macedonia	Turkey	Jordan
End of contract date	December 2034*	February 2027 and August 2027	May 2047	August 2030	December 2037*	November 2032

** 2-year extension obtained in February 2021*

Airports operating rights amount to €2 970 million as at 31 December 2020(€2 397 million net carrying amount including an impairment of €239 million in 2020). They are composed mainly by concession agreements of Queen Alia International Airport, Izmir Adnan Menderes International Airport, Tbilissi and Batumi International Airport, Monastir and Enfidha International Airport, Skopje and Ohrid International Airport and Milas Bodrum Airport. Main concession characteristics are as follows:

- Fees are defined in the concession agreements and price increases are subject to agreement by the grantor;
- Users and airlines are at the beginning of fees collection of the contract;
- No grants or guarantees are given by the grantor;
- Infrastructures are returned to the grantor with no consideration at the end of the contract.

In 2020, an amendment was signed between TAV Macedonia and the Government of the Republic of North Macedonia regarding exemption of concession rents of 2020 and 2021 and approval of an investment schedule to be undertaken by TAV Macedonia. Additionally, the Government of the Republic of North Macedonia extended the concession period of International Airport in Skopje by 104 days and St. Paul the Apostle Airport in Ohrid by 107 days. Construction of the New Cargo Airport in Shtip was also canceled in the signed amendment. In 2020, the investments relating to these operations was booked for €46 million.

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 (ATU) 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 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 agreement for 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 contracts remuneration;
- Grants were granted 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.

As regard to the concession agreement signed between TAV Esenboga and the DHMI (Devlet Hava Meydanları Isletmesi) which terminates in May 2023. The Group applies the financial asset model. The financial asset was initially recognized at fair value. As at 31 December 2020, the current part of this financial asset amounts to €23 million and the non-current part amounts to €42 million (see note 9.5.3 Liquidity risks).

It should be noted that in the context of a drop in traffic linked to the current health crisis, the amortization of the rights to operate airports, calculated on traffic forecasts, fell significantly in the year 2020 compared to 2019 in the same period. However, impairment tests were performed on operating rights and impairment losses were recognised at 31 December 2020 (see note 6.4).

6.1.2 Goodwill

Goodwill represents the future economic benefits resulting from assets acquired during the business combination that are not individually identifiable and recognized separately.

As at 31 December 2020, goodwill amounted to €147 million, decreased by €43 million following an impairment loss on the international and airport development segment (see note 6.4).

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.

Borrowing costs are capitalised for eligible assets according to IAS 23. Borrowing costs are not capitalised when there are Interruptions in construction and development projects for eligible assets.

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).

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

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*	Others	Fixed assets in progress, related advances & prepayments	Total
Gross value	75	12,095	652	106	490	1,315	14,733
Accumulated amortisation & depreciation	(18)	(6,083)	(428)	(11)	(263)	-	(6,803)
Carrying amount as at January 1, 2020	**57**	**6,012**	**224**	**95**	**227**	**1,315**	**7,930**
Purchases	-	289	25	35	17	383	749
Disposals and write-offs	-	-	(9)	(2)	(1)	-	(12)
Amortisation	(1)	(441)	(46)	(16)	(34)	-	(538)
Depreciation net of reversals	-	(16)	(2)	-	(1)	(55)	(74)
Translation adjustments	-	(4)	(3)	(2)	(5)	(2)	(16)
Transfers to and from other headings	(1)	38	3	14	3	(12)	45
Carrying amount as at December 31, 2020	**55**	**5,878**	**192**	**124**	**206**	**1,629**	**8,084**
Gross value	74	12,343	639	149	500	1,669	15,374
Accumulated amortisation & depreciation	(19)	(6,465)	(447)	(25)	(294)	(40)	(7,290)

** see note 6.2.1*

For the year of 2020 investments concern the following implemented items:

- the overhaul of the shops and the atmosphere in Hall L of Terminal 2E at Paris-Charles de Gaulle;
- the creation of a pedestrian mall between Orly 3 (link building) and Orly 4;
- the creation of a remote boarding lounge in Terminal 2E at Paris-Charles de Gaulle;
- the creation of new 400Hz electric lines in Terminal 3 at Paris-Charles de Gaulle;
- the creation of a dropp-off area at Orly 1;
- the creation of a new computing centre at Paris-Charles de Gaulle;
- the renovation of the W1 taxiway and the F04/F30 aircraft stands at Paris-Orly;
- the purchase of de-icers at Paris-Orly.

Investments in property, plant and equipment amounted to €749 million in the year of 2020, down 34.6% compared to 2019 over the same period.

This decrease is mainly due to the postponement of certain capacity projects as well as to periods of work interruption during the lockdown.

The borrowing costs capitalised as of 31 December 2020 in according to IAS 23 revised amounted to €11 million, based on an average capitalization rate of 2,04%. This amount only concerns projects in progress.

6.2.1 IFRS 16 Lease contracts, Groupe ADP as Lessee

The Group applies IFRS 16 "Leases". 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 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 thousand 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 are included in tangible assets and the lease debt is included in current debt 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**
Gross value	49	49	8	-	106
Accumulated amortisation & depreciation	(3)	(5)	(3)	-	(11)
Carrying amount as at Jan 1, 2020	**46**	**44**	**5**	**-**	**95**
Purchases	5	27	2	1	35
Disposals and write-offs	(2)	-	-	-	(2)
Depreciation and Amortisation	(4)	(10)	(2)	-	(16)
Translation adjustments	-	(2)	-	-	(2)
Transfers to and from other headings	-	14	-	-	14
Carrying amount as at December 31, 2020	**45**	**73**	**5**	**1**	**124**
Gross value	52	86	10	1	149
Accumulated amortisation & depreciation	(7)	(13)	(5)	-	(25)

** Including vehicles*

6.3 Investment property

Investment properties are real estate (land, building, building complex or part of one of these elements) whether held in full ownership or through a ground lease contract and to be leased to third parties and / or in the prospect of a capital gain.

Investment properties are defined as opposed to buildings occupied by Groupe ADP for its own needs (head offices, administrative buildings or operating buildings.) Those buildings are valued in the balance sheet under the item Tangible fixed assets.

Vacant buildings that are not intended to be used by Groupe ADP for its own needs are treated as investment properties.

If more than half of a building areas meet the definition of investment properties, then the whole building is considered as an investment property.

Investment properties appear on a specific line of the balance sheet and, as allowed by IAS 40, are valued using the historical cost method, that is to say their cost diminished by the accumulated depreciation and cumulative impairment losses.

Such buildings are depreciated on a straight-line basis over their use duration ranging from 20 to 50 years.

As a reminder, the fair value of 2020 investment properties is based on a value assessed by independent real estate firms of its total value (excluding land reserves).

- All of the buildings not used for the specific needs of Aéroports de Paris SA have been assessed on the Paris-Orly, Paris-Charles de Gaulle and Paris-Le Bourget platforms have been valued by independent experts.
- Land leases have been valued on the basis of a mixed approach based on external valuations (comparable method) and the cash flow method.
- Development projects (through direct investment or through ground lease) are externally valued as soon as a pre-leasing contract or a firm contract with a building contractor is signed even under suspensive conditions. The valuation of the projects land is maintained in the land reserves until the asset is delivered. A discount rate is applied in order to assess the risk of not obtaining the building permit during the appeal period. If the project is held in full property, the retained method is to assess the property as delivered and rented, then to subtract all the unpaid costs (residual work, marketing, free rents) from this value.
- The valuation of land reserves is internally carried out and results from a differentiation of plots by destination into five categories according to their mutability period (immediately available reserves, under aeronautical constraints, evolution of PLU, mutable in the short term after demolition / depollution and under commercial and technical constraints). It results from the product of their theoretical market value per square meter by the area in square meters available or from capacity studies when they exist, to which a discount is applied corresponding to the regulatory and environmental risk likely to impact the value of the property portfolio ADP. The discount rate applied to cash flows corresponds to the cost of capital of Aéroports de Paris SA plus a risk premium in order to take into account the cost of carrying the land before it is used.Analysis of investment property
- Lease contracts (where Groupe ADP is a lessor) are analysed according to IFRS 16 "Leases" in order to determine whether they are operating leases or finance leases and taking into account separately the building and land components. Under finance lease agreements, the asset sold is then written off from the balance sheet and a financial receivable is recorded for the present value of fixed payments. Result of disposal of assets is recognized in current operating income.

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	119	695	44	858
Accumulated amortisation & depreciation	(60)	(288)	-	(348)
Carrying amount as at January 1, 2020	**59**	**407**	**44**	**510**
Purchases and change in advances and prepayments	-	8	45	53
Depreciation and Amortisation	(2)	(22)	-	(24)
Transfers to and from other headings	-	(13)	(24)	(37)
Carrying amount as at as at December 31, 2020	**57**	**380**	**65**	**502**
Gross value	119	660	65	844
Accumulated amortisation & depreciation	(62)	(280)	-	(342)

6.3.2 Fair value of investment property

External valuations led to the main immediate returns on investments properties presented below:

(in millions of euros)	As at Dec 31, 2020	As at Dec 31, 2019	Rate of immediate return
Buildings			
Offices Paris-Charles de Gaulle	317	392	4,1% - 10,0%
Cargo Paris-Charles de Gaulle	258	227	4,9% - 12,1%
Hangars Paris-Charles de Gaulle	95	92	9,2% - 13,2%
Hotels/shops Paris-Orly and Charles de Gaulle	105	64	5,2% - 6,4%
Hangars/freight Paris-Orly	72	72	9,6% - 10,5%
Activity Paris-Orly and Charles de Gaulle	137	137	4,0% - 13,0%
Paris-Le Bourget	132	132	5,9% - 11,0%
Total of external rented buildings	**1,116**	**1,116**	
Ground leases			
Offices Paris-Charles de Gaulle	84	73	6,1% - 8,8%
Cargo Paris-Charles de Gaulle	556	555	5,1% - 9,1%
Hangars Paris-Charles de Gaulle	61	59	8,1% - 9,8%
Hotels/shops Paris-Orly and Charles de Gaulle	287	292	3,2% - 8,7%
Hangars/freight Paris-Orly	109	98	6,0% - 10,7%
Logistic/activity Paris-Orly and Charles de Gaulle	153	149	6,0% - 10,7%
Paris-Le Bourget and AAG	140	134	5,8% - 7,0%
Total of external ground leases	**1,390**	**1,360**	
Total of land reserves	**311**	**409**	
Total of investment property	**2,817**	**2,885**	

The year 2020 was mainly marked by the drop in air traffic due to the health crisis caused by the Covid-19 pandemic. The fall in traffic due to the closure of borders led to the closure of the Paris-Orly and Paris-Charles de Gaulle terminals for several of its terminals affecting the various players present on the platforms with a greater or lesser dependence on the air transport sector (see note 2.1).

The fair value of investment property amounted to €2,817 million at December 31, 2020 compared to €2,885 million at December 31, 2019, a decrease of nearly 2.4%.

On a constant consolidation scope and excluding projects, the value of investment property decreased by 4%.

RENTED BUILDINGS AND GROUND LEASES

The coverage rate of external appraisals for the valuation of buildings and land leased to third parties covers 100% of their value excluding land reserves. The year 2020 was marked by the implementation of a new appraisal market which appointed a group of independent real estate appraisers composed of the following firms:

- Cushman & Wakefield Valuation & Advisory ;
- CBRE Valuation ;
- Mazars.

For their valuations, the real estate experts use (i) confidential data provided by the Group (such as rental statements) and (ii) appropriate assumptions, the main ones being discount or capitalization rates, market rental values and special benefits to tenants.

The fair value of buildings that are fully owned and not used for Aéroports de Paris's own needs amounts to €1,116 million, and remains stable compared to 2019. This value is mainly due to the progress of projects underway at the Paris-Charles de Gaulle hub with the construction of the Courtyard & Residence Inn by Marriott hotel in the Roissypole Ouest district and the easyHôtel brand to the south of the Aeroville shopping center, the delivery of the Station Cargo 4 freight station at the end of the year and the ongoing construction of the DHL Hub in the Fret premier front zone. Excluding projects and deliveries, the value of the buildings decreased by 4% due to the inclusion of a 25-point increase in rates, increases in structural vacancy and the immediate vacancy of the assets most at risk in terms of rental income, such as offices and hotels, which were hard hit by the health crisis and the fall in air traffic and finally the classification of some buildings in operation due to their occupation by Groupe ADP for its own needs.

The value of buildings remains stable at the Paris-Orly platform and is explained by the inclusion in the scope of investment properties of assets with vacancies intended to be leased to third parties. Excluding this effect, the value of the buildings fell by 3.10% because the freight business was more affected than at the Paris-Charles de Gaulle platform, given the complete closure of the terminal from April to June 2020, the reduced resilience to the crisis of the smaller freight players present at the platform and the aircraft maintenance hangars impacted by rental losses.

The value of the Paris-Le Bourget buildings is stable with the valuation by the experts of the General Aviation Aerodromes buildings for 15 million euros in 2020 offset by the removal from the scope of the investment buildings of the storage and warehousing warehouse for works of art delivered during the first quarter of 2020.

The fair value of leased land amounted to 1,390 million euros as of December 31, 2020, an increase of nearly 2.0%. This increase is explained by an increase of approximately 19 million euros at the Paris-Orly platform, considering a decrease in rates in the logistics zones and a mechanical increase with the delivery of the Belaïa building, which more than offset the decrease in the hotel zones of approximately 2% to 4% compared to 2019. The value of land at the Paris-Charles de Gaulle platform is stable and is explained by lower exposure to market risk due to longer commitment periods and despite the decline in hotel asset classes for nearly 2 million euros.

LAND RESERVES

The value of land reserves decreased by nearly 98 million euros to 311 million euros. The main components of the change in the value of land reserves are detailed as follows:

- Land used for real estate purposes amounted to 407 hectares and decreased by 7.5%, mainly due to changes in the scope of consolidation, with the removal of plots of land for aeronautical use, compensation for biodiversity and technical variances, which had a negative impact of 32 million euros on the value of these reserves.
- The value of certain plots of land decreased by 35 million euros as a result of more detailed knowledge of building rights thanks to capacity studies, mainly in the Orly Industrie, Roissy-Pole hotels, Cœur d'Orly and Mitry Compans zones, and the abandonment or reorientation of projects. These strategic reorientations were mainly due to the substitution of certain destinations reserved for the hotel business, which was heavily impacted by the health crisis, for the less exposed sector.
- The progress of projects initiated in 2019, offset by the delivery of projects in 2020, led to a decrease in the value of reserves of around 37 million euros. These include the plots of land intended to accommodate the project for a new hub for DHL, the future hotel south of the Aéroville shopping center and the Courtyard & Residence Inn by Marriott hotel currently under construction in the heart of the Roissy-Pole Ouest district. Project deliveries in 2020 will have a downward impact on reserves for a value of 30 million euros. 30 million decrease in reserves. This concerns the land portion of the Belaïa office building in Cœur d'Orly, the Heka LBG art storage and warehousing warehouse and

the Station Cargo 4 freight station on the Paris Charles-de-Gaulle platform, which are coming out of reserves.

VALUATION HYPOTHESES AND SENSITIVITY ANALYSES

Considering the limited available public data, the complexity of the real estate assets and the fact that real estate experts use for their valuation (i) the Group's confidential rent reports, (ii) non-observable published data e.g. rent increase rates forecasts or capitalization rates; the Group considered the classification under level 3 of these assets to be best suited.

A combined variation of +25 to +75 basis points in the discount rates and the rate of return on resale, applied to the entire portfolio of investment properties, would decrease by €66 million (or -2,6%) at €230 million (or -9,2%) the value of property excluding transfer taxes and costs (excluding land reserves or assets accounted for using the equity method).

6.3.3 Additional information

The law of April 20, 2005 provides that in the event of the closing to public air traffic all or part of an aerodrome operated by Groupe ADP, Aeroports de Paris will pay the government a percentage of at least 70% of the difference existing between, on the one hand, the market value on this date of the buildings located within the confines of this aerodrome which are no longer assigned to the airport public service and, on the other hand, the value of these buildings on the date when they were allotted to him , plus the costs related to their refurbishment and the closure of airport facilities.

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 impairment indicators.

Level of impairment testing - When the recoverable amount of an intangible asset or goodwill taken individually cannot be determined, the Group determines the recoverable amount of the cash-generating unit (or group of cash-generating units) to which the asset belongs. Thus, for example, for the rights to operate an airport, the cash-generating unit tested corresponds to the assets and liabilities of the fully consolidated concession. As regards the Parisian assets, which include in our opinion the three platforms Paris-CDG, Paris-Orly and Paris-Le Bourget, these assets constitute, a single cash-generating unit as long as there is a strong interrelationship between the activities carried out within the three Paris airports.

Frequency of impairment testing - For intangible assets with an indefinite useful life and goodwill, 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. For intangible and tangible assets that are subject to amortization, an impairment test is performed at UGT level when the Group identifies one or more indications of impairment of the asset. This is the case when significant changes with a negative effect on the entity have occurred during the period, or are expected to occur in the near future. The criteria used to assess indications of impairment may include, in particular, a lower than expected performance, a decrease in traffic, a significant change in market data or the regulatory environment, or obsolescence or material deterioration not provided for in the depreciation plan.

Estimation and recognition of impairment loss - 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 recoverable value is estimated by discounting expected cash flows before debt service at the weighted average cost of capital. To determine the cash flows, the Group reviews the financial trajectories taking into account all known elements at the date. With regard to the discount rates, the data used by the Group are based on averages over the last 3 months, both for the risk-free rate and for the market premium and betas of comparable companies.

The book value corresponds to the net assets in the consolidated view, after allocation of the acquisition price.

The recognition of an impairment loss on depreciable tangible or intangible fixed assets leads to a revision of the depreciable basis and possibly of the depreciation schedule of the assets concerned. These may be reversed subsequently 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 depreciation if no impairment loss had been recognized in prior years. On the other hand, impairment losses on goodwill are irreversible.

The Covid-19 health crisis has had significant impacts on air traffic, which has largely stopped since March. This sudden drop in traffic has impacts on aeronautical revenues and commercial revenues. Since the start of this health crisis, many of the Groupe ADP's infrastructures were closed, including terminals and even entire airports (see note 2.1).

These elements constitute impairment indicators and therefore justify that the Group carries out impairment tests on all of its main concessions and services companies as well as Parisian assets in order to provide a better evaluation with the information known to date.

As a consequence, the Group carried out a broad review of its financial trajectories:

- in France, on the identified tangible and intangible assets of the Retail & Services segment as well as on the assets of the Paris airport hubs ;
- but also abroad on most of the airport concessions controlled by the Group (concessions operated by TAV Airports and by AIG) and on Turkish service subsidiaries, including Havas.

Discount rates, and in particular the cost of equity, have been increasing since December 31, 2019. The health crisis had indeed significant effects on the increase in market premium, and the betas of companies in the airport sector. This increase in discount rates has an unfavorable impact on the recoverable value of Group's investments which are estimated on the basis of discounted cash flows.

Impairment losses and reversals can be analyzed as follows:

(in millions of euros)	2020	2019
Impairment losses on goodwill	(44)	(12)
Impairment losses on intangible assets (others that goodwill)	(318)	-
Impairment on tangible assets	(74)	-
Impairment losses net of reversals over the period	**(436)**	**(12)**

(in millions of euros)	2020	2019
International and airport developments	(297)	-
Aviation	(55)	
Retail and services	(80)	-
Real estate	(4)	-
Other activities	-	(12)
Impairment losses net of reversals over the period	**(436)**	**(12)**

International and airport developments segment

In the current situation, the Group may have to negotiate with grantors and project lenders. In addition, business plans are based on concessions contractual term, except in particular cases of highly ongoing renegotiation.

Impairment tests were carried out at the end of 2020 on the main concession and service companies. For the Ankara, Izmir, Bodrum and Gazipasa concessions, these tests take into account the two-year extension obtained in February 2021.

These tests are based on recovery scenarios in which the 2019 traffic levels should be reached from 2023. The assumptions depend on the characteristics of each of the concessions and are based on local Eurocontrol / IATA traffic forecasts. Regarding Georgia, Eurocontrol anticipates a return to 2019 traffic in 2022, a year before the retained assumption. Regarding Saudi Arabia, IATA forecasts a return to 2019 traffic in 2024 for the Africa & Middle-East region in its October report, which is a year later the assumption retained in the tests, Saudi Arabia being considered as more dynamic from a traffic point of view in comparison to the rest of the region.

The tests results reveal an impairment loss to be recognized for both goodwill and the airport operating right of an international concession for an amount of € 43 million and € 252 million respectively.

Sensitivity analysis on discount rates show that a change of +100 basis points / -100 basis points in the discount rate would lead respectively to an additional impairment loss of € 57 million / gain on impairments of €51 million.

In addition, a one-year delay in the assumption of resumption of traffic for the fully integrated international concessions would lead to an additional depreciation of around € 89 million.

The main factors of traffic recovery for the most important assets tested are the following:

- For the Turkish airports operated by TAV Airports (Ankara, Izmir, Bodrum, Gazipasa):
  - the important share of domestic passengers in the traffic mix with, despite a complete stop of operations between end of March 2020 and end of May 2020, a domestic traffic recovering 70% of its 2019 level during the summer 2020 on the Turkish perimeter of TAV;
  - an important share of traffic from/to the European Union, with a recovery in European traffic forecasted for 2021, thanks to an effective sanitary coordination in place for the summer 2021 and after, lowering the risk for passengers and allowing to reduce travel restrictions;
  - for the international traffic, the important share of leisure and family passengers, for whom the recovery should be faster than the business travelers;
  - the cost structure changes put in place by several based airlines;
- For the Tunisian airports operated by TAV Airports (Monastir, Enfidha):
  - an important share of traffic from/to Western Europe, the traffic recovery being directly linked to the improvement of the sanitary situation in the European Union and the UK;
  - the possible development of seasonal traffic from Eastern Europe;
  - the quality/price ratio of tourism in Tunisia
- For Amman airport in Jordan:
  - a significant part of family travelers in the global traffic mix, the possible recovery of family travel being more optimistic compared to the leisure or business travel;
  - the forecasts of traffic recovery from/to Europe, facilitated by the vaccination campaigns deployed over the European Union and the implementation of coordinated sanitary measures;
  - the traffic recovery forecasts for the rest of international traffic, mainly linked to the traffic recovery in the Middle-East and North Africa regions which represents more than 60% of the historical traffic of Amman airport;
  - the presence of low-cost carriers like Ryanair.

Regarding TAV Airports, the goodwill recognized during the acquisition of TAV Airports Holding, which value as of December 31, 2020 is € 125 million, has been tested using the sum of the parts methodology. Every cash generating unit (CGU) is tested individually, and then the sum of the excesses of value, resulting from the comparison of every CGU fair value with its carrying value, is compared to the goodwill.

As of December 31, 2020 no depreciation has been recognized on TAV Airports Holding goodwill. Sensitivity analysis on discount rates show that an increase of +100 basis points would not lead to an impairment loss on the goodwill.

Finally, the analysis of TAV Airports Holding fair value, based on the sum of the parts methodology, outlines a fair value superior to the market capitalization of TAV, which is around 1 billion euros. TAV share price is very impacted by the current sanitary crisis; it does not reflect the efforts made to come back to its pre-crisis profitability level and the strong synergies of a fully integrated group which is present on all the airport value chain. Particularly, the value of TAV services companies does not seem reflected fairly in TAV Airports Holding market capitalization.

SDA AND RELAY@ADP (RETAIL & SERVICES)

The impairment tests performed on the main companies of the Retail and Services segment reveal an impairment loss for Relay@ADP of € 25 million on its intangible asset. Initially, the intangible asset should have been amortized until 2022.

Regarding SDA, the impairment test reveals an impairment loss of € 41 million euros on its intangible assets. Those tests are based on duration of existing contracts.

PARISIAN PLATFORMS

An impairment test has been performed on the Paris airports assets and shows that the fair value remains superior to the carrying value. The test is based on a perpetual growth rate of 2%, in line with the analysts' hypothesis used to value Groupe ADP, and an EBITDA margin on revenues in line with the level observed in the end of the 2010's. As a consequence, no impairment has been recognized on those assets. A discount rate increase of 100 bps would lead to an impairment loss of around € 270 million.

Nevertheless, the Group decision to stop some construction work on its Paris platforms has led to € 71 million of depreciations and disposals of identified assets.

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	Group share	Non-controlling	Total
As at Dec 31, 2020	297	543	(3)	3,164	(349)	**3,652**	561	**4,213**

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 of 2020.

The share capital is accompanied by a share premium of €542,747 thousands 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 recognized 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 12 May 2020, during the period, the company repurchased 47,795 shares and sold 31,595 shares.

Thus, the number of treasury shares that was nil as at 31 December 2019 is 16,200 as at 31 December 2020 under this contract.

7.1.3 Other equity items

Other equity items break down as follows:

(in millions of euros)	As at Jan 1, 2019	Comprehensive income - 2019	As at Dec 31, 2019	As at Jan 1, 2020	Comprehensive income - 2020	As at Dec 31, 2020
Translation adjustments	2	(10)	(8)	(8)	(170)	(178)
Actuarial gain/(loss)*	(95)	(47)	(142)	(142)	(5)	(147)
Fair value reserve	7	(6)	1	1	(25)	(24)
Total	**(86)**	**(63)**	**(149)**	**(149)**	**(200)**	**(349)**

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

Translation adjustments correspond mainly to exchange differences arising from GMR Airports Limited shares.

7.1.4 Legal and distributable reserves of Aéroports de Paris SA

Legal and distributable reserves of Aéroports de Paris SA may be analysed as follows:

(in millions of euros)	As at Dec 31, 2020	As at Dec 31, 2019
Legal reserve	30	30
Other reserves	839	839
Retained earnings	1,981	1,554
Net income for the period	(1,316)	497
Total	**1,534**	**2,920**

7.1.5 Dividends paid

Dividends paid amounted to €69 million for the 2019 financial year, corresponding to approximately 19% of the dividend, i.e. the initial dividend payment of €0.70 per share, in compliance with Resolution IV of the 12 May 2020 Ordinary General Meeting of Shareholders;

7.1.6 Proposed dividends

During the Ordinary General Meeting of Shareholders of the Group approving the 2019 accounts, the payment of a dividend amounting to €3.70 per share i.e. a total amount of €366 million was proposed, on the basis of the number of shares existing as at 31 December 2019.

The Board of Directors of Groupe ADP has decided, given the exceptional circumstances and at the request of the State, expressed in a letter of March 30, 2020, to pay a total dividend of €69 million for the 2019 financial year. This amount corresponds to the interim dividend in cash which was paid on December 10, 2019, i.e. an amount per share of € 0.70. The balance of the dividend for the financial year 2019 has not been paid, only the down payment of € 0.70 of the dividend for the financial year 2019 is acquired.

7.1.7 Earnings per share

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

	2020	2019
Weighted average number of outstanding shares (without own shares)	98,946,002	98,954,765
Net income attributable to owners of the parent company (in million euros)	(1,169)	588
Basic earnings per share (in €)	**(11.81)**	**5.95**
Diluted earnings per share (in €)	**(11.81)**	**5.95**
Including contiuing activities		
Net profit of continuing activities attributable to owners of the parent company (in million euros)	(1,166)	563
Basic earnings per share (in €)	**(11.78)**	**5.69**
Diluted earnings per share (in €)	**(11.78)**	**5.69**
Including discontinued activities		
Earnings per share from discontinued activities attributable to owners of the parent company	(3)	26
Basic earnings per share (in €)	**(0.03)**	**0.26**
Diluted earnings per share (in €)	**(0.03)**	**0.26**

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.* 14,600 as at 31 December 2020 and 5,837 as at 31 December 2019.

There are no diluting equity instruments.

7.2 Minority interests

Minority interests break down as follows:

(in millions of euros)	As at Dec 31, 2020	As at Dec 31, 2019
Non-controlling interests		
TAV Airports	628	848
Airport International Groupe (AIG)	(41)	75
Média Aéroport de Paris	7	7
SDA	(32)	27
Relay@ADP	(1)	18
Total	**561**	**975**

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 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	2020	Litigation and claims	Other provisions	2019
Provisions as at 1 January	**11**	**41**	**52**	**14**	**41**	**55**
Increases	**17**	**37**	**54**	**1**	**22**	**23**
Additions and other changes	17	37	54	1	14	15
Increase due to changes in consolidation scope	-	-	-	-	8	8
Decreases	**(1)**	**(2)**	**(3)**	**(4)**	**(22)**	**(26)**
Provisions used	(1)	(1)	(2)	(1)	(12)	(13)
Provisions reversed	-	(1)	(1)	(3)	(10)	(13)
Provisions at 31 December	**27**	**76**	**103**	**11**	**41**	**52**
Of which						
Non-current portion	27	70	97	11	36	47
Current portion	-	6	6	-	5	5

Provisions for disputes relate to various supplier, employee and commercial issues.

Other provisions include in particular provisions for customer and supplier risks and the Group's commitments to offset the negative net financial position of investments in associates.

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.

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

(in millions of euros)	As at Dec 31, 2020	As at Dec 31, 2019
Concession rent payable > 1 year	647	643
Investment grants	51	54
Debt related to the minority put option	27	22
Deferred income	70	77
Other	2	2
Total	**797**	**798**

Concession rent payable mainly relates 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 31 December 2020, non-current concession rent payable amounts to €278 million for Milas Bodrum and €257 million for Ege (vs. €291 million and €273 million respectively as at 31 December 2019).

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. €16 million as of 31 December 2020 (€19 million as of 31 December 2019);
- leasing construction of SCI Aéroville, i.e. €27 million as of 31 December 2020 (€28 million as of 31 December 2019).

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.). Customer balances are constantly monitored. Consequently, the Group considers that the credit risk is not material given the guarantees received and the monitoring system for trade receivables.

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.

In accordance with IFRS 9, the Group determines a level of impairment of its trade receivables based on expected credit losses. Given the financial crisis in the aviation sector in 2020, the Group considers that the depreciation model applied in 2019 based on past credit loss rates by customer type no longer reflects the probability of customer default. The principles for determining the impairment applied on trade receivables retained by the Group as of 2020 is described in note 2.2.

Investments and derivative instruments

On the one hand, 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. On the other hand, concerning credit risk linked to liquid funds, this risk is limited considering that counterparties are high credit rated banks. Finally 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 90% end 2019 to 178% in 31 December 2020. The increase of the gearing ratio is driven by the decrease in shareholders' equity and by the increase of the net debt, mainly due to the issuance of loans during the period, which financed principally the acquisition of a 49% stake in GMR Airports Ltd Group and the change in working capital.

The net financial debt / EBITDA ratio increased from 3.04 at the end of 31 December 2019 to 44.55 at 31 December 2020. The increase of the ratio is explained by the increase in net financial debt over the period and the decrease of EBITDA.

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.

On this date, Employees currently hold 1.81 % 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 and impairment of loans granted to associates.

The analysis of net financial income is as follows respectively for 2020 and 2019:

(in millions of euros)	Financial income	Financial expenses	Net Financial income 2020
Gross interest expenses on debt	-	(242)	(242)
Interest expenses linked to lease obligations	-	(5)	(5)
Net income (expense) on derivatives	11	(14)	(3)
Cost of gross debt	**11**	**(261)**	**(250)**
Income from cash and cash equivalents	6	(6)	-
Cost of net debt	**17**	**(267)**	**(250)**
Income from non-consolidated investments	15	-	15
Net foreign exchange gains (losses)	110	(143)	(33)
Impairment and provisions	-	(130)	(130)
Other	49	(41)	8
Other financial income and expenses	**174**	**(314)**	**(140)**
Net financial income	**191**	**(581)**	**(390)**

(in millions of euros)	Financial income	Financial expenses	Net Financial income 2019
Gross interest expenses on debt	-	(206)	(206)
Interest expenses linked to lease obligations	-	(5)	(5)
Net income (expense) on derivatives	37	(14)	23
Cost of gross debt	**37**	**(225)**	**(188)**
Income from cash and cash equivalents	9	(2)	7
Cost of net debt	**46**	**(227)**	**(181)**
Income from non-consolidated investments	20	-	20
Net foreign exchange gains (losses)	32	(33)	(1)
Impairment and provisions	-	(9)	(9)
Other	1	(36)	(35)
Other financial income and expenses	**53**	**(78)**	**(25)**
Net financial income	**99**	**(305)**	**(206)**

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

(in millions of euros)	2020	2019
Income, expenses, profits and loss on debt at amortised cost	**(256)**	**(188)**
Interest charges on debt at amortised cost	(242)	(206)
Interest expenses linked to lease obligations	(5)	(5)
Net interest on derivative instruments held as cash-flow hedges	(8)	(5)
Change in value of fair value hedging instruments	2	23
Change in value of hedged items	(3)	5
Gains and losses of financial instruments recognized at fair value in the income statement	**-**	**7**
Gains on cash equivalents (fair value option)	-	7
Profits and losses on assets held for sale	**6**	**13**
Dividends received	7	13
Gains (losses) on disposal	(1)	-
Other profits and losses on loans, credits and debts and amortised cost	**(135)**	**(29)**
Net foreign exchange gains (losses)	(26)	(1)
Other net profit or losses	16	(28)
Net allowances to provisions	(125)	-
Financial allowances to provisions for employee benefit obligations	**(5)**	**(9)**
Financial allowances to provisions for employee benefit obligations	(5)	(9)
Total net gains (net losses) recognized in the income statement	**(390)**	**(206)**
Change in fair value (before tax) recognized in equity	(2)	(24)
Total net gains (net losses) recognized directly in equity	**(2)**	**(24)**

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 Dec 31, 2020	Non-current portion	Current portion	As at Dec 31, 2019	Non-current portion	Current portion
Bonds	8,594	8,193	401	5,167	4,669	498
Bank loans (i)	1,784	842	942	1,758	1,081	677
Lease obligations	111	98	13	82	73	9
Other loans and assimilated debt	243	178	65	245	188	57
Accrued interest	175	-	175	119	-	119
Debt (excluding derivatives)	**10,907**	**9,311**	**1,596**	**7,371**	**6,011**	**1,360**
Derivative financial instruments (liabilities)	61	59	2	68	66	2
Total debt	**10,968**	**9,370**	**1,598**	**7,439**	**6,077**	**1,362**

(i) The current portion of bank loans includes € 568 million of bank loans from concessionaire companies that have not respected the bank ratios of the financing agreements (TAV Tunisia and AIG). Regarding AIG, negotiations are ongoing with lenders and both parties strive to find a consensual solution. Regarding Tunisia, restructuring modalities have been found and remain to be acted upon.

Changes in loans and financial debt as at 31 December 2020 are as follows:

(in millions of euros)	As at Dec 31, 2019	Increase / subscription*	Repayment*	Changes from financing cash flows	Changes from non financing cash flows	Exchange differences	Change in fair value	Changes in consolidation scope	Other changes	As at Dec 31, 2020
Bonds	5,167	3,935	(500)	3,435	(14)	-	8	1	(3)	8,594
Bank loans	1,758	391	(355)	36	-	(30)	-	-	20	1,784
Other loans and assimilated debt	245	39	(29)	10	-	(16)	-	1	3	243
Total long term debt	**7,170**	**4,365**	**(884)**	**3,481**	**(14)**	**(46)**	**8**	**2**	**20**	**10,621**
Lease obligations	82	-	(15)	(15)	-	(3)	-	-	47	111
Debt (excluding derivatives)	**7,252**	**4,365**	**(899)**	**3,466**	**(14)**	**(49)**	**8**	**2**	**67**	**10,732**
Accrued interest	119	-	-	-	59	(3)	-	-	-	175
Derivative financial instruments (liabilities)	68	-	-	-	-	(2)	(10)	-	5	61
Total debt	**7,439**	**4,365**	**(899)**	**3,466**	**45**	**(54)**	**(2)**	**2**	**72**	**10,968**

**The increases/subscriptions and repayments of debt 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, 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 Dec 31, 2020	Non-current portion	Current portion	As at Dec 31, 2019	Non-current portion	Current portion
Debt	**10,968**	**9,370**	**1,598**	**7,439**	**6,077**	**1,362**
Debt related to the minority put option	27	27	-	36	22	14
Gross financial debt	**10,995**	**9,397**	**1,598**	**7,475**	**6,099**	**1,376**
Derivative financial instruments (assets)	7	3	4	15	11	4
Cash and cash equivalents(i)	3,463	-	3,463	1,982	-	1,982
Restricted bank balances (ii)	41	-	41	86	-	86
Net financial debt (iii)	**7,484**	**9,394**	**(1,910)**	**5,392**	**6,088**	**(696)**
Gearing (iii)	**178%**			**90%**		

(i) Including €44 million of cash dedicated to aid to local residents funding collected through the tax on airborne noise nuisances (TNSA).
(ii) 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,…).
(iii) The definition of net financial debt has been revised, receivables and current accounts from associates are no longer included in the calculation.

The ADP Group's gross debt increased by € 3 520 million in 2020. This increase is mainly due to :

- The bond loan of EUR 2,5 billion issued by Aéroports de Paris SA in two parts: a first part of EUR 1 billion maturing in 2026 with an annual rate of 2,125 % and a second part of EUR 1,5 billion maturing in 2030 with an annual rate of 2,75 %;
- The bond loan of EUR 1,5 billion issued by Aéroports de Paris SA in two parts: a first part of EUR 750 million maturing in 2029 with an annual rate of 1,00 % and a second part of EUR 750 million maturing in 2030 with an annual rate of 1,50 %;
- The bank loan of EUR 175 million issued by the TAV Airports sub-group via its subsidiary TAV Istanbul for a period of one year ;
- Furthermore, TAV Tunisia received early termination letters from the hedging banks in 2015, which resulted in termination amounts of € 41 million becoming due and payable (€64 million in December 2019). The company had been advised by its legal counsels that under the finance documents the hedging banks cannot act alone in demanding these payments.

And is partially offset by the repayment by Aéroports de Paris SA of the following three loans :

- 37 million Schuldschein maturing in January 2020,
- 130 million bank loan from the European Investment BIE Bank maturing in March 2020,
- 500 million bond issue maturing in May 2020.

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 31/12/2020	Fair value as at 31/12/2020
Aéroports de Paris							
Bond	EUR	400	2021	4.000%	401	401	408
Bond	EUR	400	2022	3.875%	399	399	420
Bond	EUR	500	2023	1.500%	499	499	526
Bond	EUR	2	2023	2.5%	2	2	2
Bond	EUR	500	2024	3.125%	498	498	563
Bond	EUR	500	2025	1.500%	496	496	544
Bond	EUR	1,000	2026	2.125%	987	987	1,151
Bond	EUR	500	2027	1.000%	498	498	550
Bond	EUR	600	2028	2.750%	595	595	742
Bond	EUR	750	2029	1.000%	733	733	833
Bond	EUR	1,500	2030	2.750%	1,469	1,469	1,933
Bond	EUR	750	2032	1.500%	736	736	900
Bond	EUR	800	2034	1.125%	787	787	938
Bond	EUR	500	2038	2.125%	494	494	695
BEI loan	EUR	250	2038	EUR3M+0.150%	225	225	232
SDA							
Bank loans	EUR	70	2021	0.278%	70	70	70
Relay@ADP							
Bank loans	EUR	20	2021	0.000%	20	20	20
AIG							
Bank loans	USD	160	2023	2.000%	72	58	60
Bank loans	USD	180	2024	2.130%	103	83	88
Bank loans	USD	50	2025	6.250%	50	40	49
Bank loans	USD	48	2026	3.750%	35	28	32
Bank loans	USD	46	2028	4.250%	37	30	36
TAV Airports							
Bank loans	EUR	278	2021	2.760%	225	225	227
Bank loans	EUR	330	2022	2.430%	255	255	270
Bank loans	EUR	120	2023	2.800%	85	85	93
Bank loans	EUR	6	2024	3.100%	5	5	5
Bank loans	EUR	62	2025	3.690%	37	37	43
Bank loans	EUR	1	2027	1.450%	1	1	1
Bank loans	EUR	516	2028	2.780%	466	466	566
Bank loans	EUR	154	2031	4.220%	129	129	172
Bank loans	TRY	30	2021	12.000%	26	3	3
Bank loans	TRY	4	2022	11.500%	3	-	-
Bank loans	TRY	14	2023	14.750%	13	1	2
Bank loans	TRY	12	2024	14.500%	12	1	2
Bank loans	USD	1	2021	1.047%	1	1	1
Bank loans	USD	22	2022	5.350%	13	11	11
Bank loans	USD	6	2023	5.380%	6	5	5
Bank loans	USD	8	2024	3.200%	6	5	5
Total					-	**10,378**	**12,198**

** The difference between the initial nominal value and the remaining capital is linked to the amortization of certain loans.*
***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 31 December 2020. These loans are aggregated based on their maturity.*

SDA and Relay@ADP contracted State-guaranteed loan for respectively € 50 and € 20 million.

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:

- discounted 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 the Group (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 Dec 31, 2020	Fair value option*	Trading **	Equity instr. - FV through P&L		Fair value hedge	Cash flow hedge
Other non-current financial assets	374	-	3	61	310	-	-
Contract assets	5	-	-	-	5	-	-
Trade receivables	567	-	-	-	567	-	-
Other receivables***	354	-	-	-	354	-	-
Other current financial assets	169	-	4	-	165	-	-
Cash and cash equivalents	3,463	3,463	-	-	-	-	-
Total financial assets	**4,932**	**3,463**	**7**	**61**	**1,401**	**-**	**-**
Non-current debt	9,370	-	2	-	9,311	-	57
Trade payables	682	-	-	-	682	-	-
Other debts and other non-current liabilities***	1,278	-	-	-	1,278	-	-
Current debt	1,598	-	2	-	1,596	-	-
Total financial liabilities	**12,932**	**-**	**4**	**-**	**12,871**	**-**	**57**

* *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. Other receivables include the current portion (€195 million) of DHMI compensation corresponding to the end of the TAV Istanbul concession.*

(in millions of euros)	As at Dec 31, 2019	Breakdown by category of financial instrument					
		Fair value			Amortised cost	Hedging derivatives	
		Fair value option*	Trading **	Equity instr. - FV through P&L		Fair value hedge	Cash flow hedge
Other non-current financial assets (i)	682	-	11	59	612	-	-
Contract assets	3	-	-	-	3	-	-
Trade receivables	609	-	-	-	609	-	-
Other receivables***	282	-	-	-	282	-	-
Other current financial assets	176	-	4	-	172	-	-
Cash and cash equivalents	1,982	1,982	-	-	-	-	-
Total financial assets	**3,734**	**1,982**	**15**	**59**	**1,678**	**-**	**-**
Non-current debt	6,077	-	6	-	6,011	-	60
Contract liabilities	2	-	-	-	2	-	-
Trade payables	679	-	-	-	679	-	-
Other debts and other non-current liabilities***	1,194	-	-	-	1,194	-	-
Current debt	1,362	-	2	-	1,360	-	-
Total financial liabilities	**9,314**	**-**	**8**	**-**	**9,246**	**-**	**60**

* *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.*

(i) Other non-current financial assets include the non-current portion (€193 million) of compensation corresponding to the end of the TAV Istanbul concession.

In the scope of the determination of fair value of derivatives, the credit valuation adjustment (CVA) was computed as of 31 December 2020 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 2020 and 2019 is as follows:

(in millions of euros)	As at Dec 31, 2020 Book value	Fair value	Level 1 Quoted prices in active markets	Level 2 Prices base on observable data	Level 3 Prices base on non-observable data
Assets					
Equity instruments - fair value through P&L	61	61	-	61	-
Loans and receivables excluding finance leases receivables	342	342	-	342	-
Trade receivables	567	567	-	567	-
Derivatives	7	7	-	7	-
Cash and cash equivalents	3,463	3,463	3,463	-	-
Liabilities					
Bonds	8,594	10,205	-	10,205	-
Bank loans	1,784	1,993	-	1,993	-
Lease obligations	111	111	-	111	-
Other loans and assimilated debt	243	243	-	243	-
Accrued interest	175	175	-	175	-
Derivatives	61	61	-	61	-
Other non-current liabilities	797	797	-	797	-
Other debts and deferred income	958	958	-	958	-

(in millions of euros)	As at Dec 31, 2019 Book value	Fair value	Level 1 Quoted prices in active markets	Level 2 Prices base on observable data	Level 3 Prices base on non-observable data
Assets					
Equity instruments - fair value through P&L	59	59	-	59	-
Loans and receivables excluding finance leases receivables	646	644	-	644	-
Trade receivables	609	609	-	609	-
Derivatives	15	15	-	15	-
Cash and cash equivalents	1,982	1,982	1,982	-	-
Liabilities					
Bonds	5,167	5,806	-	5,806	-
Bank loans	1,758	1,963	-	1,963	-
Lease obligations	82	82	-	82	-
Other loans and assimilated debt	245	245	-	245	-
Accrued interest	119	119	-	119	-
Derivatives	68	68	-	68	-
Other non-current liabilities	798	652	-	652	-
Other debts and deferred income	812	813	-	813	-

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 Dec 31, 2020			As at Dec 31, 2019		
(in millions of euros)	Before hedging	After hedging	%	Before hedging	After hedging	%
Fixed rate	9,617	10,166	93%	5,861	6,489	88%
Variable rate	1,290	741	7%	1,510	882	12%
Debt (excluding derivatives)	**10,907**	**10,907**	**100%**	**7,371**	**7,371**	**100%**

As of 31 December 2020 the Group holds rate and exchange based derivative financial instruments (swaps), with a fair value of € 7 million, appearing on the assets under other current financial assets, and € 61 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 Dec 31, 2020	Fair value
Derivatives classified as cash flow hedges	-	176	373	549	(57)
Derivatives not classified as hedges	-	400	-	400	3
Total	**-**	**576**	**373**	**949**	**(54)**

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 immediate 1% decrease in interest rates as at 31 December 2020 would not result in a significant increase in the fair value of 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				
Type	Maturity date	Rate	Nominal value	Type	Maturity date	Variable rate / Fixed rate	Nominal value	Hedging ratio
TAV Airports								
Bank loan	2022	LBUSD6M + 3.00%	6	Interest rate swap CFH	2022	LBUSD6M + margin / 2,60%	6	100%
Bank loan	2024	LBUSD1M + 0.95%	4	Interest rate swap CFH	2024	LBUSD1M + margin / 2,32%	7	175%
Bank loan	2025	EUR6M + 4.95%	37	Interest rate swap CFH	2025	EUR6M + margin / 0,37%	37	100%
Bank loan	2028	EUR6M + 5.50%	226	Interest rate swap CFH	2026	EUR6M + margin / 2,13%	220	97%
Bank loan	2031	EUR6M + 4,50%	129	Interest rate swap CFH	2031	EUR6M + margin / 1,3%	116	90%
AIG								
Bank loan	2023-2025	LBUSD6M + margin	181	Interest rate swap CFH	2023-2025	LBUSD6M + margin / 5,05%	163	90%

There was no ineffectiveness in 31 December 2020 in relation to the interest rate swaps.

Exchange risks

The takeover of TAV Airports and the acquisition of a stake in GMR Airports Limited expose the Group to exchange risk. The main risk of change relates to the variations of the euro currency compared to the Turkish lira, American dollar and Indian rupee. The currencies in which transactions are mainly denominated are euro, Turkish lira (TRY), American dollar (USD) and Indian rupee (INR), 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 Dec 31, 2020	Euro	TRY	USD	AED	INR	JOD	Other currencies
Other non-current financial assets	374	180	17	171	6	-	-	-
Contract assets	5	2	-	-	1	-	-	2
Trade receivables	567	468	15	19	8	-	34	23
Other receivables*	354	307	9	23	1	1	2	11
Other current financial assets	169	132	1	12	1	-	18	5
Cash and cash equivalents	3,463	3,134	5	285	2	5	16	16
Total financial assets	**4,932**	**4,223**	**47**	**510**	**19**	**6**	**70**	**57**
Non-current debt	9,370	9,147	13	194	-	-	-	16
Contract liabilities	4	3	-	-	-	-	-	1
Trade payables	682	563	8	9	6	-	81	15
Other debts and other non-current liabilities*	1,278	1,185	20	7	7	1	36	22
Current debt	1,598	1,312	4	282	-	-	-	-
Total financial liabilities	**12,932**	**12,210**	**45**	**492**	**13**	**1**	**117**	**54**

** 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 Indian rupee (INR), 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 € 3 million on the profit before tax.

With the acquisition of GMR Airports Ltd Group in two tranches, the first of which was completed on 26 February 2020, the Group is also exposed to fluctuations in the Indian rupee against the euro. As the purchase price is denominated in Indian rupees, an appreciation/depreciation of Indian rupee compared to euro of 10% would have positive/negative impacts of € 5 million on the profit before tax and € 103 million on investment in associate.

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

	As at Dec 31, 2020		As at Dec 31, 2019	
	Closing rate	Average rate	Closing rate	Average rate
United Arab Emirates Dirham (AED)	0.22140	0.23900	0.24362	0.24340
Chilean peso (CLP)	0.00114	0.00111	0.00120	0.00127
Jordanian Dinar (JOD)	1.14670	1.23770	1.26215	1.26150
Indian Rupee (INR)	0.01112	0.01184	0.01182	0.01270
United States Dollar (USD)	0.81310	0.87760	0.89469	0.89401
Turkish Lira (TRY)	0.11030	0.12660	0.15049	0.15722

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. The multi-year cash flow forecast budget is recalculated monthly and a monthly forecast report is sent to the Executive Management on 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 15.

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 31/12/2020	Total contractual payments 31/12/2020	0 - 1 year	1 - 5 years	Over 5 years
Bonds	8,594	8,702	400	1,902	6,400
Bank loans	1,784	2,117	809	821	487
Lease obligations	111	108	13	63	32
Other loans and assimilated debt	243	243	65	25	153
Interest on loans	175	1,595	252	696	647
Debt (excluding derivatives)	**10,907**	**12,765**	**1,539**	**3,507**	**7,719**
Trade payables	682	682	682	-	-
Other debts and other non-current liabilities*	1,278	1,278	533	343	402
Debt at amortised cost	**12,871**	**14,729**	**2,758**	**3,850**	**8,121**
Outgoings	-	59	18	37	4
Receipts	-	(9)	(8)	(1)	-
Hedging swaps	**57**	**50**	**10**	**36**	**4**
Outgoings	-	5	5	-	-
Receipts	-	(1)	(1)	-	-
Trading swaps	**(8)**	**4**	**4**	**-**	**-**
Total	**12,920**	**14,783**	**2,772**	**3,886**	**8,125**

** 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

The financing contracts related to the concessions (project finance) included early repayment clauses in the case of non-compliance with financial ratios. These contracts account for 12,4 % of the total bank loans of the Group as of 31 December 2020.

At that date, the ratios are respected, except for two international concessions (see note 9.4.1).

The debts recognized in the balance sheet including covenants break down as follows:

	Debts as at 31/12/2020	amount with covenants	amount in %
ADP	8,819	225	3%
SDA	70	-	0%
Relay@ADP	20	-	0%
AIG	239	239	100%
TAVA	1,230	803	65%
TAV Tunisie	*330*	*330*	*100%*
TAV Esenboga	*61*	*61*	*100%*
TAV Izmir	*226*	*226*	*100%*
TAV Macedonia	*37*	*37*	*100%*
TAV Bodrum	*129*	*129*	*100%*
HAVAS	*113*	*20*	*18%*
Others	*334*	*-*	*0%*
Total	**10,378**	**1,267**	**12%**

RESTRUCTURATION OF TAV TUNISIA

Following the events of 2011 and the attacks of 2015 bringing down the traffic of the airports of Enfidha-Hammamet and Monastir, TAV Tunisia started negotiations with the Tunisian authorities and the lenders in order to restore the economic balance of these airports. Following these negotiations, two amendments to the concession contracts for Enfidha-Hammamet and Monastir Habib Bourguiba airports were signed on November 6, 2019.

Regarding bank debts, a coordinated solution between all lenders has been found and should result in a signature in 2021.

MATURITIES

The maturity schedule of loans and receivables is as follows:

(in millions of euros)	As at Dec 31, 2020	0 - 1 year	1 - 5 years	Over 5 years
Receivables and current accounts from associates	51	39	2	10
Other receivables and accrued interest related to investments	6	6	-	-
Loans and security deposits	13	5	6	2
Receivables, as lessor, in respect of finance leases	133	1	21	111
Other financial assets	272	114	152	6
Trade receivables	567	567	-	-
Contract assets	5	5	-	-
Other receivables*	354	354	-	-
Loans and receivables	**1,401**	**1,091**	**181**	**129**

** 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, 2020	As at Dec 31, 2019
Equity instruments	61	59
Financial assets recognized at fair value through the income statement	7	15
Loans and receivables less than one year	1,091	1,066
Loans and receivables more than one year	310	612
Cash and cash equivalents	3,463	1,982
Total	**4,932**	**3,734**

€ 125 million of loans granted to international subsidiaries were impaired as part of impairment tests carried out on companies consolidated by the equity method (see note 4.9.2).

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 Dec 31, 2020	As at Dec 31, 2019
Air France	96	109
Easy Jet	1	2
Federal Express Corporation	20	15
Turkish Airlines	4	7
Other airlines	24	57
Subtotal airlines	**145**	**190**
Direction Générale de l'Aviation Civile*	135	-
ATU	-	1
Other trade receivables	287	418
Other loans and receivables less than one year	524	457
Total loans and receivables less than one year	**1,091**	**1,066**

** The payment of Agence France Trésor is presented as a liability for an amount of €122 million.*

The anteriority of current receivables is as follows:

	As at Dec 31, 2020	
(in millions of euros)	Gross value	Net value
Outstanding receivables	956	936
Due receivables:		
from 1 to 30 days	33	32
from 31 to 90 days	19	18
from 91 to 180 days	31	28
from 181 to 360 days	63	50
more than 360 days	119	27
Current loans and receivables (according to the schedule - see § Liquidity risks)	**1,221**	**1,091**

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 31 December 2020:

(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	7	-	7	-	-	7
derivatives : currency swap	-	-	-	-	-	-
Total financial assets - derivatives	**7**	**-**	**7**	**-**	**-**	**7**
derivatives : interest rate swap	(57)	-	(57)	-	-	(57)
derivatives : currency swap	(4)	-	(4)	-	-	(4)
Total financial liabilities - derivatives	**(61)**	**-**	**(61)**	**-**	**-**	**(61)**

9.6 Other financial assets

The amounts appearing on the balance sheet as at 31 December 2020 and 31 December 2019 respectively are broken down as follows:

(in millions of euros)	As at Dec 31, 2020	Non-current portion	Current portion
Equity instruments - fair value through P&L*	**61**	**61**	**-**
Loans and receivables excluding finance leases receivables	**342**	**178**	**164**
Receivables & current account from associates	51	12	39
Receivables & current account from associates(before impairment)	176	136	40
Impairment on Receivables & current account from associates	(125)	(124)	(1)
Other receivables and accrued interest related to investments	5	(1)	6
Guaranteed passenger fee receivable**	65	42	23
Other financial assets (i)	221	125	96
Receivables, as lessor, in respect of finance leases	**133**	**132**	**1**
Derivative financial instruments	**7**	**3**	**4**
Trading swaps	7	3	4
Total	**543**	**374**	**169**

** Classification of equity instruments according to IFRS 9 is disclosed in note 18*

*** see note 6.1.1*

(i) Other financial assets are mainly composed of loans granted to shareholders and lessors, Turkish treasury bills as well as restricted bank accounts in foreign currency.

(in millions of euros)	As at Dec 31, 2019	Non-current portion	Current portion
Equity instruments - fair value through P&L	**59**	**59**	**-**
Loans and receivables excluding finance leases receivables	**646**	**476**	**170**
Receivables & current account from associates	138	95	43
Other receivables and accrued interest related to investments	13	-	13
Guaranteed passenger fee receivable*	85	63	22
Other financial assets	410	318	92
Receivables, as lessor, in respect of finance leases	**138**	**136**	**2**
Derivative financial instruments	**15**	**11**	**4**
Trading swaps	15	11	4
Total	**858**	**682**	**176**

The receivable recorded on Fedex, which amounts to €133 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, goodwill impairment, restructuring costs or costs related to a one-off operation.

As of 31 December 2020 the Groupe ADP performed impairment tests on its international concessions. The tests revealed a goodwill impairment loss of €43 million on the International and Airport Development segment presented in other operating income and expenses. Impairment losses recognized on the rights to operate concessions are recognized in Operating Income from ordinary activities (see notes 4.9 and 6.4).

In addition to goodwill impairment losses, other income and expenses include provisions for a departure plan net of reversals for employee benefit obligations for €208 million (with an estimated cost of €313 million reduced of reversal of €105 million for employee benefit obligations).

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 twelve French subsidiaries held, in which the parent company, directly or indirectly, holds over 95%: ADP Immobilier, ADP Immobilier Industriel, Hub One, Sysdream, ADP Ingénierie, ADP International, ADP Invest, ADPM2, ADPM3, ADP Immobilier Tertiaire, Hôtels Aéroportuaires and Hologarde.

Deferred taxes correspond to future tax expense or income of the company. It is determined according to the balance sheet approach. This method consists in applying to all temporary differences between the tax bases of assets and liabilities and their carrying amounts, the income tax rates that have been voted or almost voted applicable when the temporary differences will be reversed.

Deferred tax assets are only recognized 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.

Current and deferred tax assets and liabilities determined in this way are recognized in return of profit or loss unless they relate to items that are recognized directly in equity, in which case they are recognized in equity or other comprehensive income.

11.1 Tax rate

Following provisions of the finance act for 2020, the current tax rate used by the Group as at 31 December 2020 amounts to 28% on the first 500 K€ of taxable profit and 31% above (28,92% and 32,02% including social contribution on profits of 3,30%).

11.2 Analysis of the income tax expense

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

(in millions of euros)	2020	2019
Current tax expense	(15)	(273)
Deferred tax income/(expense)	270	(20)
Income tax expense	**255**	**(293)**

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 expense/income tax is as follows:

(in millions of euros)	2020	2019
Net results from continuing activities	(1,509)	582
Share of profit or loss from associates and joint ventures	220	(90)
Expense / (Income) tax expense	(255)	293
Income before tax and profit/loss of associates	**(1,544)**	**785**
Theoretical tax rate applicable in France	28.92%	34.43%
Theoretical tax (expense)/income	**447**	**(270)**
Impact on theoretical tax of:		
Different rate on taxable income and payment at source	(44)	14
Previously unrecognized tax loss carryforwards used in the period	5	1
Tax losses incurred in the period for which no deferred tax asset was recognized	(56)	(32)
Changes in unrecognized temporary differences	3	-
Evolution of tax rates	(21)	6
Non-deductible expenses and non-taxable revenue	(76)	(6)
Tax credits	4	8
Provisions for income tax	1	(6)
Investment incentives applicable in Turkey	(4)	(7)
Adjustments for prior periods	(2)	(1)
Others adjustments	(2)	-
Effective tax (expense)/income	**255**	**(293)**
Effective tax rate	16.51%	37.42%

For 2020, the theoretical tax rate used is 28.92%. The Group considers that this rate makes the most sense for reconciliation of the theoretical tax with the real tax, and this taking into account the profit forecasts of the parent company and the group's beneficiary subsidiaries.

In 2019, the theoretical tax rate used by the Group to determine the theoretical tax charge was 34.43%.

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 Dec 31, 2020	As at Dec 31, 2019
In respect of deductible temporary differences		
Employee benefit obligation	171	133
Tax loss carryforward - tax consolidation group	160	-
Tax loss carryforward - other entities	16	-
Provisions and accrued liabilities	16	11
Derivatives	8	8
Investment incentives	16	22
Lease obligations	11	12
Other	85	82
For taxable temporary differences		
Accelerated tax depreciation and other regulated provisions	(314)	(319)
Property and equipment, airport operation rights and intangible assets	(101)	(95)
Purchase Price Allocation	(47)	(125)
Revaluation reserves	(7)	(8)
Loans and borrowings	(9)	(8)
Finance leases	(2)	(3)
Other	(46)	(44)
Net deferred tax assets (liabilities)	**(43)**	**(334)**

In 31 December 2020, the Group recognizes deferred tax assets in respect of tax loss carryforwards generated from the French tax consolidation, i.e. € 160 million of deferred tax assets based on a corporate tax rate of 25.83 %. The Group considers that these deficits will be charged to the expected profits for the 2022 and subsequent years.

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 January 1, 2020	**37**	**371**	**(334)**
Amount recognized directly through equity on employee benefit obligations	-	(5)	5
Amounts recognized for the period	9	(259)	268
Translation adjustments	-	(18)	18
As at December 31, 2020	**46**	**89**	**(43)**

The amounts of deferred tax assets and liabilities are presented net for each taxable entity (IAS 12.74).

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 Dec 31, 2020	As at Dec 31, 2019
Current tax assets		
Aéroports de Paris SA and tax-consolidated companies	69	24
Other consolidated entities	16	41
Total	**85**	**65**
Current tax liabilities		
Aéroports de Paris SA and tax-consolidated companies	1	-
Other consolidated entities	7	107
Total	**8**	**107**

Contingent tax assets or liabilities as of 31 December 2020 are mentioned in note 16.

NOTE 12 Net result from discontinued activities

In accordance with IFRS 5 " Non-current Assets Held for Sale and Discontinued Operations", Groupe ADP discloses 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.*

In 31 December 2020, the analysis of net income from discontinued operations related to the end of the Atatürk International Airport concession, in April 2019, is as follows:

(in millions of euros)	2020	2019
Revenue	**2**	**124**
EBITDA	**(5)**	**71**
Operating income*	**(5)**	**85**
Financial income	**-**	**(4)**
Income before tax	**(5)**	**82**
Income tax expense**	(2)	(26)
Net results from discontinued activities	**(7)**	**55**
Net income attributable to the Group	**(3)**	**26**

** The operating income for the year 2019 includes a net gain of 47 million euros linked to the DHMI compensation, decreased by the accounting value of the discontinued assets*

*** The income tax expense for the year 2019 includes a net tax expense related to the DHMI compensation decreased by the accounting value of the discontinued assets, for an amount of 16 million euros.*

Earnings per share from discontinued activities are disclosed in note 7.1.7.

In the year of 2020, TAV Istanbul's cash flow comes mainly from its operating activities linked to the compensation of DHMI (€195 million) less the income tax debt, and its financing activities relating to a new loan of € 175 million.

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 Dec 31, 2020	As at Dec 31, 2019
Marketable securities	2,765	1,195
Cash*	698	787
Cash and cash equivalents	**3,463**	**1,982**
Bank overdrafts**	(4)	(9)
Net cash and cash equivalents	**3,459**	**1,973**

** Including €44 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. As of 31 December 2020, the amount of these items is less than €1 million.

13.2 Cash flows

13.2.1 Cash flows from operating activities

(in millions of euros)	2020	2019
Operating income	**(1,374)**	**1,081**
Income and expense with no impact on net cash	1,556	619
Net financial income other than cost of debt	(50)	(53)
Operating cash flow before change in working capital and tax	**132**	**1,647**
Change in working capital	**114**	**145**
Tax expenses	(59)	(321)
Impact of discontinued activities	109	82
Cash flows from operating activities	**296**	**1,553**

Income and expense with no impact on net cash

(in millions of euros)	2020	2019
Depreciation, amortisation and impairment losses (excluding current assets)	1,347	730
Profit/loss of associates	220	(90)
Net gains on disposals	(2)	(7)
Other	(9)	(14)
Income and expense with no impact on net cash	**1,556**	**619**

Change in working capital

(in millions of euros)	2020	2019
Inventories	23	7
Trade and other receivables	(18)	70
Trade and other payables	109	68
Change in working capital	**114**	**145**

The change of € 121 million in working capital is mainly explained by the increase of trade receivables due to the adaptation of payment and collection terms for invoices of the Group owing to the health crisis.

13.2.2 Cash flows from investing activities

(in millions of euros)	2020	2019
Purchase of tangible assets, intangible assets and investment property	(848)	(1,203)
Change in debt and advances on asset acquisitions	39	-
Acquisitions of subsidiaries and investments (net of cash acquired)	(1,221)	(35)
Change in other financial assets	(93)	(102)
Proceeds from sale of property, plant and equipment	5	19
Dividends received	9	173
Cash flows from investing activities	**(2,109)**	**(1,148)**

Purchase of property, plant & equipment and intangible assets

The investments made by the Groupe ADP 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	2020	2019
Purchase of intangible assets	6	(86)	(86)
Purchase of tangible assets and investment property (excluding rights of use)*	6	(762)	(1,117)
Purchase of tangible assets, intangible assets and investment property		**(848)**	**(1,203)**

** As of December 31, 2019, investments related to rights of use for contracts recognized under IFRS 16 as well as increases in debts related to rights of use were neutralized.*

Details of this expenditure are as follows:

(in millions of euros)	2020	2019
Renovation and quality	(202)	(383)
Increases in capacity	(212)	(279)
Cost of studies and supervision of works (FEST)	(69)	(119)
Real estate development	(45)	(67)
Restructuring	(124)	(157)
Security	(120)	(108)
Other	(76)	(90)
Total	**(848)**	**(1,203)**

The main investments in the year of 2020 are as follows:

- for Paris-Charles de Gaulle Airport:
  - the renovation of Terminal 2B and its junction with Terminal 2D;
  - the purchase of standard 3 hold baggage screening equipment related to European regulation;
  - the construction of the international satellites junction of Terminal 1;
  - the extension of the India areas;
  - the construction of a connecting baggage sorter under Hall M of CDG 2 (TBS4);
  - the study costs related to the redevelopment work of the platform;
  - the preparatory works for the construction of the CDG Express;
  - the extension of the Delta and Quebec taxiways at the north of Terminal 1;
  - the renovation of the AB car park;
  - the creation of a single Air France lounge in Terminal 2F;
  - the overhaul of the shops and the atmosphere in Hall L of Terminal 2E;
  - the installation of Visual Docking Guidance Systems and information screens ("timers") for pilots and runway personnel;
  - the improvements to the access road layout at CDG;
  - the improvement of passenger signposting;
  - the start of runway 3 renovation.
- for Paris-Orly Airport:
  - the East baggage handling system compliance in Orly 4;
  - the reconfiguration of security controls for international departures at Orly 4 and the reconstruction of the associated retail area;
  - the works in preparation for the construction of the future Grand Paris station;
  - the creation of a new retail area in the international boarding lounge at Orly 4;
  - the purchase of standard 3 hold baggage screening equipment related to European regulation;
  - the end of renovation of runway 3;
  - the redevelopment of Orly 2 in order to become a Schengen status;

- the redevelopment of the aeronautical traffic routes to the south of Orly 4;
- the installation of Visual Docking Guidance Systems and information screens ("timers") for pilots and runway personnel;
- the creation of a pedestrian mall between Orly 3 (link building) and Orly 4;
- the purchase of de-icers;
- the renewal of equipment relating to the fire safety system at Orly 1-2;
- the creation of a new refrigeration plant;
- the restructuring of Hall E at Orly 4;
- the waterproofing work and strengthening of bridge n°2 under runway 3.

- For Paris-Le Bourget Airport and general aviation aerodromes, investments mainly concerned compliance and obsolescence reduction operations, including the renovation of runway 03/21.
- In 2020, Aéroports de Paris SA made investments in its support functions and projects common to the platforms, including IT.
- For Queen Alia International Airport in Amman, investments mainly focused on the extension of the baggage sorter.

Change in debt and advances on asset acquisition

The change in fixed asset suppliers mainly corresponds to ADP SA's acquisitions of tangible fixed assets for an amount of € 41 million.

Acquisition of subsidiaries and associates (net of acquired cash)

(in millions of euros)	2020	2019
Acquisitions of subsidiaries and investments (net of cash acquired)	(1,221)	(35)

In 2020, the flow related to the financial investments, the acquisitions of subsidiaries and equity interests is mainly due to:

- The acquisition of GMR Infrastructure Services Limited shares by ADP SA for an amount of € 687 million (including acquisition costs of shares) as part of the first phase of acquisition of the GMR Airports Limited group,
- - the acquisition of GMR Airports Limited shares by ADP SA for € 405 million (including acquisition costs of shares) and the capital increase in GMR Airports Limited from ADP SA for € 118 million in the part of the second phase of acquisition of the Indian group.

In 2019, the flow related to the financial investments, the acquisitions of subsidiaries and equity interests was 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 for an amount of €2 million net of cash acquired ;
- €7 million of cash acquired for the change of method for SDA, MZLZ-TRGOVINA D.o.o (SDA Croatia) and Relay@ADP.

Dividends received

(in millions of euros)	2020	2019
TAV Antalya	-	119
Schiphol Group	-	9
ATU	-	8
TGS	-	16
SCI Roissy Sogaris	-	1
Other	9	20
Total	**9**	**173**

13.2.3 Cash flows from financing activities

(in millions of euros)	2020	2019
Capital grants received in the period	7	4
Net purchase/disposal of treasury shares	(3)	-
Dividends paid to shareholders of the parent company	-	(366)
Dividends paid to non controlling interests in the subsidiaries	(32)	(79)
Proceeds from long-term debt	4,189	877
Repayment of long-term debt	(884)	(749)
Repayments of lease debts and related financial charges	(15)	(10)
Change in other financial liabilities	50	(2)
Interest paid	(194)	(209)
Interest received	7	43
Impact of discontinued activities	176	2
Cash flows from financing activities	**3,302**	**(489)**

- **Dividends paid**

Details of the dividends paid to shareholders of the parent company are available in note 7.1.5.

Dividends paid to non controlling interests in the subsidiaries mainly correspond to dividends paid to minority shareholders of TAV Airports Holding and TAV Tbilissi.

- **Long-term debt proceeds and repayments (interest included)**

Proceeds (€ 4 189 millions) and repayments (€ 884 millions) of long-term debt as well as interest paid and received during the year of 2020 are detailed in notes 9.4.2 & 9.4.3.

- **Change in other financial liabilities**

The change in other financial liabilities mainly corresponds to the change in restricted cash for an amount of € 43 million (see note 9.4.2).

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.

Transactions with related parties are summarised as follows:

(in millions of euros)	Associates and jointly controlled companies		State or state participations		Other related parties		TOTAL GROUP	
	2020	2019	2020	2019	2020	2019	2020	2019
Revenue	36	192	761	1,347	32	89	829	1,628
External expenses (inc. purchases of fixed assets)	1	90	23	23	237	66	261	179
Financial assets	20	17	-	-	6	12	26	29
Other assets	11	17	251	130	3	95	265	242
Financial liabilities	-	-	-	-	215	212	215	212
Other liabilities	-	25	203	86	174	278	377	389

14.1 Relations with associated or jointly controlled companies

CDG EXPRESS

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

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

In this context, Aéroports de Paris 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 €205 million. 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 Groupe ADP having a compensatory nature are recognized in other income. Those made on behalf of the concessionaire are recognized in Revenues.

Revenue recognized in 2020 for studies and works amounted to € 22 million (€ 17 million Other Operating Income and € 5 million Revenue) were carried out by Aéroports de Paris SA.

The entity CDG Express Etudes was liquidated. In this context, Aéroports de Paris SA obtained a reimbursement of €5.7 million on its advance on current account.

RETAIL JOINT VENTURES

As part of the development of commercial activities, Aéroports de Paris SA and the company EPIGO, sign agreements permitting these companies to operate within Paris-Orly and Paris-Charles de Gaulle airports. Transactions between Aéroports de Paris SA and this company relate to:

- fees collected under the operational rights granted by Aéroports de Paris SA; and
- rents for the occupation of sales areas.
- Similarly, TAV Airports and ATU concluded contracts allowing ATU to operate retail shops within its airport platforms.

14.2 Relations with the French State and State participations

RELATIONS WITH THE FRENCH STATE

The French State holds 50.6% of the share capital of Aéroports de Paris SA and 58.6% of the voting rights as at 31 December 2020. The State is entitled in the same way as any majority shareholder to control decisions that require approval by the shareholders.

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

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

- Relationship with the Direction Générale de l'Aviation Civile (DGAC) - public service duties such as safety assignments, air transport securities and aircraft firefighting and rescue tasks carried out by Aéroports de Paris. The costs incurred in the performance of these duties are invoiced to Direction Générale de l'Aviation Civile (DGAC), which funds the airport tax charged to airlines to cover these costs. In 2020, revenues linked to airport security and safety amounted to €326 million (€482 million in 2019). As of 31 December 2020, the receivable from the DGAC amounts to €135 million and the advance from the Agence France Trésor presented on other debts amounts to € 122 million;
- Quadripartite agreement translating the terms of reimbursement of the advance made by Agence France Trésor for duties of safety, air transport security, and the rescue and firefighting of aircraft concluded between Aéroports de Paris SA, the ministry of the economy, Agence France Trésor (AFT) and the DGAC for a period of 10 years. The amount of the Treasury advance paid to Groupe ADP amounts to €122 million and will be included in the income base when it is paid and in the cost base when it is reimbursed for the calculation of airport tax in accordance with the provisions of the decree of September 25, 2020 amending the decree of December 30, 2009 on the calculation of airport tax.
- Agreement for the provision of real estate properties, utilities (electricity, heating, water), services (telecommunications, material, administrative and intellectual assistance) and training to the Air Navigation Service Provider ("DSNA"). This agreement was concluded on 27 July 2007 for a term of 15 years.
- Two agreements concluded with the State (Ministry of Action and Public Accounts and Ministry of the Interior) setting the conditions for the provision of buildings, whether built or not, private parking spaces, subscriptions to public parks and to televisions movement flights signed on July 3, 2020 for a period of 5 years.

Regarding the Economic Regulation Agreement 3 covering the period 2016-2020, a request for termination was sent to the Director General of Civil Aviation. In the absence of this agreement, it is up to Groupe ADP to submit annually for consultation with users and for approval by the Transport Regulatory Authority (ART) a tariff proposal taking into account the cost of the services provided under the airport charges, and more particularly an annual investment plan (see note 2.1).

RELATIONS WITH THE COMPANY OF GRAND PARIS

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

- an indemnity agreement signed on 9 January 2015, whereby the Société du Grand Paris compensates Aéroports de Paris SA for the additional costs to bear in the context of the construction of the aforementioned connecting building due to the fact that two tunnels, for Lines 14 and 18, will pass under this building. An amendment was made to this agreement on 9 August 2015;
- a joint project management agreement signed on 16 July 2015, relating to the construction at Paris-Orly Airport of a metro station to accommodate the 2 metro lines and airport facilities. Aéroports de Paris is named as the sole contractor for this project and will manage all works which are due for completion in 2024. An amendment n°1 to this agreement was signed between SGP and ADP on 6 March 2017 to clarify the different sub-projects, the budget allocated to the construction works, the amount of indemnities to be paid to ADP for the losses and additional costs related to the buildings affected by the construction of the metro station, and the allocation of the missions between the parties. A new amendment was signed on November 18, 2020 to readjust the final estimated cost of the works following final tender offers and additional costs linked to the delay in the commissioning of Line 18 initially planned for 2024 and postponed to 2027.

In addition, two additional agreements were signed on December 26, 2019 with the SGP, one of which relates to cooperation relating to the studies and works necessary for the release of the rights-of-way necessary for the construction of the maintenance and storage warehouse, the ancillary structures of line 14 south of the Grand Paris Express and for the second, on cooperation relating to studies and works to free up the right-of-way necessary for the construction of the ancillary works and the tunnel of line 18 of the Grand Paris Express and support for work carried out under the contracting authority of the Société du Grand Paris.

In view of the realization of the automatic section of line 17 of the public transport network of Grand Paris connecting the Bourget RER station (not included in the so-called "red" line and corresponding to line 17 north) and Mesnil-Amelot, agreements have been signed with the Société du Grand Paris :

- Paris - Le Bourget: On November 30, 2018, the Société du Grand Paris entered into a contract with Aéroports de Paris SA carrying a project management mandate for the demolition of building 66 (future location of the Le Bourget Airport station). An amendment to modify the cost of the operation is being finalized. On May 17, 2019, a framework financing agreement was signed with the Société du Grand Paris for the compatibility of the Paris SA airport networks and the SIAH (Syndicat Mixte pour l'Aménagement Hydraulique des Vallées du Croult and du Petit-Rosne) by Aéroports de Paris SA necessary for the construction of an ancillary structure (n ° 3501P). On May 27, 2019, two subsequent agreements modified by amendments dated June 25, 2020, one for studies and the other on the execution of works, for works relating to the annex 3501P were signed between Airports de Paris SA and the Société du Grand Paris. On October 8, 2019, Aéroports de Paris SA and Société du Grand Paris signed a compensation agreement for studies and works on buildings A1, A3 / A4 carried out by Aéroports de Paris SA necessary for the construction of the Le Bourget station Line 17 airport.
- Paris-Charles de Gaulle: on December 20, 2019, an indemnification agreement was signed by the SGP for the interventions that the Group must carry out on the structures it owns and concerning the preparatory work for the construction of the metro line 17 of the Grand Paris Express. On January 20, 2020, Aéroports de Paris and SGP signed a cooperation agreement in the Paris-Charles de Gaulle airport area for data exchange and collaboration.

RELATIONS WITH REGIE AUTONOME DES TRANSPORTS PARISIENS (RATP)

- An agreement was signed on July,16 2019 with RATP relating to the conditions for carrying out the tunnel digging works and ancillary works of line 14 south of the Grand Paris Express and for the support of RATP Teams who must go to safe areas in the airport with regulated access.

RELATIONS WITH AIR FRANCE-KLM

Transactions with Air France-KLM primarily concern:

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

14.3 Relations with senior executives and shareholders

REMUNERATION OF SENIOR EXECUTIVES

Senior executives at Aéroports de Paris SA are: the Chairman and Chief Executive Officer, the members of the Executive Committee and the board members appointed by the General Meeting.

The remuneration granted to these executives amounted to €7.7 million in 2020, compared with €6.6 million in 2019. This change is mainly due to the appointment of two additional directors to the Executive Committee and the arrival of a new director in 2020; the number of Executive Committee members, other than corporate officers, as of December 31, 2020 has increased from 12 to 14. The final payment to member who left at the end of 2020 is also taken into account.

This remuneration includes the short-term benefits (fixed and variable remuneration and benefits in kind), as well as the corresponding employers' charges, post-employment benefits and directors' fees. The details of the remunerations are as follows:

(In thousand of euros)	2020	2019
Rémunération des dirigeants	**7,696**	**6,612**
Salaries and wages	5,265	4,493
Social security expenses	1,942	1,636
Total short term remuneration	**7,207**	**6,129**
Post employment benefit	215	176
Directors' fees	274	307

RELATIONS WITH VINCI

The most significant transactions between Aéroports de Paris SA and Vinci are mainly related to the partnership with Vinci Airports in the context of the Santiago de Chile International Airport concession and the construction of the international satellite junction of Terminal 1 at Paris-Charles de Gaulle airport.

Since December 15, 2020, date of the resignation as member of the board of Aéroports de Paris SA, Vinci is no longer a related party.

NOTE 15 Off-balance sheet commitments

15.1 Minimum lease payments

Futhermore, the future minimum lease payments receivable for Aéroports de Paris SA as a lessor on existing contracts as at 31 December 2020 are as follows:

(in millions of euros)	Total As at Dec 31, 2020	0 - 1 year	1 - 5 years	Over 5 years
Minimum lease payments receivable	3,116	307	847	1,962

15.2 Backlog

(in millions of euros)	Total As at Dec 31, 2020	0 - 1 year	1 - 5 years	Over 5 years
Revenue expected on contracts	108	33	40	36

For the presentation of its backlog, the Group has chosen to apply the simplification proposed by IFRS 15 to exclude contracts with a duration inferior or equal to 12 months.

Thus, the revenue expected on contracts presented in the Group backlog amounts to €108 million as of 31 December 2020 and are a result of contracts which fulfill the following characteristics:

- Signed at the closing date with third parties;
- Whose execution began on the closing date, or, if the contract is not fully performed, where the customer has a right to cancel this contract without penalty payment;
- A duration of more than 1 year.

The backlog corresponds to future revenue linked to the services remaining to be performed at the reporting date as part of the contracts described above. It includes the income which correspond to only fixed orders from customers.

To this extent, are excluded from the backlog the airport fees and ancillary fees considering that these services do not correspond to fixed orders (they are only contractualized to the use of the services by the customer). Additionally, the revenue from airport safety and security services are also excluded, considering that they are validated each year by the DGAC and depend on the costs incurred.

15.3 Commitments granted and received

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

(in millions of euros)	As at Dec 31, 2020	As at Dec 31, 2019
Guarantees	361	532
Guarantees on first demand	19	35
Irrevocable commitments to acquire assets	410	677
Other	164	101
Commitments granted	**954**	**1,345**
Guarantees	88	137
Guarantees on first demand	100	144
Other	503	3
Commitments received	**691**	**284**

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 the 31 December 2019 (€677 million), irrevocable commitments to acquire assets decreased by €266 million at the end of 31 December 2020 (€410 million).

This decrease in off-balance sheet commitments on fixed asset acquisitions is due to a combination of two effects:

- on the one hand, the natural decrease in commitments due to the progress of projects during the year of 2020 ;
- on the other hand, a relatively low level of new medium-term commitments, considering the covid-19 pandemic and the consequences engendered on investments.

The main investments made in 2020, which contributed to the decrease in the amount of off-balance sheet commitments, are as follows:

- the renovation of Terminal 2B and its junction with Terminal 2D at Paris-Charles de Gaulle;
- the East baggage handling system compliance in Orly 4;
- the purchase of standard 3 hold baggage screening equipment related to European regulation at Paris-Orly and Paris-Charles de Gaulle;
- the construction of the international satellites junction of Terminal 1 at Paris-Charles de Gaulle;
- the extension of the India areas at Paris-Charles de Gaulle.

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.

Other commitments granted mainly include the amount of capital contributions to be made by Aéroports de Paris SA to finance the CDG Express project for an amount of 133 million euros. This project is in fact partially financed by an equity bridge loan contract which will have to be reimbursed at commissioning by the Gestionnaire d'infrastructure shareholders (GI shareholders). As a reminder, Aéroports de Paris SA holds 33% of the GI.

The other commitments correspond mainly to lines credit confirmed with banks.

ADP INTERNATIONAL

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

TAV AIRPORTS

Commitments given by TAV Airports and its subsidiaries amount to €343 million as at 31 December 2020 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 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 2020 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 $163 million (i.e. €132 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 €9 million to the Ministry of State Property and Land Affairs and €9 million to OACA according to the BOT agreements and its amendments signed with OACA in Tunisia.

NOTE 16 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.

- TAV/HERVE litigation on the definitive general account of the work relating to the construction of the head office.
  - The construction consortium (TAV Construction and Hervé SA) which is actually on a court-ordered liquidation process since September 1, 2020 has filed a claim against Groupe ADP before the Tribunal de Grande Instance of Paris on March 25, 2019 to request the judge to order the Group to pay the sum of € 95 million for the extra cost of the construction of the new head office of Groupe ADP. The Groupe is contesting this request. The case is still ongoing.
- JSC Investissements
  - The Council of State has declared the appeal of JSC Investissements not admitted, so there are no more contingent liabilities.
- Tax litigations
  - Discussions are underway regarding the rate of withholding tax applied to dividends received from foreign subsidiaries.

NOTE 17 Subsequent events

GROUPE ADP ENGAGES IN A TRANSFORMATION PROJECT FOR THE PARIS-CHARLES DE GAULLE PLATFORM TO PROMOTE ECOLOGICAL TRANSITION

In an announcement made on February 11th, 2021, the Government requests Groupe ADP to present a new development project for Paris-Charles de Gaulle airport after the termination of the Terminal 4 project. Groupe ADP takes note of this request which is one of the consequences of the Covid-19 crisis.

Developments contributing to the energy transition of the airport, and of the air sector as a whole, must be thoroughly reviewed considering the increasing commitments on green aircrafts, confirmed in the Government's aeronautics support plan for a green and competitive industry, on June 9th, 2020. The crisis linked to the Covid-19 pandemic and its upheavals have lastingly impacted the traffic growth perspectives, thus questioning the schedule of passengers' capacity expansion need at Paris-Charles de Gaulle airport.

A review of the initial project had been undertaken during the previous months in order to adapt to new traffic assumptions and to better address the sector's environmental transition issues. This work, led by Groupe ADP teams, will lay ground to future thinking on the development issues for the Paris-Charles de Gaulle platform.

This announcement has no negative impact on the prepared financial statements.

TAKEOVER OF ALMATY AIRPORT

Groupe ADP should take control of Almaty International Airport in Kazakhstan in 2021.

The consortium formed by TAV Airports (whose capital is held at 46.12% by Groupe ADP) and VPE Capital, signed on May 7, 2020 an agreement relating to the purchase of a 100% stake in the airport of 'Almaty, and related fuel and service activities, valued at $ 415 million.

TAV Airports' participation in the consortium will not be less than 75% and the transfer of shares will take place after the closing of the transaction, which should take place in the coming months, after completion of the necessary legal procedures. The airport will be fully consolidated in the accounts of TAV Airports and thus in Groupe ADP accounts.

EXTENSION OF CONCESSION DURATION IN TURKEY

Due to the decrease in traffic linked to the Covid-19 pandemic as well as its unfavorable economic consequences, discussions have been initiated with the involved counterparties (concessionary authorities, banks) in order to guarantee the financial and operational sustainability of some of these assets, notably by requesting extensions to the duration of the concessions. Regarding TAV Airports, two-year extensions were granted on February 15th, 2021 for the airports of Ankara, Antalya, Bodrum, Gazipasa and Izmir, while the concession fees due in 2022 will be settled in 2024.

NOTE 18 Auditor's fees

The amounts of auditors' fees recorded are as follows:

(in thousands of euros)	As at Dec 31, 2020		As at Dec 31, 2019	
	DELOITTE	EY	DELOITTE	EY
Parent company	625	805	530	607
Fully consolidated subsidiaries	350	824	349	752
Audit, certification, inspection of individual and consolidated financial statements:	**975**	**1,629**	**879**	**1,359**
Parent company	48	56	48	58
Fully consolidated subsidiaries	82	99	-	36
Services other than certification:	**130**	**155**	**48**	**94**
Total	**1,105**	**1,784**	**927**	**1,453**

In 31 December 2020, services other than the certification of accounts concern mainly:

- the review of environmental, social and societal information,
- Various certificates and due diligences on an acquisition project.

NOTE 19 Scope of consolidation and non-consolidated companies

The main changes in consolidation scope and in corporate name of Group entities for the year 2020 are described in note 3.2.1).

As at 31 December 2020, the list of main companies and shares within the scope of consolidation is as follows:

Entity	Address	Country	% stake
Aéroports de Paris SA (Multi activities)	1 rue de France – 93290 Tremblay-en-France	France	PARENT
Fully Consolidated Subsidiaries			
Retail and services :			
Société de Distribution Aéroportuaire	114 avenue Charles de Gaulle 92200 Neuilly sur Seine	France	50%
Média Aéroports de Paris	17 rue Soyer 92200 Neuilly sur Seine	France	50%
RELAY@ADP	55 rue Deguingand 92300 Levallois Perret	France	50%
Real estate:			
ADP Immobilier Tertiaire	1 rue de France – 93290 Tremblay-en-France	France	100%
ADP Immobilier	1 rue de France – 93290 Tremblay-en-France	France	100%
Ville Aéroportuaire Immobilier 1*	1 rue de France – 93290 Tremblay-en-France	France	100%
ADP Immobilier Industriel	Orlytech - Bat. 532 5 allée Hélène Boucher 91550 PARAY-VIELLE-POSTE	France	100%
SCI ROMEO	1 rue de France – 93290 Tremblay-en-France	France	100%
Hôtels Aéroportuaires**	1 rue de France – 93290 Tremblay-en-France	France	100%
International and airport developments:			
Tank Öwa Alpha Gmbh	Teinfaltstrasse 8/4 A-1010 Vienna, AUSTRIA	Austria	100%
Gestio I Servies Trade Center S.A. ("GIS Spain")	Avda. Diagonal 611 9ª pl. 08028- Barcelona	Spain	32%
ADP International	1 rue de France – 93290 Tremblay-en-France	France	100%
ADP Ingénierie	Aéroport d'Orly Parc central Zone sud - Bâtiment 641 91200 ATHIS-MONS	France	100%
GMR Infra Services Limited	Naman Centre Plot No. C 31, G Block Bandra - Kurla Complex, Bandra (East) Mumbai, Maharashtra - 400051	India	100%
Jordan Airport Management	Ali Sharif Zu'bi Law Office PO Box 35267 AMMAN 11180	Jordan	100%
Airport International Group P.S.C ("AIG)	P.O. Box 39052 Amman 11104 Jordan	Jordan	51%
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	46%
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%

Entity	Address	Country	% stake
TAV İstanbul Terminal İşletmeciliği A.Ş. ("TAV İstanbul")	İstanbul Atatürk Havalimanı Dış Hatlar Terminali 34149 Yeşilköy. İstanbul, TURKEY	Turkey	46%
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%
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%
TAV Esenboğa Yatırım Yapım ve İşletme A.Ş. ("TAV Esenboğa")	Esenboğa Havalimanı İç-Dış Hatlar Terminali 06750 Esenboğa Ankara, TURKEY	Turkey	46%
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%
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%
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%
TAV İşletme Hizmetleri A.Ş. ("TAV Operations Services")	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:4 (4.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%
TAV Bilişim Hizmetleri A.Ş. ("TAV Technology")	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:3 (3.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%
TAV Akademi Eğitim ve Danışmanlık Hizmetleri A.Ş. ("TAV Academy")	Ayazağa Mahallesi Cendere Caddesi No. 109 L 2C Blok İç Kapı No:6 (6.kat) Sarıyer/İstanbul, TURKEY	Turkey	46%
Autres activités:			
Hub One	Continental Square, 2 place de Londres 93290 TREMBLAY-EN-FRANCE	France	100%
ADP Invest	1 rue de France – 93290 Tremblay-en-France	France	100%
Hologarde**	1 rue de France – 93290 Tremblay-en-France	France	100%

* 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 Hôtel RO3 1 until May 2019
*** Previously named TAV Information and Technologies Saudi Ltd. Company until March 2020

Entity	Address	Country	% stake
Associates			
Retail and services:			
EPIGO	3 place de Londres – bâtiment Uranus – Continental Square 1 – Aéroport Roissy Charles de Gaulle – 93290 Tremblay en France	France	50%
Real estate:			
SCI Cœur d'Orly Bureaux	8 avenue Delcasse 75008 PARIS	France	50%
SCI Heka Le Bourget	151 boulevard Haussmann - 75008 PARIS	France	40%
SAS Chenue Le Bourget	151 boulevard Haussmann - 75008 PARIS	France	40%
Transport CV	Haarlemmermeer de Beekstraat 314 1118CX SCHIPHOL AIRPORT	Netherlands	40%
International and airport developments:			
GMR Airports Limited	Skip House, 25/1, Museum road, Bangalore KA 560025	India	49%
Tibah Airports Operation Limited (“Tibah Operation”)	Prince Mohammed Bin Abdulaziz Int. Airport P.O Box 21291, AlMadinah Al Munawarah 41475	Saudi Arabia	24%
Tibah Airports Development Company CJSC (“Tibah Development”)	Prince Mohammed Bin Abdulaziz Int. Airport P.O Box 21291, AlMadinah Al Munawarah 41475	Saudi Arabia	23%
Fraport IC İçtaş Antalya Havalimanı Terminal Yatırım ve İşletmeciliği A.Ş. ("TAV Antalya")	Antalya Havalimanı 1. Dış Hatlar Terminali 07230 Antalya TURKEY	Turkey	23%
ATU Turizm İşletmeciliği A.Ş. (“ATU”)	Büyükdere Cad.Bengün Han No:107/8 Gayrettepe - İstanbul	Turkey	23%
TGS Yer Hizmetleri A.Ş. ("TGS")	İstanbul Dünya Ticaret Merkezi A3 Blok Kat:6 Yeşilköy Bakırköy /İstanbul	Turkey	23%
Schiphol Group	Evert van de Beekstraat 202 1118CP LUCHTHAVEN SCHIPHOL	Netherlands	8%
Consorcio PM Terminal Tocumen SA	Terminal Sur S.A. AV DOMINGO DIAZ Panama , Rep. De Panama	Panama	36%
Liège Airport	Aéroport de Bierset 4460 GRÂCE-HOLLOGNE	Belgium	26%
Zaic-A Limited	1 Park Row, Leeds, LS1 5AB, United Kingdom	United Kingdom	28%
Sociedad Concesionaria Nuevo Pudahuel SA (SCNP)	Aeropuerto Internacional Arturo Merino Benítez de Santiago, Rotonda Oriente, 4° piso, comuna de Pudahuel, Santiago, Chili	Chile	45%
Ravinala Airports	Escalier C, Zone Tana Water Front – Ambodivona 101 Antananarivo, Madagascar	Madagascar	35%
Société de gestion et d'exploitation de l'aéroport de Conakry ("SOGEAC")	Aéroport de Gbessia, B.P 3126 Conakry	Guinea	29%
Airport Terminal Operations LTD ("ATOL")	SSR INTERNATIONAL AIRPORT PLAINE MAGNIEN	Mauritius	10%
Société de gestion et d'exploitation de l'aéroport de Gbessia ("SOGEAG")	Aéroport de Gbessia, B.P 3126 Conakry	Guinea	33%
Other activities :			

Entity	Address	Country	% stake
Hub Safe	Roissypole - Le Dôme 4 rue de la Haye 93290 TREMBLAY-EN-FRANCE	France	20%
Egidium	114 avenue Charles de Gaulle 92200 NEUILLY-SUR-SEINE	France	20%
Safety Line	12 Rue Clavel, 75019 Paris	France	12%
Gestionnaire d'Infrastructure CDG Express	1 rue de France – 93290 Tremblay-en-France	France	33%
Innov'ATM	15 rue Alfred Sauvy 31270 Cugnaux	France	17%
Alacrité	299 boulevard de Leeds – World Trade center Lille Services SAS espace International – 59777 Euralille	France	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 :					
Management of Airports Terminals and Aprons Co.	*	For airport operations	Saudi Arabia	5%	ADP International
Matar	*	Operating contract of the Hadj terminal in Djeddah	Saudi Arabia	5%	ADP International
ADP do Brasil - Participacoes	*	For airport operations	Brazil	100%	ADP International
Laguardia Central Terminal LLC	*	For airport operations	United States	27%	ADP International & TAV Holding
ATU Holdings, Inc.	*	Retail and services	United States	23%	ATU
TAV Operation Services California	*	Retail and services	United States	100%	TAV Operation Services
TAV Operation Services Alabama	*	Retail and services	United States	100%	TAV Operation Services
Gateway Primeclass	*	Retail and services	United States	80%	TAV Operation Services
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
TAV Operation Services Madagascar	*	Retail and services	Madagascar	100%	TAV Operation Services
TAV HOLDCO B.V	*	Inactive entity	Netherlands	100%	Aviator Netherland
TAV Uluslararası Yatırım A.Ş.	*	Inactive entity	Turkey	46%	TAV Holding
Autres activités :					
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
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

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
FL WH Holdco	*	Manufacturer & airships operator	France	6.6%	Aéroports de Paris SA
Skyports	*	Vertiport operator	England	4.6%	Aéroports de Paris SA
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
Rubix S&I	*	Development of measurement and nuisance identification solutions	France	N/A	ADP Invest

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