

ANNEX 02

AIRPORT OPERATION PLAN (PEA, in Portuguese)

CONCESSION FOR RENDERING PUBLIC OPERATION, EXPANSION AND MAINTENANCE SERVICES FOR THE AIRPORT COMPLEX COMPRISING THE NORTHWEST BLOCK AND THE SOUTHEAST BLOCK, PURSUANT TO THE TERMS OF THE AUCTION NOTICE

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1. Introduction

- 1.1. The Airport Operation Plan (PEA, in Portuguese) details and specifies the purpose of the CONCESSION, lists all Airport Complexes, establishes minimum specifications required for passenger terminals, initial investments needed for the existing infrastructure, duties concerning the Infrastructure Management Plan (PGI, in Portuguese), sets forth service standards by listing Minimum Sizing Standards, sets out Service Quality Indicators and defines plans aimed at ensuring airports' continuous operating conditions for specific situations.

2. Definitions

2.1. For purposes of this PEA, and notwithstanding other definitions set forth hereunder, the terms below are defined as follows:

ACI	Evaluation of the Facility's Conditions, which is one of the reports comprising the PGI.
Advanced PGI Review	The PGI Review undertaken by the CONCESSIONAIRE for the specific situations listed in subsection 7.5.1, aimed at briefing the EXTRAORDINARY REVIEW, and whose main purpose is to amend, modify, delete or replace investments made in the infrastructure.
Aircraft Category	Reference code designated by ANAC for aircrafts. Please refer to Appendix F to see airport groupings in accordance with the Aircraft Category they are eligible to operate.
Airlines	National or foreign legal companies duly authorized to operate, within the Brazilian airspace, profit-seeking air as well as conventional and unconventional transport of people and/or cargo and mail bags, pursuant to the terms of Federal Law No. 7.565 of December 19, 1986, in addition to their corresponding amendments and regulations (CBA, in Portuguese).
Annual PGI Monitoring Report	The PGI monitoring report, which shall be devised every year by the CONCESSIONAIRE, and submitted to ARTESP under the terms of this ANNEX and the AGREEMENT.
Balance	Refers to the existing balance between each airport complex's operating capacity and the Passenger Terminal(s), in accordance with the service standard set out in the PEA, with the purpose of properly fulfilling the demand required throughout the entire CONCESSION term.
IFR	<i>Instrument Flight Rules.</i>
Mandatory Investment	Investments, construction work and additional mandatory activities included in the PEA until Phase I-B is completed, subject to the terms of the AGREEMENT and the PEA.
Minimum Sizing Parameters	Standard service indicators to be upheld while

	the AGREEMENT is in force, and which shall help brief the CONCESSIONAIRE's planning regarding its infrastructure plans, as per Appendix B.
Minimum specifications for the Passenger Terminal	Minimum mandatory functional, architectural, structural, facility and finishing standard guidelines for passenger terminals.
Ordinary PGI Review	The PGI Review undertaken by the CONCESSIONAIRE for purposes of briefing the ORDINARY REVIEW of the AGREEMENT, which shall take place every 5 (five) years.
Peak Hour	The 30th (thirtieth) hour with the highest peak in the calendar year.
PGI	Document to be devised by the CONCESSIONAIRE, pursuant to the guidelines set forth in ANNEX 02, and which shall include the investment plans to be carried out by the CONCESSIONAIRE throughout the CONCESSION term.
PNAE	Passenger with special needs requirements. A PNAE can be defined as a disabled person, an elderly person aged 60 (sixty) or older, pregnant women, lactating mothers, individuals carrying infants, individuals with reduced mobility or any individual who, for any specific reason whatsoever, has his or her autonomy restricted as a passenger.
PMI	Infrastructure Improvement Program; one of the reports comprising the PGI.
Projected Demand	Demand projected by the CONCESSIONAIRE in the PGI to be submitted to ARTESP.
Projected Investment	Investments, construction work and additional activities specified in the PEA for Phase II, which may be subject to reviews, pursuant to the terms of the AGREEMENT and ANNEXES.
Service Quality Plan	Plan intended to specify the Concessionaire's activities in regard to fulfilling service quality indicators set forth in this PEA.
Voluntary PGI Review	The PGI Review spontaneously undertaken by the CONCESSIONAIRE before the 5 (five)-year time frame specified for the Ordinary CONCESSION AGREEMENT Review, thereby

	being deemed an EXTRAORDINARY REVIEW of the CONCESSION AGREEMENT.
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- 2.2. Notwithstanding the definitions listed above, and provided a clearly distinct meaning arises out of the context, all terms described in this PEA in capital letters as well as defined in it shall have the meaning attributed to them in Clause One of the AGREEMENT – Definitions.

3. Purpose of the Concession

- 3.1. The following activities, that comprise the purpose of the CONCESSION for the AIRPORT COMPLEXES that make up the NORTHWEST BLOCK and the SOUTHEAST BLOCK, are to be undertaken by the CONCESSIONAIRE, either directly or indirectly throughout the CONCESSION term, notwithstanding additional duties specified in the AGREEMENT:

3.1.1. Rendering of departure, arrival, landing, airport hospitality, storage and cargo handling services, as described in ANNEX 05, in addition to all other airport infrastructure-related services, except for any and all services geared towards supporting and ensuring air traffic safety in airports comprising the AIRPORT COMPLEXES;

3.1.2. A successful operation of AIRPORT COMPLEXES, so as to secure non-tariff revenues, as well as providing USERS with all the supporting infrastructure required for a seamless operation of all AIRPORT COMPLEXES;

3.1.3. Maintenance of all current and installed AIRPORT COMPLEX facilities, assets and equipment, pursuant to the legislation and regulations in force;

3.1.4. Carrying out improvements within the deadline set forth in this PEA, for purposes of expanding and adapting the AIRPORT COMPLEX's airport infrastructure, as well as service standards provided to USERS;

3.1.5. Full compliance with all service standards specified in this PEA throughout the entire Phase II while performing the purpose of the CONCESSION, in accordance with investments and/or operational management activities undertaken, as well as securing all funds needed; and

3.1.6. The balance between the facilities required for providing an adequate service to USERS throughout the entire Phase II while performing the purpose of the CONCESSION, particularly inside passenger terminals, aircraft aprons, take-off and landing systems, taxiway systems, parking lots, access routes, among others.

- 3.2. The purpose of the CONCESSION does not entail any type of commissioning of services geared towards supporting and ensuring air traffic safety in Airports' air traffic control area, with the Department of Airspace Control (Departamento de Controle do Espaço Aéreo, DECEA) being solely responsible for purchasing, installing, operating and maintaining equipment related to the following services and facilities, even when rendered by the Air Traffic and Telecommunications Service Provider Stations (Estação Prestadora de Serviços de Telecomunicações Aeronáuticas e de Tráfego Aéreo, EPTA),

3.2.1. Aeronautical Information Service (AIS);

- 3.2.2. Air Traffic Management (ATM);
 - 3.2.3. Meteorological Information Management (MET);
 - 3.2.4. Communications and Aid Facilities in Air Traffic Terminals (COM);
 - 3.2.5. Search and Rescue (SAR); and
 - 3.2.6. Other Auxiliary Flight Protection Services, except for visual aids (PAPI, VASIS, ALS, landing and taxiway runway beacons, landing and taxiway runway axis lights, touchdown zone lights, stop bars, aerodrome beacons and windsocks), which are the CONCESSIONAIRE's responsibility.
- 3.3. The CONCESSIONAIRE shall be responsible for bearing costs stemming from any potential reassignment of facilities and equipment relating to subsections 3.2.1 to 3.2.6 in the event that these are due to CONCESSIONAIRE-recommended services or construction works, including building new premises with structural traits similar to those of decommissioned facilities with all infrastructure required and capable of operating utilities falling under the Public Authority's scope.
- 3.4. Following prior consent granted by the Aeronautical Command's DECEA, and at its sole risk, the CONCESSIONAIRE may either directly or indirectly render services geared towards supporting and ensuring air traffic safety in Airports' air traffic space, in addition to making investments and carrying out upgrades related to rendering these services, although under no circumstances whatsoever shall these constitute grounds for economic-financial restoration.
- 3.5. The CONCESSIONAIRE shall request ARTESP's prior consent for its potential request to be submitted to the DECEA to secure authorization for rendering services geared towards supporting and ensuring air traffic safety in Airports that are being carried out either directly or indirectly by any body or entity of the State Public Administration.

4. Airport Complex

4.1. The following is the legal status of AIRPORT COMPLEXES that comprise the Blocks that are the purpose of the AGREEMENT:

- 4.1.1. Operation of the airport that is the purpose of this CONCESSION falls within the civilian scope of Airports that are the purpose of the AGREEMENT, comprising sectors described in Appendix E of this PEA, and which constitutes a universality of right, under the terms of art. 38 of Law no. 7.565 of December 19, 1986.
- 4.1.2. Specific military activity-related areas and facilities located within airport grounds are not included under the purpose of the CONCESSION and the CONCESSIONAIRE may consider the terms of Joint Ordinance no. 04 of September 22, 2015, in regard to the Guaratinguetá airport.
- 4.1.3. Civilian grounds used by the Aeronautics Command (Comando da Aeronáutica – COMAER) for purposes of rendering air traffic services are ranked as special, in accordance with the guidelines set forth in the Joint no. 06 SAC/MTPA-COMAER MD Ordinance of September 05, 2018, and may not be used by the CONCESSIONAIRE.
 - 4.1.3.1. Should the CONCESSIONAIRE be interested in using the special areas, it shall reassign, at its own expense, all operational facilities and equipment to other areas of the airport's grounds, provided COMAER has granted its prior approval, with the latter being responsible for deciding upon the specifications for this reassignment.
 - 4.1.3.2. Once all required reassignments have taken place, the new areas intended for air traffic services shall be ranked as special, whereas those that no longer have this use shall be made available for the CONCESSIONAIRE's use.
- 4.1.4. After the transitional operating phases laid out in the AGREEMENT have been met, the CONCESSIONAIRE shall immediately be vested of possession over the areas described in items 1 and 2 of Appendix E.
- 4.1.5. Should the CONCESSIONAIRE be interested in expanding the grounds of AIRPORT COMPLEXES beyond the limits defined in Appendix E, it shall take all administrative and/or legal measures needed to bring into compliance the possession and operation of areas required for this expansion.
 - 4.1.5.1. In the specific situation set out in subsection 4.1.5, the CONCESSIONAIRE shall bear all costs resulting from any and all expropriations potentially required, as per the terms of item 19.1, holding itself accountable for all corresponding administrative and legal measures, except for publishing a Social Interest Statement and/or Public Service Statement.
- 4.1.6. Pursuant to the terms of the AGREEMENT, the STATE OF SÃO PAULO shall be responsible for proceeding with legal measures that involve airport site properties allocated until the AUCTION NOTICE is published, in addition to bearing all procedural, financial and administrative costs stemming thereof.

5. Minimum Specifications for Passenger Terminals

- 5.1. Expansion and renovation works of current passenger terminals, as well as building new passenger terminals, are to apply the best Brazilian and international practices used for buildings of similar nature.
- 5.2. The architectural design and building, operating and maintenance standards of these interventions shall uphold the city's specific socioeconomic, cultural, geographic and climatic traits, while adding sustainability, energy efficiency and mitigating environmental impacts, in addition to ensuring continuous operations, straightforward maintenance and high durability.
- 5.3. Passenger terminals shall provide indoor living space comfort to USERS, particularly in regard to thermal, acoustic, lighting and ergonomic comfort, with clear and straightforward signage in adequate numbers to help brief them on their requirements.
- 5.4. For purposes of processing both passenger and cargo, indoor transit as well as transit outside operational stretches are required to be able to fully meet all PEAK HOUR demand flows, in addition to ensuring that USERS have a clear view and unblocked and uncomplicated path, in accordance with space and service time parameters, falling under the "Optimum" scope, as per IATA's latest Airport Development Reference Manual version.
 - 5.4.1. Corridors, connectors and other connections shall provide for enough space to accommodate distinct flows of people and situations, such as individuals transiting either with or without baggage carts, with or without carry-on items, PNAE, departure and arrival flows in the same space, among others.
- 5.5. Planning shall take into account the distance that passengers will need to cover during their departure and arrival operational flows.
- 5.6. If applicable, integration of the access system to passenger terminals and the host of urban transport means available shall be taken into account upon devising the engineering designs, which shall, throughout the entire CONCESSION, when it comes to the airport, plan for spaces and infrastructure so that this integration is provided in a streamlined and straightforward manner to USERS.
- 5.7. The different types of transport used by passengers to access terminals, including the landside departure and arrival curb, shall be taken into account upon sizing up passenger terminals, providing for adequate spaces and conditions.
- 5.8. Passenger terminals shall be set up with all equipment and systems required for their full operating conditions, such as flight information systems, air-conditioning systems, sound systems, seats and ergonomic furnishings, applying the best Brazilian and international practices used for buildings of similar nature.
- 5.9. Requirements, specifications and procedures that are not included in the AGREEMENT are to comply with the industry's specific regulations or, alternatively, the technical standards concerning the Brazilian National Standards Organization (Associação Brasileira de Normas Técnicas – ABNT) and other internationally recognized entities or technical references in the field.
- 5.10. The CONCESSIONAIRE shall be responsible for proving, upon submitting documents devised either by itself or by third parties, that it fulfilled all specifications listed in items 5.1 to 5.9.

- 5.10.1. The duty specified in the previous item shall be included in the PGI's ANNUAL MONITORING REPORT addressed by this ANNEX and the AGREEMENT.

6. Airport Infrastructure Improvements

- 6.1. All investments are to be made in compliance with the MINIMUM SIZING PARAMETERS, SERVICE QUALITY INDICATORS and additional rules laid out in the AGREEMENT and ANNEXES, whereas AIRPORT COMPLEXES are to be fully operational at the end of the CONCESSION.
- 6.2. MANDATORY INVESTMENTS are any and all investments specified in each Airport's current guidelines to be able to receive critical aircraft specified in column "Initial Critical Aircraft" of Appendix G, with the CONCESSIONAIRE being solely responsible for carrying them out until the end of Phase I-B of the AGREEMENT (48 months as of the AGREEMENT's EFFECTIVE DATE).
- 6.2.1. Investments described in the items below are for reference purposes only, and may be subject to changes in case the current guideline undergoes modifications. MANDATORY INVESTMENTS shall be deemed completed after each Airport fulfills the regulatory requirements for being ready to receive aircraft of the category described in column "Initial Critical Aircraft" of Appendix G.
- 6.2.2. In addition to the investments listed below, MANDATORY INVESTMENTS are any and all investments deemed necessary for maintaining minimum operational standards, which are understood hereunder as those aimed at ensuring minimum usage conditions for airport restrooms and baby changing stations; keeping passenger and/or cargo terminals rid of seepages, stains and wearing out in wall and lining paint finishings; and minimum signage and lighting of vehicle access routes to the TPS, parking lot and any other areas where passengers and their escorts are transiting in the airport's landside, in the event that there are night flights.
- 6.2.3. Airports that do not have other MANDATORY INVESTMENTS specified in the items below shall also carry out the MANDATORY INVESTMENTS described in subsection 6.2.2.
- 6.3. PROJECTED INVESTMENTS are any investments that were estimated by ARTESP considering the infrastructure required during PEAK HOURS, as per the terms of Appendix G. Even though they are estimated by ARTESP, PROJECTED INVESTMENTS shall be carried out by the CONCESSIONAIRE throughout Phase II of the AGREEMENT, pursuant to the terms of Appendix G, except if they are modified due to an ORDINARY or EXTRAORDINARY REVIEW of the AGREEMENT.
- 6.3.1. PROJECTED INVESTMENTS may only be changed if it is proven that they are no longer required or convenient for the CONCESSION, subject to the AGREEMENT's economic-financial balance.
- 6.3.2. Sums estimated for carrying out the PROJECTED INVESTMENTS, as well as when they are to be carried out, as set out in ANNEX 03, were considered for purposes of defining the AGREEMENT's economic-financial balance, and shall be taken into account by the CONCESSIONAIRE in its PRICE PROPOSAL, in such a way that any advancement, postponement, cancellation or amendment to the PROJECTED INVESTMENT shall give rise to the AGREEMENT's economic-financial restoration.
- 6.4. The requirements of the previous item may be met while taking into account the availability of the CONCESSIONAIRE's funds, as well as other potential funds provided by third parties who have an interest in the airport.

- 6.4.1. The use of funds provided by third parties who have an interest in the airport, for purposes of fulfilling PROJECTED INVESTMENTS, does not exempt the CONCESSIONAIRE from its responsibility to fulfill the requirements.
- 6.5. In addition to MANDATORY INVESTMENTS and PROJECTED INVESTMENTS, the CONCESSIONAIRE is also accountable for making investments set forth under this AGREEMENT and ANNEXES which do not relate directly to airports' infrastructure.
- 6.6. The CONCESSIONAIRE is recommended to:
- a. Set up, whenever the current rules provide for it, and at its sole discretion, shared facilities for the rendering of air transport services, such as check-in, checking in baggage and baggage claim, etc.
 - b. Create a communications channel with the AIRLINES, with the purpose of assessing the impacts of construction works undertaken in Airports.

Northwest Block

São José do Rio Preto Airport

- 6.7. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out all MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring overall service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as set out below:
- 6.7.1. Install 1 (one) passenger safety control in the passenger terminal's departure area, pursuant to the current RBAC 154 terms;
 - 6.7.2. Set up a visual system signalling the approach slope in take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
 - 6.7.3. Set up a Surface Weather Station (*Estação Meteorológica de Superfície*) for maintenance of regular flights;
 - 6.7.4. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 4C Reference Code aircraft with VISUAL FLIGHT RULES (VFR) at both night time and day time;
 - 6.7.4.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 4C Reference Code aircraft and below, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate facilities.
 - 6.7.5. In compliance with the 4C Reference Code, to broaden the width of landing and take-off runways to at least 45m;
 - 6.7.6. Carry out longitudinal slope adjustments of at most 1.50% as per RBAC 154, Appendix G.4 (a)(1)(i), in such a way that the slope estimated based on subtracting the maximum and minimum elevation across the runway's center line from the runway's

- length does not exceed 1% (one percent). In order to carry out this investment, both landing and take-off runways will need to be resurfaced.
- 6.7.7. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of existing runway (RESA) at landing and take-off runway thresholds;
- 6.7.8. Provide a system containing at least 10 (ten) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307.
- 6.8. The CONCESSIONAIRE is to carry out the following PROJECTED INVESTMENTS during Phase II of the AGREEMENT:
- 6.8.1. Expand the airport's passenger and baggage processing capacity, including aircraft aprons, passenger terminals, parking lots, corresponding inland pathways and other supporting infrastructure, so as to provide an adequate space and equipment for processing the airport's passengers and baggage, as per Appendix G;
- 6.8.2. Carry out investments in resurfacing, lighting and painting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, for purposes of maintaining the infrastructure;
- 6.8.3. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Presidente Prudente Airport

- 6.9. Throughout Phase I-B of the AGREEMENT, and notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall carry out all MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as laid out below:
- 6.9.1. Expand the airport's passenger and baggage processing capacity, including passenger terminals, parking lots, corresponding inland pathways and other supporting infrastructure, so as to provide an adequate space and equipment for processing the airport's passengers and baggage;
- 6.9.2. Set up a passenger security control at the passenger terminal's departure area, pursuant to the terms of the current RBAC 154;
- 6.9.3. Set up at least 8 (eight) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations;
- 6.9.4. Set up a visual system signalling the approach slope in take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
- 6.9.5. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 4C Reference Code aircraft with VISUAL FLIGHT RULES (VFR) at both night time and day time;
- 6.9.5.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 4C Reference Code aircraft and below,

whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate infrastructure.

- 6.9.6. In compliance with the 4C Reference Code, to broaden the width of 12/30 landing and take-off runways to at least 45m;
 - 6.9.7. Carry out longitudinal slope adjustments of at most 1.60% as per RBAC 154, Appendix G.4 (a)(1)(i), in such a way that the slope estimated based on subtracting the maximum and minimum elevation along the runway's center line from the runway's length does not exceed 1% (one percent). Resurfacing will be needed to fulfill this duty.
 - 6.9.8. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds;
- 6.10. The CONCESSIONAIRE is to carry out the following PROJECTED INVESTMENTS during Phase II of the AGREEMENT:
- 6.10.1. Expand the airport's passenger and baggage processing capacity, including aircraft aprons, passenger terminals, parking lots, corresponding inland pathways and other supporting infrastructure, so as to provide an adequate space and equipment for processing the airport's passengers and baggage, as per Appendix G;
 - 6.10.2. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever needed for purposes of maintaining the facilities;
 - 6.10.3. Comply with ANAC's norms that apply to the CONCESSION in regard to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Araçatuba Airport

- 6.11. Throughout Phase I-B of the AGREEMENT, and notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall carry out MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as laid out below:
- 6.11.1. Expand the airport's passenger and baggage processing capacity, including passenger terminals, parking lots, corresponding inland pathways and other supporting infrastructure, so as to provide an adequate space and equipment for processing the airport's passengers and baggage;
 - 6.11.2. Set up at least 2 (two) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations;
 - 6.11.3. Install 1 (one) visual system signalling the approach slope in the main take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
 - 6.11.4. Set up a Surface Weather Station (*Estação Meteorológica de Superfície*) for maintenance of regular flights;

- 6.11.5. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 4C Reference Code aircraft with VISUAL FLIGHT RULES (VFR) at both night time and day time;
 - 6.11.5.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 4C Reference Code aircraft and below, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate facilities.
- 6.11.6. In compliance with the 4C Reference Code, to broaden the width of landing and take-off runways to at least 45m;
- 6.11.7. Broaden the width of the taxiway to at least 15m (fifteen meters) without shoulders, in such a way that the taxiway's overall width, including its shoulders in straight stretches, is at least 25 m (twenty-five meters) for 4C Reference Code airports, in compliance with width recommendations for landing and take-off runways for critical aircraft with OUTER MAIN GEAR WHEEL SPANS (OMGWS) greater or equal to 6 m (six meters), and lower than 9 m (nine meters);
- 6.11.8. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at take-off and landing runway thresholds.
- 6.12. Throughout Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:
 - 6.12.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES;
 - 6.12.2. Comply with ANAC's norms that apply to the CONCESSION, in compliance with Annex G. In case the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Votuporanga Airport

- 6.13. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out MANDATORY INVESTMENTS aimed at adjusting facilities and restoring service standards, in addition to providing an ADEQUATE SERVICE to USERS, as laid out below:
 - 6.13.1. Expand the parking lot, corresponding inland pathway and other supporting infrastructure's capacity, so as to ensure the airport has an adequate space and equipment for processing at least 60 passengers during the PEAK HOUR in departure and arrival areas;
 - 6.13.2. Set up at least 2 (two) vertical signs, as per the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of operations;
 - 6.13.3. Provide 1 (one) visual system signaling the approach slope at the threshold of the main landing and take-off runway, for purposes of ensuring continuity of regular operations;
 - 6.13.4. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 10,000 kg 2B Reference Code aircraft with VISUAL

FLIGHT RULES (VFR) at both night time and day time;

6.13.4.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 2B Reference Code aircraft and below up to 10,000 kg, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate infrastructure.

6.13.5. Pursuant to the terms of the current RBA 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds.

6.14. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:

6.14.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES;

6.14.2. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Barretos Airport

6.15. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out all MANDATORY INVESTMENTS aimed at adjusting infrastructure and restoring service standards, in addition to providing an ADEQUATE SERVICE to USERS, as set out below:

6.15.1. Set up at least 2 (two) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations;

6.15.2. Install 1 (one) visual system signaling the approach slope at the threshold of the main landing and take-off runways, for purposes of ensuring continuity of regular operations;

6.15.3. Install equipment needed and overhaul the current terminal building's inner space to enable an enhanced processing of passengers, in accordance with space and service time parameters that fall under the 'Optimum' scope, pursuant to IATA's latest Airport Development Reference Manual version;

6.15.4. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds.

6.16. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:

6.16.1. Expand the airport's passenger and baggage processing capacity, including aircraft aprons, passenger terminals, parking lots, corresponding inland pathways and supporting infrastructure, so as to provide adequate space and equipment for processing in the airport, as per the terms of Appendix G;

- 6.16.2. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES whenever required for purposes of maintaining the infrastructure;
- 6.16.3. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Dracena Airport

- 6.17. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the PROJECTED INVESTMENTS, as per the following:
 - 6.17.1. Install at least 2 (two) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations while introducing regular flights;
 - 6.17.2. Provide 1 (one) visual system signaling the approach slope at the threshold of the main landing and take-off runways while introducing regular flights;
 - 6.17.3. Install equipment needed and overhaul the current terminal building's inner space to enable an enhanced processing of passengers, in accordance with space and service time parameters that fall under the 'Optimum' scope, pursuant to IATA's latest Airport Development Reference Manual version;
 - 6.17.4. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds;
 - 6.17.5. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;
 - 6.17.6. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.
- 6.18. Investments listed in subsections 6.17.1, 6.17.2, 6.17.3 and 6.17.4 above shall only be undertaken if and when the airport starts operating regular commercial flights with aircraft with ICAO codes equal or greater than 10,000 kg 2B code, aimed at adjusting the infrastructure and fully restoring service standards, as well as enabling an ADEQUATE SERVICE to be rendered to USERS.

Tupã Airport

- 6.19. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out all PROJECTED INVESTMENTS, as per the following terms:

- 6.19.1. Set up at least 2 (two) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations while introducing regular flights;
 - 6.19.2. Provide 1 (one) visual system signaling the approach slope at the threshold of the main landing and take-off runways while introducing regular flights;
 - 6.19.3. Install equipment needed and overhaul the current terminal building's inner space to enable an enhanced processing of passengers, in accordance with space and service time parameters that fall under the 'Optimum' scope, pursuant to IATA's latest Airport Development Reference Manual version;
 - 6.19.4. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds;
 - 6.19.5. Expand aircraft aprons' aircraft processing capacity by expanding the commercial aircraft apron space to at least 350 square meters or the space required to meet projected traffic needs;
 - 6.19.6. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;
 - 6.19.7. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.
- 6.20. Investments listed in subsections 6.19.1, 6.19.2, 6.19.3, 6.19.4 and 6.19.5 above shall only be undertaken if and when the airport starts operating regular commercial flights with aircraft with ICAO codes equal or greater than 10,000 kg 2B Reference Code, aimed at adjusting the infrastructure and fully restoring service standards, as well as enabling an ADEQUATE SERVICE to be rendered to USERS.

Presidente Epitácio Airport

- 6.21. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out all PROJECTED INVESTMENTS, as per the terms below:
- 6.21.1. Set up at least 2 (two) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations while introducing regular flights;
 - 6.21.2. Install 1 (one) visual system signaling the approach slope at the threshold of the main landing and take-off runways while introducing regular flights;
 - 6.21.3. Expand the aircraft apron's aircraft processing capacity by expanding the commercial aircraft apron area by at least 250 square meters or the space required to meet projected traffic needs, in accordance with space and service time parameters that fall under the 'Optimum' scope, pursuant to IATA's latest Airport Development Reference Manual version;

- 6.21.4. Install equipment needed and overhaul the current terminal building's inner space to enable an enhanced processing of passengers, in accordance with space and service time parameters that fall under the 'Optimum' scope, pursuant to IATA's latest Airport Development Reference Manual version;
 - 6.21.5. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds;
 - 6.21.6. Expand the airport's passenger and baggage processing capacity, including aircraft aprons, passenger terminals, parking lots, corresponding inland pathways and other supporting infrastructure so as to provide adequate space and equipment to process passengers and baggage, in compliance with Appendix G;
 - 6.21.7. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;
 - 6.21.8. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.
- 6.22. Investments listed in subsections 6.21.1, 6.21.2, 6.21.3, 6.21.4, 6.21.5 and 6.21.6 above shall only be undertaken if and when the airport starts operating regular commercial flights with aircraft with ICAO codes equal or greater than 10,000 kg 2B Reference Code, aimed at adjusting the infrastructure and fully restoring service standards, as well as enabling an ADEQUATE SERVICE to be rendered to USERS.

Andradina Airport

- 6.23. Throughout Phase I-B of the AGREEMENT, and notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall carry out all MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as laid out below:
- 6.23.1. Set up at least 2 (two) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations;
 - 6.23.2. Provide 1 (one) visual system signaling the approach slope at the threshold of the main landing and take-off runways to ensure continuity of operations;
 - 6.23.3. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES;
 - 6.23.4. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds;
- 6.24. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:

- 6.24.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;
- 6.24.2. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Assis Airport

- 6.25. Throughout Phase I-B of the AGREEMENT, and notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall carry out all MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as laid out below:
 - 6.25.1. Set up at least 2 (two) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations;
 - 6.25.2. Install 1 (one) visual system signalling the approach slope in the main take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
 - 6.25.3. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds;
- 6.26. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:
 - 6.26.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.
 - 6.26.2. Install equipment needed and overhaul the current terminal building's inner space to enable an enhanced processing of passengers, in accordance with space and service time parameters that fall under the 'Optimum' scope, pursuant to IATA's latest Airport Development Reference Manual version;
 - 6.26.3. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Penápolis Airport

6.27. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS required for adjusting the infrastructure and restoring service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as set out below:

6.27.1. When the airport starts operating regular commercial flights with aircraft with ICAO codes equal or greater than 10,000 kg 2B Reference Code, the CONCESSIONAIRE shall carry out all required investments needed to adjust the infrastructure and restore overall service standards, aimed at providing permanent systems that enable rendering an adequate service to Users, as described below:

6.27.1.1. Set up at least 2 (two) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations while introducing regular flights;

6.27.1.2. Install 1 (one) visual system signalling the approach slope in the main take-off and landing runway thresholds while introducing regular flights;

6.27.1.3. Install equipment needed and overhaul the current terminal building's inner space to enable an enhanced processing of passengers, in accordance with space and service time parameters that fall under the 'Optimum' scope, pursuant to IATA's latest Airport Development Reference Manual's latest version;

6.27.1.4. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds;

6.27.2. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;

6.27.3. Comply with ANAC's guidelines that apply to the CONCESSION in regard to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Southeast Block

Ribeirão Preto Airport

6.28. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out all the MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring overall service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as set out below

6.28.1. The CONCESSIONAIRE shall carry out investments in resurfacing, lighting and

- repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES;
- 6.28.2. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 4C Reference Code aircraft with INSTRUMENT FLIGHT RULES (IFR) at both night time and day time;
 - 6.28.3. Overhaul landing and take-off runway strips, introducing a non-precision approach runway, which is to run laterally in comparison with the runway axis at a distance, in each runway axis side and its extension along the entire runway strip's length, of at least 140m;
 - 6.28.4. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds, starting from the end of the runway strip, at a distance of at least 90m;
 - 6.28.4.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 4C Reference Code aircraft and below, whether simultaneously or not, that take place without the need of putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate facilities.
 - 6.28.5. Set up 1 (one) visual system signalling the approach slope in the main take-off and landing runway thresholds, for purposes of ensuring continuity of night operations;
 - 6.28.6. Install 1 (one) simple approach lighting system at non-precision approach runway 18, in compliance with RBAC 145 G9 (a) (3) Image Ag-5;
 - 6.28.7. Install a system containing at least 10 (ten) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307;
 - 6.28.8. Expand the airport's passenger and baggage processing capacity, including aircraft aprons, passenger terminals, parking lots, corresponding inland pathways and supporting infrastructure, so as to provide adequate space and equipment for processing at least 785 passengers during the airport's PEAK HOUR, in compliance with space and service time standards that fall under the "Optimum" scope, pursuant to IATA's latest Airport Development Reference Manual version;
- 6.29. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:
- 6.29.1. Expand the airport's passenger and baggage processing capacity, including aircraft aprons, passenger terminals, parking lots, corresponding inland pathways and supporting infrastructure, so as to provide adequate space and equipment for processing in the airport, subject to Appendix G;
 - 6.29.2. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;
 - 6.29.3. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone

the investments.

Bauru/Arealva Airport

- 6.30. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out all MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring overall service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as set out below
- 6.30.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off and runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES;
 - 6.30.2. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off thresholds, starting from the end of the runway strip, up to a distance of at least 90m;
 - 6.30.3. Set up a visual system signalling the approach slope in take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
 - 6.30.4. Expand the airport's passenger and baggage processing capacity, including aircraft aprons, passenger terminals, parking lots, corresponding inland pathways and supporting infrastructure, so as to provide adequate space and equipment for processing at least 375 passengers during the airport's PEAK HOUR, in compliance with space and service time standards that fall under the "Optimum" scope, pursuant to IATA's latest Airport Development Reference Manual version;
- 6.31. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:
- 6.31.1. At first, expand the airport's passenger and baggage processing capacity, including aircraft aprons, passenger terminals, parking lots, corresponding inland pathways and supporting infrastructure, so as to provide adequate space and equipment for processing in the airport, subject to Appendix G;
 - 6.31.2. After carrying out item 6.31.1, carry out investments in resurfacing, lighting and repainting of landing and take-off and runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.
 - 6.31.3. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Marília Airport

- 6.32. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out investments required for adjusting the infrastructure and restoring overall service standards, in addition to rendering an ADEQUATE SERVICE to

USERS, as set out below:

- 6.32.1. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 3C Reference Code aircraft with VISUAL FLIGHT RULES (VFR) at both night time and day time;
 - 6.32.2. Overhaul landing and take-off runway strips by introducing a non-precision approach runway, which shall be lateral to the runway axis at a distance, in each runway axis side and its extension along the entire runway strip's length, of at least 75m;
 - 6.32.3. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds, starting from the end of the runway strip, up to a distance of at least 90m;
 - 6.32.4. Repair and overhaul Taxiway B runway's shoulder's paving to remove taxiway runway paving stretches that are uneven with the shoulder's paving;
 - 6.32.4.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 3C Reference Code aircraft and below, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate infrastructure.
 - 6.32.5. Set up 1 (one) visual system signalling the approach slope in the main take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
 - 6.32.6. Install a system containing at least 9 (nine) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307;
- 6.33. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:
- 6.33.1. Expand the airport's passenger and baggage processing capacity by building a new terminal area to include an aircraft apron, passenger terminal, parking lot, corresponding inland pathway and supporting infrastructure, so as to provide adequate space and equipment for the airport to be able to process the needs of at least three regular aircraft, in compliance with space and service time parameters that fall under the "Optimum" scope, pursuant to IATA's latest Airport Development Reference Manual's version;
 - 6.33.2. Build a new taxiway for accessing the new terminal area, which shall be at least 15m and without shoulders, in such a way that the taxiway's overall width, including its shoulder in straight stretches, is at least 25m, pursuant to landing and take-off runway recommendations for critical aircraft with OMGWS greater than or equal to 6m;
 - 6.33.3. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;
 - 6.33.4. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone

the investments.

Sorocaba Airport

- 6.34. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out all MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring overall service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as set out below:
- 6.34.1. Set up at least 14 (fourteen) illuminated vertical signs, in accordance with the regulatory requirements laid out in ANAC RBAC 154.307 (a)(2)(v)(C), whereas vertical signs are to be illuminated as per the provisions of Appendix G, in the event that they are intended to be used at night time, together with non-instrument runways with either 3 or 4 code numbers, for purposes of maintaining night operations;
 - 6.34.2. Install a visual system signalling the approach ramp in the main take-off and landing runway thresholds, for purposes of ensuring continuity of operations;
 - 6.34.3. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 4C Reference Code aircraft with VISUAL FLIGHT RULES (VFR) at both night time and day time;
 - 6.34.3.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 4C and under Reference Code aircraft, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate facilities.
 - 6.34.4. Carry out longitudinal slope adjustments of at most 1.25% as per RBAC 154, Appendix G.4 (a)(1)(i), in such a way that the slope estimated based on subtracting the maximum and minimum elevation along the runway's center line from the runway's length does not exceed 1% (one percent). Resurfacing will be needed to fulfill this duty.
 - 6.34.5. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds.
- 6.35. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:
- 6.35.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;
 - 6.35.2. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Araraquara Airport

- 6.36. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out all MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring overall service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as set out below:
- 6.36.1. Set up at least 2 (two) illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307;
 - 6.36.2. Set up a visual system signalling the approach slope in the main take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
 - 6.36.3. Rebuild 500 meters of broken perimeter fencing located in specific points of Parque das Hortências (Hortências Park) and Vila de Joinville, with 3m high concrete wire fence enveloping and galvanized mesh screen with barbed wire and razor wire (*concertina*), galvanized steel;
 - 6.36.4. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 3C Reference Code aircraft with VISUAL FLIGHT RULES (VFR) at both night time and day time;
 - 6.36.4.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 3C Reference Code and under aircraft, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate infrastructure.
 - 6.36.5. Carry out longitudinal slope adjustments of at most 1.39% as per RBAC 154, Appendix G.4 (a)(1)(i), in such a way that the slope estimated based on subtracting the maximum and minimum elevation along the runway's center line from the runway's length does not exceed 1% (one percent). Resurfacing will be needed to fulfill this duty.
 - 6.36.6. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway threshold;
 - 6.36.7. Set up a Surface Weather Station (*Estação Meteorológica de Superfície*) for maintenance of regular flights.
- 6.37. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:
- 6.37.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;
 - 6.37.2. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix

G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

São Carlos Airport

6.38. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out all MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring overall service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as set out below:

6.38.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES;

6.38.2. Set up at least 2 (two) vertical signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of maintaining night operations while introducing regular flights;

6.38.3. Install a visual system signalling the approach slope in the main take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;

6.38.4. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 2B Reference Code aircraft up to 10,000 kg with VISUAL FLIGHT RULES (VFR) at both night time and day time;

6.38.4.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 2B Reference Code and under aircraft up to 10,000 kg, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate infrastructure.

6.38.5. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds;

6.38.6. Expand the airport's passenger and baggage processing capacity, including aircraft aprons, passenger terminals, parking lots, corresponding inland pathways and supporting infrastructure, so as to provide adequate space and equipment for processing in the airport.

6.39. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:

6.39.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the

following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;

- 6.39.2. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Franca Airport

- 6.40. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out all MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring overall service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as set out below:

- 6.40.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, as well as setting up a system with 8 (eight) threshold and end of landing and take-off runway lights, consisting of green/red bidirectional signs in each of the landing and take-off runway thresholds, in fulfillment of additional rules set out in the AGREEMENT and ANNEXES;
- 6.40.2. Set up at least 2 (two) vertical signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations while introducing regular flights;
- 6.40.3. Install at least 1 (one) illuminated windsock, as per the regulatory requirements set out by ANAC RBAC 154.301(a);
- 6.40.4. Install a visual system signalling the approach slope in the main take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
- 6.40.5. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate aircraft 2C Reference code aircraft up to 10,000 kg with VISUAL FLIGHT RULES (VFR) at both night time and day time;
- 6.40.5.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 10,000 kg 2C Reference Code aircraft and under, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate infrastructure.
- 6.40.6. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds.

- 6.41. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:

- 6.41.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.
- 6.41.2. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Guaratinguetá Airport

- 6.42. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:

- 6.42.1. Build a new airport passenger and baggage terminal, including a passenger terminal, parking lot, corresponding inland pathway and supporting infrastructure, so as to provide adequate space and equipment for processing at least 40 passengers during the airport's PEAK HOUR, in compliance with space and service time standards that fall under the "Optimum" scope, pursuant to IATA's latest Airport Development Reference Manual version;
- 6.42.2. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments;
- 6.42.3. Install a visual system signalling the approach slope in the main take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
- 6.42.4. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 10,000 kg 2B Reference Code aircraft with VISUAL FLIGHT RULES (VFR) at both night time and day time;
- 6.42.5. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds, starting from the end of the runway strip, up to a distance of 30m;
 - 6.42.5.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 10,000 kg 2B Reference Code aircraft and under, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate infrastructure.
- 6.42.6. Install at least 2 (two) vertical signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307.
- 6.42.7. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix

G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Registro Airport

6.43. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:

- 6.43.1. Install equipment needed and overhaul the current terminal building's inner space to enable an enhanced processing of passengers, in accordance with space and service time parameters that fall under the 'Optimum' scope, pursuant to IATA's latest Airport Development Reference Manual version;
- 6.43.2. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate aircraft up to 10,000 kg 2B Reference Code aircraft with VISUAL FLIGHT RULES (VFR) at both night time and day time;
 - 6.43.2.1. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 10,000 kg 2B Reference Code aircraft and under, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate infrastructure.
- 6.43.3. Pursuant to the terms of the current RBAC 154, to set up safety areas at the end of the runway (RESA) at landing and take-off runway thresholds, starting from the end of the runway strip, up to a distance of 30m;
- 6.43.4. Set up 1 (one) visual system signalling the approach slope in the main take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
- 6.43.5. Install at least 2 (two) vertical signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307.
- 6.43.6. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.
- 6.43.7. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

São Manuel Airport

6.44. Notwithstanding the provisions of subsection 6.2.1, the CONCESSIONAIRE shall, throughout Phase I-B of the AGREEMENT, carry out the MANDATORY INVESTMENTS required for adjusting the infrastructure and restoring overall service standards, in addition to rendering an ADEQUATE SERVICE to USERS, as set out below:

- 6.44.1. Set up at least two vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations while introducing regular flights;
 - 6.44.2. Install 1 (one) visual system signalling the approach slope in the main take-off and landing runway thresholds, while introducing regular flights;
 - 6.44.3. Carry out required adjustments to the existing infrastructure for the airport to at least be eligible to unrestrictedly operate 10,000 kg 2B Reference Code aircraft with VISUAL FLIGHT RULES (VFR) at both night time and day time;
 - 6.44.4. Pursuant to the terms of the previous item, unrestricted operations shall be deemed any and all operations with 10,000 kg 2B Reference Code aircraft, whether simultaneously or not, that take place without the need for putting in place special operational procedures that negatively impact the airport's capacity and operational safety due to inadequate infrastructure;
 - 6.44.5. For 2B Code Aircraft, overhaul landing and take-off runways so as to expand their width to at least 23 m (twenty-three) meters.
- 6.45. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:
- 6.45.1. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

Avaré/Arandu Airport

- 6.46. During Phase II of the AGREEMENT, the CONCESSIONAIRE shall carry out the following PROJECTED INVESTMENTS:
- 6.46.1. Carry out investments in resurfacing, lighting and repainting of landing and take-off runways and taxiways, in compliance with additional rules specified in the AGREEMENT and ANNEXES, whenever required for purposes of maintaining the infrastructure. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments
 - 6.46.2. Install 1 (one) visual system signalling the approach slope in the main take-off and landing runway thresholds, for purposes of ensuring continuity of regular operations;
 - 6.46.3. Set up at least 2 (two) vertical illuminated signs, in accordance with the regulatory requirements set out by ANAC RBAC 154.307, for purposes of ensuring continuity of night operations;
 - 6.46.4. Comply with ANAC's guidelines that apply to the CONCESSION, subject to Appendix G. In the event that the projected demand fails to come about until the following ORDINARY REVIEW, ARTESP and the CONCESSIONAIRE are entitled to postpone the investments.

7. Infrastructure Management Plan

Presentation and Approval Rules

- 7.1. The CONCESSIONAIRE shall submit each Airport's PGI to ARTESP during Stage 3 of Phase I-A, and within a term not to exceed 180 (one hundred and eighty days) as of the AGREEMENT's EFFECTIVE DATE.
- 7.2. ARTESP is to approve each Airport's PGI, encompassing the full CONCESSION term, within 12 (twelve) months, starting from the AGREEMENT's EFFECTIVE DATE (at the end of Stage 3 of Phase I-A).
- 7.3. Approval of the PGI, its first edition or any potential amendments made to it shall take place in accordance with the following steps:
 - 7.3.1. The CONCESSIONAIRE is to submit the written draft of the PGI and, if applicable, of the PEA, along with the concerning operational projects as well as any additional technical and economic parts thereof required.
 - 7.3.2. ARTESP is to address the admissibility of the proposal submitted by the CONCESSIONAIRE within 20 (twenty) days effective its receipt, stating whether it officially accepts it or requires further adjustments to be made, as the case may be.
 - 7.3.3. For purposes of counting the submission deadline and applying any potential sanctions to the CONCESSIONAIRE, ARTESP's position on whether the proposal offered by the CONCESSIONAIRE is inadmissible or whether it requires adjustments due to any non-compliance with requirements specified in items 7.17 and 7.18 below, shall be deemed a proposal that was failed to be submitted.
 - 7.3.4. The CONCESSIONAIRE is to submit all adjustments required as per the terms above within 20 (twenty) days effective receipt of ARTESP's request, which shall address the adjustments made within a term of up to 20 (twenty) days, effective receipt of the reviewed proposal submitted by the CONCESSIONAIRE.
 - 7.3.5. Should ARTESP find that the adjustments made by the CONCESSIONAIRE render it impossible for the proposal to be deemed approved, the divergence is to be appraised by ARTESP's Director Council, with the CONCESSIONAIRE being subject to the enforcement of all respective sanctions, as per the terms of ANNEX 17.
 - 7.3.6. ARTESP's admission of the PGI proposal does not denote its approval, hence, once the proposal is admitted, ARTESP shall address, in a substantiated and wholesome manner, the approval under the terms of this ANNEX, the AGREEMENT and the additional ANNEXES, in addition to legal requirements, within a term of 60 (sixty) days effective the admission; furthermore, this term may be extended by the same time frame by means of a duly substantiated act, with it additionally being possible to request that the CONCESSIONAIRE carry out amendments and adjustments.
 - 7.3.7. In the event that ARTESP requests that amendments be made to the PGI as per the terms above, the CONCESSIONAIRE shall carry them out within a 60 (sixty)-day term.
 - 7.3.8. Once the CONCESSIONAIRE has submitted the amendments as per the terms above, ARTESP shall state, in a substantiated and wholesome manner, and within a term of 30 (thirty) days effective its receipt, and may request additional amendments, which the CONCESSIONAIRE must carry out within a term of 7 (seven) days, effective receipt of the request.

- 7.3.9. Regarding the amendments specified above, ARTESP shall state its position within a term of 30 (thirty) days effective its receipt, whereas this term may be extended by the same time frame by means of a duly substantiated act.
- 7.4. In the event that ARTESP justifiably finds that the adjustments carried out by the CONCESSIONAIRE render it impossible for the PGI to be deemed approved, the divergence shall be appraised by ARTESP's Director Council, with the CONCESSIONAIRE being subject to the enforcement of all applicable sanctions, as per the terms of ANNEX 17.
- 7.5. ORDINARY REVIEWS shall be carried out every 5 (five) years as of the AGREEMENT's EFFECTIVE DATE, and which may lead to reviews of the PGI, PEA or devising new plans, in addition to their related SCHEDULES, INSURANCE PLANS and WARRANTY PLAN, as well as the SERVICE QUALITY INDICATORS, with the purpose of adjusting them to any potential modifications or amendments verified during each ORDINARY REVIEW cycle, while always upholding the AGREEMENT's economic-financial balance and other corresponding AGREEMENT guidelines.
- 7.5.1. The CONCESSIONAIRE is to submit its ADVANCED REVIEW of the PGI in one of the following situations:
- 7.5.1.1. Whenever actual PEAK HOUR demands in a given year surpass or reduce the PGI's Projected Demand for the same year's PEAK HOUR by over 20% (twenty percent); or
 - 7.5.1.2. In case the airport plans on starting operations of regular flights before the next ORDINARY REVIEW of the CONCESSION and of the PGI; or in case regular flights taken on under the scope of the PGI fail to start operating; or
 - 7.5.1.3. In the event that the airport plans on initiating landing and take-off operations of aircraft pertaining to categories above those verified up to to time it submitted its ADVANCED REVIEW of the PGI, prior to the next ORDINARY REVIEW of the CONCESSION and of the PGI.
- 7.5.2. The CONCESSIONAIRE is free to carry out a Voluntary Review of the PGI in case it finds it convenient.
- 7.5.2.1. Notwithstanding any potential economic-financial circumstances which, under the terms specified in the AGREEMENT, justify its EXTRAORDINARY REVIEW, the ADVANCED REVIEW and the Voluntary Review shall be deemed technical grounds for the CONCESSIONAIRE to initiate its request of an EXTRAORDINARY AGREEMENT REVIEW.
- 7.6. The PGI shall reassure ARTESP as well as additional parties interested in the AIRPORT COMPLEXES that the CONCESSIONAIRE has proper planning in place and will introduce corresponding measures aimed at fulfilling service standards and striking a balance between airports' infrastructure capacity and other AGREEMENT rules concerning the assurance of a quality service standard, pursuant to actual and projected demands for the time frame encompassed by the PGI.
- 7.7. Upon submitting the PGI, the CONCESSIONAIRE shall prove that it gave notice to AIRLINES that operate regular flights at the PGI Airport.
- 7.7.1. The prior inquiry described above shall be required in the event that the Airport has been operating regular flights in the past 12 (twelve) months, in which case the CONCESSIONAIRE shall not be required to check with AIRLINES that do not operate regular flights in the Airport, for purposes of devising the PGI.

Minimum Goals and Requirements

- 7.8. The goal of the PGI is to enable a continuous improvement of AIRPORT COMPLEX facilities while assessing, from time to time, their conditions and planning their maintenance and upgrading. Provided the MANDATORY INVESTMENTS and the PROJECTED INVESTMENTS are complied with, as well as the schedule in place for their completion, as set out in Appendix G, the PGI shall pinpoint and focus on projects required to improve the facilities.
- 7.8.1. The first edition of the PGI to be submitted within the deadline set forth in item 7.1 shall pinpoint and focus on potential projects required for improving existing facilities during Phase II's first two-year period.
- 7.9. The PGI shall pinpoint and comply with all laws, regulations and additional guidelines that apply to the CONCESSIONAIRE's activities.
- 7.10. The PGI shall bind the CONCESSIONAIRE, with the latter being accountable for its full compliance and introduction, while being subject to the duties specified in this PEA, the AGREEMENT and ANNEXES, in addition to sanctions resulting from non-compliance with any of the duties laid out in the PGI.
- 7.10.1. The bind specified in the previous item does not apply to cost estimates for carrying out MANDATORY INVESTMENTS or PROJECTED INVESTMENTS. The purpose of said sums is for the CONCESSIONAIRE to prove to ARTESP that it has in place a financial plan that is attuned to the infrastructure's maintenance, improvement and expansion plan.
- 7.11. Deadlines for fulfilling the duties specified in the PGI may be extended if properly substantiated, provided any of the following situations take place:
- 7.11.1. Delays in construction works resulting from failure to secure PUBLIC ADMINISTRATION approvals, licenses or permits required for building or operating new premises, except if they are a consequence of a circumstance that is attributable to the CONCESSIONAIRE;
- 7.11.2. Delays in construction works resulting from failure to secure environmental permits in the event that the appraisal deadlines set by the environmental body in charge of issuing permits exceeds legal forecasts, except if they are a consequence of a circumstance that is attributable to the CONCESSIONAIRE; and
- 7.11.3. Delays in carrying out construction works that result from a delay in clearing the grounds, regardless of it being due to a shorter time frame than the one set out in item 6.4, item (i), of the CONCESSION AGREEMENT.
- 7.12. Pursuant to the terms of item 7.11, should unreasonable deadline extensions jeopardize the investment's usefulness for the CONCESSION AGREEMENT, the State of São Paulo, as per ARTESP's recommendations, has the right to either remove or amend the delayed obligation, thereby ensuring the AGREEMENT's economic-financial restoration, as per items 20, 21, 22 and 23 of the CONCESSION AGREEMENT.
- 7.13. The CONCESSIONAIRE may use any of the current plans, in addition to Airport facility, system and procedure descriptions to devise the PGI. The CONCESSIONAIRE shall ensure that the PGI is attuned to remaining current plans or programs, regardless of whether these are

- or are not devised by the CONCESSIONAIRE.
- 7.14. The CONCESSIONAIRE shall devise an Annual PGI Monitoring Report and submit it to ARTESP, in accordance with the terms of subsections 36.6.1 and 36.6.1.1 of the AGREEMENT.
- 7.15. ARTESP shall use the PGI for purposes of monitoring the CONCESSION and the ANNUAL MONITORING REPORT in order to oversee compliance with the PGI.
- 7.15.1. Notwithstanding the provisions of the item above, ARTESP's failure to state its position in any manner whatsoever shall not be perceived as consent granted to the planning taken on by the CONCESSIONAIRE.
- 7.16. In the event that the CONCESSIONAIRE's planning entails non-compliance with any of the AGREEMENT's duties, the CONCESSIONAIRE shall be subject to the sanctions specified in the AGREEMENT as well as ANNEX 17, and shall introduce all measures required for meeting service standards set forth and maintaining the airport's infrastructure, and shall furthermore not be entitled to any economic-financial restoration of the AGREEMENT.
- 7.17. The PGI is to point out the main aspects of airports' infrastructure, facilities and equipment, including the following:
- 7.17.1. Runway system;
 - 7.17.2. Aircraft apron;
 - 7.17.3. Service routes;
 - 7.17.4. Passenger terminals;
 - 7.17.5. Cargo terminals;
 - 7.17.6. Parking lot;
 - 7.17.7. Access and internal transit routes;
 - 7.17.8. Other facilities required for the Airport's operations;
 - 7.17.9. Radio Assistance and lighting systems.
- 7.18. The PGI shall submit the following reports: Infrastructure Condition Assessment (ACI, in Portuguese) and Infrastructure Improvement Program (PMI, in Portuguese).
- 7.18.1. Infrastructure Condition Assessment;
- 7.18.1.1. The CONCESSIONAIRE shall submit an Infrastructure Condition Assessment report (ACI, in Portuguese) addressing large-scale facilities and systems, which is to encompass at least the facilities, requirements and ratings listed in Appendix A of this PEA; and
 - 7.18.1.2. Based on the assessment of the impact caused on operations due to the conditions of facilities assessed, the CONCESSIONAIRE shall signal all improvements and maintenance work to be undertaken immediately for safety purposes, in addition to scheduled improvements and maintenance work.
 - 7.18.1.3. The CONCESSIONAIRE shall specify the completion dates of both immediate and short-term improvements or maintenance work activities, as well as determining the time frames or intervals in which improvements or maintenance work are to be carried out.

7.18.2. Infrastructure Improvement Program;

- 7.18.2.1. The CONCESSIONAIRE shall submit a report including an assessment on the current capacity, projections and investments required to ensure that facilities are able to meet the PROJECTED DEMAND, pursuant to service standards set forth as well as additional CONCESSION-related rules concerning the assurance of a high quality service.
- 7.18.2.2. The report shall examine service standards currently in place and the Airport's capacity and infrastructure balance, including each operational constituent, such as runway systems, aircraft aprons and terminals.
- 7.18.2.3. Projections are to be updated and thoroughly described in each ORDINARY or ADVANCED PGI REVIEW, stating annual aircraft and passenger transit figures and the PEAK HOUR for the following 20 (twenty) years, regardless of this exceeding the CONCESSION AGREEMENT term.
- 7.18.2.4. The PMI shall pinpoint annual aircraft and passenger transit figures during PEAK HOURS, which, in turn, shall require the CONCESSIONAIRE to commence investments aimed at retaining service standards set forth and balancing the airport's capacity.
- 7.18.2.5. The PMI shall submit all investments scheduled for a balanced fulfillment of the PROJECTED DEMAND for the term in which the AGREEMENT is in force, taking into account the PEA's service standards.
- 7.18.2.6. The PMI shall include a description of all interventions scheduled to take place within a term of 5 (five) years, including all designs due required for their understanding and signaling concerning cost estimates, in addition to a schedule with start and end dates.

8. On Service Standards

- 8.1. For purposes of monitoring whether an ADEQUATE SERVICE is being rendered or not, the CONCESSIONAIRE shall uphold the rules that apply to each specific airport, in accordance with annual passenger transit figures, as per the terms of Appendixes A, B and C, in addition to aircraft categories that each airport operates, pursuant to the terms of the table included in Appendix G.
 - 8.1.1. Factors pertaining to rendering of an ADEQUATE SERVICE, and whose applicability concerning airports comprising the Block are described in this PEA's Appendixes, shall encompass information related to:
 - 8.1.1.1. the Demand-related registration and treatment System concerning the provision of the service;
 - 8.1.1.2. the Service Quality Plan;
 - 8.1.1.3. preparing for IQS progress measurement.
- 8.2. In the event that factors pertaining to rendering of the ADEQUATE SERVICE or the progress measurement system, standards and goals are not complied with, any of the parties has the right to initiate an EXTRAORDINARY REVIEW proceeding.

- 8.3. ARTESP may, during each Ordinary Review of the CONCESSION, change the elements to be researched, the progress measurement system, standards and goals, in addition to service performance standards set out in Appendixes A, B, C and D of this PEA.

APPENDIX A

This Appendix applies to all Airports listed in Appendix F.

Infrastructure Assessment

1. Facilities assessed are to be grouped into the following categories:

Excellent -	no operational flaws, all minimum standards surpassed or met;
Good -	small-scale operational flaws, all minimum standards surpassed or met;
Reasonable -	small-scale operational flaws, most minimum standards met, specific facility improvements or corrective measures should be considered; medium/long-term improvements should be recognized;
Poor -	considerable operational flaws, lack of compliance with minimum standards, facility improvements or corrective measures require short-term action;
Critical -	major operational flaws, urgent corrective measures are required and/or safety issues were verified. This group may also entail improvements specified under a new legislation.

Facilities	Requirement
Buildings	Inspect each Airport Complex building employing an operational safety and civil aviation safety standpoint to appraise potential illegal interference activities: the CONCESSIONAIRE is to verify and solve all safety issues as quickly as possible.
Building systems	Inspect each Airport Complex's building Systems, including mechanical, electric, communications and hydraulic systems employing an operational safety and civil aviation standpoint to appraise potential illegal interference activities.
Equipment	Inspect each Airport Complex's equipment (for instance: maintenance equipment) employing an operational safety standpoint: the CONCESSIONAIRE is to verify and solve all safety issues as quickly as possible.
Utilities (public services)	Inspect Airport Complex-related utilities (public services), including rainwater galley systems, sewer system, electric energy supply, water supply, technology, automation and telecommunications.
Airside paving	Inspect the Airport Complex's airside paving, including landing and take-off runways, taxiways, aircraft aprons and service routes.

APPENDIX B

This Appendix only applies to passenger terminal Airports operating regular flights, pursuant to the terms of Appendix F.

Table 1 – Sizing Parameters – Defined Service Standard

Factor	Unit	Values during peak hour
		Domestic
Departure terminal: area required per person; visitor-escort ratio per passenger (v.a.) and time (minutes)	m ² /occup	>= 2,3
	v.a./pax	1,0
	Min	<= 20
Arrival terminal: area required per person, visitor-escort ratio per passenger (v.a.) and time (minutes)	m ² /occup.	>= 1,7
	v.a./pax	1,0
	Min	<= 15
Queue area		
Check-in and baggage check-in	m ² /occup	>= 1,3
	Min	<= 20
Safety inspection	m ² /pax	>= 1,0
	Min	<= 10
Departure lounges		
Maximum lounge occupation	%	<= 65
Access to departure lounge seats (including those available at food court areas)	%	>= 70
Area required for seated passengers	m ² /pax	>= 1,7
	Min	<= 40
Area required for standing passengers	m ² /pax	>= 1,2
	Min	<= 20
Arrival lounge: area required for passengers awaiting baggage claim	m ² /pax	>= 1,7
	Min	<= 30
Powered conveyor belts	quantity	>= 1

1. Occupation and visitor-escort ratios per passenger times may be updated in each PGI review by carrying out research studies and examining users' behaviors at the airport during peak hours.
 - 1.1. Additional parameters defined in this Appendix may be updated during the CONCESSION's ORDINARY REVIEW procedure.
2. The CONCESSIONAIRE shall comply with provisions on submitting information pertaining to airport transit numbers laid out in ANAC Resolution no. 464 of February 22, 2018, or any other guideline that may potentially replace it.
 - 2.1. ARTESP is entitled to request information relating to the item above at any time.
3. The CONCESSIONAIRE shall submit, until the first day of the concession's anniversary month each year, a report including information on service standards reached during the PEAK HOUR for each of the constituents comprising this Appendix, along with a calculation log.
 - 3.1. The information shall refer to the time frame ranging from the first day of the anniversary month to the last day of the twelfth month of the year prior to the submission.

APPENDIX C

This Appendix applies only to Airports with annual passenger numbers equal or greater than 1 mi/pax and lower than 5 mi/pax.

For purposes of fulfilling Service Standards, the CONCESSIONAIRE shall comply with the provisions of this Appendix.

On the demand registration and treatment System related to rendering of services

1. The CONCESSIONAIRE shall have in place a demand registration and treatment system related to rendering of services that is capable of generating reports that bring information on all claims received, ensuring that ARTESP has full access to said system's raw data under the terms and deadlines set forth in the AGREEMENT.
2. The demand registration and treatment System related to rendering services is required to record at least the following information:
 - 2.1 Unique and sequential Indicators;
 - 2.2 Date and time of the alleged claim, in addition to its registration and outcome;
 - 2.3 Claimant's contact information;
 - 2.4 Claim ratings and their corresponding referral;
3. The demand registration and treatment System related to rendering of services is required to be capable of generating control and management reports.
4. The CONCESSIONAIRE shall, from time to time, submit information that it collects through its registration system, together with the following considerations, to ARTESP:
 - 4.1 Critical assessment of the causes that originated the main issues verified;
 - 4.2 Action plan intended to mitigate or rectify issues verified by the system that the CONCESSIONAIRE uses to distinguish User needs, record and keep track of them;
 - 4.3 Record of actions already undertaken and assessment of how successful they were in solving the issues.
5. ARTESP is entitled to audit the demand registration and treatment System related to rendering of services at any time.

On Preparing for IQS progress measurement

6. The CONCESSIONAIRE shall be responsible for selecting, hiring and compensating an independent dedicated company to carry out research studies to plan, gather information, conduct Passenger Satisfaction Polls and estimate all items specified in this Appendix.

- 6.1 The company's name and eligibility shall be submitted in advance to ARTESP, with the latter having veto power, in which case the CONCESSIONAIRE is to submit a new company.
 - 6.2 ARTESP may choose to use its veto power provided the grounds it provides thereto concern the company's lack of certifiable technical capability or, alternatively, a failure to adhere to compliance rules.
 - 6.3 IQS shall be measured each month, in accordance with the provisions of this Appendix.
 - 6.4 The CONCESSIONAIRE shall submit all data collected to measure IQS results specified in this Appendix on a monthly basis to ARTESP.
 - 6.5 The CONCESSIONAIRE shall also publish a readily accessible service performance report each month in the Airport's homepage, pointing out the corresponding standard as well as IQS monthly performance track records.
 - 6.6 The methodology used for the poll addressed in item 6 shall take into account regulations issued by ARTESP. In the event of a lack of an ARTESP methodology, the CONCESSIONAIRE is to uphold ANAC's methodology or, in the event that there be none, submit its own methodology in compliance with the AGREEMENT's provisions for ARTESP's approval.
7. ARTESP may request that the research company and/or the CONCESSIONAIRE use a system, software, rule or application specifically designated by ARTESP for purposes of carrying out, documenting, interview sound recording, estimating or consolidating the IQS.
 8. ARTESP may additionally extend the satisfaction poll to other USERS.

Passenger Satisfaction Poll

9. Passenger Satisfaction Polls are to be devised as questionnaires, and shall be given and collected at departure gates or by means of direct interviews. Questionnaires shall be provided in Portuguese, Spanish and English, in addition to any other relevant language for that specific Airport.
 - 9.1 Interviews held in Portuguese shall always be conducted directly with the person.
10. In tune with the best international practices, the sample shall include at least 1,000 (one thousand) annual interviews conducted with passengers departing from the Airport, and be scheduled each month, taking into account distribution in regard to monthly transit numbers and its seasonality.
11. Scheduling of interviews conducted annually shall have an annual scope and include flight samples to a host of destinations as well as morning, afternoon and night times. ARTESP shall have the prerogative to request a share of interviews either per destination or in accordance with other criteria. To the extent possible, passengers shall be selected randomly.
12. The passenger shall be requested to rank the Airport's several attributes, in accordance with the following scale:

Very Good	Good	Satisfactory	Poor	Terrible	Did not use it/does not know
5	4	3	2	1	Dismiss Answer

13. Results for each Passenger Satisfaction Poll indicator shall be the average of results collected for valid answers, pursuant to the following equation:

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

Where:

R(i)– Results for the “i” Indicator concerning the Passenger Satisfaction Poll;

Pi (x) – Valid score attained with passenger “x”'s reply to indicator “i” during a specific time frame;

n – Number of valid answers for the “i” indicator during a specific time frame;

14. In addition to the indicators specified in Table C.1, monitoring of the following indicators concerning the satisfaction rate are also to comprise the Passenger Satisfaction Poll;

Table C.1 – Satisfaction Rate-related Service Quality Indicators

Satisfaction	Overall satisfaction
	Fulfillment of expectations
	Comparison with an ideal airport

15. Questions regarding satisfaction rate indicators shall abide by the following scale.

Satisfied			Unsatisfied	
Very Good	Good	Satisfactory	Poor	Terrible
5	4	3	2	1

16. Each Table 3 indicator result shall be written out in terms of the percentage of respondent passengers who attributed scores rated as “Satisfied”.

On Service Quality Indicators – IQS

17. IQS standards are defined in this Appendix.
18. IQS shall be measured within 60 (sixty) days after the end of Phase I-B.
19. Any and all poor performance service standard recurrences deemed a failure to reach the defined standard for a same Service Quality Indicator (IQS) – surpassing 3 (three) months within a 12 (twelve)-month term - constitute circumstances subject to the enforcement of sanctions foreseen under the AGREEMENT, with the exception of indicators listed in the Check In and Satisfaction Rate categories.
- 19.1 For purposes of the provisions of item 11, it shall be considered data collected annually, in a time frame to be proposed by the CONCESSIONAIRE and accepted by ARTESP.
- 19.2 IQS listed in Table 2 of this Appendix shall be considered individually for purposes of verifying poor performance service standard recurrences, provided they have a set standard.

Service Quality Indicators

20. Service Quality Indicators – IQS comprise the Passenger Satisfaction Poll results.
21. Indicators listed in Table 1 of this Appendix shall be considered in the Passenger Satisfaction Poll to be conducted in airports.

Annex 02 – Airport Complex | Northwest Block and Southeast Block

22. The CONCESSIONAIRE shall keep comprehensive records of progress measurements, which, in turn, may be audited by ARTESP at any time.
23. Table C.2 displays all Service Quality Indicators, which shall be appraised on a monthly basis at airports, as well as comprise the Service Quality Report.

Table C.2 - Service Quality Indicators

Factors	Indicators
Safety Inspection	1. Waiting time at the safety inspection queue 2. Safety inspection procedure arrangement 3. Safety inspection queue employees' service standards and friendliness
Mobility	4. Easiness to find your way in the terminal 5. Flight information availability 6. Distance walked in the terminal
Basic Services	10. Restroom cleanliness 11. Restroom availability 12. Quality of Wi-Fi and other Internet connections provided by the airport operator 13. Availability of baggage carts in public spaces
Indoor spaces	14. Comfortable Departure lounge 15. Thermal comfort 16. Acoustic comfort 17. Overall airport cleanliness
Access	18. Easiness to drive in or out of the access route along the terminal entrance (curb) 19. Availability of parking lot spaces 20. Quality of parking lot premises
Value	21. Parking lot Price-Quality Ratio 22. Restaurants' Price-Quality Ratio 23. Shops' Price-Quality Ratio
Check-in	24. Waiting time at the airport's check-in 25. Airport check-in procedure efficacy 26. Check-in employees' service standards and friendliness
Satisfaction	27. Overall satisfaction 28. Fulfillment of expectations 29. Comparison with an ideal airport

24. Table C.3 displays indicators with their concerning reference values.

Annex 02 – Airport Company North-West Block and South-East Block
Table 0.9 – Reference values for Service Quality Indicators

Passenger Satisfaction Poll			
Category	Indicator	Criteria	Standard
Mobility	Easiness to find you way in the terminal	Assessment measured by passenger satisfaction poll	3,90
	Flight information availability		4,00
	Distance walked in the terminal		3,80
Basic Services	Restroom cleanliness		4,00
	Restroom availability		4,00
	Quality of Wi-Fi and other Internet connections provided by the airport operator		3,40
Basic Services Indoor spaces	Availability of baggage carts in public spaces		4,00
	Comfortable departure lounge		3,60
	Thermal comfort		4,00
	Acoustic comfort		3,90
Access Route	Overall airport cleanliness		4,20
	Easiness to drive in or out of the access route along the terminal entrance (curb)		3,50
	Availability of parking lot spaces		3,50
	Quality of parking lot premises		3,20

On the Service Quality Plan - PQS

25. The PQS shall prove that the CONCESSIONAIRE planned for and shall introduce appropriate measures aimed at ensuring the quality of services rendered to USERS, while minimally fulfilling the parameters set out in this PEA, the AGREEMENT and ANNEXES, as well as additional current regulations.
26. The first PQS shall be submitted until the CONCESSION's third adjustment anniversary month.
 - 26.1 The remaining PQS shall be submitted until the CONCESSION's anniversary month prior to each adjustment.
27. The Service Quality Plan shall be in effect throughout the calendar year prior to the date agreed for its submission.
28. The PQS shall at the very least include the following content:
 - 28.1 Definition of minimum qualification responsibilities, procedures and requirements for the staff dedicated to providing USER customer services;
 - 28.2 Qualification and training program for the staff dedicated to providing USER customer services;

Annex 02 – Airport Complex | Northwest Block and Southeast Block

- 28.3 Registering USERS' needs in the system;
 - 28.4 Passenger assistance protocols;
 - 28.5 Information services;
 - 28.6 Airport's electronic homepage at the world wide web with information services provided to USERS;
 - 28.7 Minimum service standards;
 - 28.8 Service Quality Report;
 - 28.9 Action Plan.
29. Upon devising the PQS, the CONCESSIONAIRE shall pinpoint and fulfill all laws, regulations and additional guidelines that apply to its activities.
30. The PQS shall bind the CONCESSIONAIRE for all purposes under the law, and it shall be responsible for ensuring its strict compliance and introduction while being subject to the duties specified in this Appendix, the AGREEMENT and ANNEXES, in addition to sanctions due to non-compliance with any of the duties foreseen under the PQS.
31. The CONCESSIONAIRE is free to use any current plans, as well as Airport facility, system and procedure descriptions to devise the PQS.
32. The Service Quality Report – RQS, which fully constitutes the PQS, shall encompass all IQS listed in this Appendix, as well as complaints, reports, recommendations and positive feedback received by the CONCESSIONAIRE's several communications channels with the airport community.
- 32.1 The RQS shall evidence results appraised in the period between the CONCESSION's anniversary month in the previous year and the twelfth month following the PQS submission in the CONCESSION's anniversary month.
- 32.2 The CONCESSIONAIRE shall submit USER evaluation track records for each of the researched factors, comparing them to previous results.
33. Based on the RQS information, the CONCESSIONAIRE shall devise an Action Plan based on a technical study geared towards subpar performance areas in service standards measured, with the intent of overcoming any flaws singled out, encompassing staff training, physical improvements and procedural changes.
- 33.1 The plan shall additionally submit measures aimed at mitigating and rectifying issues verified by the CONCESSIONAIRE's system in order to verify User needs, and shall further document and keep track of them.
34. Upon producing the PQS, the CONCESSIONAIRE shall first check with AIRLINES operating in the airport, and shall additionally evidence in the PQS submitted to ARTESP how Airline recommendations and demands were taken into account.
35. The CONCESSIONAIRE shall submit, along with the PQS, approval protocols relating to Service Standard Agreements made between the CONCESSIONAIRE and AIRLINES operating in the Airport.

Annex 02 – Airport Complex | Northwest Block and Southeast Block

- 35.1 Service Standard Agreements are deemed any and all agreements entered into between the CONCESSIONAIRE and AIRLINES, aimed at helping to enhance services rendered, efficacy of operations and defining obligations assigned to the involved parties.
- 35.2 The new protocol shall be submitted to ARTESP within a term of 30 (thirty) days each time the Service Standard Agreement is updated.
- 35.3 In the event that both parties fail to reach an agreement, the CONCESSIONAIRE shall submit to ARTESP, along with the PQS, an inquiry report proving that both parties were effectively in negotiations, which is additionally to include any divergences verified and grounds for the Agreement not to be celebrated.

APPENDIX D

This Appendix applies only to Airports with annual passenger figures lower than 1 million passengers per year.

For purposes of Service Standards, the CONCESSIONAIRE shall comply with the provisions of this Appendix.

On the demand registration and treatment System related to rendering of services

1. The CONCESSIONAIRE shall have in place a demand registration and treatment system related to rendering of services that is capable of generating reports that bring information on all claims received, guaranteeing ARTESP full access to said system's raw data, under the terms and deadlines set forth in the AGREEMENT.
2. The demand registration and treatment System related to rendering services shall record at least the following information:
 - 2.1 Unique and sequential Indicators;
 - 2.2 Date and time of the alleged circumstance, and claim registration and outcome;
 - 2.3 Claimant's contact information;
 - 2.4 Claim ratings and their corresponding referral;
3. The demand registration and treatment System related to rendering of services shall be capable of generating control and management reports.
4. The CONCESSIONAIRE shall, from time to time, submit information that it collects through its registration system, together with the following considerations, to ARTESP:
 - 4.1 Critical assessment of the causes that originated the main issues verified;
 - 4.2 Action plan intended to mitigate or rectify issues verified by the system that the CONCESSIONAIRE uses to distinguish User needs, record and keep track of them;
 - 4.3 Record of actions already undertaken and assessment of how successful they were in solving the issues.
5. ARTESP is entitled to audit the demand registration and treatment System related to rendering of services at any time.

APPENDIX E

Immediate vesting of possession of grounds under the CONCESSIONAIRE's ownership

1. NORTHWEST BLOCK

1.1. São José do Rio Preto Airport:

São José do Rio Preto Airport Location



Aerial view of São José do Rio Preto Airport



Topographic view of São José do Rio Preto Airport



1.1.1. Operation of the airport that is the purpose of this concession falls under the scope of Professor Eriberto Manoel Reino's – SBRSC civilian grounds, which amount to approximately 4,993,879.80m², and comprise the property described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

1.1.1.1. Property belonging to the São Paulo State Treasury Office, occupying approximately 4,993,879.80 m², pursuant to registration no. 61.822 of the 1st São José do Rio Preto Property Registry Office.

1.2. Presidente Prudente Airport:

Aerial view of Presidente Prudente Airport



Presidente Prudente Airport Location



Topographic view of Presidente Prudente Airport



1.2.1. Operation of the airport that is the purpose of this concession falls under the scope of Presidente Prudente's – SBDN civilian grounds, which amount to approximately 1,259,613.00 m², and comprise the properties described below, which constitute universalities, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

1.2.1.1: Property belonging to the Municipality of Presidente Prudente, occupying 779,508.00 m², and in accordance with registration no. 5.781 of the 2nd Presidente Property Registry Office, pursuant to the certificate dated April 15, 2013.

1.2.1.2: Property belonging to the Municipality of Presidente Prudente, occupying 180,911.00m², and in accordance with registration no. 5.784 of the 2nd Presidente Property Registry Office, pursuant to the certificate dated April 15, 2013.

1.2.1.3: Property belonging to the Municipality of Presidente Prudente, occupying 20,312.00 m², and in accordance with registration no. 5.790 of the 2nd Presidente Property Registry Office, pursuant to the certificate dated April 15, 2013.

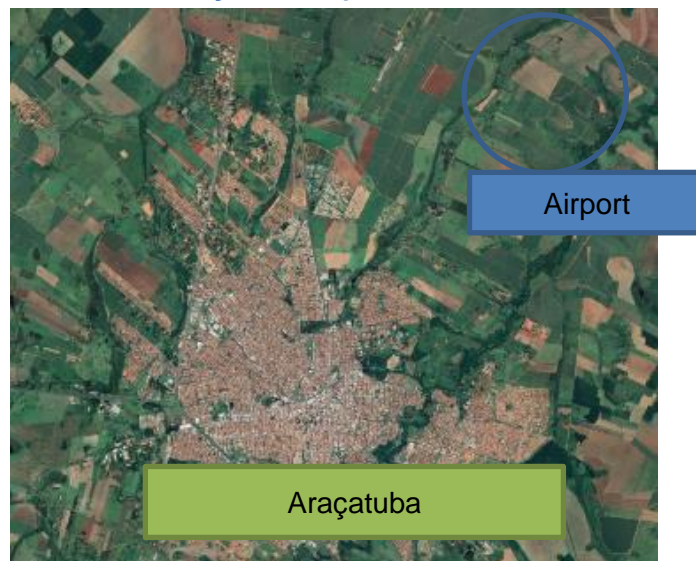
1.2.1.4. Property belonging to the Municipality of Presidente Prudente, occupying 5,296.00 m², and in accordance with registration no. 5.929 of the 2nd Presidente Property Registry Office, pursuant to the certificate dated April 15, 2013.

Annex 02 – Airport Complex | Northwest Block and Southeast Block

- 1.2.1.5. Property belonging to the Municipality of Presidente Prudente, occupying 5,475.00 m², and in accordance with registration no. 5.953 of the 2nd Presidente Property Registry Office, pursuant to the certificate dated April 15, 2013.
- 1.2.1.6. Property belonging to the Municipality of Presidente Prudente, occupying 42,511.00 m², and in accordance with registration no. 10.578 of the 2nd Presidente Property Registry Office, pursuant to the certificate dated April 15, 2013.
- 1.2.1.7: Property belonging to the Municipality of Presidente Prudente, occupying 220,420.00 m², and in accordance with registration no. 12.641 of the 2nd Presidente Property Registry Office, pursuant to the certificate dated April 15, 2013.
- 1.2.1.8. Property belonging to the Municipality of Presidente Prudente, occupying 5,180.00 m², and in accordance with registration no. 17.339 of the 2nd Presidente Property Registry Office, pursuant to the certificate dated April 15, 2013.

1.3. Araçatuba Airport:

Araçatuba Airport Location



Aerial view of Araçatuba Airport



Topographic view of Araçatuba Airport



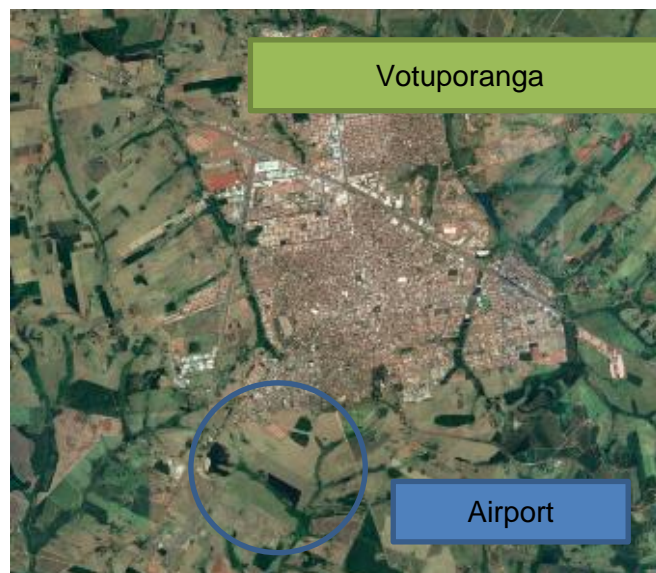
1.3.1. Operation of the airport that is the purpose of this concession falls under the scope of Dario Guarita's – SBAU civilian grounds, which amount to approximately 1,452,000.00 m², and comprise the properties described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

1.3.1.1. Property belonging to the Municipality of Araçatuba, occupying 1,452,000.00 m², and in accordance with transcription no. 30.498 of the Araçatuba Property Registry Office, pursuant to the certificate dated March 07, 2013.

1.3.1.2. Property belonging to Divo Antonio Abdalla, occupying 6,789,068.00 m², and in accordance with registration no. 51.658 of the Araçatuba Property Registry Office, pursuant to the certificate dated March 07, 2013.

1.4. Votuporanga Airport:

Votuporanga Airport Location



Aerial view of Votuporanga Airport



Topographic view of Votoruanga Airport



- 1.4.1. Operation of the airport that is the purpose of this concession falls under the scope of Domingos Pignatari's – SDVG civilian grounds, which amount to approximately 1,257,760.00 m², and comprise the properties described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.
 - 1.4.1.1. Property belonging to the Treasury Office of the State of São Paulo, occupying 21,000.00 m², and in accordance with transcription no. 14.831 of the Votuporanga Property Registry Office, pursuant to the certificate dated November 08, 2012.
 - 1.4.1.2. Property belonging to the Treasury Office of the State of São Paulo, occupying 26,025.00 m², and in accordance with transcription no. 14.832 of the Votuporanga Property Registry Office, pursuant to the certificate dated November 08, 2012.
 - 1.4.1.3. Property belonging to the Treasury Office of the State of São Paulo, occupying 203,000.00 m², and in accordance with transcription no. 14.833 of the Votuporanga Property Registry Office, pursuant to the certificate dated November 08, 2012.
 - 1.4.1.4. Property belonging to the Treasury Office of the State of São Paulo, occupying 57,057.00 m², and in accordance with transcription no. 14.834 of the Votuporanga Property Registry Office, pursuant to the certificate dated November 08, 2012.
 - 1.4.1.5. Property belonging to the Treasury Office of the State of São Paulo, occupying 124,000.00 m², pursuant to the certificate dated November 08, 2012.

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1.4.1.6. Property belonging to Diomar Veronezzi, occupying 681,043.00 m², and in accordance with registration no. 1.594 of the Votuporanga Property Registry Office, pursuant to the certificate dated November 30, 2012.

1.4.1.7. Property belonging to Mito & Mito Empreendimentos Imobiliários Ltda, occupying 145,635.00 m², and in accordance with registration no. 34.495 of the Votuporanga Property Registry Office, pursuant to the certificate dated November 30, 2012

1.5. Barretos Airport :

Aerial View of Barretos Airport



Barretos Airport Location



Topographic view of Barretos Airport



1.5.1. Operation of the airport that is the purpose of this concession falls under the scope of Chafei Amsei Airport's – SNBA civilian grounds, which amount to approximately 1,008,731.90 m², and comprise the properties described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

1.5.1.1. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 751,056.40 m², and in accordance with registration no. 2.860 of the Barretos Property Registry Office, pursuant to the document issued by DAESP's Public Prosecutor's Office on October 26, 2011 (INF.PJ/GADG33/11).

1.5.1.2. Property belonging to Mário Marzagão, occupying 252,971.00 m², as named in Municipal Decree no. 3.143/1978, which ruled in favor of expropriation.

1.5.1.3. Property belonging to Newton Siqueira Sopa, occupying 3,320.00 m², as named in Municipal Decree no. 3.143/1978, which ruled in favor of expropriation.

1.5.1.4. Property belonging to Eizo Joho and Pedro Joho, occupying 31,460.00 m², as named in Municipal Decree no. 3.143/1978, which ruled in favor of expropriation, as per registration no 16.387.

1.5.1.5. Property belonging to the heirs of Paulo Joho, occupying 72,600.00 m², and named in Municipal Decree no. 3.143/1978, which ruled in favor of expropriation, as per registration no 45.283.

1.5.1.6. Property belonging to Francisco de Souza Cabral, occupying 26,741.50 m², and named in Municipal Decree no. 3.143/1978, which ruled in favor of expropriation, as per registration no 45.266.

1.5.1.7. Property belonging to Toshio Mikawa, occupying 96,800.00 m², and named in Municipal Decree no. 3.143/1978, which ruled in favor of expropriation, as per registration no 42.212.

1.6. Dracena Airport:

Dracena Airport Location



Aerial View of Dracena Airport



Topographic view of Dracena Airport

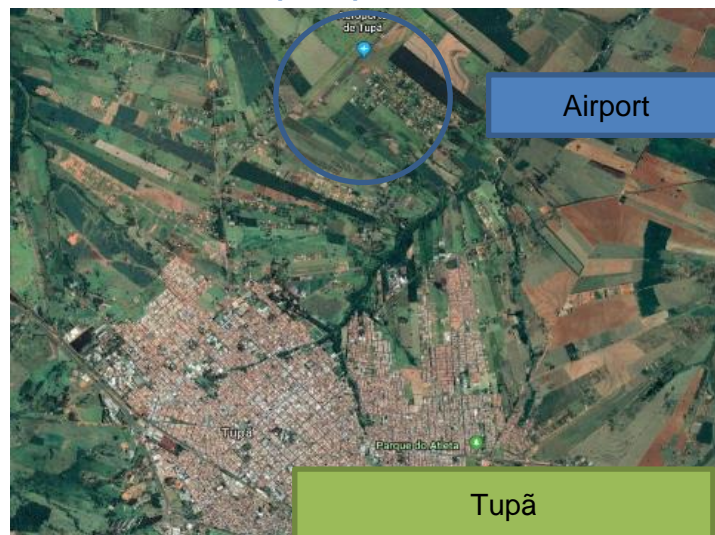


- 1.6.1. Operation of the airport that is the purpose of this concession falls under the scope of Moliterno de Dracena Airport's – SDDR civilian grounds, which amount to approximately 456,880.00 m², and comprise the property described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

1.6.1.1. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 456,880.00 m², and in accordance with registration no. 3.325 of the Dracena Property Registry Office, pursuant to the certificate dated April 08, 2013.

1.7. Tupã Airport:

Tupã Airport Location



Aerial View of Tupã Airport



Topographic view of Tupã Airport



1.7.1. Operation of the airport that is the purpose of this concession falls under the scope of João Vicente Faria Lima's – SDTP civilian grounds, which amount to approximately 895,444.60 m², and comprise the properties described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

1.7.1.1. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 872,363.80 m², and in accordance with transcription no. 32.513 of the Tupã Property Registry Office, pursuant to the certificate dated April 15, 2013.

1.7.1.2. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 23,080.80 m², and in accordance with registration no. 24.194 of the Tupã Property Registry Office, pursuant to the certificate dated April 12, 2013.

1.8. Presidente Epitácio Airport:

Presidente Epitácio Airport Location



Aerial View of Presidente Epitácio Airport



Topographic view of Presidente Epitácio Airport



1.8.1. Operation of the airport that is the purpose of this concession falls under the scope of Geraldo Moacir Bordon's – SDEP civilian grounds, which amount to approximately 474,350.08 m², and comprise the property described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

1.8.1.1. Property belonging to Beira Rio Empreendimentos Imobiliários LTDA, occupying 474,350.08 m², and in accordance with registration no. 9.561 of the Presidente Epitácio Property Registry Office, pursuant to the certificate dated April 08, 2013.

1.9. Andradina Airport:

Andradina Airport Location



Aerial View of Andradina Airport



Topographic view of Andradina Airport



- 1.9.1. Operation of the airport that is the purpose of this concession falls under the scope of Paulino Ribeiro de Andrade State Airport's civilian grounds, which amount to approximately 519,916.10 m², and comprise the property described below, which constitutes a universality of right, pursuant

to the terms of article 38 of Law no. 7.565 of December 19, 1986.

1.9.1.1. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 519,916.10 m², and in accordance with registration no. 7.115 of the Andradina Property Registry Office, pursuant to the certificate dated April 16, 2013.

1.10. Assis Airport:

Assis Airport Location



Aerial View of Assis Airport



Topographic view of Assis Airport



1.10.1. Operation of the airport that is the purpose of this concession falls under the scope of Marcelo Pires Halzhausen Airport's – SNAX civilian grounds, which amount to approximately 1,176,063.00 m², and comprise the properties described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

1.10.1.1. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 369,998.00 m², and in accordance with registration no. 7.526 of the Assis Property Registry Office, pursuant to the certificate dated April 12, 2013.

1.10.1.2. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 21,000.00 m², and in accordance with registration no. 19.589 of the Assis Property Registry Office, pursuant to the certificate dated April 12, 2013.

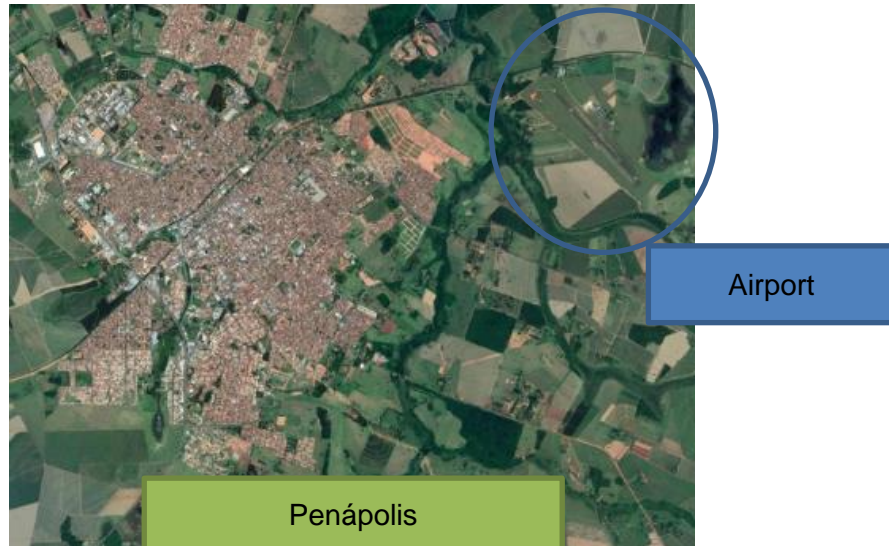
1.10.1.3. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 507,705.00 m², and in accordance with registration no. 28.883 of the Assis Property Registry Office, pursuant to the certificate dated April 12, 2013.

1.10.1.4. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 193,630.00 m², and in accordance with registration no. 28.884 of the Assis Property Registry Office, pursuant to the certificate dated April 12, 2013.

1.10.1.5. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 83,730.00 m², and in accordance with registration no. 28.885 of the Assis Property Registry Office, pursuant to the certificate dated April 12, 2013.

1.11. Penápolis Airport

Penápolis Airport Location



Aerial View of Penápolis Airport



Topographic view of Penápolis Airport



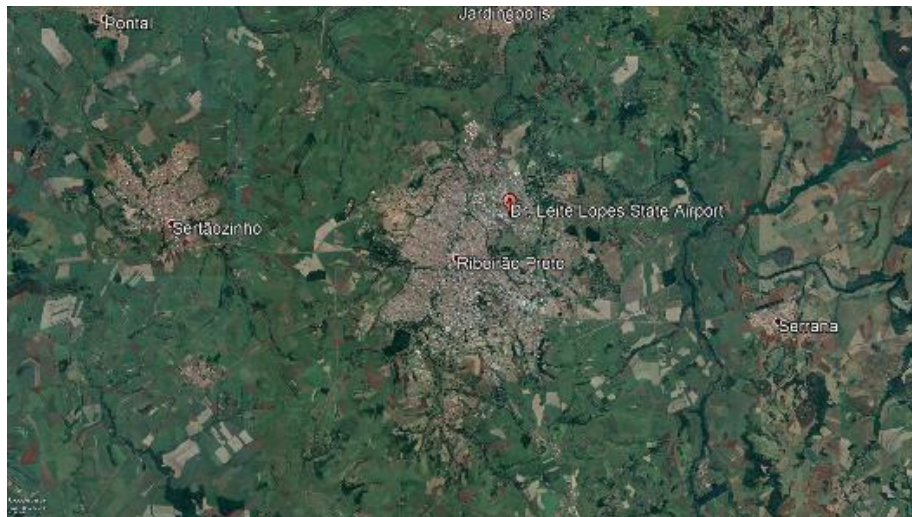
1.11.1. Operation of the airport that is the purpose of this concession falls under the scope of Doutor Ramalho Franco Airport's – SPDN civilian grounds, which amount to approximately 1,335,985.20 m², and comprise the property described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

1.11.1.1. Property belonging to the Federal Government, occupying 1,335,985.20 m², and in accordance with registration no. 10.461 of the Penápolis Property Registry Office, pursuant to the certificate dated March 13, 2013.

2. SOUTHEAST GROUP

2.1 Ribeirão Preto Airport:

Ribeirão Preto Airport Location



Aerial View of Ribeirão Preto Airport



Topographic view of Ribeirão Preto Airport



2.1.1. Operation of the airport that is the purpose of this concession falls under the scope of Leite Lopes Airport's – SBRP civilian grounds, which amount to approximately 1,629,259.50 m², and comprise the properties described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

2.1.1.1. Property belonging to the State of São Paulo, occupying 883,268.00 m², and in accordance with registration no. 2.902 of the 1st Ribeirão Preto Property Registry Office.

2.1.1.2. Property belonging to the Municipality of Ribeirão Preto, occupying 89,080.00 m², and in accordance with transcription no. 56.963 of the 2nd Ribeirão Preto Property Registry Office.

2.1.1.3. Property belonging to the Municipality of Ribeirão Preto, occupying 132,000.00 m², and in accordance with transcription no. 56.964 of the 2nd Ribeirão Preto Property Registry Office.

2.1.1.4. Property belonging to the Municipality of Ribeirão Preto, occupying 27,880.00 m², and in accordance with transcription no. 56.965 of the 2nd Ribeirão Preto Property Registry Office.

2.1.1.5. Property belonging to the Municipality of Ribeirão Preto, occupying 28,000.00 m², and in accordance with transcription no. 56.966 of the 2nd Ribeirão Preto Property Registry Office.

2.1.1.6. Property belonging to the Municipality of Ribeirão Preto, occupying 28,600.00 m², and in accordance with transcription no. 56.967 of the 2nd Ribeirão Preto Property Registry Office.

2.1.1.7. Property belonging to the Municipality of Ribeirão Preto, occupying 21,672.00 m², and in accordance with transcription no. 56.968 of the 2nd Ribeirão Preto Property Registry Office.

2.1.1.8. Property belonging to the Municipality of Ribeirão Preto, occupying 221,160.00 m², and in accordance with transcription no. 56.969 of the 2nd Ribeirão Preto Property Registry Office.

2.1.1.9. Property belonging to the Municipality of Ribeirão Preto, occupying 54,920.00 m², and in accordance with transcription no. 56.970 of the 2nd Ribeirão Preto Property Registry Office.

2.2. Bauru/Arealva Airport:

Bauru/Arealva Airport Location



Aerial View of Bauru/Arealva Airport



Topographic view of Bauru/Arealva Airport



- 2.1.2. Operation of the airport that is the purpose of this concession falls under the scope of Moussa Nakhl Tobias Airport's – SBAE civilian grounds, with the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo) being vested of possession, and comprises the properties described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

2.2.1.1. Property belonging to José Carlos Wagner, occupying 60,110.83 m², and comprising the following registrations, all of them pertaining to the District of the 2nd Bauru Property Registry Office, these being the following: registration no. 21.994, featuring an area of 125,893.00 m²; registration no. 22991, featuring an area of 242,000.00 m², whose ownership was transferred to Celso Carneiro da Silva and his spouse Laurentina Ortiz de Camargo Silva in 1996; registration no. 22.990, featuring an area of 283,350.00 m², whose ownership was transferred to Celso Carneiro da Silva and his spouse Laurentina Ortiz de Camargo Silva in 1996; registration no. 37.761, featuring an area of 744,784.00 m², São Deodato Participações e Administração Ltda in 2010.

2.2.1.2. Property belonging to Pérsio Norato, occupying 30,181.45 m², and listed in records of the District of the 2nd Bauru Property Registry Office, these being the following: registration no. 29.956, featuring an overall area of 987,150.00 m².

2.2.1.3. Property belonging to José Augusto da Cunha Júnior, occupying 799,525.15 m², and listed in the records of the District of the 2nd Bauru Property Registry Office, these being the following: registration no. 2.727, featuring an area of 1,573,000.00 m²; registration no. 2.728, featuring an area of 1,570,000.00 m²; registration no. 7.344, featuring an area of 1,034,550.00 m²; registration no. 7.580, featuring an area of 181,500.00 m²; registration no. 7.581, featuring an area of 60,500.00 m²; registration no. 7.582, featuring an area of 822,800.00 m²; registration no. 7.583, featuring an area of 132,374.00 m²; registration no. 37.307, featuring an area of 484,000.00 m², assigned to Rio Vermelho Administração e Empreendimentos Ltda. in 2006.

2.2.1.4. Property belonging to Durvalino Olmo Moreno and others, occupying 295,642.54 m², and listed in the records of the District of the 2nd Bauru Property Registry Office, these being the following: Registration nos. 45.186, 45.187, 45.188, 45.189 and 45.190, grouped together under Registration no. 72.097, featuring an overall area of 1,272,920.00 m²; Registration nos. 72.098 (537,240.00 m²), 72.099 (537,240.00 m²) and 72.100 (198,440.00 m²), formerly a part

of Registration no. 72.097 and assigned to the heirs of José Olmo; Registration no. 45.191, featuring an area of 778,998.00 m², formerly a part of Registration nos. 72.095 (488,598.00 m²) and 72.096 (290,400.00 m²).

2.2.1.5. Property belonging to José Mario Machado and others, occupying 2,377,355.66 m², and listed in the records of the District of the 2nd Bauru Property Registry Office, these being the following: Registration no. 22.989, featuring an area of 3,146,000.00 m², whose property transfer registry provides for said property to be divided into several ideal fractions, whereas the remaining 1,362,944.00 m² surveyed by means of legal action initiated to rectify the property's area led to Registration no. 86.792; Registration no. 09, featuring an area of 1,887,600.00 m², which resulted in registration no. 46.247, featuring an area of 328,369.80 m², and Registration no. 46.462, featuring an area of 1,559,369.80 m² and owned by Carlos Alberto Mansur Zaquia.

2.2.1.6. Property belonging to José Mario Machado, occupying 45,460.52m², and listed in the records of the District of the 2nd Bauru Property Registry Office, these being the following: Registration no. 46.682, featuring an area of 1,758,891.00 m², which was foreclosed following legal action initiated to rectify the property's area, resulting in Registration no. 89.706, featuring an area of 1,758,891.00 m²; Registration no. 89.706, featuring an area of 1,758,891.00 m², which has mortgages due until 2019. It was foreclosed to then open Registration nos. 100.685 (446,723.00 m²), 100.686 (49,466.00 m²), 100.687 (351,382.00 m²), 100.688 (258,421.00 m²), 100.689 (614,156.00 m²) and 100.690 (38.743,00 m²), whereas only the last one is owned by individuals belonging to the Queiroz family.

2.2.1.6. Property belonging to Antônio Carlos Correa Ermacura, occupying 51,289.71 m², and listed in the records of the District of the 2nd Bauru Property Registry Office, these being the following: Registration no. 16.055, featuring an area of 484,000.00 m², and whose ownership was transferred to Antônio Carlos Ermacura in 1993.

2.2.1.7. Property belonging to Yoshiteru Adachi and others, occupying 814,296.57m², and listed in the records of the District of the 2nd Bauru Property Registry Office, these being the following: Registration no. 2.551, featuring an area of 1,113,200.00 m², which has unexpired mortgages; Registration no. 33.924, featuring an area of 600,111.00 m², and Registration no. 46.247, featuring an area of 328,369.80 m².

2.3. Marília Airport:

Marília Airport Location



Aerial view of Marília Airport



Topographic view of Marília Airport

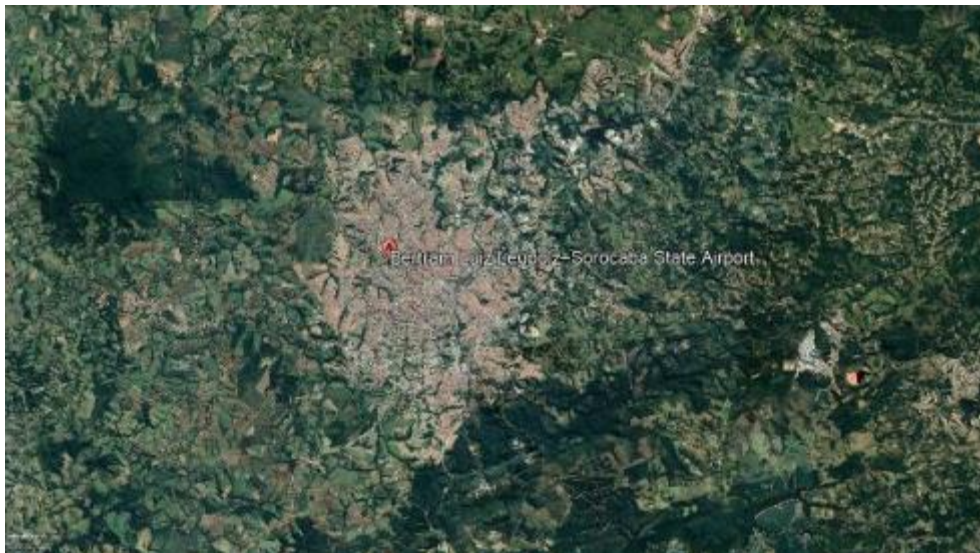


- 2.3.1. Operation of the airport that is the purpose of this concession falls under the scope of the Frank Miloye Milenkovich's - SBML Moussa Nakhil Tobias's – SBAE Airport civilian grounds, occupying approximately 539,350.00 m², and comprising the following grounds, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7565 of December 19, 1986:

2.3.1.1. Property belonging to the Municipality of Marília, occupying 539,350.00 m², and in accordance with transcription no. 26.531 of the 2nd Marília Property Registry Office.

2.4. Sorocaba Airport:

Sorocaba Airport Location



Aerial View of Sorocaba Airport



Topographic view of Sorocaba Airport



2.4.1. Operation of the airport that is the purpose of this concession falls under the scope of the Sorocaba Airport's - SDCO civilian grounds, occupying approximately 2,289,616.40 m², and comprising the following properties, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7565 of December 19, 1986:

2.4.1.1. Property belonging to Embrasol S.A. Empresa Brasileira de Óleos, occupying 1,331,000.00 m², and in accordance with transcription no. 18.880 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.2. Property belonging to Olga Carvalho, occupying 300.00 m², and in accordance with transcription no. 36.196 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2016.

2.4.1.3. Property belonging to Antonio Roberto de Carvalho, occupying 450.00 m², and in accordance with transcription no. 36.365 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.4. Property belonging to Eulália Martins de Azevedo Figueiredo, occupying 300.00 m², and in accordance with transcription no. 55.417 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.5. Property belonging to Nadyr Martins de Azevedo, occupying 300.00 m², and in accordance with transcription no. 55.418 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.6. Property belonging to Francisco Tambelli, occupying 300.00 m², and in accordance with transcription no. 18.880 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 26, 2013.

2.4.1.7. Property belonging to Francisco Tambelli, occupying 128,670.00 m², and in accordance

with transcription no. 12.937 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.8. Property belonging to Rosa Ribeiro, occupying 70,273.00 m², and in accordance with transcription no. 40.668 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 07, 2013.

2.4.1.9. Property belonging to Benedito Oliveira Louzada, occupying 25,000.00 m², and in accordance with transcription no. 42.807 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.10. Property belonging to Dercy Luiza Martins de Azevedo and Jacinto Mendes Rios, occupying 420.00 m², and in accordance with transcription no. 55.420 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.11. Property belonging to Francisco Emilio Nakayama, occupying 300.00 m², and in accordance with transcription no. 56.317 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.12. Property belonging to José Martins de Azevedo e Souza and Ana Soares dos Santos, occupying 300.00 m², and in accordance with transcription no. 59.165 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.13. Property belonging to Esther Martins de Azevedo Leite, occupying 300.00 m², and in accordance with transcription no. 59.166 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.14. Property belonging to Pedro Rodrigues de Almeida Filho, occupying 390.00 m², and in accordance with transcription no. 60.406 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.15. Property belonging to Maria Aparecida Fernandes, occupying 600.00 m², and in accordance with transcription no. 63.282 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.16. Property belonging to Antônio Alves de Sousa, occupying 300.00 m², and in accordance with transcription no. 63.747 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.17. Property belonging to Ana Maria Martins, occupying 600.00 m², and in accordance with transcription no. 65.270 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.18. Property belonging to Antônio Rossi, occupying 300.00 m², and in accordance with transcription no. 67.596 of the 1st Sorocaba Property Registry Office, pursuant to the certificate

dated May 02, 2013.

2.4.1.19. Property belonging to the Municipality of Sorocaba, occupying 10,514.50 m², and in accordance with transcription no. 67.806 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 21, 2013.

2.4.1.20. Property belonging to the Municipality of Sorocaba, occupying approximately 252.00 m², and in accordance with transcription no. 68.705 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.21. Property belonging to the Municipality of Sorocaba, occupying approximately 180.00 m², and in accordance with transcription no. 68.751 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.22. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 68.752 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.23. Property belonging to the Municipality of Sorocaba, occupying 200.00 m², and in accordance with transcription no. 68.753 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.24. Property belonging to the Municipality of Sorocaba, occupying 50.00 m², and in accordance with transcription no. 68.754 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.25. Property belonging to the estate of Maria Thereza Azevedo de Oliveira, occupying 300.00 m², and in accordance with transcription no. 69.197 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.26. Property belonging to Leon Sandaaker, occupying 2,650.00 m², and in accordance with transcription no. 69.275 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.27. Property belonging to the Municipality of Sorocaba, occupying 2,230.11 m², and in accordance with transcription no. 69.369 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.28. Property belonging to the Municipality of Sorocaba, occupying 14,370.11 m², and in accordance with transcription no. 69.834 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.29. Property belonging to the Municipality of Sorocaba, occupying 16,858.10 m², and in accordance with transcription no. 70.063 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.30. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 70.162 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.31. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 70.163 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.32. Property belonging to the Municipality of Sorocaba, occupying 900.00 m², and in accordance with transcription no. 70.164 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.33. Property belonging to the Municipality of Sorocaba, occupying 880.00 m², and in accordance with transcription no. 70.165 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.34. Property belonging to the Municipality of Sorocaba Área, occupying 600.00 m², and in accordance with transcription no. 70.166 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.35. Property belonging to the Municipality of Sorocaba, occupying 600.00 m², and in accordance with transcription no. 70.167 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.36. Property belonging to the Municipality of Sorocaba, occupying 1320.00 m², and in accordance with transcription no. 70.226 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.37. Property belonging to the Municipality of Sorocaba, occupying 165.00 m², and in accordance with transcription no. 70.247 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.38. Property belonging to the Municipality of Sorocaba, occupying 6300.00 m², and in accordance with transcription no. 71.822 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.39. Property belonging to the Municipality of Sorocaba, occupying 6750.00 m², and in accordance with transcription no. 71.823 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.40. Property belonging to the Municipality of Sorocaba, occupying 600.00 m², and in accordance with transcription no. 71.824 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.41. Property belonging to the Municipality of Sorocaba, occupying 311,26.35 m², and in accordance with transcription no. 71.826 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.42. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 72.643 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.43. Property belonging to the Municipality of Sorocaba, occupying 2900.00 m², and in accordance with transcription no. 74.482 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.44. Property belonging to Maria Aparecida Pontes Addas, occupying 2900.00 m², and in accordance with transcription no. 76.562 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.45. Property belonging to Martha Maria Pontes Abdalla, occupying 2900.00 m², and in accordance with transcription no. 76.563 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.46. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 76.833 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.47. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 76.834 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.48. Property belonging to the Municipality of Sorocaba, occupying 470.00 m², and in accordance with transcription no. 77.307 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.49. Property belonging to the Municipality of Sorocaba, occupying 450.00 m², and in accordance with transcription no. 76.867 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.50. Property belonging to the Municipality of Sorocaba, occupying 250.00 m², and in accordance with transcription no. 77.578 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.51. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 77.128 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.52. Property belonging to the Municipality of Sorocaba, occupying 900.00 m², and in

accordance with transcription no. 77.305 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.53. Property belonging to the Municipality of Sorocaba, occupying 4,637.00 m², and in accordance with transcription no. 77.575 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.54. Property belonging to the Municipality of Sorocaba, occupying 426.50 m², and in accordance with transcription no. 77.930 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.55. Property belonging to the Municipality of Sorocaba, occupying 436.35 m², and in accordance with transcription no. 77.931 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.56. Property belonging to the Municipality of Sorocaba, occupying 796.16 m², and in accordance with transcription no. 77.935 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.57. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 77.936 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.58. Property belonging to the Municipality of Sorocaba, occupying 1.200,00 m², and in accordance with transcription no. 77.937 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.59. Property belonging to the Municipality of Sorocaba, occupying 600.00 m², and in accordance with transcription no. 77.938 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.60. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 77.939 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.61. Property belonging to the Municipality of Sorocaba, occupying 15,603.49 m², and in accordance with transcription no. 77.940 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.62. Property belonging to Benedito Venancio, occupying 300.00 m², and in accordance with transcription no. 77.944 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.63. Property belonging to the Municipality of Sorocaba, occupying 300.49 m², and in accordance with transcription no. 79.136 of the 1st Sorocaba Property Registry Office, pursuant

to the certificate dated February 08, 2013.

2.4.1.63. Property belonging to the Municipality of Sorocaba, occupying 600.00 m², and in accordance with transcription no. 79.139 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.64. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 79.654 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated July 22, 2013.

2.4.1.65. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 79.655 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.66. Property belonging to Sociedade de Nossa Senhora Consoladora, occupying 300.00 m², and in accordance with transcription no. 28.532 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 12, 2013.

2.4.1.67. Property belonging to the Municipality of Sorocaba, occupying 56,506.64 m², and in accordance with transcription no. 85.196 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 12, 2013.

2.4.1.68. Property belonging to the Municipality of Sorocaba, occupying 6,735.00 m², and in accordance with transcription no. 85.323 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.69. Property belonging to the Municipality of Sorocaba, occupying 1,303.84 m², and in accordance with transcription no. 85.325 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.70. Property belonging to the Municipality of Sorocaba, occupying 600.00 m², and in accordance with transcription no. 85.325 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.71. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 86.400 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.72. Property belonging to the Municipality of Sorocaba, occupying 940.00 m², and in accordance with transcription no. 87.142 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.73. Property belonging to the Municipality of Sorocaba, occupying 861.72 m², and in accordance with transcription no. 87.146 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.74. Property belonging to the Municipality of Sorocaba, occupying 470.00 m², and in accordance with transcription no. 88.062 of the 1st Sorocaba Property Registry Office, pursuant to the certificate February 08, 2013.

2.4.1.75. Property belonging Benedito Oliveira Lusada and others, occupying 4,400.00 m², and in accordance with transcription no. 88.062 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.76. Property belonging to the Municipality of Sorocaba, occupying 60,426.00 m², and in accordance with transcription no. 45.415 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.77. Property belonging to the Municipality of Sorocaba, occupying 23,248.00 m², and in accordance with transcription no. 45.416 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.78. Property belonging to Edwirge Nogueira and Onofre Mendes dos Santos, occupying 32,241.05 m², and in accordance with transcription no. 45.416 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.79. Property belonging to the Municipality of Sorocaba, occupying 53,834.00 m², and in accordance with transcription no. 67.807 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.80. Property belonging to Edmundo Rogério de Oliveira, occupying 1,800.00 m², and in accordance with transcription no. 68.400 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.81. Property belonging to Edwirge Nogueira and others, occupying 1,469.78 m², and in accordance with transcription no. 69.840 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 21, 2013.

2.4.1.82. Property belonging to Edwirge Nogueira and others, occupying 1,529.07 m², and in accordance with transcription no. 69.841 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 21, 2013.

2.4.1.83. Property belonging to Onofre Mendes dos Santos and S/M Davina Mendes dos Santos, occupying 4,681.00 m², and in accordance with transcription no. 69.848 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 21, 2013.

2.4.1.84. Property belonging to the Municipality of Sorocaba, occupying 24,992.00 m², and in accordance with transcription no. 69.847 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.85. Property belonging to Nadyr Martins de Azevedo, occupying 300.00 m², and in accordance with transcription no. 55.419 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.86. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 55.419 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.87. Property belonging to the Municipality of Sorocaba, occupying 600.00 m², and in accordance with transcription no. 85.324 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.88. Property belonging to the Municipality of Sorocaba, occupying 600.00 m², and in accordance with transcription no. 85.324 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.89. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with transcription no. 2.843 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.90. Property belonging to the Municipality of Sorocaba, occupying 450.00 m², and in accordance with transcription no. 3.886 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.91. Property belonging to the Municipality of Sorocaba, occupying 400.00 m², and in accordance with registration no. 5.842 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.92. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 6.707 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.93. Property belonging to the Municipality of Sorocaba, occupying 200.00 m², and in accordance with registration no. 10.280 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated August 26, 2013.

2.4.1.94. Property belonging to Elizabeth Moron Machado and Wilson Machado; Alberto Rossi and Diva Forastieri Rossi, occupying 240.00 m², and in accordance with registration no. 13.035 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.95. Property belonging to João Batista Silva and s/m (as recorded on the original notarial document), occupying 450.00 m², and in accordance with registration no. 16.592 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.96. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in

accordance with registration no. 16.593 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.97. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 17.458 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.98. Property belonging to Maria da Graça Luminati and others, occupying 242.00 m², and in accordance with registration no. 18.637 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.99. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo – DAESP), occupying 300.00 m², and in accordance with registration no. 18.970 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.100. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 18.971 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 03, 2013.

2.4.1.101. Property belonging to Isaura Martins de Azevedo Salles and others, occupying 300.00 m², and in accordance with registration no. 21.520 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.102. Property belonging to Geraldo Martins de Azevedo and S/M, occupying 300.00 m², and in accordance with registration no. 21.521 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.103. Property belonging to Odila Martins de Azevedo Mello Franco, occupying 300.00 m², and in accordance with registration no. 21.522 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.104. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 128,670.00 m², and in accordance with registration no. 115.849 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.105. Property belonging to the Municipality of Sorocaba, occupying 250.00 m², and in accordance with registration no. 26.004 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.106. Property belonging to the Municipality of Sorocaba, occupying 250.00 m², and in accordance with registration no. 26.005 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

Annex 02 – Airport Complex | Northwest Block and Southeast Block

2.4.1.107. Property belonging to the Municipality of Sorocaba, occupying 1,001.70 m², and in accordance with registration no. 33.717 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.108. Property belonging to Benedita Correa dos Santos, occupying 300.00 m², and in accordance with registration no. 29.104 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.109. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 34.362 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.110. Property belonging to the Municipality of Sorocaba, occupying 420.00 m², and in accordance with registration no. 34.617 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.111. Property belonging to the Municipality of Sorocaba, occupying 240.00 m², and in accordance with registration no. 36.648 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.112. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 34.945 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.113. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo – DAESP), occupying 450.00 m², and in accordance with registration no. 39.615 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.114. Property belonging to the Municipality of Sorocaba, occupying 240.00 m², and in accordance with registration no. 41.090 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.115. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 41.488 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.116. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 41.489 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.117. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 41.490 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

Annex 02 – Airport Complex | Northwest Block and Southeast Block

2.4.1.118. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 41.491 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.119. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 41.492 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.120. Property belonging to Eliasibe de Castro, occupying 300.00 m², and in accordance with registration no. 41.493 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.121. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 41.494 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.122. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 41.495 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.123. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 41.496 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.124. Property belonging to Benedicta Fioretto, occupying 300.00 m², and in accordance with registration no. 41.497 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.125. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 41.498 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.126. Property belonging to the Municipality of Sorocaba, occupying 240.00 m², and in accordance with registration no. 41.433 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.127. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo – DAESP), occupying 300.00 m², and in accordance with registration no. 48.977 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.128. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo – DAESP), occupying 300.00 m², and in accordance with registration no. 48.978 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.129. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 81.391 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.130. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 52.008 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.131. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 52.009 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.132. Property belonging to the Municipality of Sorocaba, occupying 250.00 m², and in accordance with registration no. 52.010 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.133. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 52.216 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.134. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 52.339 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.135. Property belonging to the Municipality of Sorocaba, occupying 900.00 m², and in accordance with registration no. 52.340 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.136. Property belonging to the Municipality of Sorocaba, occupying 450.00 m², and in accordance with registration no. 52.342 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.137. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 52.343 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.138. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 52.344 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.139. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 52.587 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

Annex 02 – Airport Complex | Northwest Block and Southeast Block

2.4.1.140. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 52.877 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.141. Property belonging to the Municipality of Sorocaba, occupying 6,839.64 m², and in accordance with registration no. 53.219 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.142. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo – DAESP), occupying 300.00 m², and in accordance with registration no. 55.103 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.143. Property belonging to the Municipality of Sorocaba, occupying 250.00 m², and in accordance with registration no. 56.237 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.144. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo – DAESP), occupying 1,470.00 m², and in accordance with registration no. 56.374 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.145. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo – DAESP), occupying 1,470.00 m², and in accordance with registration no. 56.375 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.146. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo – DAESP), occupying 3,444.00 m², and in accordance with registration no. 56.376 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.147. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo – DAESP), occupying 3,444.00 m², and in accordance with registration no. 56.376 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.148. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 56.742 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.149. Property belonging to Leon Weissmann, occupying 300.00 m², and in accordance with registration no. 57.037 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

Annex 02 – Airport Complex | Northwest Block and Southeast Block

2.4.1.150. Property belonging to Leon Weissmann, occupying 300.00 m², and in accordance with registration no. 57.039 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.151. Property belonging to Leon Weissmann, occupying 300.00 m², and in accordance with registration no. 57.040 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.152. Property belonging to Leon Weissmann, occupying 300.00 m², and in accordance with registration no. 57.041 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.153. Property belonging to Embrasol S.A – Empresa Brasileira de Óleos, occupying 300.00 m², and in accordance with registration no. 58.285 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.154. Property belonging to Embrasol S.A – Empresa Brasileira de Óleos, occupying 300.00 m², and in accordance with registration no. 58.293 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.155. Property belonging to Embrasol S.A – Empresa Brasileira de Óleos, occupying 300.00 m², and in accordance with registration no. 58.294 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.156. Property belonging to Embrasol S.A – Empresa Brasileira de Óleos, occupying 300.00 m², and in accordance with registration no. 58.295 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.157. Property belonging to Embrasol S.A – Empresa Brasileira de Óleos, occupying 300.00 m², and in accordance with registration no. 59.296 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.158. Property belonging to the Municipality of Sorocaba, occupying 1,363.65 m², and in accordance with registration no. 62.001 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.159. Property belonging to the Municipality of Sorocaba, occupying 1,363.65 m², and in accordance with registration no. 62.001 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.160. Property belonging to the Municipality of Sorocaba, occupying 240.00 m², and in accordance with registration no. 69.417 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.161. Property belonging to the Municipality of Sorocaba, occupying 900.00 m², and in

accordance with registration no. 80.744 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

2.4.1.162. Property belonging to the Municipality of Sorocaba, occupying 250.00 m², and in accordance with registration no. 80.500 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.163. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 88.113 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.164. Property belonging to the Municipality of Sorocaba, occupying 900.00 m², and in accordance with registration no. 95.249 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated May 02, 2013.

2.4.1.165. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 93,710.80 m², and in accordance with registration no. 115.850 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.166. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 10,851.00 m², and in accordance with registration no. 115.851 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.167. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 18,717.57 m², and in accordance with registration no. 115.852 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.4.1.168. Property belonging to the Municipality of Sorocaba, occupying 300.00 m², and in accordance with registration no. 117.904 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 05, 2013.

2.4.1.169. Property belonging to the Municipality of Sorocaba, occupying 240.00 m², and in accordance with registration no. 123.538 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 07, 2013.

2.4.1.170. Property belonging to the Municipality of Sorocaba, occupying 240.00 m², and in accordance with registration no. 123.539 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 07, 2013.

2.4.1.171. Property belonging to the Municipality of Sorocaba, occupying 240.00 m², and in accordance with registration no. 123.540 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 07, 2013.

2.4.1.172. Property belonging to the Municipality of Sorocaba, occupying 240.00 m², and in accordance with registration no. 123.541 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 10, 2013.

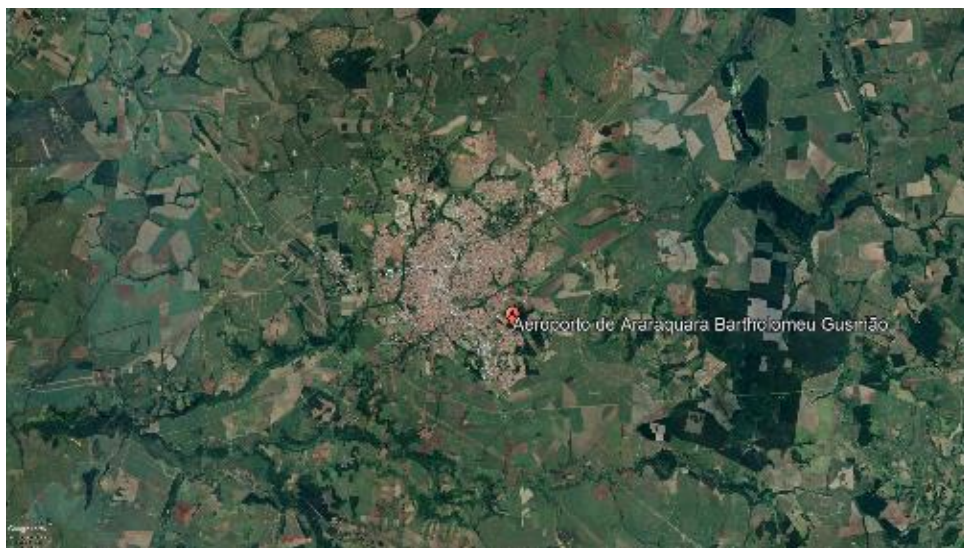
2.4.1.173. Property belonging to the Municipality of Sorocaba, occupying 240.00 m², and in accordance with registration no. 123.542 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 07, 2013.

2.4.1.174. Property belonging to the Municipality of Sorocaba, occupying 240.00 m², and in accordance with registration no. 123.543 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated June 07, 2013.

2.4.1.175. Property belonging to the Municipality of Sorocaba, occupying 29,768.43 m², and in accordance with registration no. 73.289 of the 1st Sorocaba Property Registry Office, pursuant to the certificate dated February 08, 2013.

2.5. Araraquara Airport:

Araraquara Airport Location



Aerial View of Araraquara Airport



Topographic view of Araraquara Airport



- 2.5.1. Operation of the airport that is the purpose of this concession falls under the scope of Bartolomeu Gusmão's – SBAQ civilian grounds, which amount to approximately 1,970,418.24 m², and comprise the properties described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

2.5.1.1 Property belonging to the Municipality of Araraquara, occupying 4,802.40 m², and in accordance with registration no. 958 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated February 04, 2013.

2.5.1.2. Property belonging to the Municipality of Araraquara, occupying 48,865.68 m², and in accordance with registration no. 259 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated February 04, 2013.

2.5.1.3. Property belonging to the Municipality of Araraquara, occupying 12,172.20 m², and in accordance with registration no. 14.351 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated February 04, 2013.

2.5.1.4. Property belonging to the Municipality of Araraquara, occupying 47,104.77 m², and in accordance with registration no. 17.442 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated March 21, 2013.

2.5.1.5. Property belonging to the Municipality of Araraquara, occupying 105,887.70 m², and in accordance with registration no. 17.443 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated March 21, 2013.

2.5.1.6. Property belonging to the Municipality of Araraquara, occupying 211,796.32 m², and in accordance with registration no. 20.781 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated March 21, 2013.

2.5.1.7. Property belonging to the Municipality of Araraquara, occupying 18,325.45 m², and in accordance with registration no. 37.883 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated March 21, 2013.

2.5.1.8. Property belonging to the Municipality of Araraquara, occupying 11,050.00 m², and in accordance with registration no. 69.899 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated March 21, 2013.

2.5.1.9. Property belonging to the Municipality of Araraquara, occupying 999,992.40 m², and in accordance with registration no. 122.930 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated February 04, 2013.

2.5.1.10. Property belonging to the Municipality of Araraquara, occupying 63,780.00 m², and in accordance with registration no. 122.931 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated February 04, 2013.

2.5.1.11. Property belonging to the Municipality of Araraquara, occupying 21,641.32 m², and in accordance with registration no. 122.932 of the 1st Araraquara Property Registry Office, pursuant to the certificate dated February 04, 2013.

2.6. São Carlos Airport:

São Carlos Airport Location



Aerial View of São Carlos Airport



Topographic view of São Carlos Airport



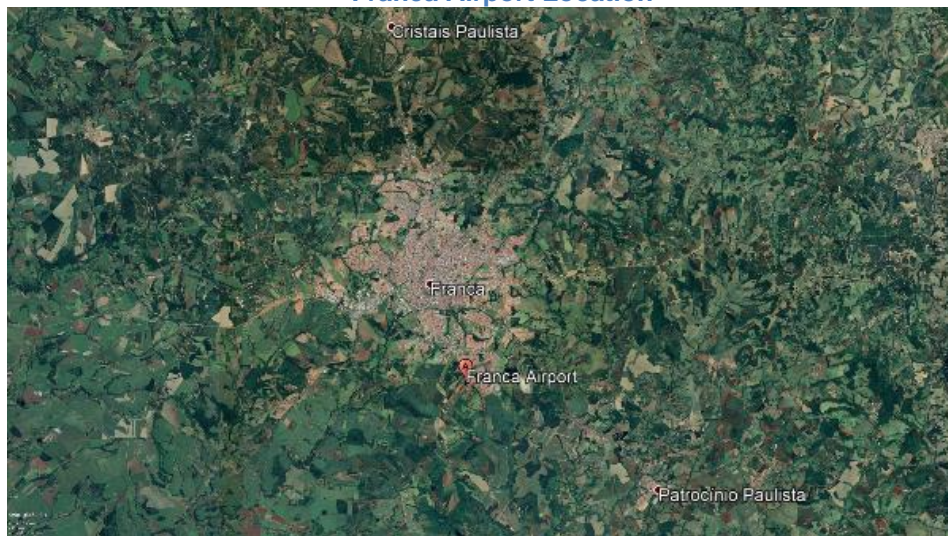
2.6.1. Operation of the airport that is the purpose of this concession falls under the scope of Mário Pereira Lopes's – SDSC civilian grounds, which amount to approximately 4,509,712.00 m², and comprise the properties described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

2.6.1.1. Property belonging to TAM Linhas Aéreas S.A. (TAM Airlines), occupying 3,988,444.00 m², and in accordance with registration no. 12.137 of the São Carlos Property Registry Office.

2.6.1.2. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 521,268.00 m², and in accordance with registration no. 130.178 of the São Carlos Property Registry Office, pursuant to the certificate dated January 30, 2013.

2.7. Franca Airport:

Franca Airport Location



Aerial View of Franca Airport



Topographic view of Franca Airport



- 2.7.1. Operation of the airport that is the purpose of this concession falls under the scope of Tenente Lund Pressoto's - SIMK civilian grounds, which amount to approximately 1,030,585.00 m², and comprise the property described below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986.

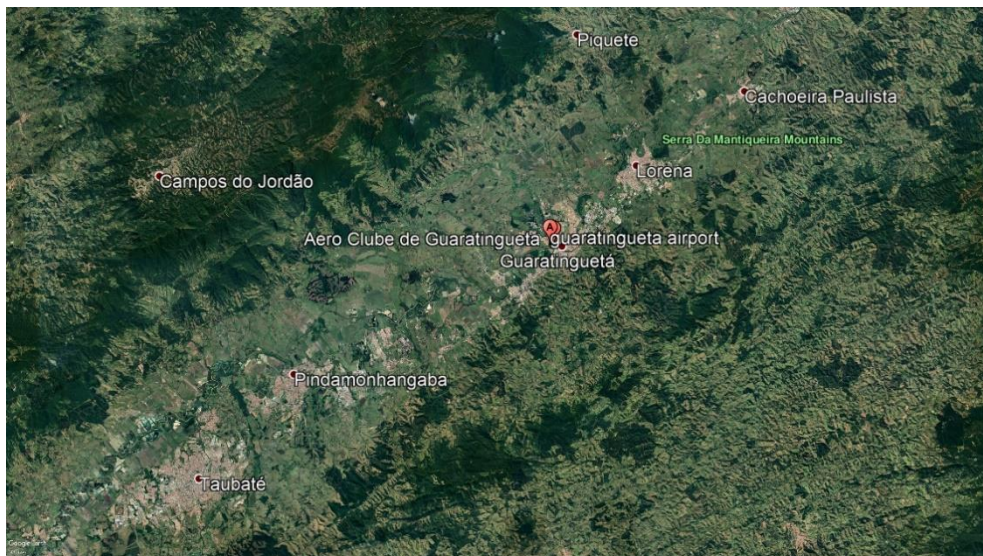
2.7.1.1. Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 1,030,585.00 m², and in accordance with registration no. 1 of the Franca Property Registry Office, registered in January 1976.

2.8. Guaratinguetá Airport:

Aerial View of Guaratinguetá Airport



Guaratinguetá Airport Location



Topographic view of Guaratinguetá Airport



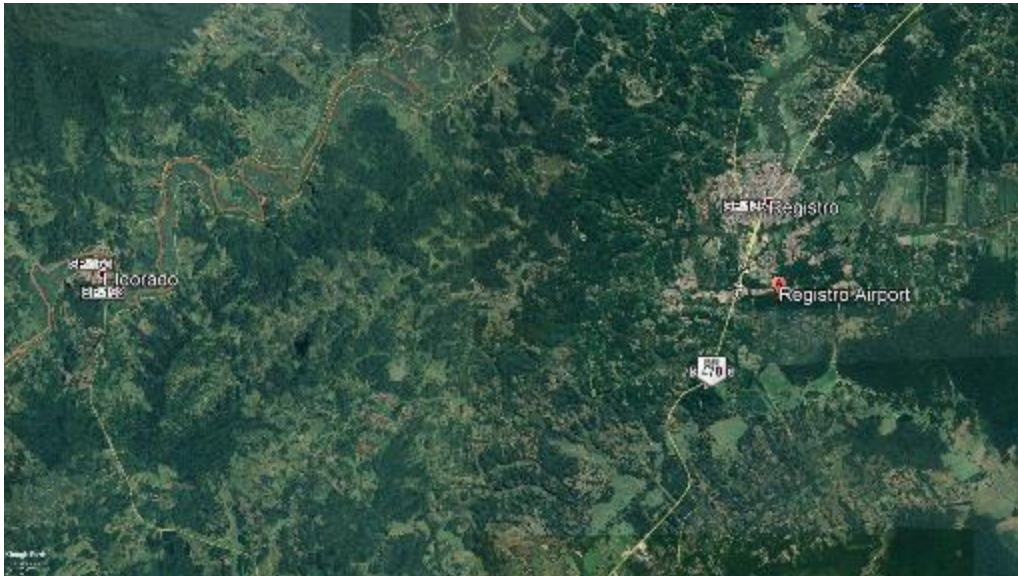
- 2.8.1. Operation of the airport that is the purpose of this concession falls under the scope of Guaratinguetá Airport's – SBGW civilian grounds, which amount to approximately 352,990.00 m², in accordance with agreement no. 35/2019, to be detailed following completion of an information assessment on the grounds where the airport site is located. The Airport has recently joined the current operator's system.

2.9. Registro Airport:

Aerial View of Registro Airport



Registro Airport Location



Topographic view of Registro Airport



- 2.9.1. Operation of the airport that is the purpose of this concession falls under the scope of Registro State Airport's civilian grounds, which amount to approximately 1,054,728.57 m², and comprise the properties specified below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986:

2.9.1.1. Property belonging to Marilene Coutinho Tavares, Walter Tavares Coutinho and Mara Silvia Tavares Coutinho, occupying 231,050.00 m², and in accordance with transcription no. 5.563 of the Registro Property Registry Office, pursuant to the certificate dated August 14, 2013.

2.9.1.2. Property belonging to Kasuo Shimabukuro, occupying 84,597.07 m², and in accordance with Registration no. 2.027 of the Registro Property Registry Office, pursuant to the certificate dated April 30, 2013.

2.9.1.3. Property belonging to Joaquim Alves Esteves, occupying 332,940.00 m², and in accordance with Registration no. 2.713 of the Registro Property Registry Office, pursuant to the certificate dated August 15, 2013.

2.9.1.4. Property belonging to Torazo Okamoto S.A. Chá Ribeira, occupying 247,400.00 m²,

Annex 02 – Airport Complex | Northwest Block and Southeast Block

and in accordance with Registration no. 5.781 of the Registro Property Registry Office, pursuant to the certificate dated April 30, 2013.

2.9.1.5 Property belonging to Rubem Tsukasa Fukuda, occupying 8,571.50 m², and in accordance with Registration no. 8.170 of the Registro Property Registry Office, pursuant to the certificate dated April 30, 2013.

2.9.1.6 Property belonging to the Municipality of Registro, occupying 33,800.00 m², and in accordance with Registration no. 11.076 of the Registro Property Registry Office, pursuant to the certificate dated April 30, 2013.

2.9.1.7 Property belonging to the Municipality of Registro, occupying 64,620.00 m², and in accordance with Registration no. 11.077 of the Registro Property Registry Office, pursuant to the certificate dated April 30, 2013.

2.9.1.8 Property belonging to Marilene Coutinho da Rosa and others, occupying 64,620.00 m², and in accordance with Registration no. 17.093 of the Registro Property Registry Office, pursuant to the certificate dated April 30, 2013.

2.10. Avaré/Arandu Airport:

Aerial View of Avaré/Arandu Airport



Avaré/Arandu Airport Location



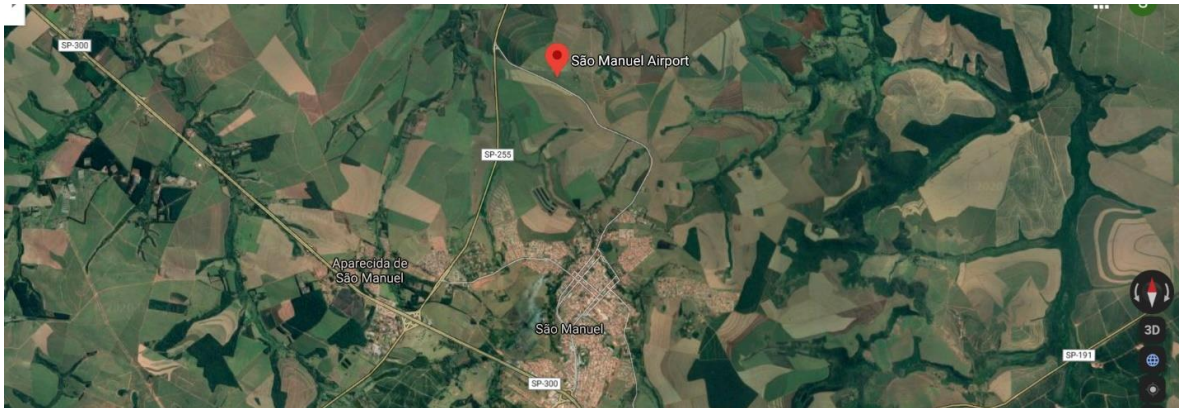
Topographic view of Avaré/Arandu Airport



- 2.10.1 Operation of the airport that is the purpose of this concession falls under the scope of Comandante Luiz Gonzaga Lutti Regional Airport's civilian grounds, which amount to approximately 788,093.12 m², and comprise the property specified below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986:
- 2.1.10.1 Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 464,398.12 m², and in accordance with registration no. 21.660 of the Avaré Property Registry Office, pursuant to the certificate dated May 07, 2013.
- 2.1.10.2 Property belonging to the Airports Department of the State of São Paulo (Departamento Aeroviário do Estado de São Paulo), occupying 323,695.00 m², and in accordance with Registration no. 21.661 of the Avaré Property Registry Office, pursuant to the certificate dated May 07, 2013.

2.11. São Manuel Airport

São Manuel Airport Location



Aerial View of São Manuel Airport



Topographic view of São Manuel Airport



- 2.11.1 Operation of the airport that is the purpose of this concession falls under the scope of Nelson Garófalo State Airport's civilian grounds, which amount to approximately 647,493.00 m², and comprise the properties specified below, which constitutes a universality of right, pursuant to the terms of article 38 of Law no. 7.565 of December 19, 1986:
- 2.11.1.1 Property belonging to the State of São Paulo, occupying 405,507.00 m², and in accordance with registration no. 2.238 of the 1st São Manuel Property Registry Office.
- 2.11.1.2 Property belonging to the State of São Paulo, occupying 241,986.00 m², and in accordance with registration no. 2.331 of the 1st São Manuel Property Registry Office.

APPENDIX F

The PEA's Requirement Applicability Table

Doc.	Item	Description	Range 1	Range 2	Range 3	Range 4
			1Mi pax <NP ≤ 5Mi pax	NP ≤ 1Mi pax	NP ≤ 1Mi pax	NP ≤ 1Mi pax
			Regular service	Regular Service	Regular Service	Non-regular service
			All aircraft	Aircraft > Cat. 2	Aircraft ≤ Cat. 2	All aircraft
PEA	1	Introduction	Mandatory compliance			
	2	Definitions	Mandatory compliance			
	3	Purpose of the Concession	Mandatory compliance			
	4	Airport Complex	Mandatory compliance			
	5	Minimum Specifications for Passenger Terminals				
		5.1, 5.2, 5.3, 5.4, 5.5, 5.7, 5.9 e 5.10	Mandatory compliance		At the Concessionaire's discretion	
		5,5	Mandatory compliance		At the Concessionaire's discretion	
		5,6	At the Concessionaire's discretion			
		5,8	Mandatory (flight information system, air-conditioning system, seats and ergonomic furnishings)	Mandatory (flight information system, air-conditioning system, seats and ergonomic furnishings)	Mandatory (flight information system, air-conditioning system, seats and ergonomic furnishings)	At the Concessionaire's discretion
		Additional items	At the Concessionaire's discretion			
	7	Infrastructure Management Plan				
		7.1 a 7.8	Mandatory compliance			
	8	Service Standards	Mandatory compliance		At the Concessionaire's discretion	
		Appendixes				

Anexo 02– Complexo Aeroportuário | Bloco Nordeste e Bloco Sudeste

Doc.	Item	Description	Range 1	Range 2	Range 3	Range 4
			1Mi pax <NP ≤ 5Mi pax	NP ≤ 1Mi pax	NP ≤ 1Mi pax	NP ≤ 1Mi pax
			Regular service	Regular Service	Regular Service	Non-regular service
			All aircraft	Aircraft > Cat. 2	Aircraft ≤ Cat. 2	All aircraft
		Appendix A	Mandatory	Mandatory	Mandatory	Mandatory
		Appendix B	Mandatory	Mandatory	Mandatory	At the Concessionaire's discretion
		Appendix C	Mandatory	n/a	n/a	n/a
		Appendix D	n/a	Mandatory	Mandatory	Mandatory
		Appendix E	Mandatory	Mandatory	Mandatory	Mandatory

Airport Range Frameworks and transitioning rules between Ranges

1. For purposes of framing airports in accordance with the AGREEMENT's requirements applicability table and that of the PEA, the following factors shall be taken into consideration: NP as the number of passengers processed in the airport in regular flights in the past 3 (three) years, and aircrafts' ICAP category in the last year.
 - 1.1 The airport's framework, pursuant to data collected from the airport's transit numbers in the past years, shall be examined each year, until the end of the anniversary month of the AGREEMENT's EFFECTIVE DATE.
 - 1.1.1 The airport shall be reframed in a higher Range if its transit figures are in line with new Range figures for 2 (two) consecutive years.
 - 1.1.2 Once the airport is reframed in a higher range, the CONCESSIONAIRE shall have a term of up to 22 (twenty-two) months, effective the 1st day of the month after reframing has taken place, in order to carry out all adjustments needed to fully meet all AGREEMENT requirements provided for under this range.

APPENDIX G

Table with requisites used as grounds for defining PROJECTED INVESTMENTS (Phase II)

This table displays PROJECTED INVESTMENTS per airport given each airport's capacity to process passengers during its PEAK HOUR, until the next expansion or the end of the CONCESSION. Each cycle signals the PEAK HOUR for which the PROJECTED INVESTMENT was estimated in order to meet that particular investment's projected capacity. Additionally, the Table brings forward changes put in place regarding CRITICAL AIRCRAFT as well as the introduction of regular flights, which are key factors in determining PROJECTED INVESTMENTS. The table does not include airports not operating regular flights throughout the CONCESSION.

Airport	Initial Critical Aircraft	Final Capacity Phase I-B	Investment Cycles– Phase II				
			Years 4-5	Years 6-10	Years 11-15	Years 16-20	Years 21-30
NORTHWEST BLOCK							
São José do Rio Preto	Cat. 4C	635 pax/h			735 pax/h	900 pax/h	
Presidente Prudente	Cat. 4C	492 pax/h		600 pax/h		750 pax/h	
Araçatuba	Cat. 4C						
Votuporanga	Cat. 3C						
Barretos	Cat. 2B	40 pax/h		124 pax/h	Critical Aircraft Cat. 3C	142 pax/h	
Dracena	Overall			Regular Flights Cat. 2B			
Tupã	Overall				Regular Flights Cat. 2B 18 pax/h		
Presidente Epitácio	Overall			Regular Flights Cat. 2B 18 pax/h			
Assis	Cat. 2B			Regular Flights Cat. 2B			
Penápolis	Overall			Regular Flights Cat. 2B			
Andradina	Overall						
SOUTHEAST BLOCK							
Ribeirão Preto	Cat. 4C	620 pax/h	784 pax/h	850 pax/h	1.000 pax/h	1.200 pax/h	
Bauru / Arealva	Cat. 4C	340 pax/h	375 pax/h		400 pax/h		
Marília	Cat. 3C	65 pax/h	224 pax/h				
Araraquara	Cat. 3C						
São Carlos	Cat. 3C						
Franca	Cat. 2B						
Registro	Cat. 2B			Regular Flights Cat. 2B			

Anexo 02– Complexo Aeroportuário | Bloco Nordeste e Bloco Sudeste

Guaratinguetá	Cat. 2B			Regular Flights Cat. 2B			
Avaré/Arandu	Overall			Regular Flights Cat. 2B			
São Manuel	Overall						
Sorocaba	Overall						