



AÉROPORTS DE PARIS

The world is our guest

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ADPI records a major success with the engineering of the first satellite dedicated to the Airbus A380, in Dubai (U.A.E.)

ADPI (*Aéroports de Paris Ingénierie*), a wholly owned subsidiary of Aéroports de Paris, under contract with the United Arab Emirates Department of Civil Aviation, was entrusted with the architectural design of Terminal 3 at Dubai International Airport, as well as carrying out engineering studies and providing project management assistance on the operational systems of the two boarding satellites: A and B.

In service since January 2013, Satellite A or "Concourse A" is now fully operational. Used by the Emirates airline, this airport facility (the world's largest with 528,000 m² on 11 floors) is exclusively dedicated to the Airbus A380.

This represents a significant achievement for ADPI which, in partnership with Lebanese engineering consultants Dar Al Handasah, supervised and installed complex airport operations systems that are among the most innovative anywhere in the world (luggage sorting, information management systems, pre-cabling & networks infrastructure, access control, video surveillance, public address system, IT applications for airport operations, etc.).



Dubai International Airport - Terminal 3, Satellite A ©ADPI & JP.Gaborit

According to Guillaume Sauvé, CEO of ADPI:

"With our operational and technical know-how, backed up the expertise of Aéroports de Paris, ADPI was able to bring the full benefit of its comprehensive airport systems skills into play in the construction of this airport site. This is a major achievement at one of the largest airport construction sites in the world.

The new Satellite A systems were successfully deployed and tested in an operational environment. Whether we're talking about scale, capacity, complexity or to give you an example, the requirements in terms of luggage handling, these systems are unique."

Press release



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Unique innovations implemented by ADPI teams

After a "value engineering" revision study was carried out to consider the latest technological innovations, the best in world-class standards were incorporated into the new Satellite A.

For example, we installed fibre optic cabling instead of the typical copper network. Thanks to this thrifty solution, the number of mechanical rooms around the building was reduced from the 160 that had originally been planned, to a mere 14, for the management of 17 km of fibre optic cabling, with markedly superior network performance.

ADPI also developed a highly innovative system for managing access to aircraft, with a triple aerobridge for the A380 that will allow passengers travelling in 1st class to board the plane directly from the airport's VIP lounge: a world first.

Lastly, the luggage sorting system is one of the largest and most efficient in the world with a handling capacity of approximately 12,000 items of luggage per hour (departures and flight connections).

Terminal 3, the largest terminal in the world dedicated to the Airbus A380

Terminal 3 of Dubai International Airport is the largest operational airport building in the world, with a surface area of over 1.5 million m². It is made up of Satellites A and B, which are connected by a tunnel where passengers are carried to their destinations by a "people mover" system (automated light rail shuttle) while their luggage is directed by an optimised luggage sorting system.

The terminal also brings together the greatest concentration of Airbus A380 aircraft anywhere on the planet. The new Satellite A can receive up to twenty A380 airliners at one time - a number unequalled to date - with a turnaround time of approximately 45 minutes per aircraft.

This satellite offers passengers the very best in airport services (ease of use, passenger comfort, direct access to aerobridges from first-class and business-class lounges, luggage delivery times, etc.)

A few figures to bear in mind

- 56.5 million passengers passed through Dubai International Airport in 2012.
- Floor area: 1.5 million m² for Terminal 3 and its satellites.
- 46 aircraft docking stations, 26 triple aerobridges for A380 aircraft (20 of which are located in Satellite A).
- A luggage handling capacity of 12,000 items per hour in Satellite A.

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About ADPI's presence in the United Arab Emirates

Over the last twelve years, Aéroports de Paris has established itself as a major player in architecture and engineering in the United Arab Emirates (U.A.E.), with constructions extending over 2.2 million m² of floor area, equivalent to the Paris-Charles de Gaulle and Paris-Orly airports combined.

The group's presence in the United Arab Emirates (U.A.E.) is long-standing as ADPI opened its first office in Abu Dhabi more than 30 years ago.

Initially, ADPI teams designed the floor plan for Abu Dhabi airport, where they also carried out planning studies and the design for an extension project.

1999 marked a turning point for ADPI when the company's tender was accepted for the architecture of Terminal 3 of Dubai International Airport, thanks to the proposal of a very ingenious semi-underground design. The following year, a second office was opened in Dubai. And so, ADPI worked on the construction sites of Satellite B in Terminal 3 (opened in November 2008) and Satellite A (inaugurated in January 2013).

Other projects are currently being led by ADPI in the United Arab Emirates, in particular the renovation and extension of Dubai Airport's Terminal 2, as well as studies to design the first development phase of the new international airport Dubai World Central, which should ultimately reach a capacity of 120 million passengers per year.

More information on ADPI

A wholly-owned subsidiary of Aéroports de Paris, ADPI is a French engineering company which is involved, on an international level, in architectural activities, major regeneration projects (airports, urban expansion) and complex building projects (airport terminals, stadiums, high-rise towers, theatres etc.).

ADPI can also act in a Consultancy, Project Manager or Assistant Project Manager role. The ADPI teams are involved in projects from the initial design stages until completion.

ADPI brings together a multiplicity of skills with its engineers, architects, design specialists and construction supervisors.

Formed in 2000, ADPI is currently simultaneously engaged in more than 100 projects worldwide. Its turnover stood at 64 million euros in 2012.

For more information on ADPI www.adp-i.com

www.aeroportsdeparis.fr

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Aéroports de Paris builds, develops and manages airports including Paris-Charles de Gaulle, Paris-Orly and Paris-Le Bourget. In 2012 Aéroports de Paris handled almost 89 million passengers, 2.3 million tonnes of freight and mail in Paris and 40 million passengers in airports abroad.

Benefiting from an exceptional geographic location and a major catchment area, the Group is pursuing its strategy of adapting and modernising its terminal facilities and upgrading quality of services, and also intends to develop its retail and real estate business. In 2012, the group revenue stood at €2,640 million and the net income at €341 million.

Registered office: 291, boulevard Raspail, 75014 Paris, France. A public limited company (Société Anonyme) with share capital of €296,881,806. 552 016 628 RCS Paris