

DECLARATION

ANA Aeroportos de Portugal, S.A. (ANA SA), corporate tax number 500 700 834 and registered at Lisbon companies registration office under the same number, with share capital of EUR 200,000,000.00 (two hundred million euros) and registered office at Arruamento D, Edifício 120, Aeroporto de Lisboa, 1700-008 LISBOA, represented herein by the Executive Committee, through the Chairman of the Executive Committee, Thierry Ligonnière, engineer, and Member of the Executive Committee, Chloé Lapeyre, engineer, hereby declare, for the purposes established in the concession contract for public airport services supporting civil aviation at the national airports in Lisbon, Porto, Faro, Beja, Ponta Delgada, Santa Maria, Horta and Flores (Concession Contract), entered into with the Portuguese State on 14 December 2012:

- i) That under the terms of Clause 17(2) and of Annex 9 of the Concession Contract, ANA SA was obliged to carry out and conclude the following Specific Development Obligation at Faro airport by 31 December 2013:

CONCLUSION OF THE REFORMULATION OF ACCESS ROUTES AND KERBSIDES

- ii) That ANA SA concluded the implementation of this Specific Development Obligation at Faro Airport on 30 September 2013, on which date the work was completed. The formal conclusion was in February 2014.
- iii) This Specific Development Obligation was aimed at modernising and reconfiguring the road system at the airport in the context of its development and the future extension of the terminal and based on the framework defined in the Faro Airport Development Plan.

The aim therefore was to adapt the road layout to a new concept of terminal operation, determined by the change in the traffic structure at the airport, and to increase the number of parking spaces to deal with the expected growth in regular traffic.

Therefore, new roads and car parks were built, including new kerbsides areas at arrivals and departures:

- A) The kerbside areas at departures now has a longitudinal southwest-northeast pavement connected to the forecourt and is around 90 metres long. Adjacent to this pavement there is one stopping lane, three metres wide, a second stopping lane three and a half metres wide and another lane that is also three and a half metres wide. This kerbside area also has an island/pavement approximately four and a half metres wide for stopping and dropping off passengers, which is associated with two stopping and circulation lanes a total of 6.5 metres wide - this second kerbside area is around 90 metres long. The kerbside area has three pedestrian crossings, each four metres wide. As a road safety measure, each pedestrian crossing also serves as a speed bump, the height of which is equivalent to the height of the pavements adjacent to the lanes. These pedestrian crossings will allow people to circulate and access the terminal (and the front concourse) and the adjacent car parks, while keeping people safe when crossing the roads.
- B) The kerbside area serving arrivals at the terminal follows a concept and design similar to the departures kerbside area, but there are some basic differences related to their specific operation. It is along a Northwest-Southeast longitudinal axis and has a pavement that is also connected to the forecourt, 90 metres long and extending eastwards to serve passengers using taxis or buses. The stopping and waiting area for taxis is organised in four longitudinal lanes (each three metres wide) and one lane reserved for emergency situations. For this reason, this area has approximately 50 spaces for waiting taxis, which is entered from the north (through the structuring lane) and exited to the south where, the taxi pick-up area is located in front of the terminal. This kerbside area also has an island/pavement approximately five and a half metres wide for vehicles to stop and pick up passengers. To the east, there are three lanes, one for stopping, another for stopping in the second lane and another for circulation - the total width of all three lanes is 10 metres. Like the kerbside area in departures, both kerbside areas have three pedestrian crossings, each four metres wide, which also serve as speed bumps, the height of which is equivalent to the height of the pavements adjacent to the lanes. These pedestrian crossings will allow people to

circulate and access the terminal (and the front concourse) and the adjacent car parks, while keeping people safe when crossing the roads.

- iv) The work done basically consisted of ground levelling, paving, rainwater drainage, building reinforced concrete and metallic structures, horizontal and vertical road signs, street lighting, reinstatement of the services affecting and landscaping
- v) With a view to optimising resources, costs and the deadline for this Project, a contract called "AFR - Parks, New Road Access Routes, Kerbsides and Landscaping" was implemented.
- vi) The work was done in phases and under the required safety conditions during the entire intervention period, according to very precise stages adapted to operational restrictions in order not to affect access to and from the airport.
- vii) Total Cost of the work- EUR -13,390,438
- viii) The information presented has been audited under the scope of the Annual Plan of Activities of the Internal Audit Office.

Lisbon, 22nd January 2024

THE EXECUTIVE COMMITTEE

THIERRY LIGONNIÈRE, ENGINEER

CHLOÉ LAPEYRE, ENGINEER