Madrid, 8 September 2026

Pursuant to Article 227 of Act 6/2023 of 17 March on Securities Markets and Investment Services, Aena, S.M.E., S.A. (hereinafter, **"Aena"** or the **"Company")** hereby announces the following

OTHER RELEVANT INFORMATION

Aena, as explained in the Other Relevant Information notices ("**OIR**") of 30 July 2024, 26 September 2025, 17 March 2026 and 27 March 2026 (with registration numbers 30051, 36856, 39761 and 39996 respectively), closely, constantly and thoroughly monitors any decisions that may be taken in relation to the airports owned by the Company, in order to analyse their potential impact on the Company.

As a result of this monitoring and analysis, the Company reports that it has today become aware that the Spanish Government has withdrawn its initially proposed veto pursuant to Article 134.6 of the Spanish Constitution, on the processing of the bill on the co-management of airports of general interest in the Balearic Islands, which had been referred to the Spanish Parliament by the Balearic Parliament.

This paves the way for the bill to be considered by the Plenary Session of the Congress of Deputies and, where appropriate, for the parliamentary process to begin. However, none of these factors prefigure the final approval of the bill by Parliament.

This bill proposes an amendment to the functions of the Airport Coordination Committee of the Balearic Islands, which are currently governed by the single set of regulations applicable to all existing Airport Coordination Committees.

Aena's legal analysis of the bill leads to the following conclusions:

1. The Company considers that the bill includes provisions that are clearly incompatible with the current legal framework, most notably those related to the applicable constitutional framework.

   As noted by Aena in the OIR dated 27 March 2026 mentioned above, Article 149.1.20 of the Spanish Constitution confers on the Spanish State exclusive powers over airports of general interest. Consequently, both regulatory and supervisory powers relating to airports of general interest fall solely within the remit of the State, and are exercised primarily by the Ministry of Transport and Sustainable Mobility, through the Directorate-General for Civil Aviation (DGAC, Spanish acronym), as well as by the National Commission on Markets and Competition (CNMC, Spanish acronym) and the State Aviation Safety Agency (AESA, Spanish acronym). The Autonomous Communities, for their part, have powers in the areas of urban planning, environmental management, land transport planning, intermodality, economic promotion and development, as well as the promotion of tourism; all of which are relevant to the operation of airport activities and air transport.

   It was also noted in the aforesaid OIR that, pursuant to Act 18/2014 of 15 October on the adoption of urgent measures for growth, competitiveness and efficiency (Act 18/2014), promoted by the People's Party (PP) government, the network of airports of general interest, which is considered a service of general economic interest, is owned by Aena —a publicly listed company in which 49% of the share capital is held by private shareholders— and its management is the exclusive responsibility of Aena, this exclusive management being protected by the freedom of enterprise enshrined in Article 38 of the Spanish Constitution.

2. A key element of the current regulatory framework governing the Spanish airport system and Aena's operations, as enshrined in Act 18/2014, is the network-based airport management model, which is incompatible with the specific regulation of one individual Airport Coordination Committee in an Autonomous Community which would be granted the power to make binding decisions on matters that are exclusively the competence of the State. Nor does this aspect (the specific regulation of an Airport Coordination Committee with binding powers, as envisaged in the bill) have any basis in the Spanish Constitution.

   The Spanish airport system, structured with a framework for the regulation and management of the airport network, (i) is governed by the "principle of economic solidarity", according to which Aena's largest airports finance the losses of airports with lower levels of activity that, despite their small size, are considered socially significant in the public interest (regional cohesion); (ii) ensures the efficient and high-quality provision of services and adequate investment across all Spanish airport infrastructure on an equal footing; and (iii) enables homogeneous and highly competitive airport charges across the entire network. This is, ultimately, a manifestation of the principles of equality and solidarity laid down in Articles 138 and 139 of the Spanish Constitution, to which the Autonomous Communities are bound.

   The participation of the Autonomous Communities in airports is expressly provided for in the current airport regulatory framework, although this participation must take place by means of a model common to all and one that complies with the current constitutional framework.

Aena is fully confident that the Spanish Parliament will handle this proposal, ensuring at all times that it complies with the constitutional framework.

In any case, as has been repeatedly declared, the Company will continue to monitor developments and, where appropriate, will take the necessary steps to ensure compliance with current legislation, to protect Aena's corporate interests, and to safeguard the rights of the Company and of its shareholders (both public and private).

The Secretary to the Board of Directors

Elena Roldán Centeno