

## **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, who 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:

### INFRASTRUCTURE FOR THE INSTALLATION OF ILS/DME

- ii) That ANA SA concluded the implementation of this Specific Development Obligation at Faro Airport on 16 September 2011, on which date the work to be done by this Company was completed. The system was then available for the installation of the necessary antennae by NAV EPE in order to make it operational.
- iii) This Specific Development Obligation corresponds to work aimed at creating the necessary infrastructure for the installation of ILS/DME (Instrument Landing System) on Runway 10 for CAT I operation in order to ensure a higher level of operational safety and consequently a better response to the increase demand for air traffic with adequate safety and quality levels in accordance with international air transport standards and ICAO regulations (volume of traffic justifying automated approach and landing procedures), while also preventing aircraft from being diverted to alternative airports due

to adverse weather conditions. The South runway strip (operational protection and safety) was extended to 150 m in accordance with ICAO regulations and support structures were built for the glide path (GP - RWY10) and localiser (LLZ-RWY10) antennae, a set of high precision radioelectric installations, which give the pilot the localiser and glide path indications.

- iv) The work done mainly involved ground levelling, drainage, support structures for the antennae, reinstatement of affected services, electrical installations, paving, signage and the outer fence of the airport.
- v) With a view to optimising resources, costs and the phasing of the work, this Project was implemented at the same time as other work in the operational area of the airport, called SOUTH PLATFORM, RET 28 AND TAXIWAYS AND INFRASTRUCTURE FOR THE HANGAR AND THE CAP BUILDING, in a single contract called “AFR - Development Plan - Extension and Rehabilitation of Infrastructure in the Operational Areas”.
- 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, which meant that a large part of the work was carried out at night.
- vii) Total Cost of the Work- EUR 1,550,614
- viii) The information presented has been audited under the scope of the Annual Plan of Activities of the Internal Audit Office.

Lisbon, 22<sup>nd</sup> January 2024

**EXECUTIVE COMMITTEE**

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THIERRY LIGONNIÈRE, ENGINEER

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Engineer Chloé Lapeyre