
Section 1: 6-K (FORM 6-K)

UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20546

FORM 6-K

REPORT OF FOREIGN PRIVATE ISSUER PURSUANT TO RULE 13a-16 OR 15d-16
UNDER THE SECURITIES EXCHANGE ACT OF 1934

For the month of May, 2019

Commission File Number: 333-221916

Corporación América Airports S.A.

(Name of Registrant)

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(Address of Principal Executive Office)

Indicate by check mark whether the registrant files or will file annual reports under cover of Form 20-F or Form 40-F.

Form 20-F Form 40-F

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(1):

Note: Regulation S-T Rule 101(b)(1) only permits the submission in paper of a Form 6-K if submitted solely to provide an attached annual report to security holders.

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(7):

Note: Regulation S-T Rule 101(b)(7) only permits the submission in paper of a Form 6-K if submitted to furnish a report or other document that the registrant foreign private issuer must furnish and make public under the laws of the jurisdiction in which the registrant is incorporated, domiciled or legally organized (the registrant's "home country"), or under the rules of the home country exchange on which the registrant's securities are traded, as long as the report or other document is not a press release, is not required to be and has not been distributed to the registrant's security holders, and, if discussing a material event, has already been the subject of a Form 6-K submission or other Commission filing on EDGAR.

SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

Date: May 28, 2019

Corporación America Airports S.A.

By: /s/ Andres Zenarruza
Name: Andres Zenarruza
Title: Legal Manager

By: /s/ Raúl Guillermo Francos
Name: Raúl Guillermo Francos
Title: Chief Financial Officer

Exhibits

<u>Exhibit No.</u>	<u>Description</u>
99.1	Press release dated May 28, 2019 – Corporación América Airports Provides Update on Florence Airport Expansion Project
99.2	Press release dated May 27, 2019 – Toscana Aeroporti: Judgement of the Regional Administrative Court

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Section 2: EX-99.1 (EXHIBIT 99.1)

Exhibit 99.1



Corporación América Airports Provides Update on Florence Airport Expansion Project

Luxembourg, May 28, 2019 — Corporación América Airports S.A. (NYSE: CAAP), (“CAAP” or the “Company”) the largest private sector airport concession operator in the world by number of airports, announced today that on May 27, 2019 that its subsidiary Toscana Aeroporti S.p.A. has been notified by the Regional Administrative Court (TAR) of the Region of Tuscany that it has granted the petitions lodged by the committees and the municipalities located in the "Piana del Castello" area, near Florence, overturning Decree-Law relating to the approval of the Environmental Impact Assessment for the Florence Master Plan, thus interrupting the procedures required to advance on the construction of a new 2,400-metre runway and a new terminal, despite the favorable conclusion of the Service Conference last February.

This judgement seeks to overturn the approval of the Environmental Impact Assessment, issued on December 28, 2017 by the Italian Ministry of Environment after conducting an environmental impact assessment (*Valutazione di Impatto Ambientale*), that was based on the assessment given by the national ministerial commission of experts regarding the suitability of the technical documentation to demonstrate the lack of negative impacts on the environment.

In protection of the legitimate interests of the Company, its shareholders and the city of Florence, Toscana Aeroporti has instructed its legal counsel to immediately lodge an appeal before the Council of State with a motion for a stay of the judgement.

The attached press release was issued by Toscana Aeroporti S.p.A., CAAP’s Italian subsidiary.

About Corporación América Airports

Corporación América Airports acquires, develops and operates airport concessions. The Company is the largest private airport operator in the world by the number of airports and the tenth largest based on passenger traffic. Currently, the Company operates 52 airports in 7 countries across Latin America and Europe (Argentina, Brazil, Uruguay, Peru, Ecuador, Armenia and Italy). In 2018, Corporación América Airports served 81.3 million passengers. The Company is listed on the New York Stock Exchange where it trades under the ticker “CAAP”. For more information, visit <http://investors.corporacionamericaairports.com>.

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Section 3: EX-99.2 (EXHIBIT 99.2)



PRESS RELEASE

TOSCANA AEROPORTI: JUDGEMENT OF THE REGIONAL ADMINISTRATIVE COURT

Florence, May 27, 2019 – Toscana Aeroporti S.p.A. was disappointed to learn of the judgement rendered by the Regional Administrative Court (TAR) of the Region of Tuscany, granting the petitions lodged by the committees and the municipalities located in the "Piana del Castello" area, near Florence, and quashing the Decree-Law relating to the approval of the Environmental Impact Assessment for the new runway of the Florence Airport.

It seems clear that, unfortunately, it is impossible to develop infrastructure in Italy, considering that the Judge completely overturned the assessment given by the national ministerial commission of experts, supported and endorsed by the competent ministers of three different national governments (Renzi, Gentiloni and Conte), regarding the suitability of the technical documentation to demonstrate the lack of negative impacts on the environment.

In the Regional Administrative Court's view, the administration ought to have requested further inquiries, instead of concluding that the investigation had been thorough and complete. However, Article 5 of Legislative Decree No. 152 of 2006, as amended by Legislative Decree No. 104 of 2017, provides that an Environmental Impact Assessment is conducted on a plan presenting "a level of information and detail that is at least equivalent to that of the feasibility plan, as defined in Article 23, paragraphs 5 and 6, of Legislative Decree No. 50 of April 18, 2016, and in any event a level sufficient to permit a thorough assessment of the environmental impacts." We therefore would like to cite the letter — in complete technical disagreement with the Judge's ruling — sent to the Italian Civil Aviation Authority (ENAC) by the Department of Environmental Assessment of the Ministry of the Environment, which concludes that "the planning documentation in the procedure's archives may be regarded as adequate for the purposes of Environmental Impact Assessment rules [...] already deemed sufficient and complete."

It should also be noted that it was not Toscana Aeroporti that concluded that the plan details were adequate for the Environmental Impact Assessment, but the competent technical departments of the Ministry. Toscana Aeroporti did everything asked of it in the course of the administrative proceedings.

The judgement does not revolve around legal issues; rather, it enters into the merits of technical details, overturning the opinion of the institutional technical experts assigned to the case. It therefore seems, at the very least, peculiar that the Judge, examining the merits of the plan's details, did not rely on a technical expert and that the judgement was rendered on the same day as the hearing. Essentially, in just a few hours, the Panel of judges — without any technical expertise in the field — examined, analyzed and assessed 146 planning documents and a total of 399 technical and environmental documents, which it took qualified ministerial and institutional technical experts and various universities more than two and a half years to prepare and approve. Finally, the Judge finds fault with the fact that the ministerial Environmental Observatory, tasked with verifying compliance with the requirements, did not include any representatives of the municipalities opposed to the project. There is no law mandating what the Judge has ruled.

The judgement thus interrupts the procedures necessary to the completion of the project, despite the favorable conclusion of the Service Conference.

In protection of the legitimate interests of the Company, its shareholders, the city of Florence — which has been waiting for this project for 50 years — and all those who support the value of infrastructure as a driver of development and wellbeing, Toscana Aeroporti has instructed its legal counsel to immediately lodge an appeal before the Council of State with a motion for a stay of the judgement.

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