



NOTICE OF AUCTION No. 01/2018
CONCESSION FOR THE EXPANSION, MAINTENANCE AND OPERATION OF AIRPORTS INTEGRATING THE
NORTHEAST, MIDWEST AND SOUTHEAST BLOCKS

ATTACHMENT 3 TO THE CONCESSION AGREEMENT

PROCEDURES FOR IMPOSING FINES

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1. Initial Information

- 1.1 This Attachment provides the procedure for the application of fines, within the scope of the Concession Agreement.

2. Procedures for the Imposing Fines

- 2.1 Without prejudice to the regulations issued by the ANAC, fines will be applied as a result of infractions practiced by the Concessionaire to the clauses contained in the Concession Agreement and its Attachments, in accordance with the procedure set forth in this Attachment, subject to the provisions of Chapter VIII of the Agreement.
- 2.2 The amounts of the fines will be calculated based on a percentage of the Concessionaire's gross revenue and any eventual wholly owned subsidiaries, calculated by ANAC, in the calendar year prior to the practice of the infraction that caused the application of the penalty, except for the conduct described in table D, the calculation of which shall comply with the criteria.
- 2.2.1 In the event that the Concessionaire has not fully operated the airport infrastructure granted for a full calendar year when the infraction was committed, the basis for calculating the amount of the fine shall be equivalent to the annualized average gross revenue of the Concessionaire and its eventual wholly-owned subsidiaries earned in the first year grant schedule.
- 2.3 For the purpose of defining the basic values of fines resulting from infraction conduct specifically defined in this Attachment, Tables A, B, C and D, as verified.
- 2.4 The definition of the basic value of the fine resulting from an infraction which is not specified in the tables indicated in the previous item will be carried out by means of an analysis of the specific case and the following weighting criteria:
- 2.4.1. Technical and service standards;
- 2.4.2. Airport capacity unavailable;
- 2.4.3. Actual or potential damages resulting from the infraction, for the service and for the users, including the exposure of the physical integrity of people to risks;

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- 2.4.4. The number of users reached by the event; and,
- 2.4.5. The advantages, actual or potential, obtained by the Concessionaire in virtue of the infraction practiced.
- 2.5 The definition of the base values of fines applicable to the cases provided for in item 2.4 will result from the crossing of the criteria described in subitems 2.4.1 to 2.4.4 with the criterion described in sub-item 2.4.5, and the reference table AND.
- 2.6 Decreases or additions will be applied to the basic amounts of the fine due to the finding of mitigating and / or aggravating circumstances in the proportions designated below.
- 2.6.1 Mitigating circumstances:
- 2.6.1.1 The acknowledgment, within the deadline for presentation of the defense, of the commission of the infraction being investigated, and shall reduce by 20% (twenty percent) the basic amount of the fine;
- 2.6.1.2 The influence of external agents resulting in noncompliance, which has an impact on the result produced, should reduce by 15% (fifteen percent) the base value established for the fine;
- 2.6.1.3 The execution of spontaneous measures of the Concessionaire, resulting in the cessation of the infraction and recomposition of the conditions of the offended persons, within the deadline for presentation of the defense, reducing by 20% (twenty percent) the base value established for the fine; and
- 2.6.1.4 The inexistence of infractions, finally judged, practiced in the last 05 (five) years, reducing by 15% (fifteen percent) the base value established for the fine.
- 2.6.2 Aggravating circumstances:
- 2.6.2.1 Having the infraction been committed by fraud or bad faith, and must be 30% (thirty percent) lower than the base value established for the fine;
- 2.6.2.2 Failure to adopt alternative and / or mitigating measures, within the term and in the terms recommended by the ANAC, and shall be imposed at 20% (twenty percent) on the base value established for the fine;
- 2.6.2.3 To practice an infraction to facilitate or ensure the execution, concealment, impunity or advantage of another infraction, and shall be 30% (thirty percent) lower than the base value established for the fine; and

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- 2.6.2.4 The specific recidivism of the Concessionaire in the commission of the infraction in the last 05 (five) years, which shall be 15% (fifteen percent) above the base value established for the fine.
- 2.6.3 The sums of the percentages attributed to the attenuating and aggravating circumstances can not, each, exceed the limit of 50% (fifty percent).
- 2.7 In the process of calculating the basic amount of the fine applicable to the infractions described in Table B - Infractions Related to Works and Investments (Group I) partial deliveries may be considered, provided that the part of the infrastructure delivered is effectively made available and suitable for airport operations, both functionally and technically.
- 2.7.1 In the event of the occurrence of the situation contemplated in this item, the amounts indicated in the table will be reduced proportionally to the effective operational gain provided by the part of the infrastructure delivered in comparison with the contractually required.
- 2.8 The fines applicable to infractions of a continuing nature shall be calculated from the date of cessation of performance of the obligation until the date on which it is resumed, or from the date of expiration of the term established, contractually or by determination of ANAC, until the date on which the compliance with the obligation or the fulfillment of the determination is verified, without the need for a new one.
- 2.8.1 For the purpose of terminating the calculation of the fine applicable to infractions of a continuing nature, it shall be incumbent upon the interested party to notify ANAC of the resumption of compliance with the contractual obligation or compliance with the established determination, presenting unequivocal evidence of the alleged facts, by forwarding reports containing reports, including photographs, if necessary, or by other means suitable for proving the information presented.
- 2.8.2 In infractions with fines for monthly incidence, the fraction of the month in the first month in which the infraction is found will be rounded up to the next higher whole number. In other months, the fraction of a month equal to or greater than 15 (fifteen) days shall be considered as a full month.

3. Reference Tables

COMMON TO ALL BLOCKS

Table A - General Infractions

| REF. | DESCRIPTION | VALUES | INCIDENCE |
|------|-------------|--------|-----------|
|------|-------------|--------|-----------|

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|------|--|--------|---------------------|
| A-01 | Fail to keep the inventories of the Concession's reversible assets up to date. | 0,500% | Monthly |
| A-02 | Fail to send the Internal Report of Goods - RIB within the periods provided for in the Contract. | 0,075% | Monthly |
| A-03 | Fail to send the External Report of Assets - REB within the terms set forth in the Contract. | 0,125% | Monthly |
| A-04 | Fail to send the Goods Movement Report - RMB within the terms of the Contract. | 0,025% | Monthly |
| A-05 | Fail to send annually a report that presents the calculation of the value of the Regulated Revenue by Passenger, with the specific opinion of an independent audit firm. | 0,075% | Monthly |
| A-06 | Failure to submit a report containing the Concession information, pursuant to this Agreement and the regulations issued by ANAC and within the deadlines defined in such acts, in particular all the information provided in Attachment 2 - PEA and in Attachment 4 – CHARGES, regarding statistical data of traffic of aircraft, passengers and cargo processed in the period, the values collected with the airport tariffs, as well as memories of calculation of values due to the FNAC. | 0,100% | Monthly |
| A-07 | Failure to have an up-to-date electronic database capable of generating a report containing the Concession information, pursuant to this Agreement and the regulations issued by ANAC and within the deadlines defined in such acts, in particular all the information provided in Attachment 2 - PEA and Attachment 4 - Charges, related to statistical data on traffic of aircraft, passengers and cargo processed during the period, as well as amounts collected from airport charges. | 0,125% | Monthly, By Airport |
| A-08 | Refuse access to database, documents, data or information, when required by the ANAC during audit or inspection. | 0,125% | By Event |
| A-09 | Failure to have a system of registration and treatment of the demands related to the provision of the service able to generate a report containing the information about the manifestations received, in the terms and deadlines defined in the Contract and in the regulations issued by ANAC. | 0,125% | Monthly, By Airport |

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|------|--|--------|----------|
| A-10 | Fail to submit to ANAC the analytical monthly balance sheets, according to deadlines established in the Contract. | 0,050% | Monthly |
| A-11 | Failure to submit to ANAC the annual financial statements, in accordance with the terms established in the Agreement. | 0,125% | Monthly |
| A-12 | Failure to present an independent audit specific opinion on the value of the Variable Contribution or to include a specific chapter that addresses this amount in the independent audit opinion related to the financial statements, according to the terms established in the Contract. | 0,075% | Monthly |
| A-13 | Fail to present to ANAC or to publish the annual financial statements. | 0,250% | Monthly |
| A-14 | Fail to present to ANAC or to publish the annual financial statements. | 0,075% | Monthly |
| A-15 | Failure to keep capital stock subscribed and paid in, under the conditions and according to the minimum established in the Contract. | 1,000% | Monthly |
| A-16 | Conclude a loan agreement without prior ANAC approval. | 0,500% | Monthly |
| A-17 | Perform charges in disagreement with Attachment 4 - Charges. | 0,025% | By Event |
| A-18 | Establish charging based on non-objective or discriminatory criteria. | 0,125% | By Event |
| A-19 | Do not observe the tariff ceiling established in item 3.2.2 of Attachment 04. | 0,125% | By Event |
| A-20 | Failure to observe, under the terms of item 4.4.3 of the Contract, the obligations relating to consultations with relevant stakeholders on charging proposals involving tariff increases. | 0,250% | By Event |
| A-21 | Failure to inform ANAC, the public and airlines and other airport users, whenever there is a change in the rates charged, the new value and the effective date at least 30 (thirty) days in advance. | 0,025% | By Event |
| A-22 | Fail to make available and / or keep updated, in an accessible form, in its electronic website, for free access and consultation by the general public, the tables in force with the tariff values adopted. | 0,001% | Daily |
| A-23 | Enter into a contract with a Related Party to explore | 0,500% | Monthly |

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| | economic activities that generate Non-Aeronautical Revenues. | | |
| A-24 | To execute auxiliary service to the air transport without the creation of integral subsidiary in the cases in which the ANAC so requires. | 0,250% | Monthly |
| A-25 | Allow the participation of a wholly-owned subsidiary of the Concessionaire in other companies. | 1,000% | Monthly |
| A-26 | Enter into a contract that exceeds the concession term without prior consent from the Ministry of Transport, Ports and Civil Aviation. | 1,000% | Monthly |
| A-27 | Anticipate the installments that exceed the term of the concession in case of contracts that involve the use of spaces in the Airport Complex duly authorized to exceed the term of the concession. | 1,000% | Monthly |
| A-28 | Prevent access by ANAC, at any time, to a contract that the Concessionaire concludes to formalize the use of spaces in the Airport Complex. | 0,125% | Monthly, by contract |
| A-29 | Failure to ensure free access for airlines or third parties to act in the provision of ancillary services to air transportation, in compliance with current regulations, including when directly providing these services by the Concessionaire, or to respect the prohibition of discriminatory and abusive practices, in accordance with current legislation and ANAC regulations. | 0,250% | Monthly |
| A-30 | Failure to observe the tariff exemptions provided for in current laws and regulations. | 0,125% | By Event |
| A-31 | Failure to contract or maintain in force, during the term of the Concession, insurance policies, with a minimum term of twelve (12) months, that guarantee the continuity and effectiveness of the operations performed at the Airport, which are sufficient for the coverage provided in the Concession Agreement. | 0,500% | Daily |
| A-32 | Failure to maintain the Contractual Enforcement Guarantee in the amounts and terms established in the concession agreement. | 1,000% | Daily |
| A-33 | Failure to provide ANAC, within the established deadlines, any documents and information pertinent to the Concession, including financing, investments, insurance, guarantees, contracts and | 0,005% | Daily |

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| | agreements of any nature entered into with third parties, as well as changes therein during the Concession. | | |
| A-34 | Carry out, during the term of the Concession, any direct or indirect modification in the respective corporate controls or transfer the Concession without the prior and express consent of ANAC. | 5,000% | By Event |
| A-35 | Enter into shareholders' agreements within the scope of the Concessionaire, or make any subsequent changes without the prior approval of ANAC. | 0,250% | By Event |
| A-36 | Transfer shares owned by the Airport Operator, or carry out any operation that implies a reduction of its ownership interest in the Concessionaire, during the term of the concession, without prior and express consent of ANAC. | 1,000% | By Event |
| A-37 | Carry out the spin-off, merger, transformation, incorporation, reduction of the Concessionaire's capital without ANAC's prior approval. | 5,000% | By Event |
| A-38 | Change the ownership composition of the Concessionaire, within the first five (5) years of the Concession period, counted from the Effective Date, without ANAC's prior express consent. | 0,125% | By Event |
| A-39 | Increase the equity interest of airlines, their parent companies, subsidiaries or affiliated companies in the Concessionaire without prior and express consent of ANAC. | 5,000% | By Event |
| A-40 | Failure to communicate to ANAC, within a period of 15 (fifteen) days, a change in the ownership composition of the Concessionaire that does not imply a change of corporate control. | 0,005% | By Event |
| A-41 | Failure to meet the standard established for the same Quality of Service Indicator for 2 (two) consecutive or alternating periods within a period of 5 (five) years, at an airport with a movement equal to or greater than 5 (five) million passengers per year. | 0,125% | By Event, Por Indicator |
| A-42 | Failure to meet the standard established for a same Quality of Service Indicator for more than three (3) consecutive months or alternates within a period of 12 (twelve) months, at an airport with a movement equal to or greater than one (1) million passengers | 0,125% | For each month from the fourthP, By Indicator |

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| | per year and less than 5 million passengers per year. | | |
| A-43 | Fail to present the Operational Transfer Plan, within the term and in the form established in the Concession Agreement and other current regulations. | 0,010% | Daily, By Airport |
| A-44 | Fail to present an independent audit opinion regarding the verification of Quality of Service Indicators, when requested by ANAC. | 0,005% | Daily, By Airport |
| A-45 | Fail to present the Quality of Service Plan (PQS), within the term and in the manner provided in the Concession Agreement and other regulations in force. | 0,025% | Daily, By Airport |
| A-46 | Failure to present the Quality of Service Report (RQS), according to the term and form established in the Concession Agreement and other current regulations. | 0,025% | Daily, By Airport |
| A-47 | Fail to comply and / or implement measure provided for in the Service Quality Plan. | 0,125% | Monthly, By Item |
| A-48 | Failure to hire an independent specialized company to carry out studies related to planning, information gathering, research and calculation of the items described in Appendices C and D of the PEA. | 0,125% | Monthly, By Airport |
| A-49 | Failure to carry out the measurement of waiting times in the security inspection queues, in accordance with the Concession Agreement and other current regulations. | 0,001% | By Measurement |
| A-50 | Do not keep detailed records of waiting times measurements in security inspection queues. | 0,025% | Monthly, By Airport |
| A-51 | Failure to record information on the availability of equipment and facilities, as provided in the Concession Agreement and other regulations in force. | 0,001% | By Event |
| A-52 | Fail to apply the Passenger Satisfaction Survey, in the form and in the period defined by the Concession Agreement and other current regulations. | 0,125% | By Event, By Airport |
| A-53 | Failure to observe the interview quota requested by the ANAC in the monthly application of the Passenger Satisfaction Survey. | 0,025% | By Event |
| A-54 | Failure to submit a draft Phase I-B or Investment | 0,025% | Daily |

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| | Trigger events, within the term set forth in a contract, or within the period set by the ANAC, in case of readjustment for non-approval. | | |
| A-55 | Do not present, together with the preliminary design, that this was presented and discussed with the airlines that operate scheduled flights at the airport, recording the contributions received and with the justifications for the contributions not accepted by the Concessionaire, according to item 2.27 Contract. | 0,125% | By Event |
| A-56 | Do not submit, together with the PGI, that it has been presented and discussed with the airlines that operate scheduled flights at the airport, recording the contributions received and the justifications for the contributions not accepted by the Concessionaire, pursuant to item 7.3 Attachment 02 - PEA. | 0,125% | By Event |
| A-57 | Failure to present the investment schedule within the terms and conditions set forth in contract or fixed by the ANAC. | 0,005% | Daily |
| A-58 | Fail to deliver the plants of the new facilities to ANAC within the term established in the contract. | 0,005% | Daily |
| A-59 | Fail to fully comply with the obligation to maintain the level of service, in accordance with the minimum parameters of SAP dimensioning, after the start of Phase II. | 5,000% | Monthly |
| A-60 | Failure to carry out work resulting from an investment trigger during Phase II. | 5,000% | Monthly |
| A-61 | Fail to present the report of the Evaluation of the Conditions of the Facilities, which makes up the PGI, under the terms of the contract and the regulations issued by ANAC and within the deadlines defined in those acts, containing all the information and documents provided for in the PEA. | 0,010% | Daily |
| A-62 | Fail to present the report on the Infrastructure Improvement Program, which comprises the PGI, in accordance with the contract and regulations issued by ANAC and within the deadlines defined in those acts, containing all the information and documents provided for in the PEA. | 0,010% | Daily |
| A-63 | Fail to submit a mandatory item of PGI and the reports that compose it. | 0,010% | Daily |

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| A-64 | Fail to submit the PGI or any of its revisions, within the time limit set in the PEA. | 0,010% | Daily |
| A-65 | Fail to execute the investments and services of its responsibility, within the deadlines set in the schedule for the realization of investment, as well as investments and / or operational actions necessary to maintain the capacity balancing of the other operational components of the Airport with the Passengers Terminal, under the terms of the PEA. | 1,000% | Monthly |
| A-66 | Do not conduct consultations with the relevant stakeholders as provided in item 15.1 of the Agreement. | 0,125% | By Event |

WEST CENTRAL BLOCK

Table B - Infractions related to Works and Investments (Group I)

| REF. | DESCRIPTION | VALUES | INCIDENCE |
|-----------------------------|---|---------|-----------|
| SBCY – Cuiabá | | | |
| B-01 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,5582% | Daily |
| B-02 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 4C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,2627% | Daily |
| SBAT – Alta Floresta | | | |
| B-03 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,1116% | Daily |
| B-04 | Failure to comply with the infrastructure | 0,0229% | Daily |

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| | requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | | |
| SBBW – Barra do Garças | | | |
| B-05 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,1170% | Daily |
| B-06 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,0217% | Daily |
| SBRD – Rondonópolis | | | |
| B-07 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,1180% | Daily |
| B-08 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,0154% | Daily |
| SWSI – Sinop | | | |
| B-09 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,1676% | Daily |
| B-10 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, | 0,0184% | Daily |

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| | night and day, according to the terms and term established in the PEA. | | |
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Table C - Infractions related to Works and Investments (Group II)

| REF. | DESCRIPTION | VALUES | INCIDENCE |
|-------------------------------|---|---------|-----------|
| SBCY – Cuiabá | | | |
| C-01 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0117% | Daily |
| C-02 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | 0,0013% | Daily |
| C-03 | Fail to provide, through taxiways, direct access to the landing strip headwaters, according to the terms and the deadline established in the PEA. | 0,0214% | Daily |
| SBAT – Alta Floresta | | | |
| C-04 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0002% | Daily |
| C-05 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | 0,0013% | Daily |
| SBBW – Barra do Garças | | | |
| C-06 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0026% | Daily |
| C-07 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and time limits established in the PEA. | 0,0013% | Daily |
| SBRD – Rondonópolis | | | |

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| C-08 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0117% | Daily |
| C-09 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | 0,0006% | Daily |
| SWSI – Sinop | | | |
| C-10 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0117% | Daily |
| C-11 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and time limits established in the PEA. | 0,0004% | Daily |

NORTHEAST BLOCK

Table B - Infractions related to Works and Investments (Group I)

| REF. | DESCRIPTION | VALUES | INCIDENCE |
|-----------------------|---|---------|-----------|
| SBRF – Recife | | | |
| B-01 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,1295% | Daily |
| B-02 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,0423% | Daily |
| SBAR – Aracajú | | | |
| B-03 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle | 0,0622% | Daily |

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| | parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | | |
| B-04 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,0085% | Daily |
| SBJP – João Pessoa | | | |
| B-05 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,0783% | Daily |
| B-06 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,0084% | Daily |
| SBJU – Juazeiro do Norte | | | |
| B-07 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,0709% | Daily |
| B-08 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,0105% | Daily |
| SBKG – Campina Grande | | | |
| B-09 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,0452% | Daily |

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| | | | |
|----------------------|---|---------|-------|
| B-10 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,0107% | Daily |
| SBMO – Maceió | | | |
| B-11 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,0204% | Daily |
| B-12 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,0098% | Daily |

Table C - Infractions related to Works and Investments (Group II)

| REF. | DESCRIPTION | VALUES | INCIDENCE |
|-----------------------|--|---------|-----------|
| SBRF – Recife | | | |
| C-01 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0001% | Daily |
| C-02 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | 0,0005% | Daily |
| SBAR – Aracajú | | | |
| C-03 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0012% | Daily |
| C-04 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | 0,0002% | Daily |

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| SBJP – João Pessoa | | | |
|---------------------------------|--|---------|-------|
| C-05 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0033% | Daily |
| C-06 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | 0,0002% | Daily |
| SBJU – Juazeiro do Norte | | | |
| C-07 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0035% | Daily |
| C-08 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | 0,0002% | Daily |
| SBKG – Campina Grande | | | |
| C-09 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0004% | Daily |
| C-10 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | 0,0002% | Daily |
| SBMO – Maceió | | | |
| C-11 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0034% | Daily |
| C-12 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | 0,0002% | Daily |

SOUTHEAST BLOCK

Table B - Infractions related to Works and Investments (Group I)

| REF. | DESCRIPTION | VALUES | INCIDENCE |
|-------------|--------------------|---------------|------------------|
|-------------|--------------------|---------------|------------------|

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| SBVT – Vitória | | | |
|-----------------------|---|---------|-------|
| B-01 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,0396% | Daily |
| B-02 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,0220% | Daily |
| SBME – Macaé | | | |
| B-03 | Failure to extend passenger and baggage handling capacity at the airport, including aircraft movement area, passengers terminal, vehicle parking lot, associated land routes and other supporting infrastructures, in accordance with the terms and time limits set in the PEA. | 0,0273% | Daily |
| B-04 | Failure to comply with the infrastructure requirements necessary for the airport to be able to operate at least 3C code airplanes in Flight Rules (IFR), not accuracy without restriction, night and day, according to the terms and term established in the PEA. | 0,8333% | Daily |

Table C - Infractions related to Works and Investments (Group II)

| REF. | DESCRIPTION | VALUES | INCIDENCE |
|-----------------------|--|---------------|------------------|
| SBVT – Vitória | | | |
| C-01 | Failure to implement Runway end safety areas (RESA) at the head of the runway, in accordance with the terms and deadlines set forth in the PEA. | 0,0098% | Daily |
| C-02 | Failure to provide a visual approach ramp indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | 0,0005% | Daily |
| SBME – Macaé | | | |
| C-03 | Failure to provide a visual approach ramp | 0,0010% | Daily |

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| | | | |
|--|--|--|--|
| | indicator system at the head of the landing and runway that operates jet aircraft, in accordance with the terms and term established in the PEA. | | |
|--|--|--|--|

COMMON TO ALL BLOCKS

Table D - Infractions Related to Revenue Collection

| REF. | DESCRIPTION | VALUES | INCIDENCE |
|-------------|---|--|----------------------|
| D-01 | To collect, in the airports subject to the restrictions of item 3.2.1 of Attachment 04, Revenue per Passenger higher than Revenue Ceiling established for the calendar year, except when the surplus is less than 2%. | 100% of the amount obtained as a result of the difference | By Event |
| D-02 | Perform charges for the use of Areas and Operational Activities whose values and remuneration criteria have been defined without the consultation of the relevant stakeholders. | 250% of the amount earned as a result of the difference between the amount improperly charged and that charged before the infraction | Per Collected Charge |
| D-03 | Perform charges for the use of Areas and Operational Activities whose values and remuneration criteria have been defined without the conclusion of a protocol of agreement with the relevant stakeholders. | 200% of the amount earned as a result of the difference between the amount charged unduly and the amount charged before the infraction | Per Collected Charge |
| D-04 | Perform charges for the use of Areas and Operational Activities based on a protocol of agreement that has not been approved by ANAC. | 150% of the amount earned as a result of the difference between the amount charged unduly and the amount charged before the | Per Collected Charge |

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| | | | |
|--|--|------------|--|
| | | infraction | |
|--|--|------------|--|

Table E - Weighting Matrix of the Penalty Fine
(Infractions typified in a non-specific way)

| | | DAMAGE → | | | | |
|------------|------------|---|--------|----------|--------|-----------|
| | | VERY LOW | LOW | MODERATE | HIGH | VERY HIGH |
| ADVANTAGES | UNEXISTENT | 0,001% | 0,005% | 0,050% | 1,000% | 5,000% |
| | VERY LOW | 0,002% | 0,010% | 0,100% | 2,000% | 5,000% |
| | LOW | 0,004% | 0,022% | 0,220% | 4,400% | 5,000% |
| | MODERATE | 0,011% | 0,057% | 0,572% | 5,000% | 5,000% |
| | HIGH | 0,039% | 0,194% | 1,945% | 5,000% | 5,000% |
| | VERY HIGH | 0,194% | 0,972% | 5,000% | 5,000% | 5,000% |

4. Final dispositions

- 4.1 In the event that the Concessionaire causes the concession to lapse, a fine equivalent to twenty-five percent (25%) of the gross revenue of the Concessionaire and its eventual wholly-owned subsidiaries shall be imposed, pursuant to item 2.2.
- 4.2. The final value of the fine will be reduced by 25% (twenty five percent) in the event that the Concessionaire expressly waives the right to file an appeal against the decision and acknowledge the infraction within the regulatory deadline.
- 4.2.1. The waiver referred to in item 4.2 constitutes a confession of debt and, therefore, if the fine is not paid, the default is a legal and sufficient instrument for the registration of the credit in Cadin and in the Active Debt, by its original value.
- 4.3. Failure to pay the fine within the stipulated period shall be subject to the automatic incidence of default interest corresponding to the *pro rata* variation of the SELIC rate, from the expiration date and until the date of the actual payment, as well as the possibility of performing the Guarantee of Contract Execution.