

ANNEX 4 - CONCESSION CONTRACT

RATES

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1. Initial Information

1.1. Introduction

1.1.1. This Annex provides for airport fees that may be charged by the Concessionaire, about the regulatory restrictions applicable to the determination of the Tariffs values, about the information regarding the remuneration of airport fees to be provided by the Concessionaire to ANAC, about the Additional of the National Fund Civil Aviation - FNAC and on the collection and transfer of these values.

1.1.2. The amounts indicated in chapter 3 of this Annex correspond to the maximum limit that may be charged by the Concessionaire as a form of remuneration for the referred activities, observing the rules for Readjustment, Review of the Parameters of the Concession and Supported Proposal and the guidelines established in item 4.4 of the Contract.

1.1.3. The Concessionaire must observe the tariff exemptions and benefits provided for in laws or normative acts in force. The new hypotheses of exemption and tariff benefits will give rise to the restoration of the economic and financial balance of the Concession Agreement.

1.2. Definitions

1.2.1. For the purposes of this Annex, and without prejudice to other definitions set forth herein, the following expressions are defined as follows:

1.2.1.1. **Additional from the National Civil Aviation Fund:** additional levy on international boarding fees, instituted by Federal Law No. 9,825, of August 23, 1999;

1.2.1.2. **Cargo:** all assets transported by any means, with or without commercial destination. Cargo is also considered as: (a) imported aircraft that arrive at the airport in flight or transported; and (b) assets brought

from abroad as baggage or not and subject to the common import regime;

1.2.1.3. **Cargo in Transit:** cargo under customs control not nationalized at the airport of unloading, destined to the outside or to other customs areas, of primary or secondary zone, in the national territory;

1.2.1.4. **Adjustment Factor:** fare revenue referring to the deviation from the Revenue per Adjusted Passenger - RPA in relation to the Ceiling Revenue per Passenger - RT in a given year.

1.2.1.5. **Group I:** aircraft of scheduled and non-scheduled air transport companies registered for the following activities:

- i. Regular domestic: aircraft of Brazilian air transport companies, operating transport services, as registered with ANAC, in compliance with specific regulations;
- ii. Regular international: aircraft of national or foreign air transport companies, operating transport services, with landing or overflight of the national territory, as registered with ANAC, in compliance with specific regulations;
- iii. Non-scheduled: cargo and / or passenger aircraft from Brazilian or foreign companies, except air taxi; and
- iv. Aircraft classified in GROUP I that perform regular, domestic or international air transport activities, even though chartering, reinforcing, transferring, cargo and / or passenger flights.

1.2.1.6. **PMD:** Maximum Takeoff Weight, in tons, defined according to information contained in the aircraft's Airworthiness Certificate or other document that replaces it.

1.2.1.7. **Fare Passengers:** Passengers who board at the airport, including connecting passengers, which are not subject to any fare exemptions or benefits provided for in applicable laws or regulations.

1.2.1.8. **Regulated Revenue (RR):** revenue from boarding, connection, landing and stay fees applicable to Group I operations, excluding operations exclusively for cargo and service flights, alternate and return;

- 1.2.1.9. Revenue (Regulated) per Passenger (RP): reason for the Regulated Revenue and the number of Passengers Charged;
- 1.2.1.10. Revenue (Regulated) per Adjusted Passenger (RPA): ratio of Regulated Revenue, deducting the updated Adjustment Factor, and the number of Passengers Charged;
- 1.2.1.11. Ceiling Revenue (per Passenger) (RT): maximum value, determined by ANAC, of the Regulated Revenue per Adjusted Passenger that can be obtained by the airport operator;
- 1.2.1.12. Customs Enclosure: physical space (s) delimited in the airport area, destined to the movement and storage of imported assets or to be exported, which must remain under customs control;
- 1.2.1.13. Cargo Terminal (TECA): set of covered and uncovered areas of the Airport, specially defined for receiving, moving, storing, guarding, controlling and delivering cargo transported or to be transported;
- 1.2.1.14. Customs Territory: all national territory, comprising:
- (a) Primary Zone:
- i. The land or water area, contiguous or discontinuous, occupied by bonded ports;
 - ii. The land area occupied by customs airports; and
 - iii. The area adjacent to the customs border points.
- (b) Secondary Zone: remaining part of the customs territory, including territorial waters and airspace.
- 1.2.1.15. Tariff Ceiling: maximum value, determined by ANAC, which may be established by the Concessionaire for an Airport Tariff;

2. Airport fares

2.1. Considerations

2.1.1. The Concessionaire must comply with the airport tariff provisions contained in Law No. 6,009 / 1973, Decree No. 89,121 / 1983 and, where applicable, ANAC Resolution No. 432/2017 and Ordinance No. 219 / GC-5/2001, or rules that replace them.

2.1.2. The Fees are due by the Users when the effective use of the services, equipment, facilities and facilities available at the Airport and are intended to remunerate the Concessionaire for the services provided.

2.1.3. The Concessionaire will be remunerated through the following airport tariffs:

2.1.3.1. Boarding Fare;

2.1.3.1.1. The boarding fees will be collected by the airlines, before boarding, and collected from the aerodrome operator, neither party being required to pay the other for any advantage or disadvantage arising from the collection.

2.1.3.2. Connection Fee;

2.1.3.3. Landing Rate;

2.1.3.4. Stay Rate;

2.1.3.5. Storage Tariff; and

2.1.3.6. Capatazia fare.

2.1.4. Airport Fares pay for the following services, equipment, facilities and facilities available at the Airport:

- 2.1.4.1. Boarding Fare and Connection Fare remunerate the passenger terminal, covering, as appropriate, boarding, landing, guidance, comfort and safety, in compliance with current regulations.
- 2.1.4.2. Landing Rate and Stay Rate pay, respectively, the landing and taxi and the areas of permanence, in compliance with the current regulations.
- 2.1.4.2.1. In addition to observing the provisions of Decree No. 89.121 / 1983, the Landing and Stay Fees may include a fixed component.
- 2.1.4.3. The Storage Tariff pays for the services of storage, custody and control of assets in the Air Cargo Warehouses of the Airport.
- 2.1.4.4. The Capatazia Tariff pays for the handling and handling of assets at the Airport Air Cargo Warehouses.
- 2.1.4.4.1. The Forex Charge of Imported Cargo in Transit and of Exported Cargo in Transit should be observed in the following cases:
- i. Cargo removed to other customs areas in the primary zone established at airports, ports, etc .;
 - ii. International transit cargo in the country;
 - iii. Cargo removed to other customs areas in the secondary zone, under special customs transit regime; and
 - iv. Other cases of customs transit provided for in the applicable legislation.

3. Tariff Regulation

3.1. When establishing the values of the Airport Tariffs, the Concessionaire must observe the guidelines of item 4.4 of the Contract, in addition to the tariff exemptions provided for in current laws and regulations, including Ordinance No. 219 / GC-5/2001.

3.2. At the airports of Curitiba, Foz do Iguaçu, Navegantes, Londrina, Manaus, Goiânia, São Luís and Teresina, in addition to the provisions of item 3.1, the following fare restrictions must be observed:

3.2.1. For the fares that constitute the Regulated Revenue, the calculation methodology for Revenue per Adjusted Passenger, contained in Appendix A, and the following values for the Revenue Ceiling must be observed:

ICAO code	Airport	RT (R\$)
SBCT	Curitiba / PR – Afonso Pena	39,5269
SBEG	Manaus / AM – Eduardo Gomes;	41,8643
SBFI	Foz do Iguaçu / PR – Cataratas	40,7078
SBGO	Goiânia / GO – Santa Genoveva	40,3131
SBLO	Londrina / PR – Governador José Richa	42,3901
SBNF	Navegantes / SC – Ministro Victor Konder	40,5711
SBSL	São Luís / MA – Marechal Cunha Machado	39,5568
SBTE	Teresina / PI – Senador Petrônio Portella	39,7430

3.2.1.1. Annually, ANAC will assess whether the Adjusted Passenger Revenue - RPA of the previous calendar year is equal to or less than the Ceiling Revenue - RT established by ANAC for the same period.

3.2.1.2. The Concessionaire must send annually, together with the financial statements referred to in item 3.1.46.3 of the Contract, a report that presents the calculation of the Revenue per Passenger - RP and Adjusted Passenger Revenue - RPA, with a specific company report independent audit.

3.2.2. For the Forex Charge of Cargo Imported in Transit and Cargo Exported in Transit, the following tariff ceiling must be observed:

Price on verified gross weight
R\$ 1.0502 per kilogram
<p>Comments:</p> <ol style="list-style-type: none"> 1. Minimum charge of R\$ 70.07; 2. This Table applies to the load with a maximum permanence of 24 (twenty four) hours in TECA; 3. After the period of 24 (twenty-four) hours after the cargo enters TECA, the storage and supervisor charges in force at the airport must be applied.

3.2.3. The values shown in the tables above are based on the IPCA released by IBGE in December 2019.

3.2.3.1. The values of Revenue Ceiling and Tariff ceiling that will be in effect in the calendar year in which the effectiveness of the Contract occurs shall be updated on the Effective Date based on the IPCA released by IBGE in December of the previous year.

4. Airport Fare Remuneration Reports

4.1. The Concessionaire must submit monthly to ANAC, up to the 25th (twenty-fifth) of the month following the one referring to the information, the following Airport Tariff Remuneration Reports:

4.1.1. Boarding and Connection Fees Remuneration Report - RTEC;

4.1.2. Landing and Stay Rates Remuneration Report - RTAP;

4.1.3. Remuneration Report for Storage and Foreign Fees - RTAC.

4.2. The RTEC shall include data referring to Group I passenger aircraft flights, whose revenues associated with the collection or reversal of boarding or connection fees have been recognized, in accounting, in the reference month:

4.2.1. Airport operation identification code;

4.2.2. Launch code;

4.2.3. Launch description (new, reversal or supplement);

4.2.4. Aircraft nationality mark and registration number;

4.2.5. Airline company or aircraft operator;

4.2.6. Flight number;

4.2.7. Scheduled date and flight time;

4.2.8. Schedule flight (domestic or international);

4.2.9. Boarding Fee and Connection Fee charged;

4.2.10. Number of passengers on the Boarding Fare and number of passengers on the Connection Fare;

4.2.11. Number of passengers exempt from the Boarding Fare and number of passengers exempt from the Connection Fare;

4.2.12. Remuneration due to the Boarding Fare charged and remuneration due to the Connection Fee charged;

- 4.2.13. Boarding and Connection Fare payment method (in cash or a posteriori);
- 4.2.14. Identification code of the billing invoice for the Boarding or Connection Fare;
- 4.2.15. Accounting date recognition of revenue from the Boarding or Connection Fare.

4.3. The RTAP shall include the data referring to the flights of aircraft that landed at the airport, whose revenues associated with the collection or reversal of the landing fee or the permanence fee, in the maneuvering yard or in the stay yard, have been recognized, accounting, in the reference month:

- 4.3.1. Airport operation identification code;
- 4.3.2. Launch code;
- 4.3.3. Launch description (new, reversal or supplement);
- 4.3.4. Aircraft nationality mark and registration number;
- 4.3.5. Maximum takeoff weight (PMD);
- 4.3.6. Airline company or aircraft operator;
- 4.3.7. Flight number;
- 4.3.8. Scheduled date and flight time;
- 4.3.9. Schedule Flight (domestic or international);
- 4.3.10. Aircraft group;
- 4.3.11. Length of stay, in maneuvering yard and stay yard;
- 4.3.12. Landing Fees charged and Stay Fees charged, in maneuvering yard and in stay yard;
- 4.3.13. Remuneration due to the Landing Fare charged and remuneration due according to the Stay Fees, in a maneuvering yard and in a stay yard;
- 4.3.14. Payment method (in cash or a posteriori) of Landing and Stay Fees, in a maneuvering yard and in a stay yard;
- 4.3.15. Identification code of the invoice for the collection of the Landing and Stay Fees, in the maneuvering yard and in the stay yard;
- 4.3.16. Accounting date recognition of the Landing Tariff revenue collected and date of accounting recognition of the Revenue from the Staying Fees, in a maneuver yard and in a stay yard.

4.4. The RTAC contemplates the data related to imported and exported cargo, whose revenues associated with the collection of Storage and Forex Tariffs have been recognized in the reference month:

- 4.4.1. Load processing identification code;
- 4.4.2. Launch code;

- 4.4.3. Launch description (new, reversal or supplement);
- 4.4.4. Storage and Capatazia Tariff classification;
- 4.4.5. Load type;
- 4.4.6. Gross weight and net weight of the cargo;
- 4.4.7. Origin Country of cargo on import and destination Country of cargo on export;
- 4.4.8. Modality of importing cargo (land; international flight, TECA transit; international flight, TECA origin);
- 4.4.9. CIF value and FOB value of the cargo;
- 4.4.10. Date and time of admission and cargo removal from TECA and the storage period;
- 4.4.11. Warehousing and Warehousing Tariff charged;
- 4.4.12. Remuneration due to the Storage and Foreign Fees charged;
- 4.4.13. Storage and the Capatazia Tariff payment method (in cash or a posteriori);
- 4.4.14. Identification code of the collection invoice for Storage and Foreign Tariffs;
- 4.4.15. Date of accounting recognition of revenues from Storage and Foreign Tariffs.

4.5. ANAC will establish the structure and procedures for sending the data, within 60 (sixty) days from the start of sending the RTEC, RTAP and RTAC.

- 4.5.1. The sending of RTEC, RTAP and RTAC will start only after the Concessionaire takes over the airport's operations.

5. Additional from the National Civil Aviation Fund

5.1.1. Additional incident on international boarding fees, instituted by Federal Law No. 9,825, of August 23, 1999.

5.1.2. For the purposes of this annex, the value of the Additional from the National Civil Aviation Fund - FNAC will respect the provisions of art. 1 of Federal Law No. 9,825, of August 23, 1999.

6. Airport Fare Collection System

6.1. The Concessionaire shall maintain, from the time the operations are assumed until the end of the concession, a system for charging airport charges that contemplates the collection and payment of airport charges.

6.2. The criterion recognition of airport tariff revenues must comply with accounting standards, observing the taxable event of each tariff.

6.3. The airport fare collection system should be able to generate RTEC, RTAP and RTAC.

6.4. The airport fare collection system must have a security policy that controls the change of data in the system, that tracks the user, the date, the time and the modified data.

6.5. The airport fare collection system must keep the data for a minimum period of 5 (five) years.

6.6. Fares may be charged in cash or a posteriori within the maximum period defined by the Concessionaire, directly from the Airlines and other Airport Users.

6.6.1. Differentiation of terms by User is prohibited, but only by category of services provided.

6.7. The Additional from the National Civil Aviation Fund - FNAC must be charged together with the International Boarding Fare.

6.7.1. The procedures and criteria related to the payment of the Additional from the National Civil Aviation Fund - FNAC must comply with specific regulations.

6.8. ANAC may, at any time, carry out audits, request the immediate export of electronic records contained in the airport tariff collection system during the inspection require the presentation of any documents or information necessary to verify the reliability, consistency and accuracy of the recorded data.

6.9. To assess the data collection methodology, charge airport fees and verify the consistency and reliability of the data reported by the Concessionaire, ANAC may use the technical service of a specialized independent audit company, to be appointed, contracted and remunerated by the Concessionaire, and ANAC the right of veto in the indication made by the Concessionaire.

APPENDIX A

METHODOLOGY FOR CALCULATING REGULATED REVENUE BY ADJUSTED PASSENGER

1. The methodology that will be used to calculate the Revenue per Adjusted Passenger - RPA at the airports Curitiba, Foz do Iguaçu, Navegantes, Londrina, Manaus, Goiânia, São Luís and Teresina is the one described in this Appendix.

2. The RP and RPA are calculated according to the formula below:

$$RP_t = \frac{RR_t}{PAX_t};$$

$$RPA_t = \frac{RR_t - (FA_{t-1} \times (1 + TA_{t-1} \times TD_{t-1}) \times \frac{IPCA_t}{IPCA_{t-1}})}{PAX_t}, \text{ where:}$$

RP_t = Passenger revenue earned in t year;

RPA_{t-} = Adjusted Passenger Revenue in t year;

RR_t = Regulated Revenue, in reais (R \$), earned by the Concessionaire for the operations actually carried out in t year;

FA_{t-1} = Adjustment Factor, in reais (R \$), referring to the deviation from Revenue per Passenger in relation to the Revenue Ceiling in t-1 year;

TA_{t-1} = Update Rate in t-1 year, which corresponds to the rate at which the Adjustment Factor will be updated;

TD_{t-1} = Marginal Cash Flow Discount Rate established by ANAC, as defined in the Concession Agreement, in force in t-1 year;

PAX_t = Passengers Charged in t year;

$IPCA_t$ = IPCA released by IBGE in December of t year;

$IPCA_{t-1}$ = IPCA released by IBGE in December of t-1 year;

t = calendar year, between January 1st and December 31th, included.

2.1. For the purposes of considering the operations actually carried out in a calendar year, the criterion of the aircraft's touchdown date should be adopted for the landing fee revenue and the aircraft's barefoot date prior to takeoff for the revenues of the aircraft, boarding, connection and stay Fees.

3. The Adjustment Factor is calculated by the difference between the Revenue Ceiling - RT and the Revenue per Passenger Adjusted - RPA, multiplied by the number of Passengers Charged in the year in question, according to the following formula:

$$FA_t = (RT_t - RPA_t) \times PAX_t, \text{ where:}$$

FA_t = Adjustment Factor, in reais (R \$), referring to the deviation from Revenue per Adjusted Passenger in relation to Revenue Ceiling in t year;

RT_t = Ceiling Revenue established for t year;

RPA_t = Adjusted Passenger Revenue earned in t year;

PAX_t = Passengers Charged in t year;

t = calendar year, between January 1st and December 31th, included.

3.1. If the RPA is less than or equal to the RT established for the same year, the Update Rate - TA will be null.

3.2. If the RPA is higher than the RT established for the same year, the Update Rate - TA will depend on the difference between revenues, according to the formula and table below:

$$Dif_t = \frac{RPA_t - RT_t}{RT_t}$$

Where:

Dif_t = Percentage difference between RP and RT in t year;

RPA_t = Adjusted Passenger Revenue in t year;

RT_t = Ceiling Revenue in t year;

Update Rate in t year	Diff (%) - In the first	Diff (%) - From
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	five calendar years	sixth calendar year
1,0	Up to 5%	Up to 3.5%
1,5	More than 5% to 10%	More than 3.5% to 7%
2,0	More than 10%	More than 7%