



> euroAtlantic airways and LAN CHILE CARGO close a deal

Miami a base to Portuguese cargo airplane

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euroAtlantic airways (EAA) and LAN CHILE CARGO formally closed a deal that has already enabled the national aircraft B767-300BDSF Cargo (Bedek Special Freighter) to operate from the International Miami Airport to destinations in the northern, center and southern American Continent until the end of October. Conditions of the deal, however, also provide for term extension.

LAN CARGO opened a new coldstore with 430,00 square meters at its Miami Airport premises, on the 20th April. This US\$4 million investment in the coldstore, (the equivalent to 3.243 million euro) reinforced LAN's leading position in the main US gateway of fresh products originating in Latin America.

"This partnership provides EAA with knowledge and access to the world's state of the art technology in coldstoring, temperature control or palette automatic processing, said Tomaz Metello, the Chairman and CEO of the company also held by Grupo Pestana about LAN CARGO deal.

"LAN is a strategic partner and leader of a growing sector in Latin America. Unfortunately, the lessons learned in Miami cannot be replicated in Portugal. ANA - Aeroportos de Portugal, is still not in favor of EAA base in the Lisbon airport. Upon contract resolution with LAN, our cargo aircraft will return to Châteauroux, Châteauroux-Centre. The country is closing its doors to one of the most dynamic enterprises which hoisted the Portuguese flag in over 1500 airports globally", stated EAA's Chairman. "Recently, all types of hindrances to the parking of this B767-300BDSF aircraft were raised by the Lisbon airport during a short stationing for the drafting of the service exporting contract which brought tax benefits to the country", concluded the CEO.

"I've had the opportunity of visiting the airport of Beja (small countryside city) and despite the commitment of the city mayor, Dr. Pulido Valente, ANA claims the airport does not offer the necessary operation conditions. France, however, has long made its facilities available to us and we are being strongly forced to decide on the short term. The Portuguese government and authorities are advocating neither EAA nor its workers", stressed Tomaz Metello in his concluding remarks.

euroAtlantic airways B767-300 ER CARGO aircraft is quite relevant for LAN CARGO business. The aircraft carries 856 tons at a 3.100 nautical miles distance, thus increasing the scope of action to 3.700 nautical miles, with a minor capacity loss of 51tons.

Curiously, amongst the cargo that enters and exits Miami from the more than 115 weekly cargo flights there be can found flowers from the Equador and Colombia, asparagus from Peru, salmon from Chile or bilberries from Argentina. Just as with LAN, these perishable goods deserve special care form EAA so they can reach final consumer in good conditions and fresh. This has only been possible thanks to the finest transporting equipment that allow economies and exports to grow.

About euroAtlantic airways: The company founded by Tomaz Metello, major shareholder, owns a full American aircraft fleet composed of one Boeing B777-200ER (Triple Seven), the only one to exist in the Iberian Peninsula. Negotiations are now being held to acquire a second series 777 aircraft, a fleet of four Boeing 767-300ER, two Boeing 757-200, one Looked Tristar L1011-500 and one B767-ER BDSF (Bedek Special Freighter).

EAA was the first Portuguese airliner to operate charter flights between Portugal and Brazil (2000) with interests in both hotel and distribution business sectors. Through the CITG – Companhia Ibérica de Turismo Global, a holding company, EAA is the controlling shareholder of Sonhando - Tourist Operator - (the umbrella brand for terraBrasil, terraÁfrica, terraAmérica, terraEuropa or terraMinha) and Intervisa, a network of travel agencies, while holding the majority of the capital and management of STP AIRWAYS, a São Tomé e Príncipe flagship airliner.

For further information:

José Caetano Pestana

Public Relations Officer of euroAtlantis airways

caetano.pestana@euroatlantic.pt

Phone: (+351) 219 247 360

Fax: (+351) 219 247 390

www.euroatlantic.com