

New boarding hall of Terminal 2E



Press kit

Terminal 2E, heart of a connection platform



*«The new boarding lounge of Terminal 2E completes the Paris-Charles de Gaulle connection platform, increasing our handling capacities and the quality of our services. It marks an important stage in our expansion program, which will be continued with the opening of the Regional Terminal planned for September 2008 and the entry into service of the future S4 boarding satellite, scheduled for 2012», explains **Pierre Graff**, Chairman and Chief Executive Officer of Aéroports de Paris.*

Located at the Eastern tip of Paris-Charles de Gaulle airport, Terminal 2E, together with Terminal 2F, forms the heart of a high-capacity connection platform («Hub») which Aéroports de Paris is providing for the Skyteam alliance.

Linked to the airport's TGV-RER interconnecting station, the terminus for the future CDG express, it is also at the heart of the intermodal transport system developed at Paris-Charles de Gaulle.

Terminal 2E consists of a main building (the «central body»), with check-in and baggage reclaim areas, and two boarding lounges:

- the Galerie Parisienne, inaugurated on 26 June 2007 in the presence of the President of France
- the concourse, which will receive its first passengers on 30 March 2008

A powerful Hub, deciding factor in the competition between European airports

All of the major European airports are in competition: London, Frankfurt, Madrid and trying to become the main gateway to Europe and to make connection traffic easier. Passengers are increasingly often choosing their itinerary based on the offer from airlines but also on the quality of the services they find in this or that airport, particularly the connection facilities. This is why the opening of the new boarding lounge in Terminal 2E, by reinforcing the Paris-Charles de Gaulle Hub and bringing closely together all of the latest innovations in terms of comfort and service quality, is a decisive element in the expansion strategy of Aéroports de Paris.

+ The Terminal 2E concourse is dedicated to international flights.

Like the Galerie Parisienne, it receives passengers on departure or arrival for the medium and long haul flights of the SkyTeam alliance. In particular, it will serve the United States, Asia, Africa, South America, Eastern Europe etc.

Eventually, it will be able to handle 7.6 million international passengers per year. By way of comparison, the Galerie Parisienne has a capacity of 8.6 million passengers per year. When opened, the concourse will be able to provide 10 aircraft contact stands (jumbos and medium carriers). From summer 2009, 4 new contact stands will be opened. Ultimately, the concourse will be able to handle up to 17 aircraft in contact.

+ A simple and smoothly flowing terminal

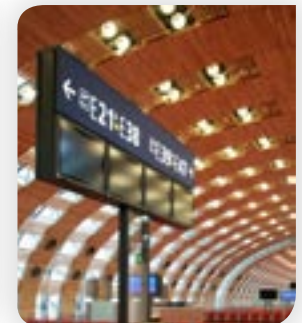
Terminal 2E was designed in order to offer a clear and straightforward route to passengers on departure and arrival. Each part of the terminal corresponds to a well-defined and easily identifiable function, and the new signage installed by Aéroports de Paris ensures a smooth passage

The Hub: an efficient system

The principle of the Hub is to enable passengers to change flight quickly and easily, by synchronizing the "short and medium-haul" and "long-haul" flight schedules. Thus the Hub offers numerous advantages in terms of costs, quality of service and, above all, on the environmental level, since it allows the passenger load factor of the long-haul flights to be optimized.

Every day, Terminals 2E and 2F of Paris-Charles de Gaulle:

- record more than 1,000 flights,
- handle about 100,000 passengers on arrival and departure, and more than 40,000 transfer passengers and 35,000 transfer baggage items..

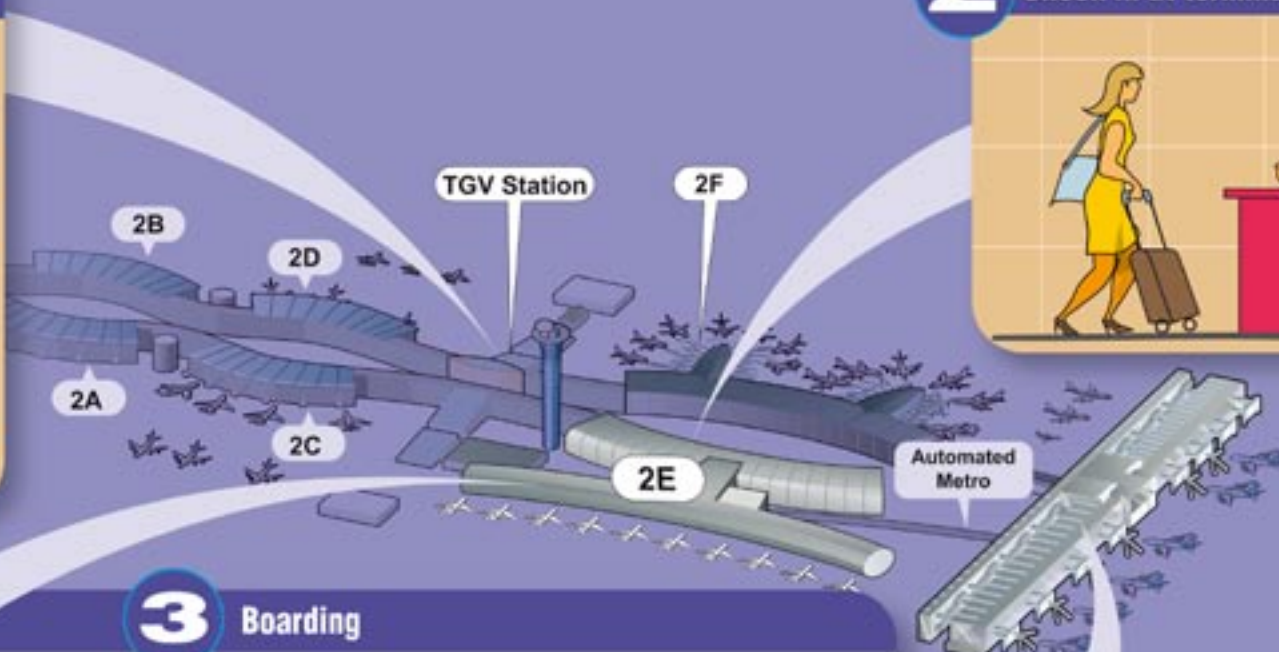


Terminal 2E: passenger's circuit at departures

1 Arrival at airport



2 Check in at terminal 2E



3 Boarding

Boarding in the jetty



OR

Boarding in The Galerie Parisienne



3 questions for **Franck Goldnadel**, director of CDG2 terminals (Terminals E and F)



What impact will the opening of the new concourse in your terminal have?

What will change above all is the number of aircraft in contact, in other words which are linked by a walkway to the boarding lounge. With these new capacities, we are responding to a high expectation from passengers. This is a gain in time and comfort for our customers, a large proportion of whom have little time to get from one aircraft to another.

Would you say there is a qualitative jump in the functioning of the Hub?

The new concourse will make the Hub operated by Air France-KLM and its allies even more effective. It is intended to handle international traffic and will function in close relation with the Galerie Parisienne but also with Terminal 2 F and, tomorrow, Terminal 2G, which will eventually concentrate European traffic from the Schengen zone. It is crucial for the competitiveness of Paris-Charles de Gaulle and means keeping itself at the head of the European Hubs and continuing to offer our passengers rapid transfers.

Will the concourse be able to handle the A380?

The Airbus A380 will primarily be allocated to the stands of the Galerie Parisienne, which has six stands with triple walkways. Nonetheless, the new concourse will be able to handle this aircraft on one of its dual-walkway stands. Eventually, it will be possible to handle 12 jumbos simultaneously at the concourse.

A “tailor-made” boarding lounge



The passenger opinion polls carried out by Aéroports de Paris have highlighted their expectations in terms of the design, atmosphere and functionality of the boarding lounges. The Aéroports de Paris teams have thus worked from the very start of the project on all of the details, from the selection of the chairs, through the floor decoration, to the orientation of the information screens, to create a unique experience.

The «top five» priority expectations of passengers:

- natural light
- colours
- seeing the aircraft
- a simple and smooth-flowing airport
- services appropriate to their needs

*«The quality of the services offered is our priority. All of the men and women of Aéroports de Paris are motivated to provide the best service to passengers. The latest initiatives of Aéroports de Paris all share the aim of providing comfort and satisfying the passengers' needs», says **François Rubichon**, Deputy Chief Executive Officer of Aéroports de Paris.*

A bright and welcoming internal atmosphere

The metallic structure of the new concourse brings together an exterior glass canopy with wood trim on the interior. The span of the metallic arches makes it possible to offer passengers wide openings to the outside.

+ A covering comprising 9,300 glass panels

Lightness comes at the top of the list of preferences expressed by the passengers, hence the desire of Aéroports de Paris to bring the maximum amount of natural light into the concourse. The latter is covered with 33,000 m² of serigraphed glass panels which filter out a proportion of the sun's rays whilst allowing passengers a wonderful view onto the runways and the planes. The ends of the concourse, wide vertical glass walls, form two truly panoramic viewpoints converted into rest areas.

+ A welcoming atmosphere:

Place of wood ...

Aéroports de Paris decided to dress the boarding lounge with an interior wood trim. This natural covering, appreciated immediately by passengers, brings the warmth and calm of a living material. From among several species, the Aéroports de Paris architects selected ash for its varied colours (drawing on yellow, red and brown).

... and colours

Aéroports de Paris favoured warm and vibrant tones for the floor and the seats in the concourse. Raspberry carpeting, forming waves of colours, reinforces this inviting atmosphere and helps travellers to identify the different areas of the concourse.



3 questions for **Marc Fidelle**, chief architect for this project



How did you choose the structure?

We wanted to change the atmosphere whilst preserving the general geometry of the building, to meet a dual request from passengers: more natural light and the ability to watch the planes.

The decision to retain the glass canopy was reached quickly as it was obvious, for aesthetic as well as economic and ecological reasons.

Regarding the choice of material for the interior trim of the concourse wood, species of ash to be precise, also quickly became a must: it simultaneously brings warmth, lightness and life into the concourse.

How do you give a welcoming atmosphere to a building more than 600m long?

The passengers wanted a warm environment full of light and also colours.

To meet this need, the architects' team literally weaved light and material. Wide openings onto the runways, but also the openwork that subdues the atmosphere, provide a very varied play of light.

And we took great care in the choice of colours, particularly for the seats and the carpeting. We wanted to enliven a route, so that the colours had a purpose, a usefulness. The welcoming aspect also comes from the different types of chairs offered to passengers. They give a much greater friendliness to the place.

Do you have a little anecdote?

The lights were created specially for this boarding lounge. There are a total of 2,480 long-life fluorescent bulbs, expected to last for 8 years, making up the artificial lighting for the new concourse. You can even buy this model, christened "Gem", which is in the catalogue of the manufacturer, the famous designer iGuzzini.

A comfortable boarding lounge, suitable for everyone's needs



On average, international passengers spend a little over 2 hours in boarding lounges. In order for this wait to be a pleasant experience, the architects designed 3 “living” areas:

- Rest areas: located at the very ends of the concourse, two islands of lounge chairs await passengers who want to rest quietly.
- 4 relaxation areas have been set out in the concourse, two in each wing. These are true “living areas” that combine relaxation with entertainment. There, passengers will be able to have something to eat while making the most of the play areas.
- “traditional» waiting areas with rows of comfortable chairs.

The new concourse offers 3,000 chairs in a variety of shapes and colours, to suit the tastes and expectations of everyone. Their design and comfort have been the subject of numerous tests. Furthermore, their arrangement was carefully thought out so that, from where they are sitting, passengers are always able to consult flight information.

All of the routes and services in the new concourse are accessible to persons with reduced mobility. The lifts, cash machines and toilet facilities have been adapted. Indeed, the reception counters have been lowered and spaces for wheelchairs have been included.

*«In our surveys, the majority of passengers expressed the need for freedom but also for efficient services. They also asked for a warm welcome, going as far as personalized care. Some wanted to stay connected to the outside via the internet. Others, on the other hand, were looking for leisure activities, fun, pleasure, fantasy and references to the French identity. We have tried to satisfy all of these desires with dedicated areas and a wide range of services», explains **Olivier Tarneaud**, Head of Marketing, Aéroports de Paris.*

+ Work areas:

5 work areas are equipped with sockets to plug in and connect computers. The passenger will also be able to access computer terminals connected to the Internet. In addition, Wifi is available throughout the concourse.

+ Play areas for the children ... and the older ones:

In partnership with Gulli, the TNT youth channel, Aéroports de Paris has set out two play areas, each of 26 m², which have a TV area broadcasting programmes from the channel.

And for the older ones, the latest generation of Sony Playstation games consoles are available in the concourse. 14 «Playstation 3» will be installed in 3 dedicated areas.

+ Practical services:

The new concourse also offers numerous practical details: electric sockets at each row of seats to enable passengers to recharge their electronic equipment. 300 information screens for AEO (the Aéroports de Paris television channel) and information screens on flights, mini-trolleys for making purchases in the shops.



The shops: a flood of new brands



The shopping gallery of the Terminal 2E concourse offers passengers 31 shops and 7 bars and restaurants, spread over 4,600m².

Aéroports de Paris is recreating Place Vendôme with the most attractive luxury names such as Cartier, Chaumet, Rolex and Van Cleef & Arpels (an airport exclusive). A total of 7 sales outlets are dedicated to jewellery and timepieces.

A showcase of global trends, the shopping gallery today welcomes the biggest names in fashion with a **Dior** boutique, a **Prada** boutique, Ralph Lauren and, for the first time in an airport, an **Yves Saint Laurent** boutique. Thus they rejoin not only Baccarat, Céline, Hermès and Ferragamo but also the high end brands essential to our international passengers: Cécile et Jeanne, Furla, Hugo Boss, Lacoste, Longchamp, Lancel, Sonia Rykiel with its Karma range, Samsonite, Swarovski and Tumi.

New designers are also setting up at Aéroports de Paris. The Printemps store offers, as an airport exclusive, the brands Zadig & Voltaire, Paul and Joe, Repetto Marc by Marc Jacobs, and Gérard Darel.

For the little ones, the «Quand le Chat n'est pas là» store welcomes the brands Kenzo, Burberry and, exclusively, Bonpoint.

Pascal Bourgue, Marketing, Retail and Communications Director : «This boarding lounge of Terminal 2E is a veritable showcase for the new range of Aéroports de Paris shops. Here, we are making space for 18 prestigious new brands, overwhelmingly chosen by our customers. Welcomed in an airport for the first time, they embody Paris, the capital of luxury and design. Our commercial strategy relies on a targeted analysis of our passengers' expectations in order to offer them tailor-made shopping areas. Between now and the end of the year, we are planning the addition of more than 5,500 m² of commercial space in our airports as a whole.»

+ An area of 375 m² dedicated to beauty

In the Beauty Unlimited store, passengers will be able to find all of the big names in perfumes and cosmetics, as well as a space dedicated to designer brands. Chanel, Clarins, Clinique, Dior, Estée Lauder, Guerlain, Lancôme and Yves Saint Laurent each have their own special areas. Continuous demonstrations (flash makeup etc.) mean that personal relationships can be created with each of our customers.

+ French gastronomy at the forefront

For the first time in an airport, La Maison du Chocolat and a Ladurée outlet are opening in Terminal 2 E. These two symbolic names in French gastronomy are offering an exclusive selection of their products, adapted for the international clientele in the terminal.

+ A "Cuisines of the World" refreshment area and a new Guy Martin-signed concept

Aéroports de Paris is providing a new refreshment area that brings together various international culinary specialties. This food-court has 200 spaces and four ranges of refreshments:

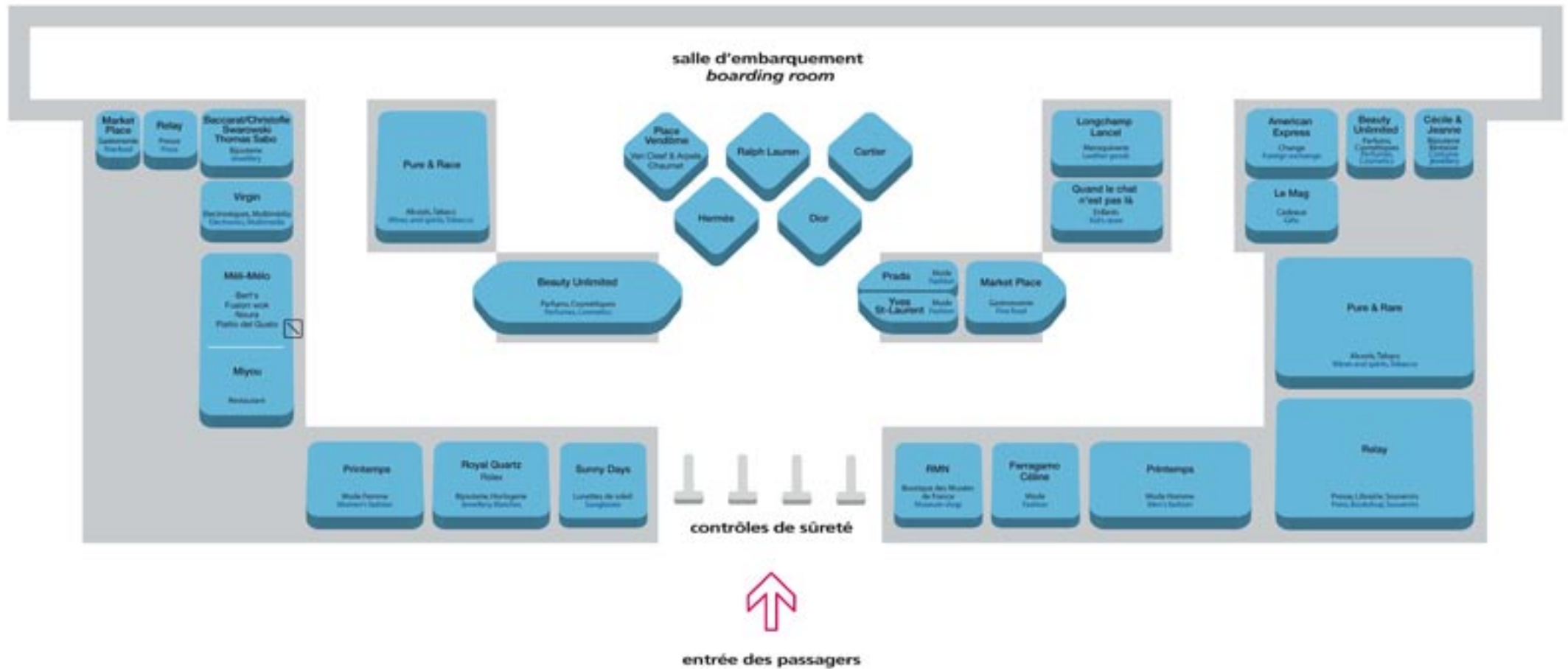
- fast food and health food with the Bert's chain
- for the first time in an airport, Noura, the Lebanese caterer
- Asiatic food with Fusion Wok,
- Italian food with Plato Del Gusto

An Exki outlet dedicated to "organic food" and an Illy café complete the food and drink ranges on offer in the shopping gallery.

Guy Martin, chef of the «Grand Véfour» is launching a new restaurant, called MIYOU, at the airport. An exclusive concept thought up for Aéroports de Paris, the restaurant offers passengers a cosy atmosphere with high-end self-service and a lounge. *«I wanted a place both alive and peaceful, like a private sitting room, where it is nice to spend a bit of time for relaxation, calm and intimacy,»* states Guy Martin.

The restaurant menu offers an exclusive selection of specialty sweet and savoury sandwiches devised by Guy Martin: *«I attach great importance to health-foods, vegetables, ingredients from all around the world and subtle spices.»*





Three Questions for **Florence Lenne**, Retail Director, Aéroports de Paris



What importance is given to shops in the new concourse of T2E?

Our customers are spending more and more time doing shopping at the airport. For a proportion of our clientele (businessmen, frequent flyers), this is even the only time when they do their shopping! Consequently, they want to find their preferred brands and products at the airport. By providing them with more than 40 sales outlets, we are offering them a wide range of products, prices and even names newly introduced at the airport.

Why are there so many outlets dedicated to luxury?

This bias is a response to the expectations of our customers. Through our research, we are finding that our passengers are on the look-out for luxury brands that embody the magic of Paris, whether it is fashion, beauty or gastronomy. A new aspect is that they now want access to designer clothes. Today, we are offering them a selection of brands that meet this demand.»

The catering in Terminal 2 E is very varied, is this a new trend for Aéroports de Paris?

Whether on connections or direct flights, our passengers need refreshments appropriate to the journey. We have therefore put the emphasis on light refreshments - «finger-food». Our customers come from all over the world and so we are offering them international cuisine that corresponds to the food they are used to. The airport is also a showcase for French gastronomy. With the chef Guy Martin, we are hoping to encourage our international customers to explore new French cuisine.»

Energy efficiency and eco-certification



+ Controlled energy consumption

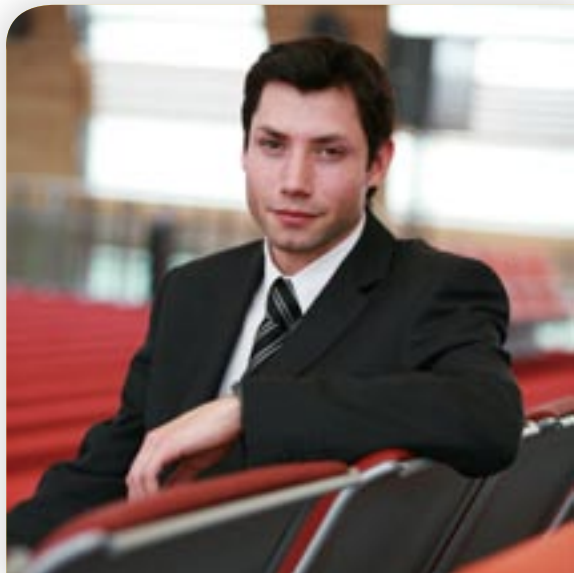
Even the architecture of the building – glass panels, light shafts –, by giving pride of place to natural light, is helping to achieve significant energy savings. Qualities of insulation, «intelligent» air-conditioning and optimized renewal of ambient air, all contribute to the energy efficiency of the building.

+ «Eco-certified» wood

The wood used for the internal trim is «eco-certified» by the European network of the Program for the Endorsement of Forest Certification. This label guarantees that the wood was harvested in sustainably managed forests.

Bernard Cathelain, Executive Director and Chief Development Officer:
«It is the objective of Aéroports de Paris to reduce the company's energy usage by 20 % per passenger by 2020 compared with 2004, through a major program of measurement and control of consumption. With its good energy performance, the new Terminal 2E concourse is contributing to this target».

Three questions for **Romain LOCHU**, operations manager



How does this work fit within a sustainable development initiative?

Aéroports de Paris encouraged the selective sorting of waste from the building site, in order for it to be recovered and ultimately recycled. As another example of adding value, the 20,000 tonnes from the former concrete vaulted roof was crushed, recycled and can be reused on other projects.

We have also been very vigilant with regard to the impact of the building work on the immediate environment, for example by reprocessing the cutting water from the vaulted roof demolition operations before its release into the rain water drains.

Still according to this sustainable development approach, we have retained numerous elements from the original building: glass panels, electromechanical equipment (moving walkways), lights etc

What are the environmental benefits of this new boarding lounge?

Several architectural preferences and techniques are contributing to its high energy performance: the choice of the most effective insulating materials, the perfecting of high-technology air-conditioning and the optimization of air renewal. The significant role given to natural light fits into the same rationale. Its internal trim has been finished with wood sourced from sustainably managed forests.

And in the scope of its operation, does it also provide environmental benefits?

With the aircraft contact stands, you avoid having to take the bus to get to your plane which, apart from comfort for the passenger, has a positive environmental impact. Also, all of the aircraft stands are equipped with 400 Hz electric sockets, making it possible to limit the use of generating sets or aircraft auxiliary engines.

The building project, stage by stage



Marie-Laure Kepeklian, project director: *Less than two years of work was needed to get this new boarding lounge of Terminal 2E into service, while keeping to costs and deadlines. So the site had more than 500 people permanently mobilized and had the special feature of progressing continuously from West to East in order to be able to keep 7 to 10 aircraft stands operating along the length of the concourse.*

+ Preliminary dismantling (May 2006 - December 2006):

The objective of the operation was to recover as many elements as possible with a view to sustainable development and savings in time and money. Thus being able to retain certain structures for the light work (railings, stainless steel mesh cladding ...), the air-conditioning system, lighting components, electrical equipment (sound system) etc.

+ Removal of the glass panelling (July 2006 - March 2007):

This removal was carried out with the aid of suction pads from the tarmac. The 9,300 glass panels were inventoried and stored in a purpose-built 5,000 m² hangar, 5 kilometres from the site while waiting to be put back.

Progress = 70m (1 zone) per month



+ Demolition and recycling of the concrete (September 2006 - April 2007):

The demolition involved removing the 152 concrete arches of the building from West to East at a rate of one per day. Each arch (4m wide and about 100 tonnes) was cut into three shells.

The removed shells were «cracked» and then taken off site for crushing. Thus recycled, this concrete will be able to be used for other projects (road works for example).

+ Installation of the metal framework (February 2007 - October 2007):

The metal structure was chosen primarily for its simplicity, its robustness and its lightness: the new roof will thus be about 6 to 7 times lighter than the old one.

The 152 arches of the metal framework were delivered in 4 parts and assembled into halves on the ground before being positioned and then bolted together. These 2,800 tonnes of framework were anchored onto the lip of the metal girder.

+ Replacing of the glass panelling (April 2007 - December 2007):

Around 9 months were needed to replace the 33,000 m² of glass and stainless steel panels.

+ Installation of the wood trim, finishings and light work (July 2007 – March 2008):

Once a zone of the building was protected from water (glass replaced over 70m), the installation of the 18,000 m² of wood trim was able to begin. These panels were fixed to the metal framework.

After the installation of the wood trim, all of the technical and light work packages followed (electricity, air-conditioning, replacing of railings, laying of carpeting etc.).



The transformations of Paris - Charles de Gaulle



In 2005, Aéroports de Paris launched an unprecedented investment program of 2.7 billion euros over five years to receive passengers under the best conditions of efficiency and comfort and to expand its range of services. For Paris-Charles de Gaulle airport this translates into a capacity increase of about 20 million passengers.

«In two years, 2007 and 2008, we will in practice have increased the capacities of Paris-CDG by 20 million passengers. This is practically the equivalent of an airport like Paris-Orly! Now, our installations are sized to cope with the growth in traffic, which is allowing us to look to the future with confidence. This is also enabling us to considerably increase the areas given over to commerce and to enhance our range of services to passengers», enthuses Pierre Graff, Chairman and CEO of Aéroports de Paris.

+ Paris-CDG1

Renovation started in 2004 and fully completed by March 2009

+ CDGVal

Entered into service in April 2007, CDGVal is a free automated metro intended to ease the movement of passengers and the 85,000 staff working at Paris-Charles de Gaulle airport. In 8 minutes it links the 3 terminals of the platform, the RER-TGV stations and the long stay car parks.

+ The Galerie Parisienne

Opened in June 2007, the new boarding satellite for Terminal 2E is designed to handle 8.5 million passengers per year. It can receive jumbos such as the A380

+ New Terminal 2E concourse

Entry into service expected end of March 2008

+ Regional terminal

The regional terminal of Paris - Charles de Gaulle airport («T2G») will enter into service in September 2008. It will be intended for passengers from the Schengen zone travelling on 50-100-seater aircraft. This terminal will have a nominal capacity of 3 million passengers per year.

+ Satellite S4

This satellite is currently expected to become operational in 2012. The provisional capacity of satellite S4 will be about 7.2 million passengers per year. This satellite, dedicated to international long haul traffic, will be able to handle 16 jumbos simultaneously, including 7 A380 type.



The new Terminal 2E concourse in figures

Dimensions :

Length: 660 m

Width: 30 m

Height: 19 m

Surface area: 45 000 m²

33 000 m² of glass covering, i.e. 9,300 panels

18 000 m² of wood ceiling

2 800 tonnes of steel for the framework

20 000 tonnes of concrete removed

Handling capacity:

7.6 million passengers per year

Number of aircraft stands:

17 contact stands eventually, and 6 remote boarding gates

Commercial surface area in the new concourse:

4600m² (3500 m² of shops and 1,100 m² of bars and restaurants)

Date of entry into service:

30 March 2008

Investments for the work:

environ 130 million d'euros

Chronology :

30 March 2008:	reopening of the Terminal 2E concourse
December 2007:	Close-covered
April 2007:	end of demolition
July 2006:	start of works
May-June 2006:	Notification of the first contracts
Autumn 2005:	Launch of the first calls for tenders
15 June 2005:	opening of a second temporary boarding lounge
17 March 2005:	announcement of the reconstruction of the vaulted roof of the Terminal 2E concourse by Pierre Graff, Chairman and CEO of Aéroports de Paris
20 December 2004:	opening of a temporary boarding lounge
17 August 2004:	partial reopening of Terminal 2E to traffic
2 June 2004:	organization of a memorial ceremony for the families of victims
24 May 2004:	implementation of a temporary plan for reorganization of traffic
23 May 2004:	collapse of the vaulted roof of the Terminal 2E concourse

Main players involved in the project

Project owner:

Aéroports de Paris (DGA)

Project management:

Aéroports de Paris (DMO)

Project design & construction:

Aéroports de Paris (INA)

Control office: Socotec

CSPS : Socotec

CSSI : Akssion

OPC : Methodology and Steering

Holder	Contract title
Actémium	Control of security access
Balas Mahey	Dismantling of Climate Control, Plumbing equipment
Bredy	Replacement of wood ceiling
CCM	Fixed signage
CCM	Furniture
Finnforest Gmbh	Wood trim
Forclum	Centralized management system
France Sols	Flexible and hard floors
Joint group: Genier-Deforge (main), Brunel Démolition, Mills (shoring) and Mediaco (lifting)	Demolition of the vaulted roof
Joint group: Laubeuf (main) / Castel and Fromaget	Framework reconstruction Glass removal / replacement
Joint group: Schmit industrie (main) and Verre et Métal	Shops
Joint group: Stéfal (main) and Balas Mahey	Replacement of Climate Control, Plumbing
Joint group: Eiffage TP (main), Eiffel Construction métallique, Delair Navarra.	Shell and masonry
GTMH IdF	Removal of low current equipment
Kusch & Co	seats
SAM+	Reinstalling light work
Joint group: Satélec (main) and El IdF	Reinstalling low tension
Satélec	Reinstalling low current
Schindler	Installing moving walkways
Schindler	Installing escalator
SNEF	Removal of low tension equipment
SPR	Paintwork
TMB	Finishing off
ThyssenKrupp	Installation of lifts
ThyssenKrupp	Aircraft walkways
Verre et Métal	Removal of light work
Walter	Hangar