

CONCESSION CONTRACT – ANNEX 2
AIRPORT EXPLORATION PLAN (PEA)

Summary

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1. Introduction

1.1. The Airport Exploration Plan (PEA):

- 1.1.1. Details and specifies of the concession object;
- 1.1.2. delimits Airport Complexes;
- 1.1.3. establishes minimum specifications required for airport infrastructure;
- 1.1.4. establishes initial investments to improve and adapt the infrastructure;
- 1.1.5. establishes for the Passenger Terminals service level;
- 1.1.6. defines the obligations related to the Infrastructure Management Plan (PGI);
- 1.1.7. delimits the Service Quality Indicators (IQS);
- 1.1.8. foresees the methodology for defining the Factor Q;
- 1.1.9. Establishes plans for the continuity of the proper functioning of airports in specific situations.

2. Definitions

2.1. For the PEA purposes, and without prejudice to other definitions established herein, the following expressions are defined as follows:

- 2.1.1 **ACI**: Evaluation of the Facilities conditions, one of the component reports of the PGI;
- 2.1.2 **Expected Demand**: demand projected by the Concessionaire in the PGI;
- 2.1.3 **Minimum Airport Infrastructure Specifications**: mandatory minimum guidelines for functional, architectural, structural design, facilities and finishing standards for airport infrastructures;
- 2.1.4 **Rush Hour**: the busiest 30th (thirtieth) hour within a calendar year;
- 2.1.5 **IFR**: Instrument Flight Rules;
- 2.1.6 **PNAE**: Passenger with special assistance needs. PNAE is understood as a person with a disability, an elderly person aged 60 (sixty) years or older, a pregnant woman, a lactating woman, a person accompanied by a child, a person with reduced mobility or anyone who, due to a specific condition, has limited autonomy as a passenger;

- 2.1.7 **PMI:** Infrastructure Improvement Program; one of the PGI component reports;
- 2.1.8 **PGI Early Review:** PGI review performed by the Concessionaire as a result of the variation in effective demand in relation to the Expected Demand, pursuant to item 8.4 of this PEA;
- 2.1.9 **Ordinary PGI Review:** review of the PGI carried out by the Concessionaire every 5 (five) years from any of the following events: first presentation of the PGI or last review, Ordinary or Early, of the PGI;
- 2.1.10 **Voluntary Review of the PGI:** review of the PGI carried out by the Concessionaire spontaneously and prior to the period of 5 (five) years provided for the Review, Ordinary or Early, of the PGI.
- 2.2. Without prejudice to the definitions above, and unless the context clearly shows a different meaning, the terms written in this PEA with the initial capitalized and not defined therein will have the meaning set forth in the Definitions of the Contract chapter.

3. Concession Object

3.1. It is the object of the Airport Complex Concession to perform the following activities, which must be performed by the Concessionaire during the entire term of the Concession, without prejudice to the other obligations provided for in the Contract:

- 3.1.1 The provision of boarding, landing, landing, stay, storage and foreman services, as described in Annex 4 - Tariffs, as well as all other services related to airport infrastructure;
- 3.1.2 Efficient exploitation of Airport Complexes, in order to obtain Non-Tariff Revenues and provide Users with the support infrastructure necessary for the proper functioning of Airport Complexes;
- 3.1.3 Maintenance of all facilities, assets and equipment existing and implemented in Airport Complexes, in accordance with the legislation and regulations in force;
- 3.1.4 The execution of improvements within the period provided for in this PEA, with a view to expanding and adapting the airport infrastructure of Airport Complexes and the quality of services provided to Users;

3.1.5 Full compliance with the minimum airport specifications infrastructure and the service level provided for in this PEA throughout Phase II of carrying out the Concession object, through investments and / or operational management actions and obtaining the necessary resources; and

3.1.6 Providing adequate capacity to serve Users during the entire Phase II of the realization of the Concession object, especially in the infrastructures, systems and installations of passenger terminals, aircraft yards, airstrip and take-off system, lane system, access roads, among others.

3.2. The concession does not include the provision of services to support and guarantee air navigation safety in the Airports traffic area, being the exclusive responsibility of the Government, including when provided through the Aeronautical Telecommunications Services Provider Station and Air Traffic (EPTA), the acquisition, installation, operation and maintenance of equipment related to the following services and facilities:

3.2.1 Aeronautical Information Services (AIS);

3.2.2 Air Traffic Management (ATM);

3.2.3 Meteorology (MET);

3.2.4 Communications and Assistance Facilities in Air Traffic Terminal Area (COM);

3.2.5 Search and Rescue (SAR); and

3.2.6 Other Auxiliary Flight Protection Services, except visual aids (PAPI, VASIS, ALS, airstrip and taxi beacon lights, airstrip and taxiway axle lights, zone lights touch, stop bars, aerodrome light and windsock), which are the responsibility of the Concessionaire.

3.3. The Concessionaire will be responsible for the costs arising from the eventual reallocation of facilities and equipment related to items 3.2.1 to 3.2.6, when motivated by service or work proposed by the Concessionaire or contractual requirement, including the construction of new facilities with construction characteristics similar to the facilities deactivated, with all the necessary and sufficient infrastructure so that the equipment of the Public Power responsibility is able to operate.

3.4. The Concessionaire may, after the prior consent of the competent body, make investments and improvements related to the services intended to support and guarantee air

navigation security in the air traffic area of the Airports, except that under no circumstances will it be entitled to the restoration of the economic-financial balance.

4. Airport Complex

4.1. The legal situation of the Airport Complexes that are part of the Blocks object of this Contract is as follows:

- 4.1.1 The airport operation object of this Concession falls on the civil area of the Airports object of this contract, composed of the areas described in Appendix E of this PEA, which constitute universal, in the terms of art. 38 of Law No. 7,565, of December 19, 1986.
- 4.1.2 The civil areas used by the Air Force Command - COMAER for the provision of air navigation services are subject to the regime of Joint Ordinance No. 06 / SAC of September 5, 2018, updated by Ordinance DECEA No. 77 / DGCEA, of 31 May 2019.
- 4.1.3 Respecting the operational transition phases provided for in this Agreement, the Concessionaire will imitate itself in the immediate possession of the areas described in Appendix E.
 - 4.1.3.1 The building occupied by ANAC located in Hangar 3 of Bacacheri Airport / PR will only be made available to the Concessionaire 1 (one) year after the effective date of the Contract.
- 4.1.4 For the purposes of the preceding item, in the case of divergence of dimensions between the areas delimited in the plans contained in Appendix F of this PEA in relation to airport areas object of the notary registrations mentioned in Appendix E, it is considered as the object of the concession the one delimited in those plants.
- 4.1.5 The concessionaire must seek the legal means to continue the defense of the possession of airport areas, in the case of lawsuits already filed by Infraero with such object.
- 4.1.6 It will be up to the Granting Authority to bear all related costs:
 - 4.1.6.1 to the indemnities for the expropriations already started, corresponding to the areas mentioned in items 1.1.1.2, 1.4.1.3, 1.5.1.4 and 1.5.1.5 of Appendix E.
 - 4.1.6.2 the property regularization of the areas indicated in Appendix E as in the process of regularization.
- 4.1.7 During the entire concession term, the Concessionaire will be responsible for taking all necessary administrative and / or judicial measures to acquire the areas necessary for the expansion of the civil airport site and readjustments to meet the operational safety standards.

4.1.8 The Concessionaire will be responsible for transferring ownership of all areas acquired for the expansion of the Airport Site to the Federal Government, during the term of the Concession Contract, and after the acquisition is completed, it will have up to 180 (one hundred and eighty) days to finalize the ownership transfer processes, including all referrals to the notary services for proper formal registration of the property, as well as to bear the corresponding expenses.

5. Minimum Airport Infrastructure Specifications

5.1. Construction of new passenger terminals extensions and renovations to existing passenger terminals should incorporate national and international best practices in similar building projects.

5.1.1 The architectural design and constructive, operational and maintenance standards of these interventions must respect the socioeconomic, cultural, geographical and climatic characteristics of the location, incorporating principles of sustainability, energy efficiency and environmental impacts minimization, as well as ensuring uninterrupted operation, maintenance simplified economical and high durability.

5.2. Passenger terminals should offer environmental comfort to Users, in particular thermal, acoustic, luminous and ergonomic comforts.

5.3. Passenger terminals must be equipped with the necessary equipment and systems for their proper operation, such as flight information system, air conditioning system, sound system and ergonomic furniture, incorporating the best national and international practices in similar buildings.

5.4. In the passenger terminals, the internal circulations in the operational components and between them should be able to adequately serve the Users, in addition to providing an unobstructed view and clear and simplified routes.

5.4.1 Corridors, connectors, doors and other connections must have sufficient spaces to accommodate, in an unimpeded manner, the different directions of flow and situations such as displacement of people with and without luggage trolleys, with and without hand luggage, PNAE , among others.

5.4.2 The assessment of the adequate dimensioning of the circulation areas is based on their effective width and the demand of Users at rush hour.

5.4.3 Commercial areas, furniture and equipment must not significantly affect the mobility of Users in waiting areas.

5.5. The Passenger terminals planning operation should consider the distance that passengers will travel in existing operational flows, such as boarding, landing and connecting.

5.5.1 In the event that there are great distances to be covered in the terminals by passengers in the operational components of the boarding, landing and connection flows, alternatives must be made available to assist people displacement, such as moving walkways, motor vehicles, more route options short to PNAE and other Users with mobility difficulties, facilities and simplified flows to passengers in connection, among others.

5.6. Passenger terminals must have systems, installations and equipment for vertical circulation, such as fixed stairs, escalators and elevators, which allow adequate service to the Users flow.

5.7. In the departure halls of passenger terminals, adequate and sufficient space must be provided for the formation of pre-departure queues, close to the departure gates, so that the queues identification is simplified and that there is no confluence between queues, between queues and circulation areas and between rows and structural elements, furniture or adjacent commercial areas.

5.8. In the passenger terminals operational components where queues are formed for service, adequate spaces must be delimited between the areas for queuing and service stations, considering the Users behavior and the dimensions of luggage and / or trolleys of luggage.

5.9. Passenger terminals must have clear, objective and sufficient signage to adequately guide Users in their needs (wayfinding).

5.10. The internal roads to the airport access point to the passenger terminals, to the car parks and other infrastructures must have adequate lighting and clear signage, objective and sufficient horizontal and vertical signs to guide the Users in their needs.

5.11. Vehicle parking lots must have adequate spaces demarcations and clear, objective and sufficient signage to guide Users in their needs.

5.12. The dimensioning of the curbs for the boarding and landing of Users must consider the time of use of the components and the different modes of transport used to

access the passenger terminals, providing spaces and conditions for the adequate service to Users.

5.13. The integration of the access system to passenger terminals with the various modes of urban transport should be the object of study when preparing the preliminary projects and the PGI, which must, throughout the Concession, as far as the airport is concerned, provide the spaces and infrastructure so that this integration occurs efficiently and simplified to the User.

5.14. The requirements, specifications and procedures not detailed in this Contract must follow the specific regulation of the sector and, in the alternative, the applicable technical standards of the Brazilian Association of Technical Standards - ABNT and other entities or technical references of international recognition in the subject.

5.15. It will be up to the Concessionaire to demonstrate compliance with the specifications expressed in items 5.1. to 5.14.

6. Service Level of Passenger Terminals

6.1. The passenger terminals service level will be met by providing passenger processing capacity equal to or higher than the passenger demand at rush hour for each of the operational components that make up the passenger terminal and by processing passengers. In close positions (boarding bridges) in a percentage equal to or higher than the minimum established in this PEA.

6.1.1 The appropriate level of service must be guaranteed to all Users, through the provision of areas, equipment and associated systems in all operational components, including part of them, applying in part the same requirement established for the whole ;

6.1.2 The service level assessment will consider eventual unavailability of the area, equipment, system or installation necessary for the adequate service to Airport Users, as required in the Minimum Airport Infrastructure Specifications.

6.1.3 The service level assessment will observe the applicability of the parameters to the airport size, as established in Appendix A.

6.2. Rush hour corresponds to the 30th busiest hour in the calendar year.

6.2.1 The busiest 30th hour is the hour that has the 30th largest ratio between demand and passenger processing capacity.

6.3. The passenger processing capacity of the operational components that make up the passenger terminals is calculated according to the Minimum Dimensioning Parameters, as provided in Table 1 and in items 6.4 to 6.8.

Table 1 - Minimum-Dimensioning Parameters

Component	Unity	Rush hour amount	
		Internal Flight	International flight
Boarding lounge: minimum space per occupant; visitor-companion ratio per passenger (v.a.) and average occupation time (min)	m ² /ocup.	2,3	2,3
	v.a./pax	1,0	1,0
	min	20	20
Arrivals lounge: minimum space per occupant, visitor-companion ratio per passenger (v.a.) and average occupancy time (min)	m ² /ocup.	1,7	1,7
	v.a./pax	1,0	1,0
	min	15	25
Check-in and baggage handling: minimum space per passenger (m ² / pax) and maximum occupancy time in the component (min) in the queue area.	m ² /pax	1,3	1,8
	min	20	30
Safety inspection: minimum space per passenger (m ² / pax) and maximum occupancy time (min) in the queue area	m ² /pax	1,0	1,0
	min	10	15
Emigration: minimum space per passenger (m ² / pax) and maximum occupancy time (min) in the queue area	m ² /pax	-	1,0
	min	-	10
Immigration: minimum space per passenger (m ² / pax) and maximum occupancy time (min) in the queue area	m ² /pax	-	1,0
	min	-	10
Customs: minimum space per passenger (m ² / pax) and maximum occupancy time (min) in the queue area	m ² /ocup	-	1,7
	min	-	10
Service boarding room in close positions	m ² /pax	2,3	2,3

(boarding bridges): minimum space per passenger (m ² / pax), average occupancy time in the component (min), minimum percentage of seats offered	min	40	60
	%	70	70
Boarding lounge in remote positions: minimum space per passenger (m ² / pax), average occupancy time in the component (min), minimum percentage of seats offered	m ² /pax	2,3	2,3
	min	40	60
	%	70	70
Arrivals room: minimum space per passenger (m ² / pax); average occupancy time in the component (min)	m ² /pax	1,7	1,7
	min	20	45

6.4. Calculation of processing capacity in minimum space term:

6.4.1. The passenger processing capacity calculation at rush hour, in terms of minimum space per passenger (or occupant), of the operational components of the departure lounge, arrival hall, baggage check-in and check-out, security inspection, emigration, immigration, customs, service boarding room in close positions, service boarding room in remote positions and arrival room, is given by the following equation:

$$CHp_i = \frac{Ad_i}{Emp_i * To_i} * 60$$

Where:

CHp_i: rush hour capacity of "i" component (pax / hour);

Ad_i: available area in "i" component (m²);

Emp_i: minimum space per passenger in the "i" component (m² / pax);

To_i: average occupation time in "i" component (min).

6.4.2 The available area in the component (Ad_i) considers only the strictly operational net areas, effectively used by Users for waiting and / or queuing, depending on the operational component analyzed.

6.4.2.1 The available areas for these components (A_{di}) do not include areas of horizontal and vertical circulation, spaces occupied by equipment, systems, decorative elements or luggage trolleys, bathroom areas, structural components and building installations, spaces inaccessible to passengers, areas occupied by commercial concessions and ticket control areas for boarding.

6.5. Calculation of processing capacity in terms of maximum occupancy time:

6.5.1 The passenger processing capacity calculation at rush hour, in terms of maximum occupancy time, of the operational components of check-in and baggage clearance, security inspection, emigration, immigration and customs, is given by the following equation:

$$CHp_i = N * \frac{60}{T_{sec}} * (60 + T_{o_i})$$

Where:

CHp_i : rush hour capacity of “i” component (pax / hour);

N: number of equipment and systems associated with the component;

T_{o_i} : maximum occupation time in “i” component (minutes);

T_{sec} : average processing time per passenger (seconds).

6.5.2 The Concessionaire must present a performance report on the equipment and systems associated with the operational processing components, in order to assess the average processing time per passenger (T_{sec}) in each operational component.

6.5.3 To assess the average processing time per passenger (T_{sec}), ANAC may require the hiring of an independent specialized company, to be hired and remunerated by the Concessionaire, with ANAC having the right of veto in the indication made by the Concessionaire.

6.6 For airports with an annual movement of more than 5 million passengers, ANAC may require the installation of a system for monitoring the length of stay or processing of passengers, in the operational components listed in table 1 of this chapter, not being subject to economic and financial rebalancing.

6.7 Passenger processing in close positions (boarding bridges)

6.7.1 From the beginning of Phase II of execution of the Concession Contract, observing the terms of Appendix A, the minimum percentage of passengers processed in close positions (boarding bridge) in the period of a calendar year should not be less than:

6.7.1.1 For airports in Range 2: 70% (seventy percent) of the total movement of passengers processed at passenger terminals.

6.7.1.2 For airports classified in Range 3, and with an international movement equal to or less than 50 thousand passengers in the period of a calendar year: 70% (seventy percent) of the total movement of passengers processed in passenger terminals.

6.7.1.3 For airports classified in Range 3, and with international movements exceeding 50 thousand passengers in the period of a calendar year:

6.7.1.3.1 70% (seventy percent) of the movement of domestic passengers processed in passenger terminals.

6.7.1.3.2 85% (eighty-five percent) of the handling of international passengers processed at passenger terminals.

6.8. Update and review of minimum design parameters

6.8.1 At each PGI revision, the visitor-escort ratio per passenger in the operational components of the departure lounge and arrival hall and the average occupancy times of the operational components of the departure lounge, arrival hall, service departure hall in nearby locations, the boarding room in remote locations and the arrivals hall can be updated through research and observation of Airport Users at rush hour.

6.8.2 The other parameters used in the calculation of the passenger processing capacity may be revised during the Concession Parameter Review process.

7. Airport Infrastructure Improvements

SOUTH BLOCK

Curitiba airport

7.1. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.1.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand at rush hour calculated in the 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing.

7.1.2 To provide an aircraft yard to accommodate, simultaneously and independently, 24 (twenty-four) code "C" positions, 2 (two) code "D" positions and 2 (two) code "E" positions.

7.1.3 The investments required meeting the requirements of items 7.1.1 and 7.1.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.2. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.2.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the end of the landing and takeoff runway 15/33, within 36 (thirty-six) months after the effective date of the contract;

7.2.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 months after the effective date of the contract;

7.2.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.2.3.1 An operation without restriction, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, whether simultaneous or not, take place without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.2.4 Implement landing and takeoff runways, with a minimum length of 3,000 (three thousand) meters, parallel to runway 15/33, including taxi runway system, adequate to the regulatory design requirements for: aerodrome reference code 4E; precision approach runway, Category II, for both day and night operations; and independent parallel approaches, up to 60 (sixty) months after the effective date of the contract.

7.2.4.1 The taxiway system must allow a complete trajectory for the aircraft taxi, offering a connection between the airstrip and the aircraft parking positions.

7.3. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.3.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.3.2 The requirement of the previous item can be met considering the availability of resources from the airport operator and any resources made available by airlines at the airport.

7.4. The Concessionaire must install a vehicle monitoring system on the curbs and on internal routes for loading and unloading, which is capable of generating images and structured reports that allow gauging the permanence time of each vehicle and identifying previously registered vehicles, until the end of Phase IB.

Foz do Iguaçu Airport

7.5. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.5.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment to process at the airport. Passenger demand at rush hour calculated in the 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing.

7.5.2 Make available an aircraft yard to accommodate, simultaneously and independently, 13 (thirteen) code "C" positions.

7.5.3 The investments required meeting the requirements of items 7.5.1 and 7.5.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.6. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.6.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the headlands of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.6.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.6.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.6.3.1 An operation with no restrictions, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, whether simultaneous or not, take place without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.6.3.2 In addition to the provisions of item 7.6.3, the airport infrastructure shall enable the Category I precision approach operation, both day and night, within the same period.

7.6.3.3 If the infrastructure adaptations require the construction of a new airstrip, the new airstrip, as well as the taxiways belonging to the maneuvering area of this airstrip, must be adequate to the regulatory design requirements for: 4D aerodrome reference code and precision approach runway, both for day and night operations, within 60 (sixty) months from the date of effectiveness of the contract.

7.6.3.3.1 The taxiway system must allow a complete trajectory for the aircraft taxi, offering a connection between the airstrip and the aircraft parking positions.

7.7. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.7.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.7.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

7.8. The Concessionaire must install a vehicle monitoring system on the curbs and on internal routes for loading and unloading, which is capable of generating images and structured reports that allow gauging the permanence time of each vehicle and identifying previously registered vehicles, until the end of Phase IB.

Navegantes Airport

7.9. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.9.1 Adequate capacity for processing passengers and luggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment to process at the airport. Passenger demand at rush hour calculated in the 12 (twelve) months

between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing.

7.9.2 To provide an aircraft yard to accommodate, simultaneously and independently, 9 (nine) code "C" positions.

7.9.3 The necessary investments to meet the requirements of items 7.9.1 and 7.9.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.10. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.10.1 Provide a visual PAPI approach ramp indicator system, specified in terms of the RBAC 154 in force, at the headlands of landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.10.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and takeoff runways, within 36 (thirty-six) months after the date of effectiveness of the contract;

7.10.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.10.3.1 An operation without restriction, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, whether simultaneous or not, occur without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.10.3.2 If the infrastructure adaptations require the construction of a new airstrip, it must be completed and operational within 60 (sixty) months after the date of effectiveness of the contract.

7.11. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.11.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being subject to financial and economic rebalancing.

7.11.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

7.12. The Concessionaire must install a vehicle monitoring system on the curbs and on internal routes for loading and unloading, which is capable of generating images and structured reports that allow gauging the permanence time of each vehicle and identifying previously registered vehicles, until the end of Phase IB.

Londrina airport

7.13. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.13.1 Adequate capacity for processing passengers and luggage at the airport, including the passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment to process at the airport. Passenger demand at rush hour calculated in the 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing.

7.13.2 Make available an aircraft yard to accommodate, simultaneously and independently, 6 (six) code "C" positions.

7.13.3 The investments required meeting the requirements of items 7.13.1 and 7.13.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.14. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.14.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the end of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.14.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the headwaters of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.14.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.14.3.1 An operation without restriction, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, simultaneous or not, occur without the need to establish special operating procedures that negatively affect the operational capacity and safety of the airport, motivated by inadequate infrastructure.

7.14.3.2 In addition to the provisions of item 7.14.3, the airport infrastructure must enable the Category I precision approach operation, both day and night, within the same period.

7.14.3.3 If the infrastructure adjustments require the construction of a new airstrip, it should be completed and operational within 60 (sixty) months after the contract's effective date.

7.15. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.15.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.15.2 The requirement of the previous item can be met considering the availability of resources from the airport operator and any resources made available by airlines at the airport.

7.16. The Concessionaire must install a vehicle monitoring system on the curbs and on internal routes for loading and unloading, which is capable of generating images and structured reports that allow gauging the permanence time of each vehicle and identifying previously registered vehicles, until the end of Phase IB.

Joinville airport

7.17. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.17.1 Adequate capacity for processing passengers and luggage at the airport, including the passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment to process at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.17.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.17.2 Provide an aircraft yard to accommodate, simultaneously and independently, 4 (four) code "C" positions.

7.17.3 The investments required meeting the requirements of items 7.17.1 and 7.17.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.18. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its

Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.18.1 Provide a visual PAPI approach ramp indicator system, specified in terms of the RBAC 154 in force, at the headlands of landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.18.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.18.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.18.3.1 An operation without restriction, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, simultaneous or not, occur without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.18.3.2 In addition to the provisions of item 7.18.3, the airport infrastructure shall enable the Category I precision approach operation, both day and night, within the same period.

7.18.3.3 If the infrastructure adaptations require the construction of a new airstrip, this must be completed and operational within 60 (sixty) months after the effective date of the contract

7.19. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.19.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.19.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

Bacacheri Airport

7.20. For Phase I-B of the Contract, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.20.1 Provide a visual PAPI approach ramp indicator system, specified in terms of the RBAC 154 in force, at the headlands of landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.20.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the headwaters of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.20.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 2B aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.20.3.1 An operation without restriction, under the terms of the previous item, will be considered to be operations in which aircraft with code 2B and below, simultaneous or not, occur without the need to establish special operating procedures that negatively affect the operational capacity and safety of the airport, motivated by inadequate infrastructure.

Pelotas Airport

7.21. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.21.1 Adequate capacity for processing passengers and baggage at the airport, including the passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth)

month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.21.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.21.2 Make available an aircraft yard to accommodate, simultaneously and independently, 3 (three) code "C" positions.

7.21.3 The investments required meeting the requirements of items 7.21.1 and 7.21.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.22. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.22.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the end of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.22.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the headwaters of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.22.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.22.3.1 It will be considered an unrestricted operation, under the terms of the previous item, one in which operations with aircraft code 3C and below, simultaneous or not, occur without the need to establish special operational procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.22.3.2 If the infrastructure adaptations require the construction of a new airstrip, this must be completed and operational within 60 (sixty) months after the effective date of the contract.

7.23. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.23.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.23.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

Uruguiana airport

7.24. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.24.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.24.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.24.2 Make available an aircraft yard to accommodate, simultaneously and independently, 2 (two) code "C" positions.

7.24.3 The investments required meeting the requirements of items 7.24.1 and 7.24.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.25. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.25.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the end of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.25.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 months after the effective date of the contract;

7.25.3 Make the necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.25.3.1 Unrestricted operation, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, simultaneous or not, take place without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.25.3.2 If the infrastructure adaptations require the construction of a new airstrip, it must be completed and operational within 60 (sixty) months after the contract's effective date.

7.26. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.26.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.26.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

Bagé Airport

7.27. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.27.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.27.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.27.2 To provide an aircraft yard to accommodate, simultaneously and independently, 2 (two) code "C" positions.

7.27.3 The necessary investments to meet the requirements of items 7.27.1 and 7.27.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.28. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its

Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.28.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the end of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.28.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.28.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.28.3.1 It will be considered an unrestricted operation, under the terms of the previous item, one in which operations with aircraft code 3C and below, simultaneous or not, occur without the need to establish special operational procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.28.3.2 If the infrastructure adaptations require the construction of a new airstrip, this must be completed and operational within 60 (sixty) months after the effective date of the contract.

7.29. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.29.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.29.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

CENTRAL BLOCK

Goiania Airport

7.30. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.30.1 Adequate capacity for processing passengers and baggage at the airport, including the passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand at rush hour calculated in the 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing.

7.30.2 Make available an aircraft yard to accommodate, simultaneously and independently, 14 (fourteen) code "C" positions.

7.30.3 The necessary investments to meet the requirements of items 7.30.1 and 7.30.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.31. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.31.1 Provide a visual PAPI approach ramp indicator system, specified in terms of the RBAC 154 in force, at the headlands of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.31.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.31.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day,

code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.31.3.1 An operation with no restrictions, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, simultaneous or not, occur without the need to establish special operating procedures that negatively affect the operational capacity and safety of airport, motivated by inadequate infrastructure.

7.31.3.2 If the infrastructure adaptations require the construction of a new runway, it should be completed and operational within 60 (sixty) months after the date of effectiveness of the contract.

7.32. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.32.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being subject to financial and economic rebalancing.

7.32.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

7.33. The Concessionaire must install a vehicle monitoring system on the curbs and on internal routes for loading and unloading, which is capable of generating images and structured reports that allow gauging the permanence time of each vehicle and identifying previously registered vehicles, until the end of Phase IB.

São Luís Airport

7.34. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.34.1 Adequate capacity for processing passengers and luggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand at rush hour calculated in the 12

(twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing.

7.34.2 Make available an aircraft yard to accommodate, simultaneously and independently, 9 (nine) code "C" positions.

7.34.3 The investments required meeting the requirements of items 7.34.1 and 7.34.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.35. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.35.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the headlands of landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.35.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.35.3 Make necessary infrastructure adaptations so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.35.3.1 An operation without restriction, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, simultaneous or not, take place without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.35.3.2 If the infrastructure adaptations require the construction of a new airstrip, this must be completed and operational within 60 (sixty) months after the contract's effective date.

7.36. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.36.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.36.2 The requirement of the previous item can be met considering the availability of resources from the airport operator and any resources made available by airlines at the airport.

7.37. The Concessionaire must install a vehicle monitoring system on the curbs and on internal routes for loading and unloading, which is capable of generating images and structured reports that allow gauging the permanence time of each vehicle and identifying previously registered vehicles, until the end of Phase IB.

Teresina Airport

7.38. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.38.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand at rush hour calculated in the 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing.

7.38.2 Provide an aircraft yard to accommodate, simultaneously and independently, 8 (eight) code "C" positions.

7.38.3 The investments required meeting the requirements of items 7.38.1 and 7.38.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.39. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.39.1 Provide a visual PAPI approach ramp indicator system, specified in terms of the RBAC 154 in force, at the end of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.39.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.39.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.39.3.1 It will be considered an unrestricted operation, under the terms of the previous item, one in which operations with aircraft code 3C and below, simultaneous or not, occur without the need to establish special operational procedures that negatively impact the operational capacity and safety of the airport, motivated by inadequate infrastructure.

7.39.3.2 If the infrastructure adaptations require the construction of a new airstrip, it must be completed and operational within 60 (sixty) months after the contract's effective date.

7.40. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.40.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to economic and financial rebalancing.

7.40.2 The requirement of the previous item can be met considering the availability of resources from the airport operator and any resources made available by airlines at the airport.

7.41. The Concessionaire must install a vehicle monitoring system on the curbs and on internal routes for loading and unloading, which is capable of generating images and structured reports that allow gauging the permanence time of each vehicle and identifying previously registered vehicles, until the end of Phase IB.

Palmas Airport

7.42. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.42.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.42.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.42.2 Make available an aircraft yard to accommodate, simultaneously and independently, 5 (five) code "C" positions.

7.42.3 The investments required meeting the requirements of items 7.42.1 and 7.42.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.43. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.43.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the headlands of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.43.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the headlands of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.43.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.43.3.1 Unrestricted operation will be considered, in the terms of the previous item, when operations with aircraft code 3C and below, simultaneous or not, occur without the need to establish special operational procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.43.3.2 If the infrastructure adaptations require the construction of a new airstrip, it must be completed and operational within 60 (sixty) months after the contract's effective date.

7.44. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.44.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being subject to financial and economic rebalancing.

7.44.2 The requirement of the previous item can be met considering the availability of resources from the airport operator and any resources made available by airlines at the airport.

Petrolina Airport

7.45. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.45.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.45.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.45.2 Make available an aircraft yard to accommodate, simultaneously and independently, 6 (six) code "C" positions.

7.45.3 The necessary investments to meet the requirements of items 7.45.1 and 7.45.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.46. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.46.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the headlands of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.46.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.46.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day,

code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.46.3.1 An operation without restriction, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, simultaneous or not, occur without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.46.3.2 If the infrastructure adaptations require the construction of a new airstrip, this must be completed and operational within 60 (sixty) months after the effective date of the contract.

7.47. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.47.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.47.2 The requirement of the previous item can be met considering the availability of resources from the airport operator and any resources made available by airlines at the airport.

Imperatriz Airport

7.48. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.48.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment to process at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.48.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.48.2 Provide an aircraft yard to accommodate, simultaneously and independently, 4 (four) code "C" positions.

7.48.3 The investments required meeting the requirements of items 7.48.1 and 7.48.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.49. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.49.1 Provide a visual PAPI approach ramp indicator system, specified in terms of the RBAC 154 in force, at the headlands of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.49.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the headlands of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.49.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.49.3.1 An operation without restriction, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, simultaneous or not, take place without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.49.3.2 If the infrastructure adaptations require the construction of a new airstrip, it must be completed and operational within 60 (sixty) months after the contract's effective date.

7.50. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.50.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.50.2 The requirement of the previous item can be met considering the availability of resources from the airport operator and any resources made available by airlines at the airport.

NORTH BLOCK

Manaus Airport

7.51. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.51.1 Adequate capacity for processing passengers and luggage at the airport, including the passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment to process at the airport. Passenger demand at rush hour calculated in the 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing.

7.51.2 Providing an aircraft yard to accommodate, simultaneously and independently, 16 (sixteen) code "C" positions, 3 (three) code "D" positions and 3 (three) code "E" positions.

7.51.3 The investments required meeting the requirements of items 7.51.1 and 7.51.2 must be carried out observing the Minimum Dimensioning Parameters, the Service

Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.52. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.52.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the headlands of landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.52.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.52.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.52.3.1 An operation without restriction, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, simultaneous or not, occur without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.52.3.2 If the infrastructure adjustments require the construction of a new Airstrip, this must be completed and operational within 60 (sixty) months after the effective date of the contract.

7.53. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.53.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.53.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

7.54. The Concessionaire must install a vehicle monitoring system on the curbs and on internal routes for loading and unloading, which is capable of generating images and structured reports that allow gauging the permanence time of each vehicle and identifying previously registered vehicles, until the end of Phase IB.

7.55. In the case of military aircraft operations in configurations that cannot be at Ponta Pelada aerodrome (SBMN), due to technical restrictions on installed capacity, the Manaus Airport Concessionaire shall, exceptionally, throughout the concession period, enable the use of the existing airport infrastructure at Manaus Airport (SBEG), in coordination with COMAER, to carry out the operations.

7.55.1 The infrastructure to be eventually made available must meet the following demand:

7.55.1.1 Yard area totaling 400 m², with PCN equal to or greater than 20 / F / B / X / T to support joint operation of up to 4 F-5M and / or F-39 aircraft (Gripen);

7.55.1.2 Yard area to support the operation of a C-767 (Boeing 767) aircraft;

7.55.1.3 area for operation with war material and adoption of Ground Control Measures with dimensions of 50m X 50m, PCN equal to or greater than 20 / F / B / X / T;

7.55.1.4 Material loading and unloading area;

7.55.1.5 Military accreditation and access to operational areas;

7.55.1.6 Area for installation of temporary structures;

7.55.1.7 Assistance from SCI for operations.

7.55.2 Operations must be previously communicated to the Concessionaire and coordinated so as not to harm civilian operations at the airport.

Porto Velho Airport

7.56. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.56.1 Adequate capacity for processing passengers and luggage at the airport, including the passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand at rush hour calculated in the 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing.

7.56.2 Make available an aircraft yard to accommodate, simultaneously and independently, 7 (seven) code "C" positions.

7.56.3 The necessary investments to meet the requirements of items 7.56.1 and 7.56.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.57. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.57.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the end of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.57.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.57.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.57.3.1 It will be considered an unrestricted operation, under the terms of the previous item, when operations with aircraft code 3C and below, simultaneous or not, occur without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.57.3.2 If the infrastructure adjustments require the construction of a new airstrip, it must be completed and operational within 60 (sixty) months after the effective date of the contract.

7.58. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.58.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.58.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

7.59. The Concessionaire must install a vehicle monitoring system on the curbs and on internal routes for loading and unloading, which is capable of generating images and structured reports that allow gauging the permanence time of each vehicle and identifying previously registered vehicles, until the end of Phase IB.

Rio Branco Airport

7.60. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.60.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide adequate area and equipment for processing at the airport, at least passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth)

month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.60.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.60.2 Make available an aircraft yard to accommodate, simultaneously and independently, 6 (six) code "C" positions.

7.60.3 The investments required meeting the requirements of items 7.60.1 and 7.60.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.61. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.61.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the headlands of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.61.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.61.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.61.3.1 It will be considered an unrestricted operation, under the terms of the previous item, when operations with aircraft code 3C and below, simultaneous or not, occur without the need to establish special operational procedures that negatively impact the operational capacity and safety of the airport, motivated by inadequate infrastructure.

7.61.3.2 If the infrastructure adaptations require the construction of a new Airstrip, this must be completed and operational within 60 (sixty) months after the effective date of the contract.

7.62. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.62.1 The availability of resources and equipment throughout the concession period must occur in accordance with ANAC's regulatory requirements, not being subject to financial and economic rebalancing.

7.62.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

Cruzeiro do Sul Airport

7.63. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.63.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.63.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.63.2 Provide an aircraft yard to accommodate, simultaneously and independently, 3 (three) code "C" positions.

7.63.3 The necessary investments to meet the requirements of items 7.63.1 and 7.63.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.64. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.64.1 Provide a visual PAPI approach ramp indicator system, specified in terms of the RBAC 154 in force, at the headlands of landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.64.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.64.3 Make necessary infrastructure adaptations so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.64.3.1 An operation with no restrictions, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, simultaneous or not, occur without the need to establish special operating procedures that negatively affect the operational capacity and safety airport, motivated by inadequate infrastructure.

7.64.3.2 If the infrastructure adaptations require the construction of a new airstrip, this must be completed and operational within 60 (sixty) months after the contract's effective date.

7.65. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.65.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.65.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

Tabatinga Airport

7.66. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.66.1 Adequate capacity for processing passengers and luggage at the airport, including the passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment to process at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.66.1.1 It is understood by simultaneity when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.66.2 Make available an aircraft yard to accommodate, simultaneously and independently, 3 (three) code "C" positions.

7.66.3 The investments required meeting the requirements of items 7.66.1 and 7.66.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.67. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.67.1 Provide a visual PAPI approach ramp indicator system, specified in terms of the RBAC 154 in force, at the headlands of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.67.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 months after the effective date of the contract;

7.67.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.67.3.1 Unrestricted operation will be considered, under the terms of the previous item, when operations with aircraft code 3C and below, simultaneous or not, occur without the need to establish special operational procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.67.3.2 If the infrastructure adaptations require the construction of a new airstrip, it must be completed and operational within 60 (sixty) months after the contract's effective date.

7.68. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.68.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.68.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

7.69. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.69.1 Adequate capacity for processing passengers and luggage at the airport, including the passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least the adequate area and equipment to process at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.69.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.69.2 Make available an aircraft yard to accommodate, simultaneously and independently, 3 (three) code "C" positions.

7.69.3 The investments required meeting the requirements of items 7.69.1 and 7.69.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.70. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.70.1 Provide a visual PAPI approach ramp indicator system, specified in terms of the RBAC 154 in force, at the end of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.70.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the headwaters of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.70.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.70.3.1 An operation with no restrictions, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, whether simultaneous or not, take place without the need to establish special operating procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.70.3.2 If the infrastructure adjustments require the construction of a new airstrip, it must be completed and operational within 60 (sixty) months after the effective date of the contract.

7.71. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.71.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, and is not liable to economic and financial rebalancing.

7.71.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

Boa Vista Airport

7.72. For Phase IB of the Contract, with a maximum term of 36 (thirty-six) months from the Effective Date of the Contract, the Concessionaire must make the necessary investments to adapt the infrastructure, in order to provide the permanent systems that enable providing adequate service to Users, as follows:

7.72.1 Adequate capacity for processing passengers and baggage at the airport, including passenger terminal, vehicle parking, associated land routes and other supporting infrastructure, in order to provide at least adequate area and equipment for processing at the airport. Passenger demand equivalent to 1.3 times the number of seats offered by the aircraft representing the largest passenger capacity

to have operated regular commercial flights at the airport, in the period of 12 (twelve) months between the 23rd (twenty-third) and the 34th (thirty-fourth) month of the concession, on boarding and landing, or 1.3 (one and three tenths) times the total number of seats offered simultaneously.

7.72.1.1 Simultaneity is understood when two or more operations exclusively for departure, or exclusively for arrival, or operations for arrival and departure, in this order, occur in less than or equal to 45 (forty-five) minutes.

7.72.2 Make available an aircraft yard to accommodate, simultaneously and independently, 5 (five) code "C" positions.

7.72.3 The investments required meeting the requirements of items 7.72.1 and 7.72.2 must be carried out observing the Minimum Dimensioning Parameters, the Service Level rules, the Minimum Airport Infrastructure Specifications, the Service Quality Indicators and the other rules provided for in the Contract and its Annexes, which must be operational at the end of Phase IB.

7.73. In addition to the previously described, the Concessionaire must make the following investments in infrastructure, in compliance with the rules provided for in the Contract and its Annexes, and must be operational within the terms established in the items dealt with in the obligations:

7.73.1 Provide a visual PAPI approach ramp indicator system, specified under the terms of the RBAC 154 in force, at the end of landing and takeoff runways, within 36 (thirty-six) months after the effective date of the contract;

7.73.2 Implement end-of-runway safety areas (RESA), in accordance with current RBAC 154, at the end of the landing and take-off runways, within 36 (thirty-six) months after the effective date of the contract;

7.73.3 Make necessary infrastructure adjustments so that the airport is able to operate, at least, with a non-precision approach runway, without restriction, night and day, code 3C aircraft, in up to 36 (thirty-six) months after the effective date of the contract.

7.73.3.1 An operation without restriction, under the terms of the previous item, will be considered to be operations in which aircraft with code 3C and below, whether simultaneous or not, occur without the need to establish special operating

procedures that negatively affect the operational capacity and safety of the aircraft airport, motivated by inadequate infrastructure.

7.73.3.2 If the infrastructure adjustments require the construction of a new Airstrip, this must be completed and operational within 60 (sixty) months after the effective date of the contract.

7.74. The Concessionaire must make available the physical resources to carry out the security inspection in up to 100% (one hundred percent) of the checked baggage, cargo and mailbag loaded on aircraft departing from the airport.

7.74.1 The availability of resources and equipment throughout the concession period must take place in accordance with ANAC's regulatory requirements, not being liable to financial and economic rebalancing.

7.74.2 The requirement of the previous item can be met considering the availability of the airport operator's resources and any resources made available by the airlines at the airport.

7.75. The terms referred to in items 7.1 to 7.74 may be motivated, in case of:

7.75.1 Delays in the works resulting from the failure to obtain authorizations, licenses, statements of public utility and permits from Federal Public Administration bodies, required for the construction or operation of the new facilities, except if due to a fact attributable to the Concessionaire; and

7.75.2 Delays in works resulting from the delay in obtaining environmental licenses when the deadlines for analysis by the environmental agency responsible for issuing the licenses exceed the legal provisions, except if due to a fact attributable to the Concessionaire.

7.75.3 Delay in the execution of the works due to the delay in clearing the areas, even for a period shorter than that provided in item 5.2.4. Concession Agreement.

7.75.4 If excessive extensions of terms, as per item 7.75, compromise the usefulness of the investment for the Concession Contract, the Granting Authority may suppress or change the postponed obligation, ensuring the restoration of the economic and

financial balance of the contract, subject to the items 5.2.1 and 5.2.3 of the Concession Contract.

7.76. For Phase II of the Contract, investments should be made to adapt the airport infrastructure, especially in passenger terminals, aircraft yards, runway and landing system, runway system and access routes, to provide adequate capacity to meet the demand for passengers, vehicles and aircraft.

8. Infrastructure Management Plan

8.1. The objective of the PGI is to assure ANAC and other interested parties in the Airport Complexes that the Concessionaire has an adequate planning and will implement the corresponding actions to meet the minimum specifications of the airport infrastructure, the level of service established and the other contractual rules related to the guarantee quality of service, according to the actual and expected demands for the concession period.

8.2. The Concessionaire must submit to ANAC the first Infrastructure Management Plan (PGI) for each airport in the Block, considering the entire concession period, up to 12 (twelve) months from the date of effectiveness of the Contract.

8.3. The Concessionaire must present the Ordinary PGI Review of each airport every 5 (five) years, counting from the date for presenting the first PGI.

8.4. The Concessionaire must submit the PGI Advance Review whenever:

8.4.1 The effective passenger demand at rush hour varies by more than 30% (thirty percent) in relation to the Expected Demand in the PGI in force for the same period;

8.4.2 The effective movement of aircraft measured annually exceeds 10% (ten percent) the Expected Demand in the PGI in force for the same period.

8.5. The Concessionaire may carry out the Voluntary Review of the PGI, in whole or in parts, whenever it deems appropriate.

8.6. When presenting the PGI, the Concessionaire may, by means of a consultation report prepared pursuant to item 15.5 of the Contract, demonstrate that it has been presented to interested Airport users.

8.7. The PGI must comply with all laws, regulations and standards applicable to the activities carried out by the Concessionaire.

8.8. The Concessionaire must ensure that the PGI is consistent with the other existing plans or programs for the airport.

8.9. The PGI must present the following reports: Evaluation of the Conditions of the Installations (ACI), Infrastructure Improvement Program (PMI) and Plan Notebook.

8.10. Evaluation of Facilities Conditions:

8.10.1 The Concessionaire must submit a Report of Evaluation of the Conditions of the Facilities (ACI), including photographic record, contemplating the installations and large systems of the airport.

8.10.2 The evaluated facilities must be classified as provided in Table 2.

Table 2 - Facilities Conditions evaluation

Condition	Description
Good	Good operating conditions; few or no deficiencies or non-compliance; performance standards exceeded or met.
Reasonable	Small deficiencies or non-conformities; most performance standards met; some improvements or corrective actions should be considered identified and considered in the medium / long term
Bad	Significant deficiencies or non-conformities, failure to comply with performance standards; improvements or corrective actions must be carried out in the short term.

8.10.3 The facilities listed in Table 3 should be inspected minimally.

Table 3 - Facilities to be evaluated

Facilities	Requirement
Passenger Terminals	Inspect the operational components of the passenger terminals, evaluating the conditions of the building, equipment and systems installed, from the perspective of passenger processing
Road access	Inspect the access routes to the passenger terminals and vehicle parking, assessing the condition of the pavement, lighting and horizontal and vertical signs.
Vehicle parking	Inspect vehicle parking lots, assessing building, pavement, signage for Users and

	vertical circulation conditions, if existing
Cargo Terminals	Inspect the existing cargo terminals, assessing the condition of the building, equipment and systems installed.
Aircraft yards	Inspect aircraft yards, assessing the condition of the pavement and installed infrastructure (lighting, supply, energy, among others).
Airstrips and taxiway runways	Inspect the airstrips and taxiways, assessing the condition of the pavement, horizontal and vertical signs and existing aids.

8.10.4 In the first PGI and the last PGI Ordinary Review to be presented by the Concessionaire, the ACI shall, in addition to the items listed in Table 3, contain an assessment of the facilities listed in Table 4.

Table 4 - Facilities to be evaluated - First and last PGI

Facilities	Requirement
Building systems	Inspect the building systems of the Airport Complex, including mechanical, electrical, communication and hydraulic systems.
Equipment	Inspect the equipment necessary for the operation of the Airport Complex (for example, vehicles, maintenance equipment, equipment necessary for the operation, etc.), evaluating the condition of each of them
Utilities	Inspect the relevant utilities of the Airport Complex, including rainwater galleries, sanitary sewage system, electricity supply, water supply, technology, automation and telecommunications.

8.11. Infrastructure Improvement Program:

8.11.1 In the Infrastructure Improvement Program (PMI), the Concessionaire must assess the current capacity of the airport infrastructure, present the demand forecast and the investments, operational standards or scheduled improvements to ensure that the infrastructure will be able to meet the Expected Demand, according to the established service level, the minimum specifications of the airport infrastructure and other rules of the Concession related to the guarantee of service quality.

8.11.2 The PMI must present forecast for demand for aircraft, vehicles and passengers in annual terms and rush hour for the next 20 (twenty) years, even if it exceeds the term of the Concession Contract.

8.11.2.1 The variables and assumptions considered in the demand forecast must be presented.

8.11.2.2 At each PGI Ordinary or Early Review, the demand forecast must be updated and detailed.

8.11.3 The PMI shall identify the times when the demands for aircraft, vehicles and passengers will give rise to an obligation for the Concessionaire to initiate investments, review operational procedures or make improvements with a view to maintaining the established service level and meeting the minimum specifications of the airport infrastructure, these events being the Investment Triggers.

8.11.3.1 For each Investment Trigger, the time necessary to carry out the intervention should be presented with the objective of expanding capacity, restoring the service level or meeting the minimum specifications of the airport infrastructure.

8.11.3.2 For passenger terminals, the Investment Triggers shall be evaluated for each operational component, now when the passenger demand at rush hour reaches 85% of the component's capacity, pursuant to item 1.1.31 of the Contract Concession.

8.11.3.3 For aircraft yards, the Investment Triggers must be presented according to the usage characteristics of each yard, considering nearby positions and remote positions.

8.11.3.4 For the runway system, the Investment Triggers must be presented according to the characteristics of use of the system and the declared movement capacity.

8.11.4 The PMI must present the description of the planned interventions according to the detail level required to understand each investment period, demonstrating compliance with the contractual requirements.

8.11.4.1 For the 5 (five) years following the delivery date of the PGI, the PMI must include technical drawings necessary to understand the interventions at the airport, especially in the runway system, in the aircraft yards and in all operational

components passenger terminals, as well as the cost and schedule estimates for the works.

8.11.4.2 For the period after the one listed in item 8.11.4.1, the PMI must present planned scenarios of expansion and adequacy of the infrastructure containing conceptual description, schedule and estimated costs, in order to detail the use and occupation of the airport site.

8.11.5 Upon specific need, with the purpose of verifying the airport capacity to be provided in the next 5 (five) years, ANAC may request, in the Ordinary or Anticipated Review of the PGI, to perform a computer simulation of the runway systems, yards and passenger terminals, using dedicated software and an accelerated time model with a systemic, sequential and stochastic approach.

8.11.6 The PMI must be in accordance with the Airport Master Plan, with the rules and regulations of ANAC and the Air Force Command, as well as consider the articulation with the municipal and state public authorities and with society entities in the area of influence from the airport.

8.12. Plants Notebook

8.12.1 The Plan Notebook should contain technical drawings that represent:

8.12.1.1 Heritage area of the airport site;

8.12.1.2 Civil / military zoning and functional zoning;

8.12.1.3 Buildings and infrastructure existing at the airport site: passenger terminals, vehicle parking, cargo terminals, hangars, utility center, basic infrastructure facilities, SESCINC (Rescue and Fire Fighting Service), commercial exploration areas, among others;

8.12.1.4 Access routes to the passenger terminals;

8.12.1.5 Aids to air navigation and visual aids installed in the runway and taxiway systems;

8.12.1.6 Aircraft flow in the runway systems, by aircraft code, for landing and takeoff, per headland;

8.12.1.7 Pavement geometry of the runway and taxiway systems, taxiways and aircraft yards.

8.12.2 The technical drawings must represent the current situation of the airport infrastructure and the future scenarios for each investment cycle foreseen in the PMI.

8.13. ANAC will use the PGI for monitoring the investments provided in the Concession.

8.13.1.1 The presentation of the PGI does not exempt the Concessionaire from verifying compliance with the requirements of this PEA, based on the demand actually made at the airport.

8.13.1.2 Eventual needs to adapt the infrastructure to meet the requirements of the PEA, even if not provided in the PGI, are the exclusive responsibility of the Concessionaire, with no economic and financial rebalancing of the Contract.

9. Service quality

9.1. For the purpose of monitoring Service quality, the Concessionaire must observe the rules applicable to each airport according to the annual movement of passengers.

9.1.1 The aspects related to Service quality, whose applicability to the airports that are part of the Block are provided in the Appendices of this PEA, will comprise the information regarding:

9.1.1.1 to the System for registration and treatment of demands related to the provision of the service;

9.1.1.2 The Q Factor calculation;

9.1.1.3 The QSI measurement;

9.1.1.4 The Action Plan.

9.2. At each Concession Parameters revision, ANAC may modify the components to be researched, the measurement system and the reference values, both for the indicators that determine the Q Factor, and for the other parameters of service performance established in the Appendices B, C and D of this PEA.

APPENDIX A

PEA requirements applicability table

Item	Description	Lane 1A Airports without commercial passenger handling	Lane 1 Annual handling less than or equal to 1 million passengers	Lane 2 Annual handling between 1 million passengers and 5 million passengers	Lane 3 Annual handling of 5 million passengers or more
1	Introduction	Mandatory observance			
2	Definition	Mandatory observance			
3	Concession Object	Mandatory observance			
4	Airport Complex	Mandatory observance			
5	Minimum Airport Infrastructure Specifications	Not applicable		Mandatory observance	
6	Passenger Terminals service level	Not applicable	6.1 a 6.4 e 6.7		6.1 a 6.7
7	Airport Infrastructure Improvements	As applicable			
8	Infrastructure Management Plan	As applicable		Mandatory observance	
9	Service quality	Appendix D	Appendix C		Appendix B

Airport classification in lanes 1, 2, 3, and transition rule between lanes

1. The initial framework for airports for Phase I-B will be:

i) Lane 1A: Bacacheri.

ii) Lane 1: Pelotas, Uruguaiana, Bagé, Cruzeiro do Sul, Tabatinga, Tefé, Joinville, Rio Branco, Boa Vista, Palmas, Petrolina, Imperatriz.

iii) Lane 2: Foz do Iguaçu, Navegantes, Londrina, Manaus, Porto Velho, Goiânia, São Luís, Teresina.

iv) Lane 3: Curitiba

2. After the end of Phase I-B, the refitting of the airport in a new lane will be effective after the incidence for 2 (two) consecutive years in which the annual movement of passengers on commercial flights is compatible with the new lane.

2.1. The annual movement is considered to be that carried out between January and December of the respective year.

2.2. For purposes of reframing, annual passenger movement on commercial flights is considered as from the year in which Phase I-B ends, including the same.

3. Once the airport has been reframed to a new range, the Concessionaire will have a period of 22 (twenty-two) months, counting from the 1st of January as of the event indicated in item 2, to carry out the necessary adjustments to fully meet contractual requirements required for this range.

APPENDIX B

Airports with annual passenger movements of 5 mi / pax or more

For the purpose of Service quality, the Concessionaire must observe the provisions of this Appendix.

System of registration and treatment of demands related to service provision

1. The Concessionaire must have a system for registration and treatment of demands related to the provision of the service, capable of generating a report containing information on the manifestations received, ensuring ANAC access to the raw data of said system, under the terms and terms defined in the contract and other regulations issued by ANAC.

1.1 Access to the System should be broad and simplified, allowing the timely recording of airport users' demands

2. The System for registration and treatment of demands related to the provision of the service must record, at least, the following information:

2.1 Unique and sequential identifier;

2.2 Date and time of the alleged fact, the registration and claim conclusion;

2.3 Protester contract details; and

2.4 Manifestations classifications and the respective addressing.

3. The System for the registration and treatment of demands related to the provision of services must be capable of generating control and management reports.

4. The Concessionaire must periodically forward to ANAC the information collected through the Registration System, together with the following considerations:

4.1 Critical analysis causes of the main problems; and

4.2 Record of actions already taken and analysis of their effectiveness in solving problems.

5. Registration and treatment systems of demands related to the provision of the service may be audited by ANAC at any time.

Quality of Service Indicators - IQS and Q Factor Calculation

6. IQS will be measured within 60 (sixty) days after the end of Phase I-A.

7. The lower and upper IQS standards and values are defined in this Appendix. The Q Factor to be considered in the adjustment of the annual ceiling revenue, as established in the Concession Contract, will be calculated annually by the sum of the possible decreases and increases described in this Appendix.

8. The resulting Q Factor will be applied to the readjustment of the ceiling revenue, according to the formula provided for in the Concession Contract, and may vary from 7.5% (seven and a half percent) of decrease to 2% (two percent) of bonuses.

9. The Q Factor will only apply from the third adjustment, including this one.

9.1 For the calculation of the Q Factor, data collected in the period between August of the year preceding the adjustment to July of the year of the adjustment will be considered.

10. The recurrence of low performance in the quality of service, characterized by the failure to reach the standard established for the same IQS for 2 (two) periods, consecutive or alternating within a period of 5 (five) years, constitutes an infraction subject to the application of penalties, contractually foreseen, except for the IQS referring to the Service on Boarding Bridges (which have a specific penalty). Each period will be counted only once for configuring the low performance recurrence in the quality of service.

10.1 The IQS listed in Table 2 of this appendix will be taken into account, individually, for the purpose of recidivating low performance in the quality of service, provided they have a standard, with the exception of the Service Indicators on Boarding Bridges.

10.2 The period covered by item 10 coincides with that defined in item 9.1, during the entire period in which the Q Factor takes effect in the Adjustment.

11. When calculating the annual adjustment, the Concessionaire may submit information and clarifications on facts, activities and services performed by delegates or public agencies and airlines that have affected the quality of services provided at the airport for ANAC's evaluation.

Service quality Indicators

12. The Service quality Indicators - IQS are organized into the following categories:

- a) Direct services;
- b) Equipment availability;
- c) Airside installations; and
- d) Passenger Satisfaction Survey.

13. (fourteen) indicators will be considered in the annual calculation of Factor Q for their decrease, among which 9 (nine) are eligible for bonus.

14. The Concessionaire must maintain detailed records of measurements, which may be audited by ANAC at any time.

15. Table 1 shows all the Service quality Indicators, which should be measured monthly, with emphasis on the items that will be considered in the calculation of the Q factor.

Table 1 -Service quality Indicators

Aspects	Categories	IQS
Direct Services	Waiting time in security inspection queues	1. Passengers percentage waiting up to 5 minutes (Q)
	Service time for Passengers with Special Assistance Needs - PNAE	2. Passengers percentage waiting up to 15 minutes (Q)
		3. Minimum percentage of boarding attendance, previously notified (Art. 21 of Res. 280), with less than 30 minutes
		4. Minimum percentage of boarding attendances, without prior notice (Art. 21 of Res. 280), with less than 35 minutes

		5. Minimum percentage of landing assistance, previously notified (Art. 21 of Res. 280), with time less than 30 minutes
		6. Minimum percentage of landing assistance, without prior notice (Art. 21 of Res. 280), with less than 35 minutes
Equipment Availability	Elevators, stairs and moving walkways	7. Elevators, escalators and moving walkways percentage availability (Q)
	Baggage processing system (boarding)	8. Percentage of baggage processing system availability (boarding) (Q)
	Baggage claim system (landing)	9. baggage refund system percentage availability(Landing) (Q)
Airside Installations	Service in Boarding Bridges	10. Movement percentage of domestic passengers served by the boarding bridge (Q)
		11. Movement percentage of international passengers served on the boarding bridge (Q)
Passenger Satisfaction Survey	Mobility	12. Ease of finding your way at the terminal (Q)
		13. Ease of accessing flight information (Q)
	Basic Services	14. Bathroom cleaning (Q)
		15. Bathrooms availability
		16. Availability of the airport operator's official Wi-Fi (Q)
	Environment	17. Comfort in the departure area
		18. Thermal comfort (Q)
		19. Acoustic comfort
		20. General cleaning of the airport (Q)
	Access	21. Ease of getting out of the vehicle and accessing the terminal via the sidewalk (Q)
Satisfaction Indexes	22. Waiting time at the	

		check-in queue
		23. The airport quality operator's official parking lots
		24. Price-quality ratio of food at the airport

(Q) Service quality Indicators that integrate the Q Factor.

16. Table 2 presents the indicators with their respective metrics and reference values.

Table 2 - Reference values for Service quality Indicators

Categories	IQS	Vi	Standards	Vs	Interval	Decrease	Bonus
Direct services						-2,00%	-
Waiting time in security inspection queues	Passengers percentage waiting up to 5 minutes	90,00%	95,00%	-	-	-1,00%	-
	Passengers percentage waiting up to 15 minutes	95,00%	99,50%	-	-	-1,00%	-
Service time for Passengers with Special Assistance Needs - PNAE	Minimum percentage of boarding calls, previously notified (Art. 21 of Res. 280), with less than 30 minutes	-	95,00%	-	-	-	-
	Minimum percentage of boarding attendances, without prior notice (Art. 21 of Res. 280), with less than 35 minutes	-	95,00%	-	-	-	-
	Minimum percentage of landing visits, previously notified (Art.	-	95,00%	-	-	-	-

	21 of Res. 280), with less than 30 minutes						
	Minimum percentage of landing assistance, without prior notice (Art. 21 of Res. 280), with time less than 35 minutes	-	95,00%	-	-	-	-

Equipment Availability						-1,50%	0,60%
Elevators, stairs and moving walkways	Availability percentage of elevators, escalators and moving walkways	96,90%	98,20%	99,50%	-	-0,50%	0,20%
Baggage processing system (boarding)	Percentage of baggage processing system availability (boarding) (Q)	97,40%	98,60%	99,80%	-	-0,50%	0,20%
Baggage claim (landing) (Q)	Availability percentage of the baggage refund system (landing) (Q)	97,40%	98,60%	99,80%	-	-0,50%	0,20%
Airside Installations						-1,50%	0,40%
Service on boarding bridges (Q)	Movement percentage of domestic passengers processed on boarding bridges	61,90%	70,00%	85,80%	-	-1,50%	0,40%
	International passengers percentage processed on boarding bridge	82,50%	85,00%	96,50%	-		
Passenger Satisfaction Survey						-2,50%	1,00%
Mobility	Ease of finding your way at the terminal (Q)	3,88	4,09	4,24	0,03	-0,40%	0,25%

	Ease of accessing flight information (Q)	3,94	4,15	-	0,03	-0,30%	-
Basic services	Bathroom cleaning (Q)	3,95	4,11	4,25	0,02	-0,40%	0,25%
	Bathrooms availability	-	4,19	-	-	-	-
	Availability of official Wi-Fi from the airport operator (Q)	3,11	3,38	3,55	0,04	-0,30%	0,25%
Environment	Comfort in the departure area	-	-	-	-	-	-
	Thermal comfort (Q)	3,90	4,15	4,29	0,03	-0,40%	0,25%
	Acoustic comfort	-	4,01	-	-	-	-
	General airport cleaning (Q)	4,15	4,34	-	0,02	-0,40%	-
Access	Ease of getting out of the vehicle and accessing the terminal via the sidewalk (Q)	3,57	3,72	-	0,02	-0,30%	-
Total						-7,50%	2,00%

For comparison between the values of the QSI with their respective reference values, defined in Table 2 above, two decimal places will be used.

The calculation of the adjustment portion related to the Q Factor will be carried out according to the criteria below.

For the Indicators of the category "Waiting time in security inspection queues", related to the aspect "Direct Services":

If $R(i) < Vi(i)$;

$$Q(i) = \text{decrease}(i)$$

If $Vi(i) \leq R(i) < \text{standard}(i)$;

$$Q(i) = \text{Decrease}(i) \times \left(\frac{R(i) - \text{standard}(i)}{Vi(i) - \text{standard}(i)} \right)^{0,5}$$

If $R(i) \geq \text{Standard}(i)$;

$$Q(i) = 0$$

For Indicators related to the “Equipment Availability” aspect:

If $R(i) < Vi(i)$;

$$Q(i) = Decrease(i)$$

If $Vi(i) \leq R(i) < Standard(i)$;

$$Q(i) = 0$$

If $standard(i) \leq R(i) < Vs(i)$;

$$Q(i) = Bonus(i) \times \left(\frac{R(i) - Padrão(i)}{Vs(i) - Padrão(i)} \right) \text{ Não traduzi a palavra padrão, pois está dando erro nesta fórmula}$$

If $R(i) \geq Vs(i)$;

$$Q(i) = Bonus(i)$$

18.3 For Indicators related to the “Airside Installations” aspect:

Se $R(i) < Vi(i)$;

$$Q_c(i) = Decréscimo(i) \times f_c$$

Se $Vi(i) \leq R(i) < Padrão(i)$;

$$Q_c(i) = Decréscimo(i) \times \left(\frac{R(i) - Padrão(i)}{Vi(i) - Padrão(i)} \right)^{0,5} \times f_c$$

Se $Padrão(i) \leq R(i) < Vs(i)$;

$$Q_c(i) = Bônus(i) \times \left(\frac{R(i) - Padrão(i)}{Vs(i) - Padrão(i)} \right) \times f_c$$

Se $R(i) \geq Vs(i)$;

$$Q_c(i) = Bônus(i) \times f_c$$

Obs: não traduzi as palavras nesta fórmula, pois está dando erro. A tradução é a mesma das outras.

f_c being a factor corresponding to the fraction of the total number of passengers processed at the airport's passenger terminals, which corresponds to characteristic “c” (domestic or international).

If domestic “c”:

$$f_{dom} = \frac{TD - TED}{TD + TI - (TED + TEI)}$$

If international "c":

$$f_{int} = \frac{TI - TEI}{TD + TI - (TED + TEI)}$$

TD - Total number of domestic passengers processed at passenger terminals during a given period;

TED - Total number of domestic passengers processed in passenger terminals during a certain period that have been transported in aircraft whose physical characteristics prevented operation on commercially available boarding bridges;

TI - Total number of international passengers processed at passenger terminals during a given period; and

TEI - Total number of international passengers processed at passenger terminals during a certain period that have been transported in aircraft whose physical characteristics prevented operation on commercially available boarding bridges.

18.4 For Indicators related to the "Passenger Satisfaction Survey":

Se $R(i) < Vi(i)$;

$$Q(i) = Decréscimo(i)$$

Se $Vi(i) \leq R(i) < Padrão(i) - Intervalo(i)$;

$$Q(i) = Decréscimo(i) \times \left(\frac{R(i) - (Padrão(i) - Intervalo(i))}{Vi(i) - (Padrão(i) - Intervalo(i))} \right)^{0,5}$$

Intervalo = Interval

- If there is no forecast of a Higher Value for the Indicator:

Se $Padrão(i) - Intervalo(i) \leq R(i)$

$$Q(i) = 0$$

- Caso haja previsão de Valor Superior para o Indicador:

Se $Padrão(i) - Intervalo(i) \leq R(i) < Padrão(i) + Intervalo(i)$;

$$Q(i) = 0$$

Se $Padr\tilde{a}o(i) + Intervalo(i) \leq R(i) < Vs(i)$;

$$Q(i) = B\tilde{o}nus(i) \times \left(\frac{R(i) - (Padr\tilde{a}o(i) + Intervalo(i))}{Vs(i) - (Padr\tilde{a}o(i) + Intervalo(i))} \right)$$

Se $R(i) \geq Vs(i)$;

$$Q(i) = B\tilde{o}nus(i)$$

Where:

R (i) = Indicator Result (i);

Q (i) = Q Factor Indicator Result (i);

Vi (i) = Indicator lower Value (i);

Vs (i) = Indicator higher Value (i)

Interval (i) = Interval Indicator (i);

Decrease (i) = Indicator decrease value (i);

Bonus (i) = Indicator bonus value (i);

19- The Result of the Q factor, for a given period, is given by the sum of the Q (i) of each Indicator eligible for decrease and bonuses.

$$\text{Factor Q} = \sum Q(i)$$

20- The maximum level of reduction due to service failures in a given period will be equal to or less than 7.5% of the ceiling revenue in the period referring to the adjustment. This includes any increase in reductions due to persistent service failure.

Increase in Tariff Decreases for Persistent Service Failure

21- The reduction percentage established in Table 2 is increased by 50% when there is persistent service failure. Persistent service failure is characterized when the Concessionaire's performance for a given IQS is below the standard specified in at least 6 months of the period defined in item 9.1.

Direct services

22- The measurement of the Waiting Time in the Safety Inspection Queues will be counted from the moment the passenger stops in the inspection queue until the moment he deposits his objects on the scanner roller, or the moment the passenger crosses the metal detector gantry, whichever comes first.

23- For airports that have a system for monitoring the length of stay or processing passengers in the operational components, the measurement of the Waiting Time in the Security Inspection Queues will consider a specific methodology to be regulated by ANAC.

24. The measurement of the Waiting Time in the Safety Inspection Queues must be made in the operational components of occurrence dedicated to serving passengers originating at the airport, during the busiest hours, as defined by ANAC. ANAC requesting that the Class of Waiting Time in the Security Inspection Queues be carried out in the operational components of execution dedicated to serving passengers connected at the airport, in case a relevant passenger flow is identified.

25. The results of the Waiting Time Indicators in the Safety Inspection Queues should be calculated from the percentage of passengers waiting up to 5 (five) and up to 15 (fifteen) minutes, according to the following formula:

- Passengers percentage waiting up to 5 (five) minutes

$$R_{F5\%} = \left(\frac{TF5}{TF} \right) \times 100$$

- Passengers percentage waiting up to 15 (fifteen) minutes

$$R_{F15\%} = \left(\frac{TF15}{TF} \right) \times 100$$

Where:

RF5% - Passengers percentage waiting up to 5 (five) minutes;

RF15% - Passengers percentage waiting up to 15 (fifteen) minutes;

TF5 - Number of records in which passengers waited up to 5 (five) minutes in the queue;

TF15 - Number of records in which passengers waited up to 15 (fifteen) minutes in the queue;

TF - Total number of queue time measurement records.

26. For the indicator Service Time for Passengers with Special Assistance Needs (PNAE), the time for making the ascension and descent equipment available for boarding and landing on aircraft will be evaluated, excluding services performed at the boarding location.

27. The result of the Time Attendance Indicator for Passengers with Special Assistance Needs (PNAE) should be calculated from the percentage of boarding and landing visits, with prior notice and without prior notice, with a time shorter than the reference values defined in Table 2, according to the following formula:

- Percentage of boarding attendance, previously notified (Art. 21 of Res. 280), with time less than 30 (thirty) minutes

$$R_{EA\%} = \frac{EA30}{TEA_{PNAE}} \times 100$$

- Percentage of boarding attendances, without prior notice (Art. 21 of Res. 280), with time less than 35 (thirty-five) minutes

$$R_{ESA\%} = \frac{ESA35}{TESA_{PNAE}} \times 100$$

- Percentage of arrivals, previously notified (Art. 21 of Res. 280), with time less than 30 (thirty) minutes

$$R_{DA\%} = \frac{DA30}{TDAPNAE} \times 100$$

- Percentage of arrivals, without prior notice (Art. 21 of Res. 280), with time less than 35 (thirty-five) minutes

$$R_{DSA\%} = \frac{DSA35}{TDSA_{PNAE}} \times 100$$

Where:

REA% - Boarding calls percentage, previously notified, with less than 30 (thirty) minutes;

RESA% - Boarding calls percentage, without prior notice, with less than 35 (thirty-five) minutes;

RDA% - Arrivals percentage, previously notified, with less than 30 (thirty) minutes;

RDSA% - Arrivals percentage, without prior notice, with less than 35 (thirty-five) minutes;

EA30 - Number of calls for PNAE shipments, with prior notice, with less than 30 (thirty) minutes;

TEAPNAE - Total number of calls for PNAE shipments with prior notice;

ESA35 - Number of calls for PNAE shipments, without prior notice, with less than 35 (thirty-five) minutes;

TESAPNAE - Total number of calls for PNAE shipments without prior notice;

DA30 - Number of PNAE landings calls, with prior notice, with less than 30 (thirty) minutes;

TDAPNAE - Total number of calls for PNAE landings with prior notice;

DSA35 - Number of calls from PNAE landings, without prior notice, with less than 35 (thirty-five) minutes;

TDSAPNAE - Total number of calls for PNAE landings without prior notice;

Equipment Availability

28. The Availability Indicators aim to assess the operability of equipment critical to the continuous processing of passengers.

29. The following categories of equipment will be evaluated:

- a) Stair lifts and moving walkways;
- b) Baggage processing system (boarding); and
- c) Baggage refund system (landing).

30. For the category of elevators, treadmills and escalators, the equipment that is part of the passenger flow when boarding and landing will be monitored.

31. For the baggage processing system (boarding) category, the equipment responsible for baggage processing from the check-in counters to the airside sorting carousels will be monitored, excluding injector scales and scales.

32. For the category of baggage claim (landing), the equipment responsible for transporting baggage from the air to passengers will be monitored.

33. The monitoring of the equipment and facilities listed above will obey their availability at times that concentrate a relevant portion of passengers processed each month, considering separately the domestic and international boarding and landing flows.

34. For the definition of monitoring schedules, the flow of passengers to which each piece of equipment must be considered must be considered.

35. Any equipment stoppage to be monitored during the period referred to in item 33 is considered unavailability, regardless of the cause.

36. Equipment stops will be disregarded, as long as ANAC and Users have been notified in advance, equipment stops:

- a) Affected by infrastructure works at or near the installation or equipment; and
- b) Subject to planned maintenance that, due to its complexity, goes beyond the 24-hour period.

37. When calculating the Q Factor, the Concessionaire may submit to ANAC a claim for disregarding events that have affected the availability of its equipment during measurement times, provided that the events presented are duly proven and that are not the responsibility of the Concessionaire.

38. The Concessionaire must record the following information:

- a) Time at which stops were recorded;
- b) Time at which the affected equipment or installation returned to operation; and
- c) The reason for the stoppage.

39. Whenever possible, and cost-effective, measurement should be automated.

40. The results of the Indicators related to the Equipment Availability aspect should be calculated according to the following formula:

$$R_{D\%}(i) = \left(1 - \frac{ID - ID_0}{D_t - ID_0}\right) \times 100$$

Where:

RD% (i) - Indicator result (i), expressed as a percentage, related to the availability of equipment;

ID (Unavailability) - Sum of unavailability times during the theoretical availability period;

IDo - Sum of unavailability times that fall under the situations provided for in item 36 and that occur during the theoretical availability period.

Dt (Theoretical availability) - Sum of the times when the availability of the equipment is monitored in order to evaluate the indicator, according to the criterion set out in item 33.

Airside Installations

41. The Service Indicators on Boarding Bridges should be measured at all passenger terminals at the airport, making a distinction between domestic and international passengers.

42. The Service Indicators on Boarding Bridges will be calculated from the number of passengers processed on boarding bridges and the total number of passengers processed at the airport's passenger terminals, excluding passengers processed at terminals that have been transported in aircraft whose physical characteristics prevent the operation on commercially available boarding bridges, according to the formulas below:

- Percentage of domestic passengers processed on boarding bridges

$$R_{AD\%} = \frac{PD}{TD - TED} \times 100$$

- Percentage of international passengers processed on boarding bridge

$$R_{AI\%} = \frac{PI}{TI - TEI} \times 100$$

Where:

RAD% - Percentage of domestic passengers processed on boarding bridges;

RAI% - Percentage of international passengers processed on boarding bridges;

PD - Number of domestic passengers processed on boarding bridges during a certain period;

PI - Number of international passengers processed on boarding bridges during a certain period;

TD - Total number of domestic passengers processed at the passenger terminals during a given period;

TED - Total number of domestic passengers processed in passenger terminals during a certain period that have been transported in aircraft whose physical characteristics prevented operation on commercially available boarding bridges;

TI - Total number of international passengers processed at passenger terminals during a given period;

TEI - Total number of international passengers processed at passenger terminals during a certain period that were transported in aircraft whose physical characteristics prevented operation on commercially available boarding bridges;

Passenger Satisfaction Survey

43. Passenger Satisfaction Survey questions should be prepared in the form of questionnaires and will be delivered and collected near the departure gates, or through direct interview. The questionnaires must be available in Portuguese, Spanish and English and any other language group important for the airport.

44. The sample must include 1,500 annual interviews with passengers who are boarding at the airport, scheduled during each month as determined by ANAC, which will consider the distribution according to the annual movement and its seasonality.

45. The interview schedule established annually with ANAC should have an annual coverage and balanced with flight samples from various destinations and in all periods, days of the week and weekends. ANAC will have the right to request a representative quota of interviews by destination or other criteria. As far as possible, passengers should be chosen at random.

46. Passengers should be asked to rate the various attributes of the airport according to the following scale:

Table 3 - Scale of attributes for the IQS of the Passenger Satisfaction Survey.

Excellent	Good	Reasonable	Bad	Terrible	Not used / don't know
5	4	3	2	1	Discard the answer

47. The Result of each Passenger Satisfaction Survey Indicator will be the average of the results obtained for valid responses, according to the formula below:

$$R(i) = \frac{\sum_{x=1}^n P_i(x)}{n}$$

Where:

R (i) - Indicator result "i" referring to the Passenger Satisfaction Survey;

Pi (x) - Valid score obtained by the response of the passenger "x" to the indicator "i" during a certain period;

n - Number of valid responses for the "i" indicator during a given period.

48. In addition to the indicators defined in Table 2, the following indicators must be part of the Passenger Satisfaction Survey, which will compose Satisfaction Indexes to be released by ANAC:

Table 4: Service quality indicators related to the Satisfaction Index

Satisfaction Indexes	Waiting time at the check-in queue
	Quality of the airport operator's official parking lots
	Price-quality ratio of food at the airport

49. The questions related to the Indicators that will compose the Satisfaction Indexes will be answered using the scale referred to in item 16, and will be classified under the headings "Satisfied" or "Unsatisfied" considering the following criteria:

Table 5 - Classification of Service Quality Indicators related to the Satisfaction Index

Satisfied			Unsatisfied	
Excellent	Good	Reasonable	Bad	Terrible
5	4	3	2	1

50. The result of each indicator in Table 4 will be expressed in terms of the percentage of passengers who assigned grades classified under the heading "Satisfied".

Preparation for IQS measurement

51. IQS must be checked monthly in accordance with the provisions of this Appendix.

52. The Concessionaire must forward to ANAC, on a monthly basis, all data collected to assess the results of the IQS defined in this Appendix.

53. The indicators referring to the Direct Services, Equipment Availability and Airside Installations aspects will be verified by the Concessionaire, and forwarded to ANAC according to regulations issued by the Agency.

54. The Concessionaire will be responsible for selecting, hiring and remunerating an independent specialized company to carry out the studies related to the planning of the Passenger Satisfaction Survey, as well as to carry out the survey in the terms described in this Appendix.

54.1 The name and qualification of the company must be previously submitted to ANAC, which will have the right of veto in hiring, and the Concessionaire, in this case, must present a new company.

54.2 ANAC may, upon request and at its discretion, authorize the Research and its planning by the Concessionaire.

54.3 The methodology for conducting the research referred to in item 23 will observe the regulations issued by ANAC. In the absence of a regulated methodology, the Concessionaire must present its own methodology, subject to the contractual provisions, for approval by ANAC.

54.4 ANAC may request that the research company and / or the Concessionaire use a system, software, rule or application specified by the Agency to carry out, record, record the audios of interviews, calculate or consolidate the IQS.

54.5 ANAC may also extend the satisfaction survey to other Users.

55. The Concessionaire will publish, on an accessible basis, on the airport's website, a service performance report, identifying the relevant standard and the monthly performance history for the IQS.

55.1 The information must appear on a specific thematic page for the presentation of the results of the Indicators, and the path to its access must be clearly identified on the airport's main page.

The Concessionaire's Action Plan

56. The Concessionaire must annually prepare an Action Plan that contains the necessary measures to ensure the quality of the services provided to Users.

56.1 The Plan must include measures and actions aimed at mitigating or correcting deficiencies in the provision of the service or opportunities for improvement, encompassing personnel training, physical improvements and changes in procedures, among others that may prove necessary, and should address at least:

56.1.1 areas with low performance in the service quality measured, thus understood those Indicators have substandard results;

56.1.2 Non-compliance with the Minimum Airport Infrastructure Specifications, pursuant to item 5 of the PEA;

56.1.3 Problems identified by means of the System used by the Concessionaire to serve Users, pursuant to item 1 and following;

56.1.4 Problems identified through the system used by ANAC to receive comments from users of the service.

57. The first Action Plan should be sent by the end of the month of the second Readjustment, with the others being sent out every December from then on.

57.1 The Action Plan must be implemented by the end of July following the date set for its presentation.

58. In preparing the Plan, the Concessionaire must comply with all laws, regulations, and other rules applicable to its activities.

59. The Action Plan will bind the Concessionaire for all legal purposes, being responsible for its compliance and implementation, subject to the obligations provided for in this Appendix, the Contract and its Annexes.

60. In preparing the Action Plan, the Concessionaire must consult the airport community involved in the issues to be addressed, demonstrating in the document submitted to ANAC how the suggestions and demands of these Users were considered, according to the terms contained in Chapter XV - Consultations with Concession Agreement Users.

60.1 The Concessionaire must submit, together with the Action Plan submitted to ANAC, a consultation report prepared pursuant to item 15.5 of the Contract.

APPENDIX C

Airports with annual passenger movements equal to or greater than 1 mi / pax and less than 5 mi / pax

For the purpose of the Service quality, the Concessionaire must observe the provisions of this Appendix.

Treatment and registration system of demands related to service provision

1. The Concessionaire must have a system for registration and treatment of demands related to the provision of the service, capable of generating a report containing information on the manifestations received, ensuring ANAC access to the raw data of said system, under the terms and terms defined in the Contract and other regulations issued by ANAC

1.1 Access to the System should be broad and simplified, allowing the timely registration of the airport demands users.

2. The System for registration and treatment of demands related to the provision of the service must record, at least, the following information:

2.1 Unique and sequential identifier;

2.2 Date and time of the alleged fact, the registration and the conclusion of the claim;

2.3 Contact details of the protester;

2.4 Classification of the manifestations and the respective addressing;

3. The System for the registration and treatment of demands related to the provision of services must be capable of generating control and management reports.

4. The Concessionaire must periodically forward to ANAC the information collected through the Registration System, together with the following considerations:

4.1 Critical analysis of the causes of the main problems identified;

4.2 Record of actions already taken and analysis of their effectiveness in solving problems.

5. The System for registration and treatment of demands related to the provision of the service may be audited by ANAC at any time.

Quality of Service Indicators – IQS

6. IQS will be measured within 60 (sixty) days after the end of Phase I-A.

7. IQS standards are defined in this Appendix.

8. The recurrence of low performance in service quality, characterized by the failure to reach the standard established for the same Service quality Indicator (IQS) for more than 3 (three) consecutive months or alternating within a period of 12 (twelve) months, is a condition subject to the application of the penalties provided for in the contract. Each period will be counted only once for configuring the low performance recurrence in the quality of service.

8.1 For the purposes of item 8, data collected in the period between August of one year and July of the following year will be considered.

8.2 The IQS listed in Table 2 of this appendix will be taken into account, individually for the purpose of recidivating low performance in the quality of service, provided they have an established standard.

9. Service Quality Indicators - IQS referring to the Passenger Satisfaction Survey are applicable to the Concessionaire.

10. The Concessionaire must maintain detailed records of measurements, which may be audited by ANAC at any time.

11. Table 1 shows all the Quality of Service Indicators, which should be checked monthly at airports.

Table 1 - Service quality Indicators

Aspect / Category		Indicatory
Passenger Satisfaction Survey	Mobility	1. Ease of finding your way at the terminal 2. Ease of accessing flight information
	Basic services	3. Bathrooms cleaning 4. Toilets availability 5. Availability of official Wi-Fi from the Airport Operator
	Environment	6. Comfort in the boarding area 7. Thermal comfort 8. Acoustic comfort 9. General airport cleaning
	Access	10. Ease of getting out of the vehicle and accessing the terminal via the sidewalk
	Satisfaction Indexes	11. Waiting time at the check-in queue

		12. Quality of the airport operator's official parking lots 13. Price-quality ratio of food at the airport
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12. Table 2 presents the indicators with their respective reference values.

Table 2 - Reference values for Service quality Indicators

Passenger Satisfaction Survey			
Category	Indicator	Criterion	Standard
Mobility	1. Ease of finding your way at the terminal	Measurement through passenger satisfaction survey	4,09
	2. Ease of accessing flight information		4,15
Basic services	3. Bathrooms cleaning		4,11
	4. Toilets availability		4,19
	5. Availability of the airport operator's official wifi		3,38
Environment	6. Comfort in the boarding area		-
	7. Thermal comfort		4,15
	8. Acoustic comfort		4,01
	9. General airport cleaning		
Access	10. Ease of getting out of the vehicle and accessing the terminal via the sidewalk		4,34
		3,72	

Passenger Satisfaction Survey

13. The Passenger Satisfaction Survey questions must be prepared in the form of questionnaires and will be delivered and collected near the boarding gates, or through direct interview. The questionnaires must be available in Portuguese, Spanish and English and any other language group important for the airport.

14. The sample should include 1,000 (thousand) annual interviews with passengers who are boarding at the airport, scheduled during each month, as determined by ANAC, which will consider the distribution according to the monthly movement and its seasonality.

15. The interview schedule established annually with ANAC must have an annual coverage and balanced with flight samples from various destinations and in all periods, days of the week and weekends. ANAC will have the right to request a representative quota of interviews by destination or other criteria. As far as possible, passengers should be chosen at random.

16. Passengers should be asked to rate the various attributes of the airport according to the following scale:

Table 3 - Scale of attributes for the Passenger Satisfaction Survey IQS

Excellent	Good	Reasonable	Bad	Terrible	Not used / don't know
5	4	3	2	1	Discard the answer

17. The Result of each Passenger Satisfaction Survey Indicator will be the average of the results obtained for valid responses, according to the formula below:

$$R(i) = \frac{\sum_{x=1}^n P_i(x)}{n}$$

Where:

R (i) - Indicator result "i" referring to the Passenger Satisfaction Survey;

Pi (x) - Valid score obtained by the response of the passenger "x" to the indicator "i" during a certain period;

n - Number of valid responses for the "i" indicator during a given period.

18. In addition to the indicators defined in Table 2, the following indicators must be part of the Passenger Satisfaction Survey, which will compose Satisfaction Indexes to be released by ANAC:

Table 4: Service quality indicators related to the Satisfaction Index

Satisfaction Indexes	Waiting time at the check-in queue
	Quality of the airport operator's official parking lots
	Price-quality ratio of food at the airport

19. The questions related to the Indicators that will compose the Satisfaction Indexes will be answered using the scale referred to in item 16, and will be classified under the headings "Satisfied" or "Unsatisfied" considering the following criterion:

Table 5 - Classification of Service Quality Indicators related to the Satisfaction Index

Satisfied			Unsatisfied	
Excellent	Good	Reasonable	bad	Terrible
5	4	3	2	1

20. The result of each indicator in Table 4 will be expressed in terms of the percentage of passengers who assigned grades classified under the heading "Satisfied".

Preparation for QSI measurement

21. IQS must be checked monthly in accordance with the provisions of this Appendix.

22. The Concessionaire must forward to ANAC, on a monthly basis, all data collected to assess the results of the IQS defined in this Appendix.

23. The Concessionaire will be responsible for selecting, hiring and remunerating an independent specialized company to carry out the studies related to the planning of the Passenger Satisfaction Survey, as well as to carry out the survey in the terms described in this Appendix.

23.1 The Company name and qualification must be previously submitted to ANAC, which will have the right of veto in hiring, and the Concessionaire, in this case, must present a new company.

23.2 ANAC may, upon request and at its discretion, authorize the Research and its planning by the Concessionaire.

23.3 The methodology for conducting the research referred to in item 23 will observe the regulations issued by ANAC. In the absence of a regulated methodology, the Concessionaire must present its own methodology, subject to the contractual provisions, for approval by ANAC.

23.4 ANAC may request that the research company and / or the Concessionaire use a system, software, rule or application specified by the Agency to carry out, record, record the audios of interviews, calculate or consolidate the IQS.

23.5 ANAC may also extend the satisfaction survey to other Users.

24. The Concessionaire will publish, on an accessible basis, on the airport's website, a service performance report, identifying the relevant standard and the monthly performance history for the IQS.

24.1 The information must appear on a specific thematic page for the presentation of the Indicators results, and the path to its access must be clearly identified on the airport's main page.

The Concessionaire's Action Plan

25. The Concessionaire must annually prepare an Action Plan that contains the necessary measures to ensure the quality of the services provided to Users.

25.1 The Plan must include measures and actions aimed at mitigating or correcting deficiencies in the provision of the service or opportunities for improvement, encompassing personnel training, physical improvements and changes in procedures, among others that may prove necessary, and should address at least:

25.1.1 areas with low performance in the service quality measured, thus understood those Indicators have substandard results;

25.1.2 Non-compliance with the Minimum Airport Infrastructure Specifications, pursuant to item 5 of the PEA;

25.1.3 Problems identified by means of the System used by the Concessionaire to serve Users, pursuant to item 1 and following;

25.1.4 Problems identified through the system used by ANAC to receive comments from users of the service.

26. The first Action Plan should be sent by the end of the month of the second Readjustment, with the others being sent out every December from then on.

26.1 The Action Plan must be implemented by the end of July following the date set for its presentation.

27. In preparing the Plan, the Concessionaire must comply with all laws, regulations, and other rules applicable to its activities.

28. The Action Plan will bind the Concessionaire for all legal purposes, being responsible for its compliance and implementation, subject to the obligations provided for in this Appendix, the Contract and its Annexes.

29. In preparing the Action Plan, the Concessionaire must consult the airport community involved in the issues to be addressed, demonstrating in the document submitted to ANAC how the suggestions and demands of these Users were considered, according to the terms contained in Chapter XV - Consultations with Concession Agreement Users.

29.1 The Concessionaire must submit, together with the Action Plan submitted to ANAC, a consultation report prepared pursuant to item 15.5 of the Contract.

APPENDIX D

Airports with annual passenger movement below 1 mi / pax

For the purpose of Service quality, the Concessionaire must observe the provisions of this Appendix.

Treatment and registration system of demands related to service provision

1. The Concessionaire must have a system for registration and treatment of demands related to the provision of the service, capable of generating a report containing information on the manifestations received, ensuring ANAC access to the raw data of that system, under the terms and terms defined in the Contract and other regulations issued by ANAC.

1.1 Access to the System should be broad and simplified, allowing the timely registration of the demands of airport users.

2. The System for registration and treatment of demands related to the provision of the service must record, at least, the following information:

2.1 Unique and sequential identifier;

2.2 Date and time of the alleged fact, the registration and the conclusion of the claim;

2.3 Contact details of the protester; and

2.4 Classification of the manifestations and the respective addressing.

3. The System for the registration and treatment of demands related to the provision of services must be capable of generating control and management reports.

4. The Concessionaire must periodically forward to ANAC the information collected through the Registration System, together with the following considerations:

4.1 Critical analysis of the causes of the main problems identified;

4.2 Action plan to mitigate or correct the problems identified through the system referred to in this Appendix; and

4.3 Record of actions already taken and analysis of their effectiveness in solving problems.

The system for registration and treatment of demands related to the provision of the service may be audited by ANAC at any time.

APPENDIX E

Immediate areas in possession by the Concessionaire:

1. SOUTH block

1.1. Curitiba / PR - Afonso Pena Airport (SBCT):

1.1.1. The civil area measuring 6,487,156.9900 m², inscribed in the Patrimonial Situation Plan ", code No. CT.01 / 003.47 / 17369/00, dated January 2018, composed of parts of the areas described below:

1.1.1.1. Areas owned by the Federal Government, held by Infraero, members of the following transcripts / registrations:

1.1.1.1.1. Transcript No. 57,307, Book No. 3-AD, File No 86, dated 03/05/1974, of the Registry of the 1st Office of Property Registry of the District of São José dos Pinhais / PR;

1.1.1.1.2. Registration No. 22,610, File 01-1v., Of 05/31/1983, from the Real Estate Registry Office of the 1st Real Estate Division of São José dos Pinhais / PR;

1.1.1.1.3. Registration No. 043, 158, 159, 318, 349, 350, 351,352, 382, 419, 640, 790, 791, 1,083, 1,294, 1,371, 1,403, 1,450, 1,451, 1,452, 1,453, 1,454, 1,455, 1,456, 1,457, 1,458, 1,459, 1,460, 1,461, 1,462, 1,463, 1,488, 1,489, 1,751, 1,752, 1,753, 1,754, 1,755, 1,756, 1,810, 1,838, 1,989, 2,034, 2,629, 2,630, 2,632, 2,681, 2,835, 2,844, 3,334, 2,630 3,335, 3,442, 3,658, 3,746, 4,524, 4,857, 5,420, 5,421, 6,452, 6,535, 7,257, 7,355, 7,695, 8,232, 9,497, 9,720, 10,295, 10,399, 10,712, 10,947, 10,970, 11,004, 11,225, 11,451, 11,721,

12.250, 12.337, 13.490, 13.734, 14.385, 15.060,
15.063, 15.506, 16.406, 16.830, 16.831, 16.940,
17.972, 19.151, 19.152, 19.191, 19.263, 19.302,
19.303, 19.351, 19.371, 19.654, 19.655, 19.695,
19.695, 19.695, 19.655, 19.695 19.749, 19.842,
20.921, 21.043, 21.990, 22.210, 22.302, 22.488,
22.847, 22.848, 22.849, 22.850, 22.851, 22.852,
22.853, 22.854, 22.855, 22.856, 22.857, 22.858,
22.859, 22.860, 22.861, 22.860, 22.861, 22.862,
22.861, 22.862, 22.863, 22.862 22.864, 22.865,
22.866, 24.576, 26.016, 27.115, 27.345, 27.834,
28.024, 28.237 , 28,837, 29,574, 29,663, 29,903,
29,925, 29,996, 30,424, 31,081, 31,123, 31,477,
31,622, 31,728, 31,811, 33,529, 33,530, 33,531,
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and 34.126. , 35,775, 36,355, 36,487, 36,674,
37,008, 37,310, 37,336, 37,401, 37,616, 37,624,
37,665, 37,776, 37,862, 37,868, 37,895, 37,896,
37,942, 37,945, 37,946, 37,947, 37,948, 38,104,
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38,110, 38,111, 38,112, 38,113, 38,114, 38,115,
38,116, 38,117, 38,112, 38,112, 38,123, 38,136,
38,137, 38,349, 38,350, 38,415, 39,103, 39,107,
39,108, 39,109, 39,110, 39,139, 39,140, 39,339,
39,139, 39,140, 39,139, 39,140, 39,313, 39,139,
39,140, 39,339, 393, 393,139, 393, 393, 393, 393,
393, 393. 4, 39,522, 39,523, 39,524, 39,560,

39,561, 39,562, 39,563, 39,565, 39,566, 39,567, 39,568, 39,604, 39,653, 39,680, 39,681, 39,682, 41,275, 41,411, 41,412, 41,646, 42,139, 42,617, 42,618, 42,617, 42,619 42.620, 42.621, 42.622, 42.623, 43.031, 43.204, 43.474, 45.366, 45.367, 45.389, 45.561, 45.562, 45.563, 45.564, 45.565, 45.566, 45.574, 45.582, 45.583, 45.584, 45.585, 45.586, 45.587, 45.686, 45.587, 45.686, 45.587, 45.686, 45.587, 45.686, 45.587, 45.686, 45.587, 45.686, 45.587, 45.543 and 45.643, 45545 and 45.304.45.455 and 45.456. 45,645, 45,646, 45,647, 45,648, 45,649, 52,911, 52,912, 52,913, 52,914, 52,915, 52,916, 52,917, 52,918, 52,919, 52,920, 52,921, 52,922, 52,923, 52,924 and 52,925, of the Property Registry of the 1st Circumscription of the 1st District District of São José dos Pinhais / PR;

1.1.1.2. Area owned by third parties, held by Infraero, identified as “Area 2” in the “Patrimonial Situation” Plan, code No. CT.01 / 003.47 / 17369/00, dated January 2018, in an expropriation process based on Decree State of Public Utility No. 1,033 of August 16, 1995, published in the Official Gazette of the State No. 4,575 of August 17, 1995.

1.2. Foz do Iguaçu / PR - Cataratas Airport (SBFI):

1.2.1. The civil area measuring 2,692,116,0400 m², inscribed in the “Foz do Iguaçu International Airport - Cataratas, SBFI, Foz do Iguaçu / PR” Plant, dated April 2020, comprising part of the registration area described below:

1.2.1.1. Registration No. 34.498, Sheet No. 01-01v., Book No. 02, of 07/20/2011, from the Real Estate Registry Office of the 2nd District of the District of Foz do Iguaçu / PR.

1.3. Navegantes Airport / SC - Ministro Victor Konder (SBNF):

1.3.1. The civil area measuring 3,292,738.9100 m², inscribed in the “Navegantes International Airport Ministro Victor Konder, SBNF, Navegantes / SC” plant, dated September 2020, composed of parts of the areas described below:

1.3.1.1. Areas owned by the Union, owned by Infraero, members of the following registrations:

1.3.1.1.1. Registration No. 957, Book no. 02, Sheet No. 01, dated 01/21/2005, from the Registry of the 2nd Property Registry Office of the District of Itajaí / SC.

1.3.1.1.2. Registration No. 42,270, Book nº 03-V., File No. 224, dated 08/07/1964, from the Registry of the 1st Office of Property Registry of the District of Itajaí / SC.

1.3.1.2. Areas owned by the Municipality of Navegantes, held by Infraero, in the process of transferring ownership to the Federal Government, members of the following registrations:

1.3.1.2.1. Registration No. 2,646, Book No. 2, File No. 1, dated 02/22/2006, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.

1.3.1.2.2. Registration No. 2,647, Book No. 2, File No. 1, dated 02/22/2006, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.

1.3.1.2.3. Registration No. 2,648, Book No. 2, File No. 1, dated 02/22/2006, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.

1.3.1.2.4. Registration No. 2,649, Book No. 2, File No. 1, dated 06/22/2006, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.

1.3.1.2.5. Registration No. 5,496, Book No. 2, File No. 1, dated 05/28/2008, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.

1.3.1.2.6. Registration No. 7,269, Book No. 2, File No. 1, dated 08/20/2009, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.

- 1.3.1.2.7. Registration No. 7,272, Book No. 2, File No. 1, dated 08/20/2009, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.8. Registration No. 7,274, Book No. 2, File No. 1, dated 08/20/2009, from the Civil Registry Office, Titles and Documents and Property Registry of Comarca de Navegantes / SC.
- 1.3.1.2.9. Registration No. 7,276, Book No. 2, File No. 1, dated 08/20/2009, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.10. Registration No. 7,277, Book No. 2, File No. 1, dated 08/20/2009, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.11. Registration No. 7,279, Book No. 2, File No. 1, dated 08/20/2009, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.12. Registration No. 7,293, Book No. 2, File No. 01-02, dated 08/27/2006, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.13. Registration No. 7,436, Book No. 2, File No. 1, dated 10/8/2009, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.14. Registration No. 7,490, Book No. 2, File No. 1, dated 10/20/2009, from the Civil Registry Office, Titles and Documents and Property Registry of Comarca de Navegantes / SC.
- 1.3.1.2.15. Registration No. 7,491, Book No. 2, File No. 1, dated 10/20/2009, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.

- 1.3.1.2.16. Registration No. 7,535, Book No. 02, File No. 01, dated 10/26/2009, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.17. Registration No. 7,536, Book No. 02, File No. 01, dated 10/26/2009, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.18. Registration No. 7,537, Book No. 02, File No. 01, dated 10/26/2009, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.19. Registration No. 7,538, Book No. 02, File No. 01, dated 10/26/2009, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.20. Registration No. 7,539, Book No. 02, File No. 01, dated 10/26/2009, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.21. 1.3.1.2.21. Registration No. 7,540, Book No. 02, File No. 01, dated 10/26/2009, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.22. Registration No. 7,541, Book No. 02, File No. 01, dated 10/26/2209, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.23. Registration No. 7,542, Book No. 02, File No. 01, dated 10/26/2009, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.24. Registration No. 7,543, Book No. 02, File No. 01, dated 10/26/2009, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.

- 1.3.1.2.25. Registration No. 7,585, Book No. 02, File No. 01, dated 11/13/2009, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.26. Registration No. 7,586, Book No. 02, File No. 01, dated 11/13/2009, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.27. Registration No. 7,587, Book No. 02, File No. 01, dated 11/13/2009, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.28. Registration No. 7,724, Book No. 02, File No. 01, dated 11/20/2009, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.29. Registration No. 7,725, Book No. 02, File No. 01, dated 11/20/2009, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.2.30. Registration No. 9,937, Book No. 02, File No. 01, dated 2/9/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.31. Registration No. 9,943, Book No. 02, File No. 01, dated 3/9/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.32. Registration No. 9,945, Book No. 02, File No. 01, dated 3/9/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.33. Registration no. 10,131, Book no. 02, File No. 01, dated 09/24/1981, from the Notary of the 2nd Property Registry Office of the District of Itajaí / SC.

- 1.3.1.2.34. Registration no. 10,325, Book no. 02, File No. 01, dated 10/30/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.35. Registration No. 10,413, Book No. 02, File No. 01, dated 11/19/0981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.36. Registration No. 10,458, Book No. 02, File No. 01, dated 11/25/01981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.37. Registration No. 10,537, Book No. 02, File No. 01, dated 11/25/01981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.38. Registration No. 10,613, Book No. 02, File No. 01, dated 12/11/1981, from the Notary of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.39. Registration No. 12,484, Book No. 02, File No. 01, dated 11/12/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.40. Registration No. 12,576, Book No. 02, File No. 01, dated 03/18/1982, from the Notary of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.41. Registration No. 12,632, Book No. 02, File No. 01, dated 03/23/1982, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.42. Registration No. 14,093, Book No. 02, File No. 01-04, dated 08/15/2014, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.

- 1.3.1.2.43. 1.3.1.2.43. Registration No. 15,669, Book No. 02, File No. 01, dated 07/22/1983, from the Notary of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.44. Registration No. 15,841, Book No. 02, File No. 01, dated 09/09/1983, from the Registry of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.45. Registration No. 20,189, Book No. 02, File No. 01, dated 11/19/1985, from the Notary Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.46. Registration No. 22,310, Book No. 02, File No. 01, dated 1/16/1987, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.47. Registration No. 23,078, Book No. 02, File No. 01-03, dated 08/10/1987, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.48. Registration No. 23,079, Book No. 02, File No. 01-03, dated 08/10/1987, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.49. Registration No. 24,622, Book No. 02, File No. 01, dated 10/27/1988, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.50. Registration No. 24,970, Book No. 02, File No. 01, dated 1/29/1989, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.51. Registration No. 25,162, Book No. 02, File No. 01, dated 02/20/1989, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.

- 1.3.1.2.52. Registration No. 25,428, Book No. 02, File No. 01-03, dated 04/18/1989, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.53. Registration No. 25,429, Book No. 02, File No. 01-03, dated 04/18/1989, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.54. Registration No. 27,586, Book No. 02, File No. 01, dated 05/06/1991, from the Notary of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.55. Registration No. 29,366, Book No. 02, File No. 01, dated 03/02/1993, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.56. Registration No. 30,079, Book No. 02, File No. 01, dated 12/07/1993, from the Registry of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.57. Registration No. 30,568, Book No. 02, File No. 01, dated 05/26/1994, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.58. Registration No. 32,067, Book No. 02, File No. 01, dated 05/15/1996, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.59. Registration No. 32,068, Book No. 02, File No. 01, dated 05/15/1996, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.2.60. Registration No. 32,472, Book No. 02, File No. 01, dated 12/4/1996, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.

1.3.1.2.61. Registration No. 33,657, Book No. 02, File No. 01, dated 07/03/1998, from the Registry of the 2nd Property Registry Office of the District of Itajaí / SC.

1.3.1.2.62. Registration No. 35,730, Book No. 02, File No. 01-03, dated 07/28/2000, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.

1.3.1.3 Areas owned by third parties, held by Infraero, in the process of regularization,. members of the following registrations:

1.3.1.3.1. Registration No. 982, Book No. 02, File No. 01-04, dated 01/27/2005, from the Civil Registry Office, Titles and Documents and Property Registry of Comarca de Navegantes / SC.

1.3.1.3.2. Registration No. 983, Book No. 02, File No. 01-04, dated 01/27/2005, from the Civil Registry Office, Titles and Documents and Property Registry of the District of Navegantes / SC.

1.3.1.3.3. Registration No. 2,780, from the Registry Office of the 1st Property Registry Office of the District of Itajaí / SC.

1.3.1.3.4. Registration No. 6,510, Book No. 02, File No. 01-07, dated 1/30/1980, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.

1.3.1.3.5. Enrollment No. 9,049, Book No. 02, File No. 01-03, dated 4/10/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.

1.3.1.3.6. Registration No. 10,193, Book No. 02, File No. 01-03, dated 10/8/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.

- 1.3.1.3.7. Registration No. 10,310, Book No. 02, File No. 01-03, dated 10/27/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.8. Registration No. 10,444, Book No. 02, File No. 01-03, dated 11/25/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.9. Registration No. 10,460, Book No. 02, File No. 01-02, dated 11/25/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.10. Registration No. 10,592, Book No. 02, File No. 01-02, dated 12/9/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.11. Registration No. 10,597, Book No. 02, File No. 01-02, dated 12/9/1981, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.12. Registration No. 11,026, Book No. 02, File No. 01-02, dated 1/7/1982, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.13. Registration No. 12,401, Book No. 02, File No. 01-03, dated 02/25/1982, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.14. Registration No. 15,883, Book No. 02, File No. 01-03, dated 9/15/1983, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.15. Registration No. 15,970, Book No. 02, File No. 01-26, dated 10/10/1983, from the Registry of the 2nd Office of Property Registry of the District of Itajaí / SC.

- 1.3.1.3.16. Registration No. 16,487, Book No. 02, File No. 01-03, dated 02/22/1984, from the Notary Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.17. Registration No. 18,528, Book No. 02, File No. 01-03, dated 1/17/1985, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.18. Registration No. 18,529, Book No. 02, File No. 01-02, dated 1/17/1985, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.19. Registration No. 18,961, Book No. 02, File No. 01-04, dated 4/8/1985, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.20. Registration No. 19,347, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.21. Registration No. 20,552, Book No. 02, File No. 01-03, dated 01/27/1986, from the Registry Office of the 1st Office of Property Registry of the District of Itajaí / SC.
- 1.3.1.3.22. Registration No. 20,686, Book No. 02, File No. 01-04, dated 02/28/1986, from the Notary Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.23. Registration No. 22,292, Book No. 02, File No. 01-04, dated 09/25/2018, from the Civil Registry, Titles and Documents and Property Registry of the District of Navegantes / SC.
- 1.3.1.3.24. Registration No. 26,044, Book No. 02, File No. 01-03, dated 9/14/1989, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.

- 1.3.1.3.25. Registration No. 29,536, Book No. 02, File No. 01-02, dated 04/29/1993, from the Notary Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.26. Registration No. 30,736, Book No. 02, File No. 01-02, dated 8/2/1994, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.27. Registration No. 32,574, Book No. 02, File No. 01-02, dated 1/22/1997, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.
- 1.3.1.3.28. Registration No. 33,673, from the Registry Office of the 2nd Property Registry Office of the District of Itajaí / SC.

1.3.1.4. Areas owned by the Municipality of Navegantes, part of sections of the deactivated road system, internal to the airport's heritage wall / fence.

1.4. Londrina / PR Airport - Governador José Richa (SBLO):

1.4.1. The civil area measuring 1,463,097.5600 m², inscribed in the Plant "Airport of Londrina - Governador José Richa, SBLO, Londrina / PR", dated April 2020, composed of parts of the areas described below:

1.4.1.1. Area owned by the Federal Government and held by Infraero, comprising the registration areas described below.

1.4.1.1.1. Registration No. 37.421, of the Continuous Registration System, File No. 01.-01v., Dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.

1.4.1.1.2. Registration No. 37.420, of the Continuous Registration System, File No. 01.-01v., Dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.

1.4.1.1.3. Registration No. 37,504, of the Continuous Registration System, File No. 01.-01v., Dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.

- 1.4.1.1.4. Registration No. 37.424, of the Continuous Registration System, File No. 01.-03, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.5. Registration No. 22,952, of the Continuous Registration System, File No. 01.-02, dated 03/01/97, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.6. Registration No. 36,420, of the Continuous Registration System, File No. 01.-03, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.7. Registration No. 37.508, of the Continuous Registration System, File No. 01.-03, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.8. Registration No. 38,408, of the Continuous Registration System, File No. 01.-01v., Dated 9/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.9. Registration No. 37.422, of the Continuous Registration System, File No. 01.-03, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.10. Registration No. 37.506, of the Continuous Registration System, File No. 01.-03, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.11. Registration No. 37,510, of the Continuous Registration System, File No. 01.-03, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.12. Registration No. 37,507, of the Continuous Registration System, File No. 01.-03, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.13. Registration No. 37.418, of the Continuous Registration System, File No. 01.-03, dated

09/28/11, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.

- 1.4.1.1.14. Registration No. 37.423, of the Continuous
Registration System, File No. 01.-03, dated
09/28/11, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.15. Registration No. 37.419, of the Continuous
Registration System, File No. 01.-03, dated
09/28/11, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.16. Registration No. 37.509, of the Continuous
Registration System, File No. 01.-03, dated
09/28/11, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.17. Registration No. 8,482, of the Continuous
Registration System, File No. 01.-04, dated
09/28/11, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.18. Enrollment nº 37.287, of the Continuous
Registration System, File No. 01.-01, dated
09/28/11, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.19. Registration No. 37,286, of the Continuous
Registration System, File No. 01.-01, dated
09/28/11, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.20. Registration No. 37,284, of the Continuous
Registration System, File No. 01.-03, dated
09/28/11, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.21. Registration No. 37,511, of the Continuous
Registration System, File No. 01.-03, dated
09/28/11, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.22. Registration No. 37.505, of the Continuous
Registration System, File No. 01.-03, dated
09/28/11, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.

- 1.4.1.1.23. Registration No. 1,794, of the Continuous Registration System, File No. 01.-04, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.24. Registration No. 12.211, of the Continuous Registration System, File No. 01.-05, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.25. Registration No. 12.212, of the Continuous Registration System, File No. 01.-05, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.26. Registration No. 1,954, of the Continuous Registration System, File No. 01.-04, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.27. Registration No. 38,405, of the Continuous Registration System, File No. 01.-01, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.28. Registration No. 38,407, of the Continuous Registration System, File No. 01.-01, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.29. Registration No. 36,768, of the Continuous Registration System, File No. 01.-04, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.30. Registration No. 36,766, of the Continuous Registration System, File No. 01.-04, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.31. Registration No. 10,228, of the Continuous Registration System, File No. 01.-04, dated 09/28/11, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.1.32. Registration No. 10,298, of the Continuous Registration System, File No. 01.-04, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.

1.4.1.1.33. Registration No. 35,991, of the Continuous Registration System, File No. 01.-04, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.

1.4.1.1.34. Registration No. 35,990, of the Continuous Registration System, File No. 01.-04, dated 09/28/11, from the Registry of the 3rd Property Registry Office of the District of Londrina / PR.

1.4.1.1.35. Registration No. 35,685, of the Continuous Registration System, File No. 01.-03, dated 12/16/09, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.

1.4.1.2. Areas owned by the Municipality of Londrina / PR, owned by the Municipality and acquired for expansion of the airport, in the process of regularization, members of the following registrations / transcriptions:

1.4.1.2.1. Transcript No. 5,461, Book No. 3-F, File No. 61.-61v., Dated 10/19/1949, from the Registry of the 2nd Property Registry Office of the Comarca de Londrina / PR.

1.4.1.2.2. Transcript nº 8,020, Book nº 3-J, File No. 20-20v., Dated 04/01/1954, from the Registry of the 2nd Office of Property Registry of the Comarca de Londrina / PR.

1.4.1.2.3. Registration No. 46,581, of the Continuous Registration System, File No. 01, dated 10/01/2015, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.

1.4.1.2.4. Registration No. 49.318, of the Continuous Registration System, File No. 01, dated 05/05/2017, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.

1.4.1.2.5. Registration No. 46,574, of the Continuous Registration System, File No. 01, dated 10/01/2015, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.

- 1.4.1.2.6. Registration No. 49,320, of the Continuous Registration System, File No. 01, dated 05/05/2017, of the Registry of the 3rd Property Registration Office of the District of Londrina / PR.
- 1.4.1.2.7. Registration No. 44,337, of the Continuous Registration System, File No. 01, dated 05/06/2014, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.8. Registration No. 44,345, of the Continuous Registration System, File No. 01.-01v., Dated 05/07/2014, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.9. Registration No. 42,998, of the Continuous Registration System, File No. 01.-01v., Dated 08/05/2013, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.10. Registration No. 43,083, of the Continuous Registration System, File No. 01, dated 08/26/2013, from the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.11. Registration No. 41,367, of the Continuous Registration System, File No. 01, dated 4/25/2013, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.12. Registration No. 41,366, of the Continuous Registration System, File No. 01, dated 04/25/2013, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.13. Registration No. 43,104, of the Continuous Registration System, File No. 01, dated 08/26/2013, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.14. Registration No. 46.493, of the Continuous Registration System, File No. 01, dated 09/14/2015, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.15. Registration No. 46.496, of the Continuous Registration System, File No. 01, dated 9/14/2015,

of the Registry of the 3rd Property Registry Office
of the District of Londrina / PR.

- 1.4.1.2.16. Registration No. 43,085, of the Continuous Registration System, File No. 01, dated 08/26/2013, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.17. Registration No. 28,715, of the Continuous Registration System, File No. 01-03A., Dated 02/23/2011, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.18. Registration No. 41,189, of the Continuous Registration System, File No. 01.-01v., Dated 03/26/2013, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.19. Registration No. 31,669, of the Continuous Registration System, File No. 01.-02, dated 05/02/2006, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.20. Registration No. 41,174, of the Continuous Registration System, File No. 01.-01v., Dated 03/21/2013, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.21. Registration No. 49.909, of the Continuous Registration System, File No. 01.-02v., Dated 11/8/2017, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.22. Registration No. 49,910, of the Continuous Registration System, File No. 01.-01v., Dated 11/8/2017, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.23. Registration No. 5,052, of the Continuous Registration System, File No. 01.-12, dated 08/18/2017, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.24. Registration No. 4,709, of the Continuous Registration System, File No. 01.-04, dated 7/21/2017, of the Registry of the 3rd Property Registration Office of the Comarca de Londrina / PR.

- 1.4.1.2.25. Registration No. 22,465, of the Continuous Registration System, File No. 01.-08, dated 07/31/2017, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.26. Registration No. 6,934, of the Continuous Registration System, File No. 01-9v., Dated 7/21/2017, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.27. Registration No. 12,534, of the Continuous Registration System, File No. 01.-04, dated 08/18/2017, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.28. Registration No. 24,504, of the Continuous Registration System, File No. 01.-04, dated 11/14/2017, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.29. Registration No. 19,365, of the Continuous Registration System, File No. 01.-09, dated 06/22/2017, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.30. Registration No. 5.685, of the Continuous Registration System, File No. 01.-09, dated 07/04/2019, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.31. Registration No. 5,899, of the Continuous Registration System, File No. 01.-08, dated 7/21/2017, of the Registry of the 3rd Property Registry Office of the Comarca of Londrina / PR.
- 1.4.1.2.32. Registration No. 5,896, of the Continuous Registration System, File No. 01.-09, dated 06/22/2017, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.33. Registration No. 5,897, of the Continuous Registration System, File No. 01.-07, dated January 29, 2018, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.

- 1.4.1.2.34. Registration No. 9,949, of the Continuous Registration System, File No. 01.-10, dated 06/22/2017, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.35. Registration No. 9,061, of the Continuous Registration System, File No. 01.-06v., Dated 02/14/2017, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.36. Registration No. 6,227, of the Continuous Registration System, File No. 01.-08, dated 01/02/2017, from the Notary Office of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.37. Registration No. 1,994, of the Continuous Registration System, File No. 01.-13v., Dated 09/08/2017, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.38. Registration No. 5,280, of the Continuous Registration System, File No. 01.-07, dated 01/02/2017, of the Registry of the 3rd Office of Property Registry of the District of Londrina / PR.
- 1.4.1.2.39. Registration No. 10,044, of the Continuous Registration System, File No. 01-03v., Dated 1/15/2019, from the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.40. Registration No. 4,884, of the Continuous Registration System, File No. 01-04., Dated 06/03/2003, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.41. Registration No. 5,631, of the Continuous Registration System, File No. 01-03., Dated 03/17/2000, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.42. Registration No. 7,044, of the Continuous Registration System, File No. 01.-13, dated 12/28/2017, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.43. Registration No. 4,960, of the Continuous Registration System, File No. 01.-06, dated

6/2/2017, from the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.

- 1.4.1.2.44. Registration No. 7.302, of the Continuous
Registration System, File No. 05.-05v., Dated
03/22/2018, of the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.45. Registration No. 6,031, of the Continuous
Registration System, File No. 01.-07v., Dated
2/20/2018, from the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.46. Registration No. 4,276, of the Continuous
Registration System, File No. 01.-06v., Dated
3/14/2018, of the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.47. Registration No. 3,443, of the Continuous
Registration System, File No. 01.-08, dated
08/18/2017, of the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.48. Registration No. 49,815, of the Continuous
Registration System, File No. 01, dated
08/18/2017, from the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.49. Registration No. 10,550, of the Continuous
Registration System, File No. 01.-05v., Dated
08/18/2017, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.50. Registration No. 7,852, of the Continuous
Registration System, File No. 01.-04v., Dated
04/04/2016, of the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.51. Registration No. 9,942, of the Continuous
Registration System, File No. 01.-04v., Dated
01/02/2017, from the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.52. Registration No. 14,652, of the Continuous
Registration System, File No. 01.-06, dated
3/17/2000, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.

- 1.4.1.2.53. Registration No. 24,618, of the Continuous Registration System, File No. 01.-03, dated 10/18/1999, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.54. Registration No. 10,354, of the Continuous Registration System, File No. 01.-05, dated 01/02/2017, from the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.55. Registration No. 9,567, of the Continuous Registration System, File No. 1-4., Dated 11/13/2002, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.56. Registration No. 4,088, of the Continuous Registration System, File No. 9.-9v., Dated 04/28/1978, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.57. Registration No. 49,312, of the Continuous Registration System, File No. 01.-01v., Dated 05/04/2017, of the Registry of the 3rd Property Registration Office of the Comarca de Londrina / PR.
- 1.4.1.2.58. Registration No. 49,313, of the Continuous Registration System, File No. 01, dated 11/14/2017, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.59. Registration No. 49,314, of the Continuous Registration System, File No. 01, dated 11/14/2017, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.60. Registration No. 48,993, of the Continuous Registration System, File No. 01.-01v., Dated 11/06/2017, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.61. Registration No. 48,994, of the Continuous Registration System, File No. 01, dated 11/14/2017, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.62. Registration No. 48,995, of the Continuous Registration System, File No. 01.-01v., Dated

11/14/2017, of the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.

- 1.4.1.2.63. Registration No. 48,415, of the Continuous
Registration System, File No. 01, dated
09/30/2016, of the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.64. Registration No. 48.416, of the Continuous
Registration System, File No. 01.-01v., Dated
11/14/2017, of the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.65. Registration No. 47.414, of the Continuous
Registration System, File No. 01, dated
11/14/2017, of the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.66. Registration No. 47.410, of the Continuous
Registration System, File No. 01.-01v., Dated
11/14/2017, of the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.67. Registration No. 47.411, of the Continuous
Registration System, File No. 01.-01v., Dated
07/31/2017, of the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.68. Registration No. 47,375, of the Continuous
Registration System, File No. 01.-01v., Dated
12/18/2017, of the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.69. Registration No. 47,371, of the Continuous
Registration System, File No. 01.-01v., Dated
06/01/2017, of the Registry of the 3rd Property
Registration Office of the Comarca de Londrina /
PR.
- 1.4.1.2.70. Registration No. 47,377, of the Continuous
Registration System, File No. 01, dated
06/02/2017, of the Registry of the 3rd Property
Registry Office of the District of Londrina / PR.
- 1.4.1.2.71. Registration No. 47,373, of the Continuous
Registration System, File No. 01.-01v., Dated
02/07/2017, from the Registry of the 3rd Property
Registry Office of the Comarca de Londrina / PR.

- 1.4.1.2.72. Registration No. 47.368, of the Continuous Registration System, File No. 01.-02v., Dated 08/18/2017, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.73. Registration No. 49,011, of the Continuous Registration System, File No. 01, dated 1/25/2017, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.74. Registration No. 5,898, from the General Registry, File No. 08, dated 10/10/2001, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.75. Registration No. 6,812, from the General Registry, File No. 06, dated 04/24/2000, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.76. Registration No. 17,794, from the General Registry, File No. 05, dated 9/27/1999, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.2.77. Registration No. 21,295, of the General Registry, File No. 05-05A., Dated 03/17/2000, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.78. Registration No. 48,225, of the Continuous Registration System, File No. 01-02, dated 08/01/2016, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.79. Registration No. 48,546, of the Continuous Registration System, File No. 01, dated 11/1/2016, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.
- 1.4.1.2.80. Registration No. 48.216, of the Continuous Registration System, of the Notary Office of the 3rd Property Registry Office of the Comarca de Londrina / PR.
- 1.4.1.3. Areas owned by third parties, owned by the Municipality of Londrina / PR, in a process of expropriation by the Municipality

of Londrina / PR, parts of Municipal Decree No. 30 of January 14, 2010 and Municipal Decree No. 702 of July 8, 2010 , members of the following registrations:

1.4.1.3.1. Registration No. 313, of the Continuous Registration System, File No. 01.-14, dated 03/24/1976, from the Registry of the 3rd Property Registry Office of the District of Londrina / PR.

1.4.1.3.2. Registration No. 7,092, of the Continuous Registration System, File No. 01-08., Dated 06/10/1980, from the Notary Office of the 3rd Property Registration Office of the Comarca de Londrina / PR.

1.4.1.3.3. Registration No. 18,411, of the Continuous Registration System, File No. 01.-04A, dated 9/14/1990, of the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.

1.4.1.3.4. Registration No. 31.310, of the Continuous Registration System, File No. 01.-05v., Dated 1/6/2006, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.

1.4.1.3.5. Registration No. 31,311, of the Continuous Registration System, File No. 01.-04v., Dated 1/6/2006, from the Registry of the 3rd Property Registry Office of the Comarca de Londrina / PR.

1.4.1.3.6. Registration No. 51,090, of the Continuous Registration System, File No. 01, dated 10/11/2018, of the Registry of the 3rd Property Registration Office of the District of Londrina / PR.

1.4.1.3.7. Registration No. 51.091, of the Continuous Registration System, File No. 01, dated 10/11/2018, of the Registry of the 3rd Property Registry Office of the District of Londrina / PR.

1.5. Joinville / SC - Lauro Carneiro de Loyola Airport (SBJV):

1.5.1. The civil area measuring 1,669,203,9700 m², inscribed in the "Airport of Joinville - Lauro Carneiro de Loyola, SBJV, Joinville / SC" plant, dated April 2020, composed of parts of the following areas:

1.5.1.1. Areas owned by the Federal Government, held by Infraero, members of the following transcripts / registrations:

1.5.1.1.1. Transcript No. 48.361, Book nº 3-A / L, File No. 198, dated 03/21/1975, from the Registry of the 1st Real Estate Registry of the Comarca de Joinville / SC.

1.5.1.1.2. Transcript No. 48.364A, Book nº 3-A / L, File No.199, dated 03/21/1975, from the Registry of the 1st Real Estate Registry of the Joinville / SC County.

1.5.1.1.3. Transcript No. 48.364B, Book nº 3-A / L, File No. 199, dated 03/21/1975, from the Registry of the 1st Property Registry of the Joinville / SC County.

1.5.1.1.4. Registration No. 13,171, Book No. 02, File No. 01-04v., Dated 07/17/1979, from the Registry of the 1st Property Registry of the Joinville / SC County.

1.5.1.1.5. Registration No. 131,709, Book No. 02, File No. 01-01v., Dated 12/20/2011, from the Registry of the 1st Property Registry of the Comarca de Joinville / SC.

1.5.1.1.6. Registration No. 131,710, Book No. 02, File No. 01, dated 12/20/2011, from the Registry of the 1st Property Registry of the Joinville / SC County.

1.5.1.1.7. Registration No. 131,711, Book No. 02, File No. 01, dated 12/20/2011, from the Registry of the 1st Property Registry of the Joinville / SC County.

1.5.1.1.8. Registration No. 160,988, Book No. 02, File No. 01-02, dated 08/02/2017, from the Registry of the 1st Property Registry of the Comarca de Joinville / SC.

1.5.1.1.9. Registration No. 160,989, Book No. 02, File No. 01-01v., Dated 8/2/2017, from the Registry of the 1st Property Registry of the Joinville / SC County

1.5.1.2. Navy areas, under the terms of Decree-Law No. 9,760, of September 5, 1946, owned by the Federal Government, held by Infraero.

1.5.1.3. Areas owned by the Federal Government, owned by the Municipality of Joinville and third parties, members of the following registrations:

- 1.5.1.3.1. Registration No. 131,707, Book No. 02, File No. 01, dated 12/20/2011, from the Registry of the 1st Property Registry of the Joinville / SC County.
- 1.5.1.3.2. Registration No. 131,708, Book No. 02, File No. 01, dated 12/20/2011, from the Registry of the 1st Property Registry of the Joinville / SC District, in possession of third parties, currently in the process of repossession.
- 1.5.1.4. Areas owned by third parties, held by Infraero, in an expropriation process based on the statement of public utility provided in Municipal Decree No. 16,274, of December 17, 2009, validated by Municipal Decree No. 18,045, of July 29, 2011, members of the following registrations:
 - 1.5.1.4.1. Registration No. 3.151-1, Book No. 02, File No. 01, dated 12/20/2011, from the Registry of the 1st Property Registry of the Joinville / SC County.
 - 1.5.1.4.2. Registration no. 3.151-2, Book no. 02, File no. 01, dated 12/20/2011, from the Registry of the 1st Property Registry of the Comarca de Joinville / SC.
 - 1.5.1.4.3. Registration No. 44,619, Book No. 2, File No. 01-02v., Dated 05/20/1986, from the Registry of the 1st Real Estate Registry of the Comarca de Joinville / SC.
 - 1.5.1.4.4. Registration No. 44,679, Book No. 02, File No. 01-03, dated 05/27/1986, from the Registry of the 1st Property Registry of the Comarca de Joinville / SC.
 - 1.5.1.4.5. Registration No. 44,680, Book No. 02, File No. 01-03, dated 05/27/1986, from the Registry of the 1st Real Estate Registry of the Comarca de Joinville / SC.
 - 1.5.1.4.6. Registration No. 86,079, Book No. 02, File No. 01-02, dated 08/26/1997, from the Registry of the 1st Real Estate Registry of the Comarca de Joinville / SC.
 - 1.5.1.4.7. Registration No. 86,080, Book No. 02, File No. 01-02v., Dated 08/26/1997, from the Registry of the

1st Real Estate Registry of the Comarca de Joinville / SC.

1.5.1.4.8. Registration no. 100,317, Book No. 02, File no. 01-01v., Dated 08/14/2002, from the Registry of the 1st Property Registry of the Comarca de Joinville / SC.

1.5.1.4.9. Registration No. 102,705, Book No. 02, File No. 01-02, of 06/03/2003, from the Registry of the 1st Property Registry of the Joinville / SC County.

1.5.1.4.10. Registration No. 122,119, Book No. 02, File No. 01, dated 05/14/2010, from the Registry of the 1st Property Registry of the Joinville / SC County.

1.5.1.4.11. Registration No. 133,731, Book No. 02, File No. 01-02, dated 07/02/2012, from the Registry of the 1st Property Registry of the Joinville / SC County.

1.5.1.5. Areas owned by third parties, owned by third parties, in the process of expropriation based on the statement of public utility provided in Municipal Decree No. 16,274, of December 17, 2009, validated by Municipal Decree No. 18,045, of July 29, 2011, members of the following transcripts / enrollments:

1.5.1.5.1. Transcript nº 34.907, Book nº 3-A / B, File No. 112, dated 10/13/1969, from the Registry of the 1st Real Estate Registry of the Comarca de Joinville / SC.

1.5.1.5.2. Registration No. 86,078, Book No. 02, File No. 01-01v, dated 08/26/1997, from the Registry of the 1st Real Estate Registry of the Comarca de Joinville / SC.

1.5.1.5.3. Registration no. 89,211, Book no. 02, File no. 01, dated 08/11/1998, from the Registry of the 1st Property Registry of the Comarca de Joinville / SC.

1.6. Bacacheri Airport / PR (SBBI):

1.6.1. The civil area, owned by the Federal Government, held by Infraero, measuring 568,076.0000 m², inscribed in the plan attached to Joint Ordinance No. 13, of October 5, 2020, called "Bacacheri Airport, SBBI, Curitiba / PR" Plant , dated September 2020, composed of the following registration areas:

- 1.6.1.1. Registration No. 3,843, Book No. 3-D, File No. 203, dated 11/13/1933, of the 6th Office of Property Registry of the District of Curitiba / PR.
- 1.6.1.2. Registration No. 5,543, Book No. 3-E, File No. 247, dated 8/14/1935, of the 6th Office of Property Registry of the District of Curitiba / PR.
- 1.6.1.3. Registration No. 19,399, Book No. 3-S, File No. 168, dated 8/2/1945, of the 6th Property Registry Office of the District of Curitiba / PR.
- 1.6.1.4. Registration No. 19,400, Book No. 3-S, File No. 169, dated 8/2/1945, of the 6th Office of Property Registry of the District of Curitiba / PR.
- 1.6.1.5. Registration No. 19,401, Book No. 3-S, File No. 169, dated 8/2/1945, of the 6th Office of Property Registry of the District of Curitiba / PR.
- 1.6.1.6. Registration no. 22,561, Book no. 3-V, File No. 74, dated 11/30/1946, of the 6th Office of Property Registry of the District of Curitiba / PR.
- 1.6.1.7. Registration No. 6,828, Book No. 2-R, File No. 1, dated 12/18/1978, from the Property Registry of the 2nd District of the District of Curitiba / PR.
- 1.6.1.8. Registration no. 22,562, Book No. 3-V, File No. 74, dated 11/30/1946, of the 6th Office of Property Registry of the District of Curitiba / PR.

1.7. Pelotas / RS Airport (SBPK):

- 1.7.1. The civil area held by Infraero, measuring 2,728,318.6900 m², inscribed on the “Pelotas International Airport - João Simões Lopes Neto, SBPK, Pelotas / RS” plant, dated April 2020, consisting of the following areas:
 - 1.7.1.1. Area owned by the Federal Government, part of registration No. 24,770, Book no. 3-Q, File No. 100, of 05/09/1955 of the 1st Property Registry of the District of Pelotas / RS.
 - 1.7.1.2. Area in the process of regularization, held by Infraero, measuring 229,811.80 m².

1.8. Uruguaiana / RS - Rubem Berta Airport (SBUG):

1.8.1. The civil area held by Infraero, measuring 1,142,398.4500 m², inscribed on the “Uruguiana International Airport - Rubem Berta, SBUG, Uruguiana / RS” Plan, dated April 2020, composed of parts of the following areas:

1.8.1.1. Area owned by the Federal Government, part of registration No. 19,137, Book No. 02, File No. 01, dated 1/30/1989, from the Real Estate Registry Office of the District of Uruguiana / RS.

1.8.1.2. Area owned by the Federal Government, part of registration number 19,138, Book No. 02, File No. 01, of 01/30/1989, from the Real Estate Registry Office of the District of Uruguiana / RS

1.8.1.3. Area in the process of regularization, measuring 149,190.5200 m², mentioned in Judgment charter No. 07/67, of 09/13/1967, of the 2nd District Court of Uruguiana / RS, object of registration nº 24.575, Book nº 02, File No. 01, dated 05/09/1997, of the Real Estate Registry Office of the District of Uruguiana / RS.

1.9. Bagé Airport / RS - Commander Gustavo Kraemer (SBBG):

1.9.1. The civil area, owned by the Union, held by Infraero, measuring 2,404,904,0000 m², inscribed in the “Bagé International Airport - Commander Gustavo Kraemer, SBBG, Bagé / RS” plant, dated April 2020, composed of part of the registration areas described below:

1.9.1.1. Registration No. 47,458, Book No. 3-AM, Leaves 202v./204, of 10/01/1957, from the Bagé / RS Property Registry Office.

1.9.1.2. Registration No. 1,956, Book No. 02, File No. 01, of 10/18/1976, from the Real Estate Registry Office of Comarca de Bagé / RS.

1.9.2. The stretch of Highway BR - 153, identified as “Area Affected by BR-153”, located northwest of the Plant “Bagé International Airport - Commander Gustavo Kraemer, SBBG, Bagé / RS”, dated Apr / 2020, will continue to be affected by range, and for that, all relevant legislation must be observed.

2. CENTRAL block

2.1. Goiânia / GO - Santa Genoveva Airport (SBGO):

2.1.1. The civil area, owned by the Federal Government, held by Infraero, measuring 4,000,765.4300 m², inscribed in the “Airport of Goiânia -

Santa Genoveva, SBGO, Goiânia / GO” Plant dated Jun./2020, composed by the registration areas described below:

2.1.1.1. Registration No. 32,995, Book No. 3-AA, File No. 204, dated 11/29/1955, at the Real Estate Registry Office of the 3rd District of the District of Goiânia / GO.

2.1.1.2. Registration No. 32,758, Book No. 3-AA, File No. 155, dated 11/26/1955, at the Real Estate Registry Office of the 3rd District of the District of Goiânia / GO.

2.2. São Luís / MA - Marechal Cunha Machado Airport (SBSL):

2.2.1. The civil area, owned by the Union, held by Infraero, measuring 5,556,222.2200 m², inscribed in the plan attached to Joint Ordinance No. 18, of October 5, 2020, called “São Luís International Airport - Marechal Cunha Machado, SBSL, São Luís / MA”, dated Sept./2020, consisting of the following areas of transcripts / enrollments:

2.2.1.1. Registration No. 18,253, Book No. 03-V, File No. 19, of 12/31/1957, from the Real Estate and Mortgage Registry Office of the 1st Zone of the Capital, São Luis / MA.

2.2.1.2. Registration No. 18,314, Book No. 03-V, File No. 36, of 1/18/1958 from the Real Estate and Mortgage Registry Office of the 1st Zone of the Capital, São Luis / MA.

2.2.1.3. Registration No. 22,083, Book No. 03-AB, File No. 155, of 05/08/1963 from the Real Estate and Mortgage Registry Office of the 1st Zone of the Capital, São Luis / MA.

2.2.1.4. Enrollment No. 2,705, Book No. 02-H, File No. 226, of 11/06/1979, from the 2nd Real Estate Registry Office of the District of São Luis / MA.

2.2.1.5. Registration No. 69,602, General Registry Book, dated 11/28/2017, of the 2nd Registry of Real Estate and Mortgages of the District of São Luís / MA.

2.3. Teresina Airport / PI - Senador Petrônio Portella (SBTE):

2.3.1. The civil area, owned by the Federal Government, held by Infraero, measuring 1,281,678.2000 m², inscribed in the plan attached to Joint Ordinance No. 19, of October 5, 2020, called “Teresina Airport - Senador Petrônio Portella Plant, SBTE, Teresina / PI”, dated April 2020, comprising part of the registration area described below:

2.3.1.1. Registration No. 20.609, Book No. 2 – AAZ, File No. 88, of 11/18/1999, of the 4th Office of Notes and Property Registry of the District of Teresina / PI.

2.4. Palmas Airport / TO - Brigadeiro Lysias Rodrigues (SBPJ):

2.4.1. The civil area, owned by the Federal Government, held by Infraero, measuring 7,887,135.4000 m², inscribed in the “Total Area Infraero - Palmas - TO” plant, dated January 2020, composed of the area described below:

2.4.1.1. An area in the process of land tenure regularization, according to the judicial agreement ratified in the records of Case No. 0001894-90.2013.4.01.4300 pending in the 1st Federal Court of the Judiciary Section of Tocantins - SJTO, object of the “Área Total Infraero - Palmas - TO” Plant , dated January 2020.

2.5. Petrolina / PE Airport - Senador Nilo Coelho (SBPL):

2.5.1. The civil area, held by Infraero, measuring 4,106,673.2300 m², inscribed in the “Petrolina Airport - Senador Nilo Coelho, SBPL, Petrolina / PE” Plant, dated April 2020, composed of parts of the areas described below :

2.5.1.1. Area owned by the Federal Government, part of registration no. 14,154, Book no. 02, dated 12/19/1984, of the Registry of the 1st Property Registry Titles and Documents and Civil of Legal Persons of Petrolina / PE.

2.5.1.2. Area in the process of regularization, measuring 21,224.20 m².

2.6. Imperatriz Airport / MA - Mayor Renato Moreira (SBIZ):

2.6.1. The civil area, owned by the Federal Government, held by Infraero, measuring 2,987,436.6200 m², inscribed in the “Airport of Imperatriz - Mayor Renato Moreira, SBIZ, Imperatriz / MA” Plant, dated April 2020, composed of part registration area described below:

2.6.1.1. Registration No. 2,044, Book No. 02 - (General Registry), of the 6th Office - Property Registry - of the District of Imperatriz / MA.

3. NORTH block

1.1. Manaus International Airport / AM - Eduardo Gomes (SBEG):

3.1.1. The civil area, owned by the Federal Government, held by Infraero, measuring 13,154,263.7400 m², inscribed in the plan attached to Joint Ordinance No. 15, of October 5, 2020, called Plant AM.003 / XXX / 2019/67290 , dated December 2019, composed of the following registration areas:

- 3.1.1.1. Enrollment No. 22,437, Book No. 3-X, File No. 163, dated 06/23/1975, from the Notary Office of the 2nd Property Registry and charter Protests of the District of Manaus / AM.
- 3.1.1.2. Registration No. 32,204, Book No. 2, File No. 1-1v., Dated 7/25/2006, from the Registry of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.3. Registration No. 32,211, Book No. 2, File No. 1-1v., Dated 07/27/2006, from the Registry Office of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.4. Registration no. 33,311, Book no. 2, File no. 1-1v., Dated 04/24/2007, from the Registry of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.5. Registration No. 32,605, Book No. 2, File No. 1-1v., Dated 9/22/2006, from the Registry Office of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.6. Registration No. 32,218, Book No. 2, File No. 1-1v., Dated 08/01/2006, from the Notary Office of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.7. Registration No. 32,206, Book No. 2, File No. 1-1v., Dated 07/26/2006, from the Notary of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.8. Registration No. 32,212, Book No. 2, File No. 1-1v., Dated 07/27/2006, from the Registry of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.9. Registration No. 32,222, Book No. 2, File No. 1-1v., Dated 08/01/2006, from the Registry Office of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.10. Registration No. 32,217, Book No. 2, File No. 1-1v., Dated 08/01/2006, from the Notary Office of the 3rd Office of the Property Registry of the District of Manaus / AM.

- 3.1.1.11. Registration No. 19,251, Book No. 2, File No. 1-1v., Dated 05/14/1987, from the Notary Office of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.12. Registration no. 661, Book no. 2, File no. 1-1v., Dated 08/09/1976, from the Registry of the 2nd Office for the Registration of Buildings and charter Protests of the District of Manaus / AM.
- 3.1.1.13. Registration No. 32,205, Book No. 2, File No. 1-1v., Dated 7/25/2006, from the Registry Office of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.14. Registration No. 32,209, Book No. 2, File No. 1-1v., Dated 07/26/2006, from the Notary Office of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.15. Registration No. 32,208, Book No. 2, File No. 1-1v., Dated 07/26/2006, from the Notary of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.16. Registration No. 32,220, Book No. 2, File No. 1-1v., Dated 08/01/2006, from the Office of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.17. Registration No. 32.221, Book No. 2, File No. 1-1v., Dated 08/01/2006, from the Notary Office of the 3rd Office of the Property Registry of the District of Manaus / AM.
- 3.1.1.18. Registration No. 33,501, Book No. 2, File No. 1-1v., Dated 08/15/2007, from the Notary Office of the 3rd Office of the Property Registry of the District of Manaus / AM.

3.2 Porto Velho Airport / RO - Governador Jorge Teixeira de Oliveira (SBPV)

- 3.2.1. The civil area held by Infraero measuring 5,733,380.9100 m², inscribed in the plan attached to Joint Ordinance No. 16, of October 5, 2020, called "Porto Velho International Airport - Gov. Jorge Teixeira de Oliveira, SBPV, Porto Velho / RO ", dated June 2020, composed of parts of the areas described below:

3.2.1.1. Area owned by the State of Rondônia, part of registration No. 78,452, Book no. 02, File No. 01-04, dated 12/19/2013, of the 1st Registry Service of the District of Porto Velho / RO.

3.2.1.2. Areas owned by the Federal Government, members of registrations No. 6,995, Book No. 02, File No. 01, dated 12/11/1979, and nº 7,888, Book No. 02, File No. 01-01v, dated 03/05/1980, both from the 1st Registry Service of the District of Porto Velho / RO.

3.2.1.3. Area owned by third parties, in the process of regularization, part of registration No. 28,356, Book No. 02, File No. 01-14v, dated 05/29/1990, of the 1st Registry Service of the District of Porto Velho / RO.

3.3 Rio Branco Airport / AC - Plácido de Castro (SBRB):

3.3.1. The civil area, owned by the Federal Government, held by Infraero, measuring 4,827,773.4800 m², inscribed in the "Rio Branco Airport - Plácido de Castro, SBRB, Rio Branco / AC" Plant, dated April 2020, composed by the registration areas described below:

3.3.1.1. Registration No. 11,241, Book No. 02, File No. 001-001v., Dated 05/04/1995, of the 1st Office of Property Registry of Rio Branco / AC.

3.3.1.2. Registration No. 11,242, Book No. 02, File No. 001-001v., Dated 05/04/1995, of the 1st Office of Property Registry of Rio Branco / AC.

3.3.1.3. Area owned by third parties, in the process of regularization, delimited by the polygon formed by points 29-28-30-31 at the Plant "Rio Branco Airport - Plácido de Castro, SBRB, Rio Branco / AC", dated Apr / 2020.

3.4. Cruzeiro do Sul Airport / AC (SBCZ):

3.4.1. The civil area, owned by the Federal Government, owned by Infraero, measuring 3,999,851.1900 m², inscribed in the "Cruzeiro do Sul International Airport, SBCZ, Cruzeiro do Sul / AC" plant, dated April 2020, consisting of registration area described below:

3.4.1.1. Registration No. 6,143, Sheets No. 001-002, dated 08/17/2011, from the Registry of Real Estate, Titles and Documents and Legal Entities of Cruzeiro do Sul / AC.

3.4.2. Road access to the areas used by the Armed Forces is ensured for the duration of the Concession.

3.5. Tabatinga Airport / AM (SBTT):

3.5.1. The civil area, owned by the Federal Government, held by Infraero, measuring 1,268,022.3600 m², inscribed on the “Tabatinga International Airport, SBTT, Tabatinga / AM” plant, dated April 2020, composed of part of the registration below:

3.5.1.1. Registration No. 74, Book no. 02, File No. 71, of 05/07/1979, from the Registry of the District of Benjamin Constant / AM.

3.5.2. Free access and free use of the area of approximately 1,300,0000 m² is ensured throughout the concession period, inscribed in the schematic sketch “Area occupied by the National Air Mail - CAN”, for use by the Air Force Command for the activities of the CAN.

3.6. Tefé / AM Airport (SBTF):

3.6.1. The civil area, owned by the Federal Government, held by Infraero, measuring 2,385,398.7500 m², inscribed in the “Tefé Airport, SBTF, Tefé / AM” Plant, dated April 2020, consisting of part of the registration areas described below:

3.6.1.1. Registration No. 500, Book No. 03, File No. 95v./96v., Of March 13, 1967, from the Registry of the 1st Office of Notes and Attachments of the District of Tefé / AM.

3.6.1.2. Enrollment No. 958, Book No. 2-E, Sheet No. 160, of 06/02/1982, from the Registry of the 2nd Office of the District of Tefé / AM.

3.7. Boa Vista Airport / RR - Atlas Brasil Cantanhede (SBBV):

3.7.1. The civil area, owned by the Federal Government, held by Infraero, measuring 4,304,950.0300 m², identified in the plan attached to Joint Ordinance No. 14, of October 5, 2020, called “Boa Vista International Airport - Atlas Brasil Plan” Cantanhede, SBBV, Boa Vista / RR”, dated April 2020, composed of part of the registration area described below:

3.7.1.1. Registration No. 944, Book No. 2-D, File No. 44, dated 06/15/1977, from the Property Registry of the District of Boa Vista and reproduced in the same service under the registration

of the same number 944, Book No. 2, File 01 / 01v. on
07/04/1996.

- 3.7.2. Road access to the military areas identified as “Military Area of the Airport Site” and “Vila Militar” is guaranteed at the Plant “Boa Vista International Airport - Atlas Brasil Cantanhede, SBBV, Boa Vista / RR”, dated April 2020, during the entire term of the Concession.

APPENDIX F

AIRPORT SITES PLANTS