

**TERMS AND CONDITIONS FOR THE JOINT CALL OF
AIRPORTS FOR INNOVATION (A4I)**

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1 HISTORY

On June 2021, Aena and Aeroporti di Roma signed the first Memorandum of Understanding (MoU) to collaborate in topics related to Innovation, Sustainability and Customer Experience and creating the network Airports for Innovation. On June 23rd 2022 the Airport for Innovation MoU was signed between Aena, Aeroporti di Roma, Athens International Airport, and Nice Côte d'Azur Airport. On June 27th 2023 Flughafen München, Dallas Fort Worth International Airport, and Vancouver International Airport joined the MoU. Moreover, on September 27th 2023 Dubai Airports Corporation and on November 21st 2023 Oman Airports also recently joined the network. Then in April 2024 Narita International Airport joined the network as well. These Parties (at this point and in the rest of the document the term “Parties” or “Party” or “airport” or “A4I airports” is used to refer to the entities grouped in the A4I network) constitute the network Airports for Innovation (A4I).

A4I thus brings together nine of the world's leading airports and airport groups with the aim of promoting joint innovative solutions towards sustainable growth to further enhance the passenger experience.

2 REQUEST FOR SUBMISSIONS

The Parties have agreed to launch a joint Call for Submissions (“**Call**”) aimed at testing solutions to a series of challenges identified by the Parties. Each Party's representative may delegate the management of this Call to staff from its organization.

Submissions will be reviewed by the Selection Committee (the “**Jury**”) and winners will be selected based on their merit. The winning submissions (“**Selected Recipients**”) will have the opportunity to **pilot their projects (“Pilot Projects”)** with at least two of the A4I airports. Selected Recipients will have the opportunity to implement the Pilot Projects in a real-world environment at an A4I airport that has agreed to participate as a project site (a “**Sponsor Airport**”) for a **maximum period of 12 months** along with other benefits of participating in this acceleration process.

Outcomes of all projects will be shared with all Parties, regardless of whether a pilot has been carried out at their airport or not. Sharing of these outcomes will be subject to any confidentiality obligations between the Selected Recipients and Sponsor Airports.

Specifically, the 4 challenges posed for the call are as follows:

- A4I Challenge 1: “**Seamless Travel Experience**”
- A4I Challenge 2: “**Sustainable Aviation**”
- A4I Challenge 3: “**Smart Luggage Revolution**”
- A4I Challenge 4: “**AI-Powered Airports**”

3 PURPOSE OF THE CALL AND CONDITIONS FOR APPLYING

The purpose of these procedures is to establish the conditions and criteria that will govern the Call to select the submissions that, due to their suitability and technical quality, are valued by the Parties as the best and most suitable to be accelerated at the A4I airports.

The Parties will simultaneously issue a Call related to the four (4) different project challenges (“**Challenges**”) listed above. Each of these Challenges will focus on the various needs and priorities identified by the Parties as most pertinent for the future of airport operations.

Only startups founded between December 31st 2022 and January 1st 2014 may apply.

Any startup interested in participating may **submit their proposal for only one of the four Challenges**. In the event a startup submits the same proposal for multiple Challenges, that startup may be disqualified.

Startups must use the template provided in the A4I website to present their proposals.

The maximum number of pages to be submitted will be indicated by this template. Once the template is completed, it must be submitted through the A4I website:

<https://www.airportsforinnovation.com/>

Program rules and submission deadlines will be kept up to date at this URL.

4 SPONSOR AIRPORT FUNDING

Each Sponsor Airport may select and independently fund one or more Pilot Project(s), with **funding of up to EUR 20,000.00 per Pilot Project**, depending on the nature of the services provided to cover operating expenses related to the Pilot Project based on milestones. The equivalent amount will be converted to the local currency of each country where the Sponsor Airport is located.

This structured funding enables Selected Recipients to expand their pilot scope and resources effectively across multiple airports, with the option to include up to a maximum of nine airports. For example, if a Selected Recipient conducts their Pilot Project in three Sponsor Airports, it will receive a total potential funding of up to EUR 60,000.00 (up to EUR 20,000.00 from each Sponsor Airport).

In order to receive funding, a Selected Recipient will be required to enter into a separate agreement (a “**Contract**”) with the Sponsor Airport accepting the Sponsor Airport’s respective terms and conditions and setting out mutually agreed upon measurable milestones. Selected Recipients may also be required to comply with any procurement processes required by a Sponsor Airport.

Invoices must be submitted according to the Contract.

No Party is obligated to move forward with any Pilot Project if the Party does not believe it will benefit its airport or if the airport’s procurement requirements cannot be met.

5 DESCRIPTION OF THE CHALLENGES

5.1 CHALLENGE 1: SEAMLESS TRAVEL EXPERIENCE

The A4I network within the scope of “Seamless Travel Experience” challenge is looking for innovative solutions to enhance the overall journey for passengers by leveraging digital technologies and cutting-edge services. It involves creating a travel experience that is

frictionless, efficient, and highly customer-centric, from booking a flight to arriving at the final destination.

For instance, we are interested into solutions that serve one or more of the following fields:

1. **Engagement:** Gamification and entertainment for passengers, enhancing their experience and new ways of collecting and valuing passengers' feedback
2. **Digital services:** To streamline the booking process of all the airport related services
3. **Biometrics Innovation:** Efficient Check-In, Security Screening, and off airport check-in
4. **Baggage Handling digitalization:** Innovative solutions to digitalize the Baggage Handling process
5. **Airport Navigation digital tools:** Solutions which provide personalized information to passengers
6. **Customized Travel Recommendations:** AI-driven platforms and solutions that provide travellers with personalized recommendations for services

5.2 CHALLENGE 2: SUSTAINABLE AVIATION

The challenge of “Sustainable Aviation” focuses on finding solutions that make airports more sustainable and lessen their impact on the environment.

We are looking for solutions in one or more of the following fields:

1. **Energy Management:** Software and hardware solutions to optimize and control energy usage.
2. **Clean energy production:** Solutions that can enable on-site clean energy production.
3. **Energy storage:** Innovations in storing energy from sustainable and low-impact sources for efficient energy use.
4. **Sustainable fuel production and storage:** Technologies aimed at producing and storing environmentally friendly fuels.
5. **Sustainability solutions:** that reduce and/or compensate the environmental impact of air travel, such SAF (Sustainable Aviation Fuel), carbon offset calculators and sustainable travel options

5.3 CHALLENGE 3: SMART LUGGAGE REVOLUTION

The challenge of “Smart Luggage Revolution” focuses on the reimagination and innovation of luggage integration into the travel journey. This challenge involves the development of luggage solutions that go beyond technological advancements, aiming to improve convenience, security, and sustainability for travellers. In particular we are looking for solutions that serve one or more of the following fields:

1. **Smart Luggage:** services (i.e GPS tracking, digital locks, to enhance security)
2. **Baggage detection:** Improving security checks through AI
3. **Baggage handling systems of the future:** solutions that aim to disrupt the current BHS (Baggage Handling System) management process within the aviation industry (e.g. timestamps monitoring, automation, baggage tracking, off-airport check-in and lost&found services)
4. **Sustainability Features:** Solutions that address environmental concerns regarding the airport baggage processing.
5. **Security services:** advanced anti-theft features, including biometric locks and real-time tracking.

5.4 CHALLENGE 4: AI-POWERED AIRPORT

The challenge of “AI-Powered Airports” aims to find seamless data-sharing and integration solutions between airports, with the goal of enhancing operational efficiency, Passenger experience, and overall aviation management. We are looking for startups that are building solutions in one or more of the following fields:

1. **AI Solutions:** Data-driven insights can enable airports to optimize ground handling, gate assignments, and aircraft turnaround times for improved operational efficiency. (e.g. real time resource allocation and groundhandling management solutions that identify bottlenecks and suggests how to make better decisions)
2. **Passenger Experience Enhancement:** Data integration can lead to personalized passenger services, such as tailored flight recommendations, seamless check-in, and real-time updates on flight status

3. **Real-Time Data Sharing:** sharing real-time data between airports and airlines on flight schedules, Passenger flows, baggage handling, (standardizing APIs and data formats for flight scheduling, timestamps throughout the turnaround process).
4. **Predictive Analytics:** Solutions that harness big data and analytics can help airports to predict Passenger demand, optimize flight schedules, and improve resource allocation.

6 INCOMPATIBILITIES AND ABSTENTION DUTIES

To avoid any conflicts of interest, the following individuals and entities are not eligible to participate in the Call:

1. Members of the Jury and editors of the Terms & Conditions.
2. Individuals or entities who have a director, officer, shareholder, or partner who is related to any member of the Jury or editor of the Terms & Conditions by blood up to the fourth degree or by affinity up to the second degree.
3. Individuals or entities who have a service or professional relationship with any member of the Jury or editor of the Terms & Conditions.
4. Entities in which current members of the Jury hold shares or have a financial interest, or entities participating in or assigned to the acceleration process.
5. Individuals or entities that have previously received benefits from any acceleration or open innovation programs offered by any Party. This joint Call for Submissions is therefore not compatible with the individual programs of the A4I airports.

7 SUBMISSION CHANNELS

Interested entities should apply through the official A4I website: <https://www.airportsforinnovation.com/>.

Guidance will be provided on the website on how to submit their materials.

Interested parties must submit their materials from 00:01 CET 12th September 2024.

Once the deadline for submitting materials has passed, participant access to the section of the A4I website enabled for this purpose is automatically blocked, meaning it will no longer be accessible once the final date and time for submitting materials has been reached.

The official language for the presentation of the documentation and development of the process will be English; accordingly, all documentation must be submitted in English.

An electronic document which is part of the proposal for the Joint Call for Submissions, shall be considered a final document, at the same moment in which it is uploaded and kept in the electronic platform for submission. From that moment on, the document will be considered delivered and may not be altered or deleted from the platform.

In the event that the same startup has uploaded more than one document to the platform, only the last uploaded document will be considered valid.

Documents must be submitted in PDF or similar format, non-editable and signed.

In cases where it is necessary, A4I members may include submissions received through the A4I website on their procurement processes and platforms.

The following channels of communication will be available for any consultation during the documentation preparation process:

- A4I Web – FAQs section (general questions on the process):
<https://www.airportsforinnovation.com/faq>
- Information e-mail: info@airportsforinnovation.com

8 DOCUMENTATION TO SUBMIT

Submission materials shall be submitted in electronic format. Each submission shall consist of a **SINGLE file**, named according to the following structure:

"A4I _Challenge name_ Startup name"

The form template provided on the A4I website must be used to submit materials, completing all the sections included on it.

Representatives of each Party, or of the company they delegate, may contact the participating startups to clarify questions related to their submission or that have not been sufficiently explained in the documentation submitted.

No Party will be responsible in any case for the loss, misplacement, damage, illegibility or corruption of the electronic file. Likewise, each participating startup is responsible for the integrity of the data contained in their submission.

Within the deadline for submission, in case of any need related to the files submitted, the participant may contact through the channel cited in these same terms and conditions.

In the case of not being a winner, it will be expressly indicated if the bidder prefers to remain anonymous, both in the public exhibition of the submissions, as well as in their possible publication. The absence of this information will be interpreted as the startup not wishing to remain anonymous. The Selected Recipients will not be allowed to remain anonymous, even if expressly requested.

By making a submission in response to the Call, the startup accepts the terms and conditions to participate in this program.

9 SELECTION COMMITTEE

The Selection Committee will be composed at least of 9 members, consisting of at least one representative from each airport. For the evaluation phase, the official members of the Selection Committee may delegate evaluations to staff from their organizations if necessary.

The functions of the Selection Committee shall be:

- To analyze the submissions received and identify those submissions which are eligible for further consideration and those which are not.

- To issue a report to the Parties with the reasons for exclusion of those submissions that are not eligible.
- To analyze, evaluate and score the eligible submissions, determine the finalists, and select the winning submissions.
- To prepare a report to the Parties with the reasons in selecting the winning submissions.

10 SELECTION PROCESS

10.1 EVALUATION OF PROPOSALS

Once the deadline for submitting materials has ended, the material received will be prepared for the examination of the Selection Committee.

Each representation of the Selection Committee will evaluate the submissions using the following evaluation criteria:

- ADAPTATION OF THE CHALLENGE (40 points): The design of the proposed solution and the degree of adaptation to the proposed challenge will be assessed.
- MATURITY OF TECHNOLOGY (10 points): the degree of maturity of the technology necessary to develop the idea will be positively evaluated.
- IMPACT (10 points): The potential impact of the solution in the airport sector (economic, social, environmental, etc impacts) will be assessed.
- FEASIBILITY (10 points): The degree of feasibility of the solution implementation in an airport will be assessed.
- SCALABILITY (10 points): The scalability, with a view to being implemented in several A4I airports at the same time, will be assessed.
- STARTUP'S BACKGROUND AND TEAM (10 points): The startup's experience in terms of innovation programs, milestones, achievements, pilots developed and, in general, the development that the startup may have had as a business, and the roles, experience and capabilities of the key players of the team, will be positively assessed.
- BUSINESS CASE (10 points): The high-level presentation of the business plan of the proposed solution will be assessed, where possible revenues or cost savings have to be briefly indicated. Quantitative estimates will be positively assessed.

A period of individual evaluation of the submissions participating in each Challenge will be defined during which the members of the Selection Committee will issue their verdict based on the defined scoring criteria. The final score for each submission will be the average score of the Selection Committee's evaluations, and the finalists for each Challenge will be the 10 submissions that obtain the highest score. In the event of a tie, the finalist will be the one with the best evaluation according to the order of highest to lowest weighting of the criteria.

The Selection Committee will state, and this will be recorded in the minutes, the reasons why it considers that the winning submissions are worthy of it, and will also include the reasons for the discards and the outcome of the discussion.

The end of the evaluation process must be notified to the participants, except those who have expressly exercised their right to remain anonymous, in the terms provided in this document, and simultaneously published on the A4I website.

10.2 COMMUNICATION TO THE FINALISTS

A4I will inform the Finalists that their proposals have been accepted for the Challenges through the email provided in the submission form.

10.3 PRESENTATION OF FINALISTS

A4I will ask the Finalists of each Challenge, through the email provided in the proposal submission form, to make an in-person or online presentation of their proposals to the Selection Committee, at a designated location (only in case of in-person presentation).

A4I will communicate to the Finalist, through the email provided in the submission form, the date, time and place where they must present themselves. This session will aim to answer any questions that the Selection Committee may have to clarify any aspect of the projects, and a complete record of the dialogue between the members of the Selection Committee and the Finalist must be drawn up.

These presentations will be made behind closed doors and may only be attended by members of the Selection Committee and personnel of the Finalist startup making and carrying out the presentation, with a maximum of 3 attendees from each startup.

The time established for each submission will be a maximum of 15 minutes.

The Selection Committee may request from the Finalist as many clarifications as it deems appropriate, provided they are based on the submission received.

At that time, Finalist must indicate at which airports (at least two and up to nine) in the network they would like to pilot.

10.4 SELECTION OF WINNERS

After a better understanding of the Finalist submissions for each Challenge and their airport preferences, the Selection Committee will meet to determine the Selected Recipients:

- In order of highest to lowest score, the airports indicated by the highest scoring Finalist will be reviewed and will be chosen to conduct a pilot with the selected airports that validate their interest in collaborating with the Finalist. It is important to match the preferences of the Finalist with those of the airports.
- A Finalist will be retained as a Selected Recipient as long as there are at least two airports in the network that confirm their willingness to move forward with it towards a pilot project.

- There will be multiple Selected Recipients in each Challenge as are necessary to meet the objectives of each airport and to cover all airports with a pilot. Each airport may select up to one startup per Challenge.

Once the Selected Recipients are selected, they will be formally notified to begin the acceleration phase.



11 ACCELERATION PHASE – EXECUTION OF THE PILOT

Once the Selected Recipients have been informed, the Parties will contact them, through the email provided, to start the pilot process. This phase will basically consist of the following parts:

- I. Planning and setting objectives, scope, milestones and KPIs.
- II. Execution of the pilot project and obtaining results.
- III. Proposed continuity and scaling model.
- IV. Public presentation of results at a Demo Day event organized by the A4I network.

The pilot phase for this challenge will be carried out in the airports selected for the pilot test during the pitch session.

For the duration of the pilot test, in the Acceleration Phase, each Party may:

- provide the Selected Recipient with access to the airport's knowledge, technology and facilities, so that any prototype can be developed and deployed during these months of acceleration, under the specific conditions included in the individual agreements signed between startups and airports.
- provide a workplace with basic facilities such as tables, chairs, blackboards, internet access, as well as others that may be necessary for the development of the acceleration.
- establish a *mentoring* program, *workshops* and advice for the selected startup.

To materialize the relationship between the Selected Recipients and the airport before starting the pilots, each member of A4I will use their relationship model (collaboration agreement, NDA, contract, etc.). Each Party may establish specific contractual conditions with the Selected Recipients in accordance with applicable laws and its own internal policies (such as insurance policies, quality and number of personnel employed, health and safety of personnel involved, environmental obligations, protection of personal data, etc.). The particular conditions of each Party are included here:

- Aena: Collaboration Agreement

- AdR: Acceleration Agreement
- Nice Côte d'Azur Airport: Procurement procedures provided by the French public procurement code may apply – appropriate Contract will be provided in due time
- Athens International Airport: Collaboration Agreement
- Dallas Fort Worth International Airport: Contract (due to airport's status as a governmental entity, additional procurement procedures may apply)
- Dubai Airports Corporation: Non-Disclosure Agreement and Proof of Concept Agreement with governing law of the laws of the Emirate of Dubai and the applicable federal laws of the United Arab Emirates and exclusive jurisdiction to Dubai Courts.
- Flughafen München: The specific model of collaboration will be discussed in case of selection.
- Oman Airports: The specific model of collaboration will be discussed in case of selection.
- Vancouver International Airport: The specific model of collaboration will be discussed in case of selection.
- Narita Tokio: The specific model of collaboration will be discussed in case of selection.

The Selected Recipients will attend mentoring sessions and workshops with experts in the sector that will help shape the project idea and prototype and will have the opportunity to present their business idea to potential investors and partners, with presence at relevant fairs or events.

At the end of the pilot phase, the results will be presented by the startups to the A4I group.

12 WITHDRAWAL OF THE SELECTED RECIPIENT

If, once the pilot phase process has begun, the Selected Recipient decides to withdraw, it will have the obligation to promptly reimburse all amounts received up to that point as operating expenses. Such reimbursement obligation is, without prejudice to the right that Parties reserve to claim damages related to or arising from such abandonment. Each Party reserves the right to impose penalties in the event of, inter alia, non-delivery or incorrect/non-execution/delayed execution by the winning startups of the required activities, etc, as indicated in the individual collaboration documents between airports and startups during the acceleration phase.

13 INTELLECTUAL PROPERTY RIGHTS AND MARKETING

The intellectual property of the products or services generated in the prototyping phase will be the property of the Selected Recipient.

This includes any contributions made by third parties under an airport's direction. The A4I Parties may retain non-exclusive rights to use the outcomes for promotional or educational purposes, subject to prior agreement.

14 CONFIDENTIALITY AND DATA PROTECTION

Participants in the Call must respect and protect the confidential nature of the information to which they receive or otherwise they have access to during the contest in general. Without prior authorization from all A4I members, participants may not publish any announcement

related to, or otherwise make public, the Call or news, drawings and/or photographs of the proposals that are the purpose of the Call, nor authorize third parties to publish them. Failure to comply with the aforementioned obligations is expressly established as a cause for being expelled from the process, without prejudice to the right that Parties reserve to claim damages derived from non-compliance.

15 EXHIBITION AND PUBLICATION

Parties may disseminate all or part of the works submitted to the process through exhibitions and publications, citing their origin and authorship, except in those cases in which the contestants have expressly requested in their application form to remain anonymous in the event that they do not win a prize. The communications of the process must be agreed by all Parties.

16 LEGAL SYSTEM

Submission of a proposal implies knowledge and acceptance of these terms and conditions of the person or entity submitting the proposal and its legal representatives without reservations or exceptions of any kind.

Each airport participating in the joint call of A4I must appoint a representative to participate in the follow-up group for the initiative. In the event of a conflict among A4I members during the Call process, it must be resolved within this follow-up group, which will include the designated representative from each airport. If there is no unanimous resolution to the conflict among the group members, a vote will be held and the most voted solution will be the valid one.

In the event that there is any conflict between a Selected Recipient and any Party during the pilot phase, only the Party involved will be affected, without subsidiary liability for the other airports, even if other airports are carrying out the same pilot. For the avoidance of doubt, any liabilities and/or obligations of the affected airport arising out of or in connection with any conflict that may occur during a pilot phase shall be several and independent from the liabilities and/or obligations of other airports. Therefore, the pilot phase shall be governed by the law provided for in the specific agreement/contract (see Article 11 above).

Upon selection by a Party and after any respective procurement process necessary, a Selected Recipient will be required to enter into a separate agreement with each respective airport incorporating each airport's respective terms and conditions.

17 FINAL DISPOSITION

In those aspects not regulated in this Terms & Conditions, the Call shall be governed by the A4I network agreement.

In the event of any negligence on the part of any Party of A4I, there will be no subsidiary liability of the rest of the Parties and any liabilities and/or obligations of the negligent Party of A4I shall be several and independent from the liabilities and/or obligations of other Parties of A4I.

This document has been prepared and validated by all A4I members, who agree to comply with the conditions established therein, through the annexes included below

This annex forms an integral part of the main document titled "TERMS AND CONDITIONS FOR THE JOINT CALL OF AIRPORTS FOR INNOVATION (A4I) " v12.7 dated 16TH August 2024



Through this annex, Mrs Amparo Brea Alvarez, Director of Innovation, Sustainability and Customer Experience as the representative of Aena S.M.E., S.A. ratify and confirm the content of the main document is establishing that both constitute a single and unified document.

Amparo Brea Alvarez
Director of Innovation, Sustainability and Customer Experience
Aena S.M.E., S.A.

This annex forms an integral part of the main document titled "TERMS AND CONDITIONS FOR THE JOINT CALL OF AIRPORTS FOR INNOVATION (A4I) " v12.7 dated 16TH August 2024

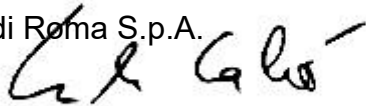


Through this annex, Mr. Emanuele Calà, SVP of Transformation & Technology as the representative of Aeroporti di Roma ratify and confirm the content of the main document is establishing that both constitute a single and unified document.

Emanuele Calà

SVP of Transformation & Technology

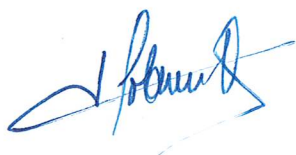
Aeroporti di Roma S.p.A.

A handwritten signature in black ink, appearing to read 'E. Calà', is written over the printed name and title.

This annex forms an integral part of the main document titled "TERMS AND CONDITIONS FOR THE JOINT CALL OF AIRPORTS FOR INNOVATION (A4I) " v12.7 dated 16TH August 2024



Through this annex, Mr. Franck GOLDNADEL, Chairman of the Board, as the representative of Aéroports de la Côte d'Azur ("ACA") ratifies and confirms the content of the main document, is establishing that both constitute a single and unified document.



Franck GOLDNADEL
Chairman of the Board
Aéroports de la Côte d'Azur

This annex forms an integral part of the main document titled "TERMS AND CONDITIONS FOR THE JOINT CALL OF AIRPORTS FOR INNOVATION (A4I) " v12.7 dated 16TH August 2024



Through this annex, Mr. Ioannis N. Paraschis, Managing Director (CEO), as the representative of Athens International Airport S.A. ratify and confirm the content of the main document is establishing that both constitute a single and unified document.



Ioannis N. Paraschis
Managing Director (CEO)
Athens International Airport S.A.

ATHENS INTERNATIONAL AIRPORT S.A.
ORGANIZATION - EXPLOITATION
OF ATHENS AIRPORT
SPATA-ATTICA 190 19-TEL. 0030 (210) 353.1000
VAT: EL 094440299 - TAX OFFICE: KEFODE ATTIKIS
G.E.MI: Reg. No. 2229601000

This annex forms an integral part of the main document titled "TERMS AND CONDITIONS FOR THE JOINT CALL OF AIRPORTS FOR INNOVATION (A4I) " v12.7 dated 16TH August 2024



Through this annex, Mr. Bruce Collins, Vice President Procurement & Materials Management as the representative of Dallas Fort Worth International Airport (DFW) ratify and confirm the content of the main document is establishing that both constitute a single and unified document.

Signature

~~Bruce D. Collins~~

Bruce Collins

Vice President, Procurement & Materials Management

Dallas Fort Worth International Airport (DFW)

Signature: *Bruce D. Collins*

Email: bcollins@dfwairport.com

This annex forms an integral part of the main document titled "TERMS AND CONDITIONS FOR THE JOINT CALL OF AIRPORTS FOR INNOVATION (A4I) " v12.7 dated 16TH August 2024



Through this annex, Mr. Richard Talian, Chief Strategy Officer, as the representative of Dubai Airports Corporation, ratify and confirm the content of the main document is establishing that both constitute a single and unified document.

Mr. Richard Talian
Chief Strategy Officer
Dubai Airports Corporation
11 September 2024

This annex forms an integral part of the main document titled "TERMS AND CONDITIONS FOR THE JOINT CALL OF AIRPORTS FOR INNOVATION (A4I) " v12.7 dated 16TH August 2024



Through this annex, Mrs Vera Jakobsen, Vice President Digital, as the representative of Flughafen München GmbH ratify and confirm the content of the main document is establishing that both constitute a single and unified document.



A handwritten signature in black ink, appearing to read 'Vera Jakobsen'.

Vera Jakobsen
Vice President Digital
Flughafen München GmbH / Munich Airport

**This annex forms an integral part of the main document titled "TERMS AND
CONDITIONS FOR THE JOINT CALL OF AIRPORTS FOR INNOVATION (A4I) " v12.7
dated 16TH August 2024**



Narita International Airport Corporation

Through this annex, Mr. Shinichiro Motomiya, GM of Airport Planning Dept. as the representative of Narita International Airport Corporation ratify and confirm the content of the main document is establishing that both constitute a single and unified document.

本宮進一郎

[Signature]

Shinichiro Motomiya
GM of Airport Planning Dept.
Narita International Airport Corporation

**This annex forms an integral part of the main document titled "TERMS AND
CONDITIONS FOR THE JOINT CALL OF AIRPORTS FOR INNOVATION (A4I) " v12.6
dated 31st July 2024**



Through this annex, Dr. Moaman Al Busaidi, (Chief Information Officer) as the representative of Oman Airports ratify and confirm the content of the main document is establishing that both constitute a single and unified document.

Signature



Dr. Moaman Mohammed Al Busaidi
Chief Information Officer
Oman Airports

This annex forms an integral part of the main document titled "TERMS AND CONDITIONS FOR THE JOINT CALL OF AIRPORTS FOR INNOVATION (A4I) " v12.7 dated 16TH August 2024



Through this annex, Bill Bakk, Interim Chief Financial Officer and Gerri Sinclair, Chief Prioritization, Planning and Performance-Optimization Officer, as representatives of Vancouver Airport Authority ratify and confirm the content of the main document is establishing that both constitute a single and unified document.

Bill Bakk

Bill Bakk (Sep 2, 2024 15:50 PDT)

Bill Bakk

Interim Chief Financial Officer

Vancouver Airport Authority

Gerri Sinclair

Gerri Sinclair

Chief Prioritization, Planning and
Performance-Optimization Officer

Vancouver Airport Authority