

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 Board, through the Chairman of the Executive Board, 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 by 31 December 2022:

Extension of the Fox Taxiway (ASC)

- ii) That on 12 December 2021, ANA SA completed the work regarding this Specific Development Obligation at Sá Carneiro Airport in Porto.
- iii) This Specific Development Obligation corresponds to work done with the following objectives: to increase the capacity of runway movements per hour, increase safety conditions in the runway system and improve operating conditions in the movement and manoeuvring areas allowing for better segregation of traffic during arrivals and departures.

With the work done, the pre-existing Taxiway "F" was extended by around 1,300 metres, to 2,565 m on Runway 17-35, including the construction of a bypass connecting the taxiway to the runway and a Rapid Exit Taxiway (RET), located at 1,760 m on Runway 35, including the rainwater drainage system, daytime signals, additional work and associated infrastructure.

This solution allows Class B and C aircraft (representing the majority of the traffic operating at ASC) to take off southwards from the new intersection point between the Fox taxiway and the runway, leaving the runway sooner after landing northwards, leaving via the RET on the Fox taxiway, thus avoiding backtracking manoeuvres on the runway. This means that the total occupancy rate of the runway is reduced and there is an increase in operational safety, particularly at times of poor visibility (LVO).

- iv) The work done was mainly:
- Laying pipes in the ditch in the area of implementation of the extension to the taxiway;
 - Extending the existing tunnel at Rua da Fábrica under Runway 17-35 by 91.30 m;
 - Changing the route of Rua da Fábrica by continuing the extension of the existing tunnel, a total of 480 m;
 - Changing the route of the peripheral road in the area of extension of the taxiway;
 - Rehabilitating the access route for firefighting services (SLCI) to Runway 17-35;
 - Building the drainage system supported by the piped ditch for the main drainage and a system of gutters and collectors to collect the water from the apron and the slopes;
 - Earth moving (excavation and backfilling) to obtain the project heights for building the pavements;
 - Replacing unsuitable soil with rockfill and selected soils;
 - Building the pavement for the extension of the taxiway, RET, bypass, new peripheral road, extension of the tunnel and Rua da Fábrica on its new route;
 - Painting horizontal markings;
 - Building a jet blast deflector in the area where the firefighting service is located;
 - Replacing fences and changing routes;
 - Building new service/maintenance routes and rehabilitating the existing ones;
 - Building infrastructure for electrical installations, telecommunications, light signalling and command and control, including:
 - Primary and secondary piping and equipment support structures;
 - Remodelling the new regulator room at CAP Norte;

- Installing new light signalling equipment on the new taxiways and stop bars. (installing electric cables, lighting, vertical signalling panels, traffic lights, isolation transformers and RGL units);
 - Installing electromechanical and electronic equipment in the rooms in CAP Norte (regulators, regulator panels, inverter panels, selector panels);
 - Installing redundant control units and auxiliary equipment in CAP Norte;
 - Programming new and existing control units, including ground circulation programming in LVO and NVO;
 - Installing copper and fibre active and passive fieldbus networks;
 - Setting fieldbus network parameters;
 - Programming new weather data in 16:9 format;
 - Programming the new stop bars;
 - Creating new alarms;
 - Testing, commissioning and training.
- v) The work was done in phases and under the required safety conditions during the entire intervention period, according to very precise stages adapted to the contingencies of the operation, with work carried out during the day and at night.
- vi) Total Cost of the Work– EUR €23.185.419,44
- vii) The information presented has been audited under the scope of the Annual Plan of Activities of the Internal Audit Office.

Lisbon, 15/05/ 2024

THE EXECUTIVE COMMITTEE

THIERRY LIGONNIÈRE, ENGINEER

CHLOÉ LAPEYRE, ENGINEER