

Lisbon, Portugal, November 30, 2020: Transportes Aéreos Portugueses, S.A. ("TAP" or "Company") informs on Trading Update in relation to the 3rd quarter of 2020 and the nine months to September 30, 2020.

The financial information contained in this document refers to the consolidated unaudited financial statements of TAP prepared in accordance with the International Financial Reporting Standards (IFRS) as adopted by the European Union.

EVOLUTION OF ACTIVITY IN THE THIRD QUARTER 2020 AND ACUMULATED AS OF SEPTEMBER 30 2020

- **The third quarter started-off with a promising sequential recovery in demand, but this trend was reversed in mid-August as new travel restrictions were implemented. TAP quickly responded by adjusting capacity and executing further cost reduction as well as cash preservation initiatives. As the submission of its restructuring plan to the European Commission approaches, TAP will continue to take decisive actions to face the renewed pressure on the European aviation industry brought by the second wave of COVID-19 cases and to be in a strong position to capture the future recovery in traffic that will be dictated by an effective roll-out of vaccines and improved coordination on pre-flight testing.**

- Forward bookings and load factor in the first half of third quarter 2020 ("3Q20") were driven by leisure traffic in short-haul European routes and visiting friends & relatives (VFR) traffic in long-haul routes, which in turn contributed to keep the loads stable in that period as compared to 2Q20, but with over a ten-fold increase in capacity in relation to the previous second quarter ("2Q20").
- As this recovery was reversed by newly imposed travel restrictions and by the drop in demand associated with the rise in COVID-19 cases throughout Europe, TAP quickly acted to adjust its network and mitigate the negative impact on costs and cash consumption.
- While 3Q20 figures suggest that deeper adjustments have yet to be captured to reduce the gap between the drop in operating revenues and costs, significant progress has been made. TAP has reinforced all measures to protect its cash position, namely initiatives to convert fixed into variable costs, renegotiation of commercial agreements and respective payment schedules, suspension of non-essential capex, and non-renewal of fixed-term employee agreements.
- Cash outflows associated with operating leases fell by 43% YoY, reflecting negotiations with lessors for payment deferrals and permanent lease reductions. For 2020, it is expected that these renegotiations will reduce operating lease outflows by roughly USD 175 million. This adds to the previously announced reduction of cash outflows of USD 1 billion in 2020-2022 achieved through the negotiation with Airbus to delivery deferrals of 15 aircraft.
- Regarding personnel costs, TAP has adopted an instrument that replaced the Simplified Layoff Scheme, referred to as extraordinary support for progressive recovery ("Apoio Extraordinário à Retoma Progressiva da Atividade"), which is governed within the framework of the Economic and Social Stability Programme ("Programa de Estabilização Económica e Social"). Within this program, a mechanism to reduce working hours for all employees was set up – where the reduction of normal work period may vary between 70% and 5%. This has been an important contribution, but the temporary nature of this framework makes it imperative that permanent solutions are attained through interactions with TAP's labor unions. Also, the term agreements of 729 employees were not renewed from January until September 30, 2020. All these measures decreased personnel costs by 49% compared with 3Q19.
- TAP expects to reduce its operating capacity for the Winter 2020/2021 season by 60%-70% (compared to the Winter 2019/2020 season). For the upcoming months, and according to IATA, it is expected that the European airline industry will continue to face unprecedented uncertainty in terms of demand and TAP will be ready to make further capacity cuts if needed.
- A steering committee with senior Company executives and external advisors has worked for the past several months in the preparation and implementation of the restructuring plan that will be submitted to the European Commission until December 10, 2020. This plan aims to ensure the sustainability and profitability of TAP, through adequate planning of routes and fleet, adjusting the offer to the current market environment post COVID-19, to support revenue enhancement and an overall program for cost reduction, through third party negotiations, increase in efficiency of group's units and the rightsizing of the Company.
- Recent news flow is encouraging on the effectiveness of vaccines for COVID-19, whose rollouts along with coordinated pre-flight testing are set to dictate a path for demand recovery for global air travel. In

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the meanwhile, TAP will continue to focus on the successful implementation of its restructuring plan and will remain committed to delivering the highest health and safety standards to protect its clients and crew members in their journeys.

- **3Q20 results were significantly affected by the negative impact of COVID-19, with capacity and revenues falling by 79% and 81% YoY, respectively. EBITDA totalled EUR -48.7 million, with a negative margin of 24.9%, and net income reached EUR -118.7 million in the quarter. Liquidity as of September 30, 2020, benefiting from the State Aid, stood at EUR 326.8 million, compared with EUR 182.6 million as of June 30, 2020. TAP finished 3Q20 with 101 aircraft.**
 - Capacity, measured in ASKs, fell 79% YoY (+1,187% QoQ) and load factor decreased 25.5 p.p. YoY (-8.4 p.p. QoQ), to 57.4%, in 3Q20. In the first nine months of 2020, ASKs decreased 64% YoY, and TAP's load factor was 68.5% (vs. 81.0% in the same period in 2019).
 - Total revenue decreased 81% YoY in 3Q20, to EUR 195.2 million, with passenger and cargo revenues contracting 83% and 23%, respectively. For the first nine months of 2020, revenue totalled EUR 841.3 million (-66% YoY), with yearly reductions in passenger and cargo revenues of 68% and 21%, respectively.
 - The aforementioned cut in capacity and cost reduction initiatives allowed a decrease in operating costs of 59% in the quarter (EUR 377.8 million in 3Q20 vs EUR 912.6 million in 3Q19). For the first nine months of 2020, operating costs decreased 41%, to EUR 1,451.4 million (vs. EUR 2,446.4 in the same period in 2019).
 - During 3Q20, EBITDA decreased by EUR 305.2 million YoY to EUR -48.7 million, while Operating Result (EBIT) fell by EUR 311.2 million YoY to EUR -182.6 million. For the first nine months of 2020, EBITDA was EUR -172.9 million (vs. EUR 388.7 million in same period in 2019) and EBIT was EUR -610.2 million (vs. EUR 43.6 million in same period in 2019).
 - Net Income for 3Q20 was negative in EUR 118.7 million, contributing to a net loss of EUR 700.6 million in the first nine months of 2020 (out of which EUR -142.9 million are related to overhedge costs).
 - The cash protection measures implemented coupled with the loan received from the Portuguese State allowed TAP to finish the quarter with a cash and cash equivalents position of EUR 293.0 million, an increase of 156.1 million when compared to June 30, 2020. Adding credit card receivables from Brazil of EUR 33.8 million (considering the EUR/BRL exchange rate at the end of September 2020), TAP's liquidity reached EUR 326.8 million at the end 3Q20, which compares with a liquidity of EUR 182.6 million at the end of 2Q20. TAP's daily cash burn (pro-forma and adjusted for the backlog accumulated until TAP received the first tranche of the Portuguese State loan), decreased 45% in 3Q20 when compared to 2Q20.
 - Remunerated debt as of September 30, 2020, increased as a reflection of the receipt of the first four tranches of the loan from the Portuguese State that totalled EUR 582.4 million. This loan was granted in favour of TAP, in an amount that can reach EUR 1,200 million, following the European's Commission approval of a State aid to TAP – Transportes Aéreos Portugueses, SGPS, S.A. ("TAP SGPS" or "TAP Group").
 - Regarding fleet and capex, during the 3Q20 two new generation Airbus aircraft entered into service (2 A321 Neo Long Range), while three aircraft were phased-out (1 A320 and 2 A332), with TAP ending 3Q20 with a fleet of 101 aircraft (including regional fleet operated by Portugália and White). The importance that the A321 Long Range aircraft has to TAP's strategy should be highlighted given the current uncertainty and low demand period, allowing TAP to use a narrow body aircraft in long-haul with costs per trip lower than a wide body.
 - The right-sizing of the fleet for the post COVID-19 demand environment shall continue and for the following months further fleet reduction is expected with the retirement of 8 aircraft (2 A320 and 6 A319), partially substituted by 2 new generation aircraft (1 A321Neo and 1 A320Neo) that shall join TAP's fleet until the end of 2020, contributing to increased efficiency and lower CO₂ emissions.

MAIN OPERATIONAL INDICATORS

TAP, S.A. Consolidated	3Q20	2Q20	3Q19	Change (%)		9M20	9M19	Change	
				3Q20 vs 2Q20	3Q20 vs 3Q19			Abs.	%
Passenger ('000)	861.1	41.0	5,060.1	>+200%	-83.0%	3,861.7	12,960.3	-9,098.5	-70.2%
RPK (million)	1,875.5	166.9	12,634.5	>+200%	-85.2%	9,738.1	31,753.9	-22,015.9	-69.3%
ASK (million)	3,266.3	253.7	15,234.7	>+200%	-78.6%	14,223.5	39,220.6	-24,997.0	-63.7%
Load Factor (%)	57.4	65.8	82.9	n.m.	n.m.	68.5	81.0	-12.5 p.p.	n.m.
Block Hours	29,182	3,022	116,544	>+200%	-75.0%	113,319	307,646	-194,327	-63.2%
Number of Departures	10,304.0	584.0	38,374.0	>+200%	-73.1%	37,400.0	103,244.0	-65,844.0	-63.8%
Average Stage Length (km)	1,903.5	3,922.3	2,000.0	-51.5%	-4.8%	1,999.3	1,949.3	50.0	+2.6%
Active Staff (end of period) ¹⁾	8,510	8,593	8,937	-1.0%	-4.8%	8,510	8,937	-427	-4.8%

1) Excludes staff not placed and not active.

MAIN FINANCIAL INDICATORS

TAP, S.A. Consolidated	3Q20	2Q20	3Q19	Change (%)		9M20	9M19	Change	
				3Q20 vs 2Q20	3Q20 vs 3Q19			Abs.	%
Total Operating Income (million €)	195.2	62.9	1,041.2	>+200%	-81.3%	841.3	2,490.0	-1,648.8	-66.2%
Passenger Income (million €)	154.6	32.1	928.6	>+200%	-83.4%	700.0	2,203.7	-1,503.7	-68.2%
Cargo and mail Income (million €)	26.4	20.5	34.5	+28.7%	-23.4%	79.7	100.3	-20.6	-20.6%
EBITDA (million €) ¹⁾	-48.7	-102.3	256.6	+52.4%	-119.0%	-172.9	388.7	-561.6	>-200%
EBITDA margin	-24.9%	-162.7%	24.6%	n.m.	n.m.	-20.5%	15.6%	-36.2 p.p.	n.m.
Operating Result (EBIT) (million €)	-182.6	-272.2	128.6	+32.9%	>-200%	-610.2	43.6	-653.8	>-200%
EBIT margin	-93.6%	-433.0%	12.3%	n.m.	n.m.	-72.5%	1.8%	-74.3 p.p.	n.m.

1) EBITDA = EBIT + Depreciation, amortisation and impairment losses + Restructuring + Other non-recurrent items

FINANCING AND CONTRACTUAL OBLIGATIONS

TAP, S.A. Consolidated	30-Sept-20	31-Dec-19
EUR million		
Financial Debt	1,992.4	1,358.3
Bank Loans & Bonds	947.4	1,083.4
Portuguese State Loan	582.4	0.0
Lease liabilities with purchase option	462.6	274.9
Cash and cash equivalents	293.0	426.2
Net Financial Debt	1,699.4	932.1
Lease liabilities without purchase option	2,159.7	2,278.7

INCOME STATEMENT

TAP, S.A. Consolidated EUR million	3Q20	2Q20	3Q19	Change (%)		9M20	9M19	Change	
				3Q20 vs 2Q20	3Q20 vs 3Q19			Abs.	%
Operating Income	195.2	62.9	1,041.2	>+200%	-81.3%	841.3	2,490.0	-1,648.8	-66.2%
Passenger	154.6	32.1	928.6	>+200%	-83.4%	700.0	2,203.7	-1,503.7	-68.2%
Maintenance	8.9	6.5	68.3	+37.2%	-86.9%	47.4	160.9	-113.5	-70.5%
Cargo and mail	26.4	20.5	34.5	+28.7%	-23.4%	79.7	100.3	-20.6	-20.6%
Other operating income	5.2	3.7	9.8	+41.9%	-46.4%	14.2	25.2	-11.0	-43.7%
Operating Costs	377.8	335.1	912.6	+12.7%	-58.6%	1,451.4	2,446.4	-995.0	-40.7%
Aircraft fuel	43.4	9.7	234.1	>+200%	-81.5%	206.4	594.4	-388.0	-65.3%
Traffic operating costs	62.9	48.9	227.6	+28.5%	-72.4%	280.8	602.0	-321.2	-53.4%
Employee costs	90.4	58.5	178.8	+54.5%	-49.4%	311.7	511.7	-200.0	-39.1%
Aircraft maintenance costs	2.3	1.7	14.0	38.6%	-83.2%	17.4	42.4	-25.1	-59.1%
Cost of materials consumed	6.7	6.2	51.3	+9.2%	-86.9%	36.1	116.0	-79.9	-68.9%
Commercial, communication and marketing costs	10.2	4.1	41.8	+148.8%	-75.6%	59.2	125.9	-66.7	-53.0%
Impair. losses in inventories, receiv. and provisions	-0.6	8.7	1.6	-107.1%	-138.0%	9.1	2.0	7.1	>+200%
Other operating expenses	28.4	27.4	35.3	+3.9%	-19.6%	93.5	106.9	-13.4	-12.5%
Restructuring	0.6	1.1	0.7	-49.0%	-18.8%	2.3	4.3	-2.0	-45.9%
Other non recurrent items	3.2	2.8	0.6	+17.7%	>+200%	6.0	1.5	4.5	>+200%
Depreciation, amortisation and impairment losses	130.2	166.1	126.8	-21.6%	+2.7%	429.0	339.3	89.6	+26.4%
EBIT (Operating Result)	-182.6	-272.2	128.6	+32.9%	>-200%	-610.2	43.6	-653.8	>-200%
EBIT margin	-93.6%	-433.0%	12.3%	n.m.	n.m.	-72.5%	1.8%	-74.3 p.p.	n.m.
Interest and similar income	8.2	8.3	8.7	-0.4%	-5.8%	25.2	25.4	-0.2	-0.8%
Interests and similar expenses	-58.7	-59.7	-54.4	+1.6%	+7.9%	-177.9	-126.3	-51.6	+40.8%
Overhedge Costs - Covid Effect	-6.6	14.0	0.0	-147.2%	n.m.	-142.9	0.0	-142.9	n.m.
Net currency exchange	97.6	42.6	-92.5	+129.2%	>-200%	39.6	-94.6	134.2	-141.8%
Earnings before taxes	-142.2	-267.1	-9.6	46.8%	>-200%	-866.3	-152.0	-714.3	>-200%
Income tax	23.5	80.1	10.8	-70.6%	+118.6%	165.6	41.1	124.5	>+200%
Net income/ (loss)	-118.7	-187.0	1.2	36.5%	>-200%	-700.6	-110.8	-589.8	>-200%
EBITDA ¹⁾	-48.7	-102.3	256.6	52.4%	-119%	-172.9	388.7	-561.6	>-200%
EBITDA margin	-24.9%	-162.7%	+24.6%	n.m.	n.m.	-20.5%	+15.6%	-36.2 p.p.	n.m.

1) EBITDA = EBIT + Depreciation, amortisation and impairment losses + Restructuring + Other non-recurrent items

STATE AID, FINANCING AGREEMENT AND SHAREHOLDER STRUCTURE

- Following the European's Commission approval for the Portuguese State to grant TAP SGPS a State aid, dated June 10, 2020, by means of a loan in the amount of EUR 1.2 billion, the representatives of the Portuguese State, of TAP SGPS' private shareholders (both direct and indirect) and of TAP Group negotiated a set of contractual arrangements with a view to, in short: (i) granting an interest-bearing loan of up to EUR 946 million by the Portuguese State in favour of TAP (to which can be added an additional amount of EUR 254 million, although the Portuguese State is not bound to make such additional amount available); (ii) the acquisition by the Portuguese State, through the Directorate General of Treasury and Finance, of shareholdings, economic rights and part of the supplementary capital contributions held by the current shareholder of TAP SGPS, Atlantic Gateway SGPS, Lda. ("AGW"), so that the Portuguese State becomes the holder of a total shareholding of 72.5% along with the economic rights pertaining thereto in TAP SGPS, by the amount of EUR 55 million; (iii) the conclusion of a memorandum of understanding under which Azul, S.A. (indirect shareholder of TAP SGPS) agreed to waive its conversion right as holder of convertible bonds issued by TAP SGPS with a nominal value of EUR 90 million; and (iv) the transfer to HPGB, SGPS, S.A. ("HPGB") of shareholdings representing 22.5% of the share capital and voting rights of TAP SGPS, and the supplementary capital contributions in TAP SGPS, held by AGW, whereby AGW ceases to be a shareholder of TAP SGPS. On July 16, 2020 and following the respective approval at the level of TAP SGPS board of directors, a final agreement was reached among all parties involved within this negotiating process and by reference to the abovementioned key conditions.
- On September 4, 2020, TAP informed the market on the status of the execution of the financing agreement entered into between the Portuguese State and TAP Group ("Financing Agreement") by updating that following the disbursement of the tranches in accordance with the planned schedule as per contractually agreed, TAP had already received a total aggregate amount of EUR 499 million under the Financing Agreement on such date.

SUPREME ADMINISTRATIVE COURT DECISION

- On June 25, 2020 TAP and TAP SGPS have been formally summoned by the Supreme Administrative Court (Supremo Tribunal Administrativo), in their capacity of interested parties, in connection with Protective Judicial Proceeding nr. 55/20.1BALS.B. Within the scope of the mentioned judicial proceeding, the Claimants are Oporto Trade Association (Associação Comercial do Porto – Câmara de Comércio e Indústria do Porto) and Mr. Nuno Luís Cameira de Sousa Botelho, while the Defendant is the Council of Ministers (Conselho de Ministros). Later, on July 29, 2020, the protective measure included in the above mentioned judicial proceeding request was rejected by a decision of the Supreme Administrative Court ("Court"). In summary, the Court has considered that either a decision confirming the request on the non-execution of the granting or utilisation of the loan to TAP or, in case such act were to be executed, a decision confirming the opposition to such act were not likely to be taken.

RESULTS OF THE GENERAL ORDINARY BONDHOLDERS' MEETING ("OBRIGAÇÕES TAP 2019-2023")

- On September 14, 2020, TAP's General Ordinary Bondholders' Meeting took place, by reference to the bond issuance "OBRIGAÇÕES TAP 2019-2023" in which the following resolutions have been adopted: (i) pursuant to Item One on the agenda of the General Meeting – "To resolve on the appointment of the Bondholders' common representative" – the same was not subject to be resolved, since no proposal has been submitted regarding this item within the 5-day period counting from publication of the General Meeting notice (as previously detailed in such notice), which meant Item One of the agenda has been dismissed; and (ii) pursuant to Item Two on the agenda of the General Meeting (which became Item One on the agenda) – "To resolve on the occasional waiver of the right to maintain the sole shareholder structure between TAP SGPS and TAP, as a result of the potential holding, directly through the Portuguese State, of shares representing TAP's share capital" – it was resolved to approve the proposal submitted by TAP's Board of Directors, which has been passed with 16.321 votes in favour (correspondent to 96.58% of the votes cast), 578 votes against (correspondent to 3.42% of the votes cast) and with 20 abstentions.

SUBSEQUENT EVENTS

FORMAL MODIFICATIONS TO THE SHAREHOLDER STRUCTURE OF TAP GROUP

- On October 2, 2020 it was announced that the set of contractual arrangements related to the Financing Agreement was concluded between the Portuguese State, the private shareholders (both direct and indirect) of TAP SGPS and TAP Group, with a view to execute the operations timely disclosed to the market and the general public on July 17, 2020 (“Arrangements”).
- By reference to the execution of the Arrangements, TAP informed that, following the satisfaction of the conditions provided for in the Arrangements, the following took place on that date (October 2, 2020): (i) the acquisition by the Portuguese State, through the Directorate General of Treasury and Finance, of shareholdings, economic rights and part of the supplementary capital contributions held by the current shareholder of TAP SGPS, AGW, so that the Portuguese State acquired effective control over 72.5% of the share capital of TAP SGPS, along with the same proportion of economic rights in TAP SGPS and certain supplementary capital contributions paid up by AGW; and (ii) the redemption of the quota-holding held by HPGB in AGW against the receipt of shareholdings representing 22.5% of the share capital and voting rights of TAP SGPS and certain supplementary capital contributions paid up by AGW, whereby AGW ceases to be a shareholder of TAP SGPS and HPGB becomes a direct shareholder of TAP SGPS (together, with the operation identified in (i) above, the “Operations”).
- It was further informed that, in the context of the Operations, Mr. David Gary Neeleman has submitted his resignation from the office of Member of the Board of Directors of TAP and also submitted his resignation from any other offices held in the governance structure of each of the remaining companies comprising TAP Group, including TAP SGPS.

MODIFICATION OF COMPOSITION OF THE BOARD OF DIRECTORS

- On October 1, 2020, it was announced that Mr. Humberto Manuel dos Santos Pedrosa and Mr. David Humberto Canas Pedrosa submitted, on September 30, 2020, notices of resignation from the management positions held in TAP SGPS, in TAP – as Chairman and Member of the Board of Directors, respectively – and in the remaining companies comprising TAP Group where they both hold management positions.
- Following the presentation of said resignations, on September 30, 2020, TAP’s sole shareholder, TAP SGPS appointed Mr. José Manuel Silva Rodrigues and Ms. Alexandra Margarida Vieira Reis as Members of the Board of Directors of TAP, in both cases for the remainder of the current term of office (three-year period 2018-2020). TAP also informed that Ms. Alexandra Margarida Vieira Reis would also assume the role of Member of TAP’s Executive Committee.
- In TAP SGPS and in the companies where TAP SGPS holds a majority shareholding, Mr. Humberto Manuel dos Santos Pedrosa and Mr. David Humberto Canas Pedrosa were also replaced, respectively, by Mr. José Manuel Silva Rodrigues and by Ms. Alexandra Margarida Vieira Reis (also assuming the role of Member of TAP SGPS’ Executive Committee in companies where there is an Executive Committee).
- On October 28, 2020, TAP SGPS, has appointed Mr. Miguel Jorge Reis Antunes Frاسquilho as Member and Chairman of the Board of Directors of TAP, for the remainder of the current term of office (three-year period 2018-2020). With this modification, the composition of the Board of Directors of TAP is as follows:
 - Miguel Jorge Reis Antunes Frاسquilho (Chairman of the Board of Directors);
 - Ramiro José Oliveira Sequeira (Member of the Board of Directors and Chairman of the Executive Committee);
 - Raffael Guarita Quintas Alves (Member of the Board of Directors and Member of the Executive Committee);
 - Alexandra Margarida Vieira Reis (Member of the Board of Directors and Member of the Executive Committee);
 - José Manuel Silva Rodrigues (Member of the Board of Directors).

GLOSSARY

Adjusted for stage length: CASK, PRASK or Yield as adjusted for stage length is used to allow for comparisons across companies with different network profiles. For this purpose, CASK, PRASK or Yield are normalized for average stage length (flight distance) by multiplying by the square root of the division of the average stage length by the normalization value of 2,000 km.

ASK: Available seat kilometer; total number of seats available for sale multiplied by the number of kilometers flown.

Block Hours: Number of hours between departure and arrival of a flight, measured from the time the chocks are off or on.

CASK: Operating cost per available seat kilometer (ASK), adjusted for stage length.

EBITDA: Operating Result + Depreciation, amortization and impairment losses.

Load Factor: Total number of revenue passenger-kilometers (RPK) divided by the total number of available seat-kilometers (ASK).

PRASK: Passenger income divided by total number of Available seat kilometer (ASK), adjusted for stage length.

RPK: Revenue passenger kilometer; total number of passengers multiplied by the number of kilometers flown.

YoY: Year over year.

CAUTIONARY STATEMENT

Due to the uncertainty on the evolution of the Company's activity in the long term, resulting from events beyond its control, as well as the recent approval by the European Commission of a State Aid, through a loan, which requires the presentation of a restructuring plan within six months (if the loan is not reimbursed), a long term business plan still has not been prepared nor approved. In this context, the September 2020 unaudited financial statements, do not reflect potential impacts from the recoverability analysis of non-current assets, that would be carried out, would there be a long-term business plan. Notwithstanding, the Company considers it is possible to conclude for the preparation of the financial statements based on the principle of business continuity given the approved State Aid from the Portuguese Republic and its subsequent execution under a remunerated loan of up to EUR 1,200 million to TAP, as announced to the market in 17 July 2020.

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These forward-looking statements are subject to a number of factors and uncertainties that can cause actual results to differ materially from those described in the forward-looking statements, including, but not limited to, changes in regulation, the airline industry, competition and economic or sanitary conditions. Forward-looking statements may be identified by words such as "believes", "expects", "anticipates", "projects", "intends", "should", "seeks", "estimates", "future" or similar expressions.

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