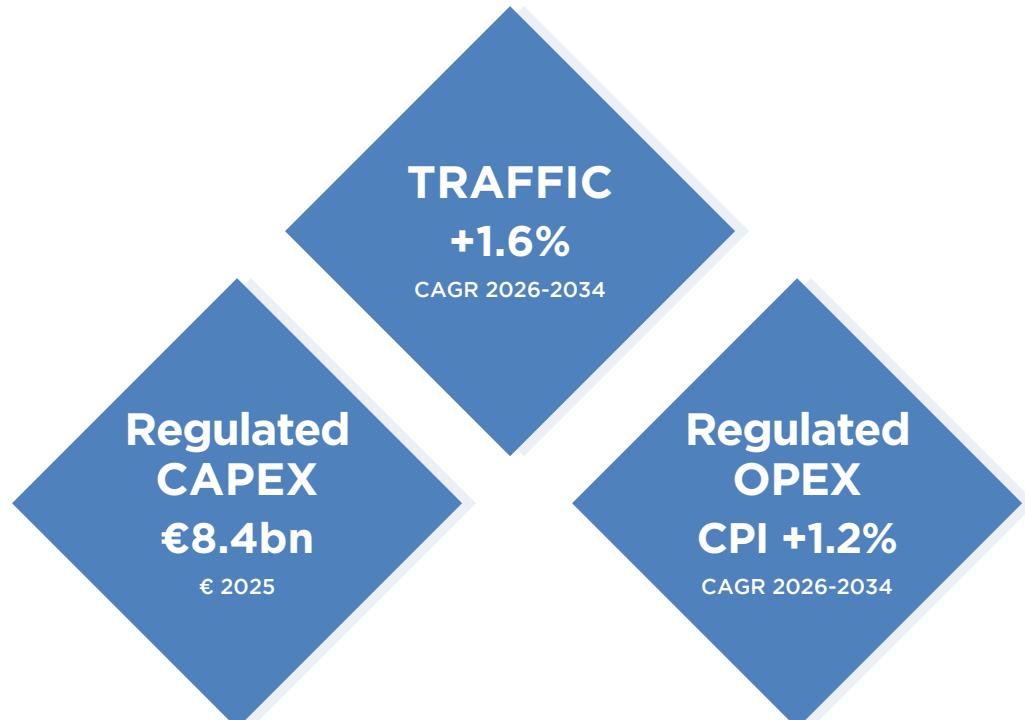
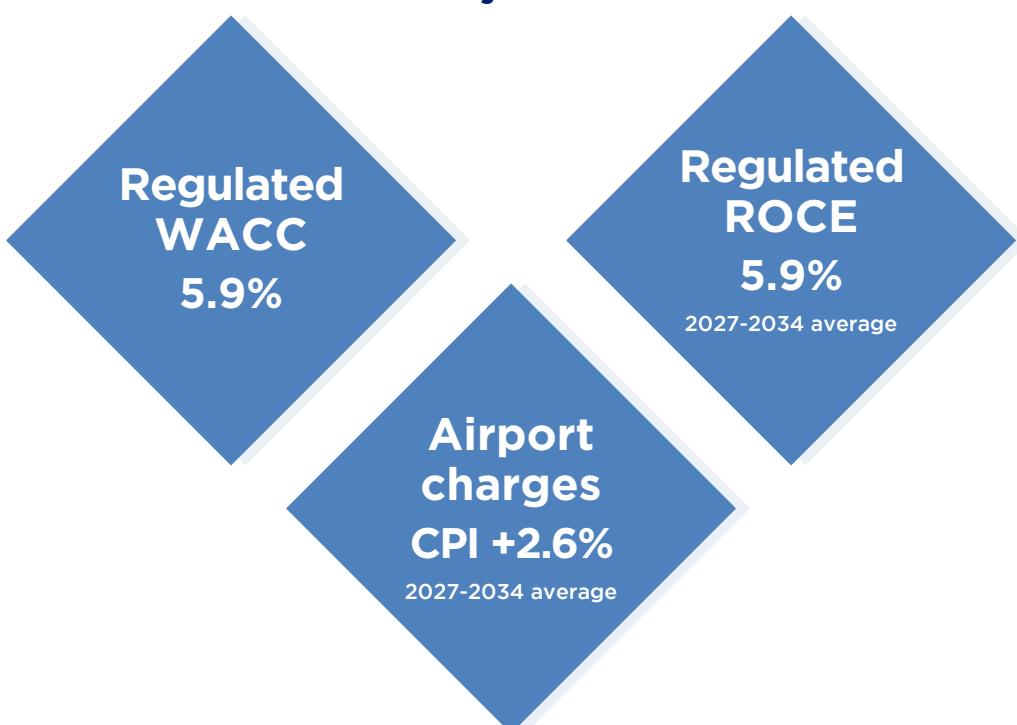


KEY FIGURES



A balanced regulation agreement
2027-2034
8 years



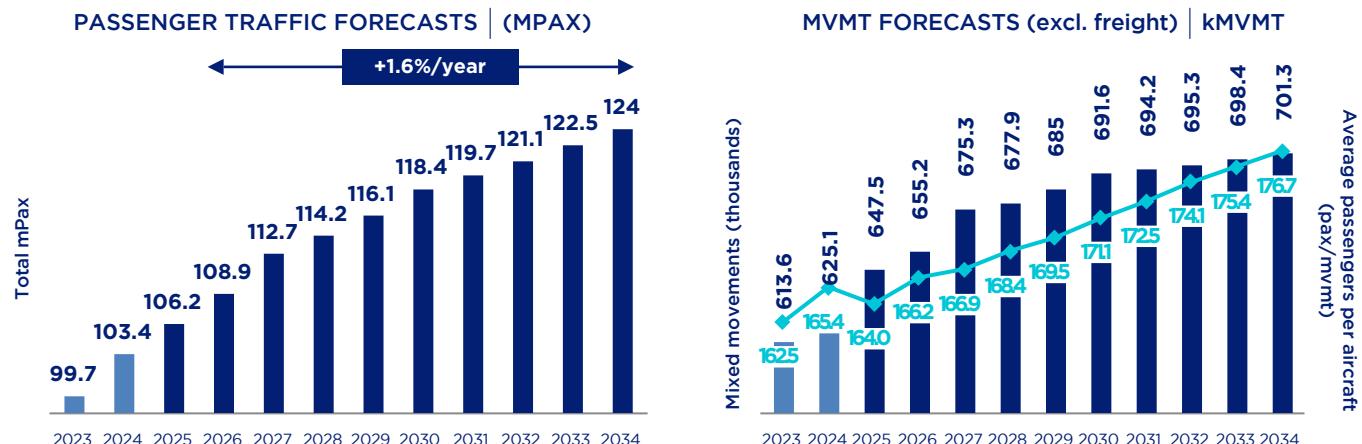


Passengers +1.6%
Average annual increase
in traffic 2026-2034

Movements +0.9%
Average annual increase
in movements 2026-2034



GROWTH IN TRAFFIC AND MOVEMENTS DRIVEN MAINLY BY INTERNATIONAL TRAFFIC



	Traffic by region (mPax)					Traffic by region (CAGR in %/year)
	2019 (actual)	2024 (actual)	2025	2030	2034	
						2026-2034
Domestic	16.2	11.6	11.3	10.7	10.2	-1.5 %
Schengen	36.8	38.0	38.9	43.9	44.5	1.2%
EU excl. Schengen and the United Kingdom	6.8	6.0	6.0	6.3	6.3	0.9%
French overseas territories	4.7	4.7	4.9	5.4	5.6	1.7%
Other international	43.4	43.1	45.0	52.0	57.4	2.7%
TOTAL	108.0	103.4	106.2	118.4	124.0	1.6%

	Mixed movements (thousands)					Traffic by region (CAGR in %/year)
	2019 (actual)	2024 (actual)	2025	2030	2034	
						2026-2034
Domestic	141.1	92.6	92.4	83.6	78.1	-1.8 %
Schengen	269.4	271.1	281.6	306.8	305.1	0.7%
EU excl. Schengen and the United Kingdom	56.7	45.4	45.4	46.5	46.0	0.5%
French overseas territories	14.0	13.7	14.1	15.4	15.9	1.6%
Other international	205.0	202.4	214.0	239.2	256.2	2.1%
TOTAL	686.3	625.1	647.5	691.6	701.3	0.9%



Regulated CAPEX €8.4bn
2027-2034 investment plan

AN INVESTMENT PLAN THAT IS INTEGRATED INTO A SUSTAINABLE APPROACH BY OPTIMISING EXISTING FACILITIES BEFORE DEVELOPING NEW CAPACITIES

€m 2025	2027	2028	2029	2030	2031	2032	2033	2034	TOTAL
Access and intermodality	87	110	128	127	174	146	139	114	1,026
Aviation support	134	162	148	132	106	106	98	111	997
Airside capacity	206	271	236	304	128	178	174	87	1,585
Baggage capacity	38	47	90	122	78	65	118	117	675
Terminal capacity	300	280	249	329	289	237	249	208	2,141
Passenger journeys in terminals	250	217	220	240	327	284	124	111	1,774
Preparation for the next ERA	0	0	0	0	7	97	137	241	
TOTAL	1,016	1,088	1,071	1,254	1,102	1,022	1,001	885	8,439



18 mPax
additional capacity¹

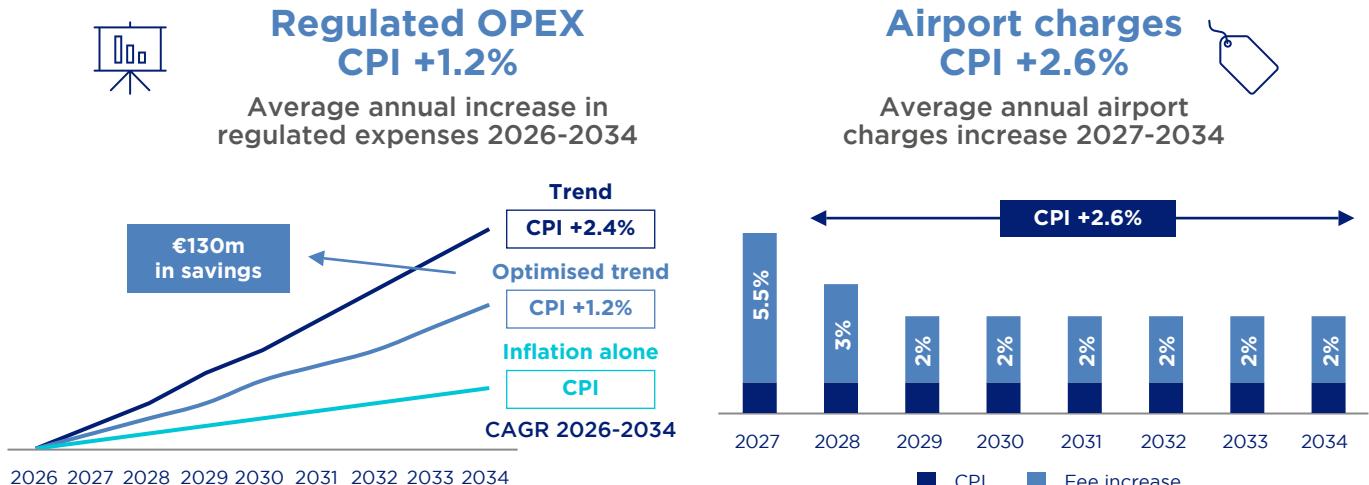
Paris-Charles de Gaulle +14 mPax	Paris-Orly +4 mPax
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8 years (2027-2034)
Duration of the ERA

Delivery of a project made up
of coherent and interdependent
infrastructures



¹ Net capacity gain taking into account the elimination of capacity (including T2G) and based on a 2024 capacity (impacted by EES) of 76 mPax at CDG and 33 mPax at ORY.



4 ADJUSTMENT FACTORS to ensure balanced risk sharing

	TRAF Traffic	Adjusts the airport charges cap if the actual income of the airport fund differs from the forecast income
	INV Investments	Adjusts the airport charges cap according to compliance with the overall investment amount and the delivery deadline for certain projects of the programme
	QDS Service quality	Adjusts the airport charges cap according to the level of service provided by Groupe ADP
	LEX Legal changes	Adjusts the airport charges cap in the event of a change in legal framework (laws, regulations, court decisions, administrative decisions, etc.), in particular for tax matters with a significant impact on expenses

11 SERVICE QUALITY INDICATORS with financial impact (bonus/penalties)

Availability indicators	Satisfaction indicators	Efficiency indicator
<ul style="list-style-type: none"> Electromechanical equipment Baggage delivery belts Passenger boarding bridges 400 Hz power supply Visual Docking Guidance Systems Pre-conditioned air equipment Self-check-in kiosks Automatic baggage drop-off 	<ul style="list-style-type: none"> Overall satisfaction at departure - ACI-ASQ survey Overall connecting passenger satisfaction - ACI ASQ survey 	<ul style="list-style-type: none"> Aviation security waiting times

CONVERGENCE OF ROCE AND WACC AT AN AVERAGE OF 5.9% over the duration of the ERA

