

Airport Infrastructure Capacity Declaration

Winter Season 2024 (W24) from 10/27/2024 to 03/29/2025

Version 2 – 21/05/2024

1. Runway

1.1 Arrival and departure runway features:

| | RWY DESIGNATORS | |
|-----------------------|--|--|
| | RWY16 | RWY34 |
| Length (m) | 3600 m | 3600 m |
| Width (m) | 45 m | 45 m |
| Pavement Type | ASPH | ASPH |
| PCN | 75/F/B/W/T | 75/F/B/W/T |
| Operation Type | VFR Day/Night and IFR Precision Day/Night CAT I | VFR Day/Night and IFR Non-precision Day/Night |

1.2 Runway capacity and Allocation Rules:

| Type | R60 – Mov/60min | R15 – Mov/15min | R5 – Mov/5min |
|-----------------------------|-----------------|-----------------|---------------|
| Capacity | 37 | 10 | 5 |
| Arrival Allocation | 23 | 7 | 4 |
| Departure Allocation | 26 | 8 | 5 |

Source: Ofício nº 12/Subdiv. Estratégica/1233 - CGNA, de APR, 2nd 2024, Prot. COMAER n. 67605.001642/2024-73

1.3 Taxi-in and Taxi-out average time:

| ACFT Class | RWY 16 | | RWY 34 | |
|----------------|---------|----------|---------|----------|
| | Taxi in | Taxi out | Taxi in | Taxi out |
| Class C | 03m44s | 12m56s | 03m37s | 14m07s |
| Class D | 03m35s | 14m44s | 07m30s | 13m00s |
| Class E | 05m58s | 15m08s | 05m07s | 15m33s |

Considered base period: Season S22

2. Apron

2.1 Commercial Aviation:

Parking Positions

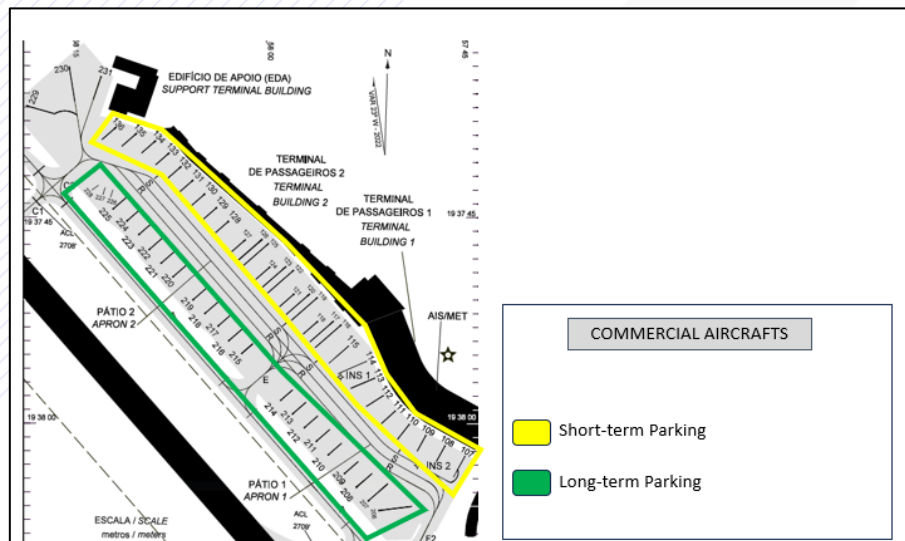
| | APRON 1 | | APRON 2 | | APRON 3 | | Total of Positions |
|----------------------------|--------------------|-------------------|--------------------|-------------------|--------------------|-------------------|--------------------|
| | Short-term parking | Long-term Parking | Short-term parking | Long-term Parking | Short-term parking | Long-term Parking | |
| Class A-C Aircrafts | 9 | 9 | 28 | 3 | 0 | 11 | 60 |
| Class D Aircrafts | 0 | 1 | 4 | 2 | 0 | 6 | 13 |
| Class E Aircrafts | 0 | 1 | 4 | 2 | 0 | 3 | 10 |
| Class F Aircrafts | 0 | 0 | 1 | 0 | 0 | 0 | 1 |

2.1.1 Long stay on SBCF Apron is considered a time more than 3 hours (respecting the maximum time spent on jet bridge area).

| Operation Type | Class C | Class D | Class E |
|------------------|-------------------|-------------------|--------------------|
| Transit | Between 40-70 min | Between 60-90 min | Between 12-108 min |
| Arrival | Up to 45 min | Up to 60 min | Up to 60 min |
| Departure | Up to 45 min | Up to 60 min | Up to 75 e 90 min |

After the established time above, the aircrafts are subjected to a towing for a remote position, previously informed by APOC and airline.

2.1.2 Delimitation of the area where commercial aircrafts stay

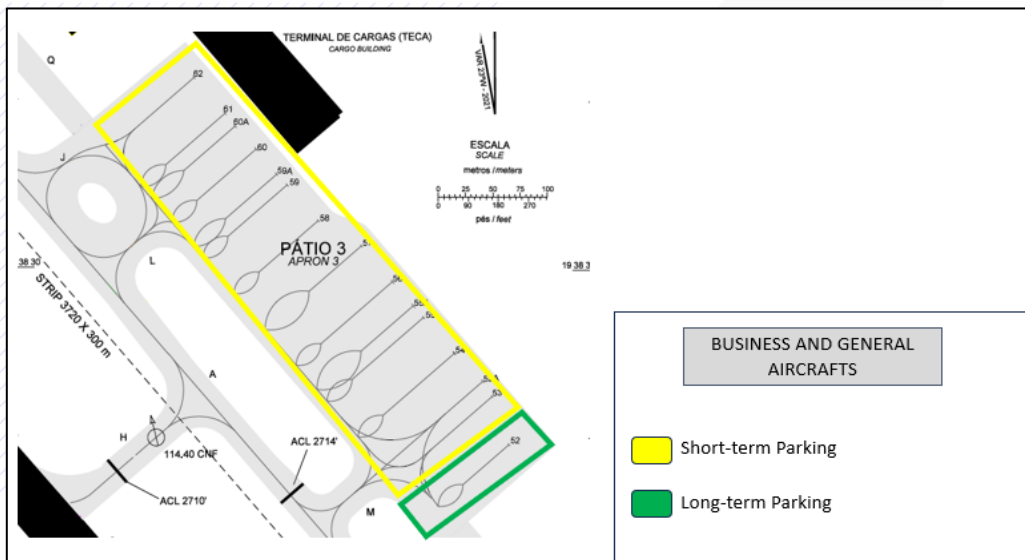
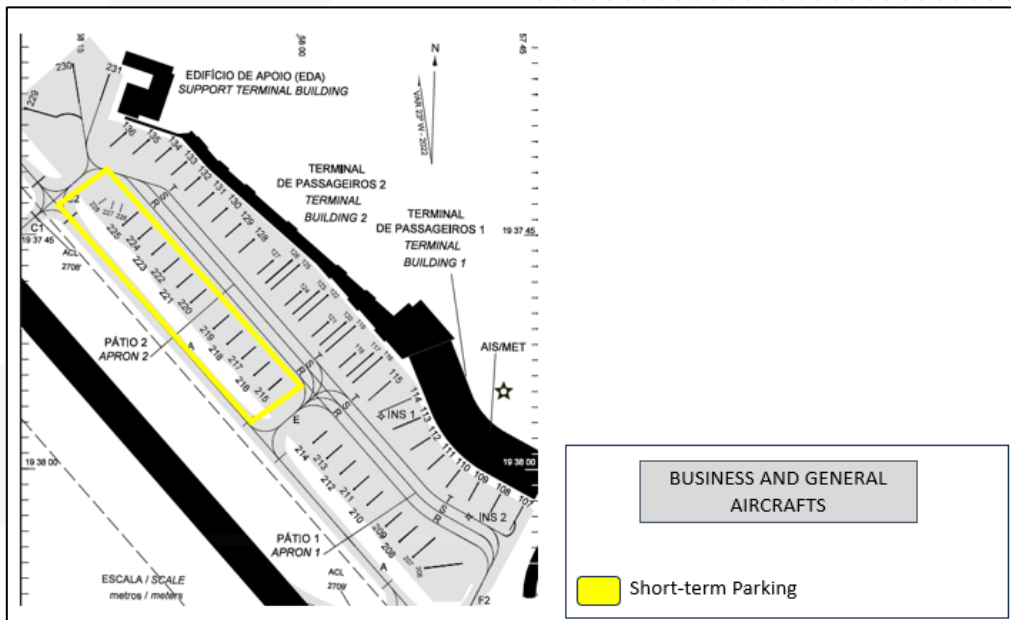


2.2 General Aviation / Executive Aviation

2.2.1 The parking positions available going to depend on the type of the aircraft, where landing authorization, aircraft type and ground time will be considered.

2.2.2 The operation of general aviation must be coordinated up to 01 hour before the operation through the BH Airport website (general aviation tab).

2.2.3 Delimitation of the area where business and general acfts stay



2.2.4 After receiving the electronic request, the airport will send the request response to the registered email (any adjustment must be regularized up to a maximum of 30 minutes before the operation, otherwise the request will be considered cancelled). In case of doubt, contact the APOC by email apoc@bh-airport.com.br or by the phone +55 31 3689-2037.

2.2.5 Any verbal communication will not be considered as an official authorization and is not recommended.

| | APRON 2 | | APRON 3 | | Total of Positions |
|-----------------------|--------------------|-------------------|--------------------|-------------------|--------------------|
| | Short-term parking | Long-term Parking | Short-term parking | Long-term Parking | |
| General Aviation ACFT | 11 | 0 | 10 | 1 | 22 |

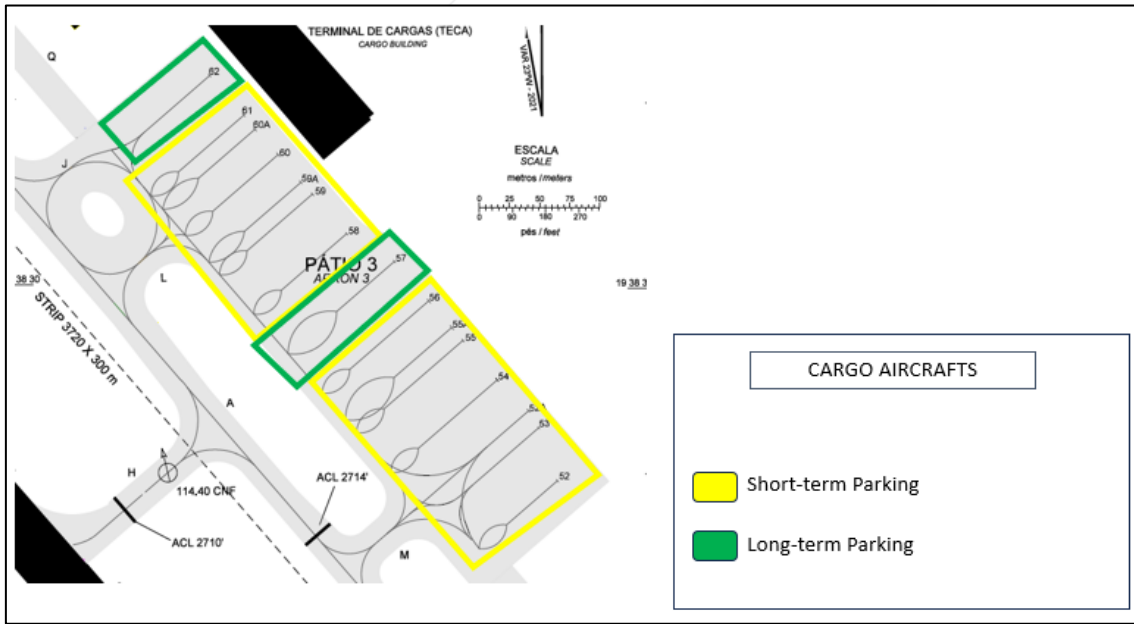
2.3 Cargo Aviation:

2.3.1 The parking positions available will depend on the type of aircraft, where landing authorization, aircraft type and ground time will be considered.

| | APRON 3 | | Total of Positions |
|---------------------|--------------------|-------------------|--------------------|
| | Short-term parking | Long-term Parking | |
| Class A-C Aircrafts | 10 | 1 | 11 |
| Class D Aircrafts | 5 | 1 | 6 |
| Class E Aircrafts | 2 | 1 | 3 |



2.3.2 Delimitation of the area where cargo acfts stay



3. Passenger Terminals

3.1 Static Capacity of the Terminal Passenger

| Maximum Passenger Flow at the Terminal | Boarding (pax/hour) | | Disembarking (pax/hour) | |
|--|---------------------|---------------|-------------------------|---------------|
| | Domestic | International | Domestic | International |
| Terminal 1 e 2 | 4278 | 750 | 1953 | 605 |

The considered parameters correspond to the IATA 'Optimum' Level Service Concept

3.2 Check-In Counters:

- 3.2.1 The check in counters are allocated according to the number of aircrafts seats in relation to the flight schedule allocated or load factor of the flight;
- 3.2.2 The criterion used is 1 (one) check in counter for each 50 seats or fraction;
- 3.2.3 The counters assigned to each airline must be opened:

- a. For International flights: 4 (four) hours before the STA (Standard Time of Departure);
- b. For Domestic Flights: 3 (Three) hours before the STA (Standard Time of Departure);
- c. The times above can be changed, after consulting BH Airport (Operations Center) for international or domestic services, if necessary, only in a special or operational needs and according the availability of check in counters.

In order to maximize the use of the check in desks infrastructure, airlines must use the 'shared use check in system', in accordance with the standard defined by BH Airport and in accordance with ANAC (Civil Aviation National Agency, in Portuguese) Resolution 280.

| Number of Check in Counters | Total (including Bag Drop) |
|-----------------------------|----------------------------|
| Terminal 1 | 94 |

3.3 Inspection security module:

| Inspection Security Modules | Domestic Area | International Area |
|---|---------------|--------------------|
| Terminal 1 | 12 | 5* |
| * The modules of international area are reversible to domestic flights, if necessary. | | |

3.4 Emigration and Immigration services booth

| Number of Emigration and Immigration Services Booth | Emigration | Immigration |
|---|------------|-------------|
| Terminal 2 | 10 | 10 |

3.5 Baggage claim:

| Number of Baggage Carousel | Domestic Area | International Area |
|----------------------------|---------------|--------------------|
| Terminal 1 | 5 | - |
| Terminal 2 | 4* | 2* |

* Both international baggage claim conveyors are reversible for domestic baggage claim. Just as there are two domestic baggage claim mats they are reversible for International baggage claim.

| OPERATION | DESCRIPTION | FIRST BAG | LAST BAG |
|----------------|---|-----------|----------|
| GROUP 1 | Domestic flights of airline that doesn't have high demand and operating a passenger boarding bridge | ≤ 09 MIN | ≤ 19 MIN |
| GROUP 2 | Domestic flights of airline that doesn't have high demand and operating a remote position | ≤ 12 MIN | ≤ 22 MIN |
| GROUP 3 | Baggage claim from domestic flight of airlines with HUB allocated in this airport | ≤ 13 MIN | ≤ 19 MIN |
| GROUP 4 | Domestic flights operated by aircraft capacity above 200 seats | ≤ 09 MIN | ≤ 28 MIN |
| GROUP 5 | Domestic flights from GRU. Aircraft capacity between 170 - 200 seats. Load Factor ≥ 90% | ≤ 09 MIN | ≤ 25 MIN |
| GROUP 6 | International baggagem claim - Class C Aircraft | ≤ 15 MIN | ≤ 25 MIN |
| GROUP 7 | International baggagem claim - Class D and E Aircraft | ≤ 15 MIN | ≤ 40 MIN |

| MINIMUM CONNECTION TIME (MCT) | |
|-------------------------------|--------|
| Domestic - Domestic | 25 min |
| Domestic - International | 45 min |
| International - International | 25 min |
| International - Domestic | 60 min |



4. Runway Intervention Schedule

The following maintenance interventions are planned on the landing and takeoff runway at Belo Horizonte Intl. Airport, which will cause a temporary runoff on the following dates and times (LT):

| Runway Restriction | | |
|--------------------|-----------------------|--------------------------|
| Month | Day | Local Time |
| November 2024 | 10 | 02:00 a.m. to 05:00 a.m. |
| | 11, 12 and 13 | 01:45 a.m. to 04:45 a.m. |
| | 14 | 01:45 a.m. to 04:30 a.m. |
| December 2024 | 09 | 01:20 a.m. to 05:00 a.m. |
| | 10, 11 and 12 | 01:20 a.m. to 04:30 a.m. |
| January 2025 | 20, 21, 22, 23 and 24 | 02:00 a.m. to 03:55 a.m. |
| | 27 to 31 | 01:55 a.m. to 04:20 a.m. |
| February 2025 | 01 and 02 | 01:55 a.m. to 04:20 a.m. |
| | 03, 04, 05 and 06 | 02:00 a.m. to 03:55 a.m. |
| | 07 to 23 | 01:55 a.m. to 04:20 a.m. |
| March 2025 | 10, 11, 12 and 13 | 01:30 a.m. to 03:55 a.m. |

This schedule will affect only on the runway capacity.



ATTACHMENTS

BH Airport Operational Procedures

All Companies that operate flights at Belo Horizonte Intl. Airport must comply, strictly, with the Facilitation Manual and others airport instructions, available on the BH Airport website.

1. General Rules

- 1.1** Aircraft nationalization/internationalization and certification operations, require authorization from BH Airport and will only be allowed permanently on the traffic area (maneuver);
- 1.2** It's mandatory for airlines to insert and update all the flight information (status, number of passengers, delays (and its codes), estimated times, quantity of special needs passengers, etc);
- 1.3** Engine tests for 'class C aircrafts' can be done at the positions parking in 'IDLE mode' after APOC authorization by calling +55 31 3689 2037 or by email apoc@bh-airport.com.br. For higher potency, the test will be done at 'Q Taxiway', and for 'class D or E aircrafts' will be done at thresholders of the arrival and departure runway (16 or 34), always after the authorization of the Operations Center (APOC) and Air Traffic Control.



