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Company Overview

ASUR is ...

- Company with a 50-year concession period that operates 9 airports in the southeast region of Mexico
- The only listed airport group in Mexico & Americas
- World-class company receiving technical assistance from the strategic partner.

Historical Key Achievements

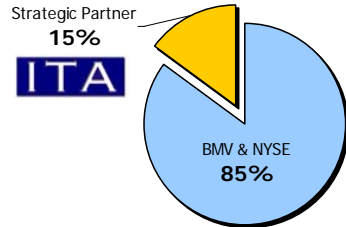
- Passenger growth
- Solid financial position (strong cash flow, debt-free)
- Aggressive & successful commercial strategy
- Compliance with the Investment Programme
- Quality improvement in installations and services – “the best and the cheapest”
- Long-term vision



Strategic Partner

Two Players, One Vision

ASUR Shareholdings



7 Board Members



Five Independent from the 85%

Francisco Garza Zambrano
George Vojta
Valentín Diez
Alejandro Soberon Kuri
Ricardo Guajardo

Two from the Strategic Partner

Fernando Chico Pardo
Kjeld Binger

Note: CPH and Fernando Chico own 5% from BMV and NYSE.

TWO PLAYERS



Copenhagen Airports A/S

- The biggest airport in Scandinavia
19 million PAX
- Voted “Best Airport in the World” by passengers on several occasions
- Among the most inexpensive European airports in terms of cost of services
- Investments in airports in UK, China and Mexico

Fernando Chico Pardo

- Prominent Mexican businessman and head of investment banking and financial consulting firm, Promecap S.C.
- Board member of important companies, such as: Grupo Carso, Grupo Financiero Inbursa, Grupo Posadas and the United Nations Pensions Fund

ONE VISION

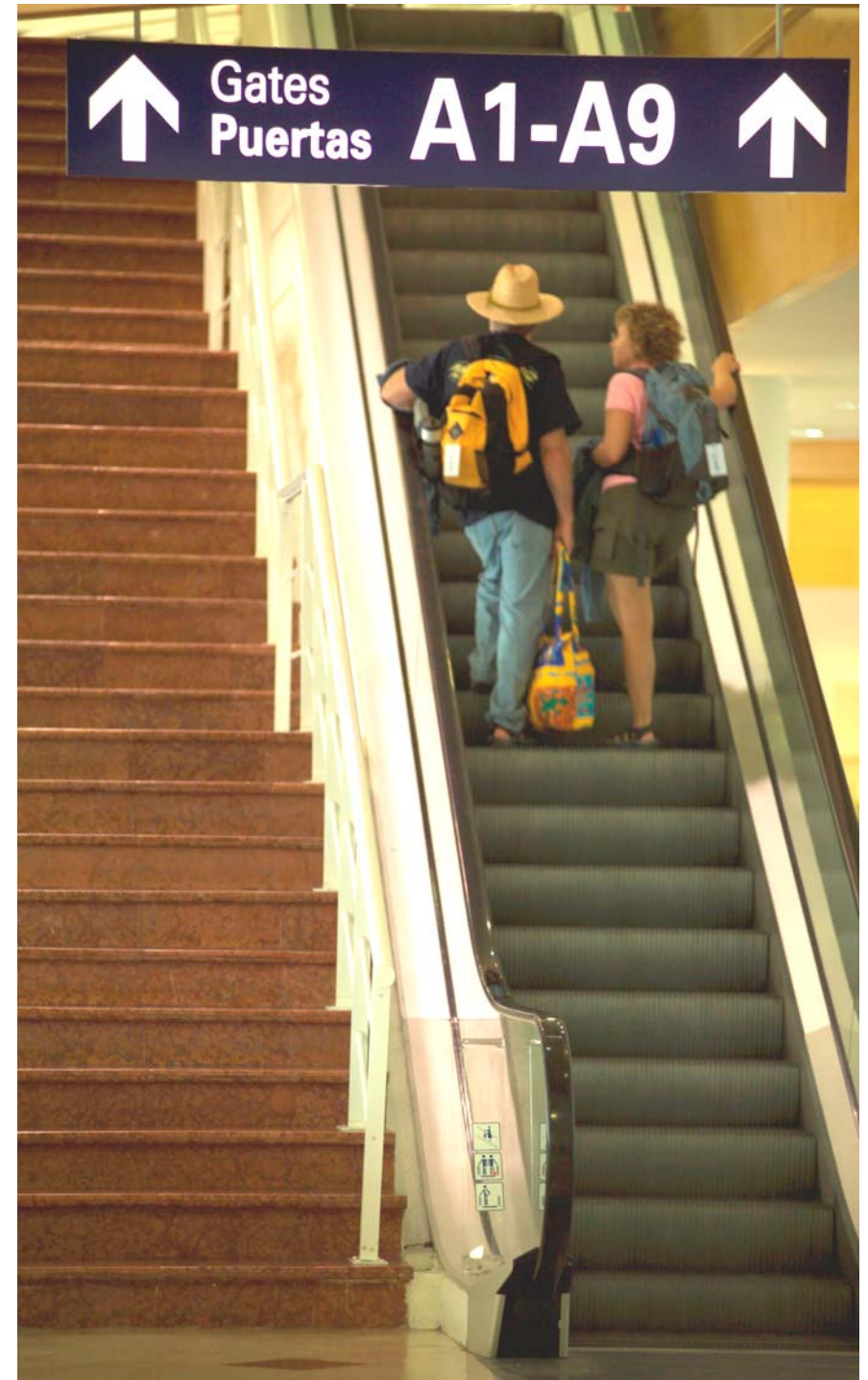
TO CREATE THE BEST AIRPORTS IN THE WORLD,
OFFERING WORLD-CLASS SERVICES TO PASSENGERS AND EFFICIENT SERVICES TO USERS

Key Performance

Key Performance Indicators over the last 5 years

- Accumulated Annual Growth Rate
5 yrs (1999-2005):

Passenger traffic	3.85 %
Total Revenues	9.37 %
EBITDA	11.11 %
Net Income	18.75 %
- Average EBITDA margin **58.65 %**
(1999-2005)



Financial Highlights First Half 2006

Our Commitment: Shareholder Value Creation

Thousand of pesos, as of June 30th, 2006

1 \$US=Ps 11.2723

** Excluding passengers in transit and general aviation.

CONCEPT	1H 2006	1H 2005	DIF
Passengers (million) **	6,968.1	7,806.6	(10.7)
Non commercial revenues	442,295	453,166	(2.4)
Commercial revenues	131,872	137,769	(4.3)
Total revenues	574,167	590,935	(2.8)
Commercial vs. total	23.0	23.3	(1.5)
Commercial Revenues per pax Usd	1.68	1.57	7.2
EBITDA	350,656	368,404	(4.8)
EBITDA margin %	61.07	62.34	(2.0)

Revenues

“Dual till” system = Regulated Revenue + Commercial Revenues

Revenues in ASUR are composed of:

Regulated Revenues

To avoid monopolistic practices, the Federal Government, through the SCT, regulates the Maximum Tariff that the airports in Mexico can collect. It is a maximum amount in pesos expressed by work load unit, where one pax or 100kg of cargo is equal to a work load unit.

Every 5 years ASUR agrees investments with the SCT (MDP), and accordingly, the **maximum tariff** is settled.

On December 2003, the maximum rate for each one of the concessions was agreed for the period 2004-2008..

Efficiency factor was settled at 0.75% per year.

Regulated revenues principally are composed of:



Revenues

“Dual till” system = Regulated Revenue + Commercial Revenues

Revenues in ASUR are composed of:

Non Regulated Revenues

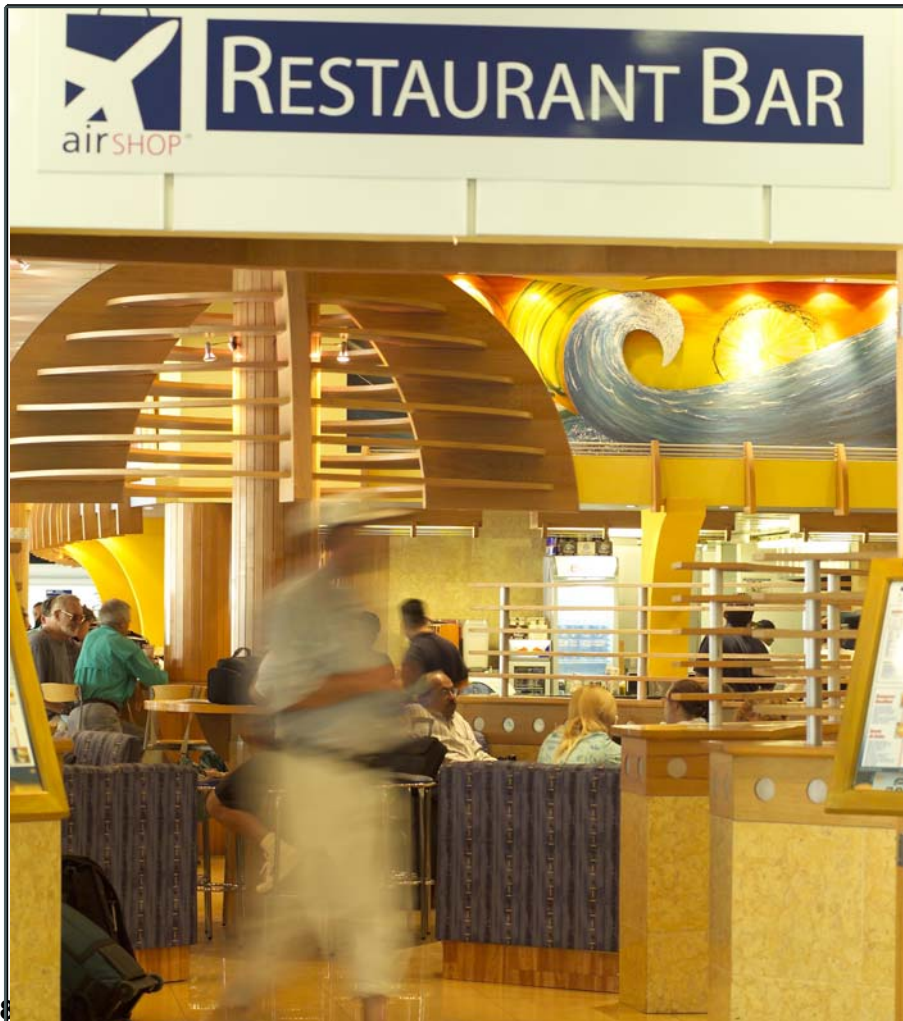
Non-regulated revenues do not have any limit in terms of a threshold imposed by the Government.

Consequently ASUR has the opportunity to increase these revenues.

Non-regulated revenues are composed of:

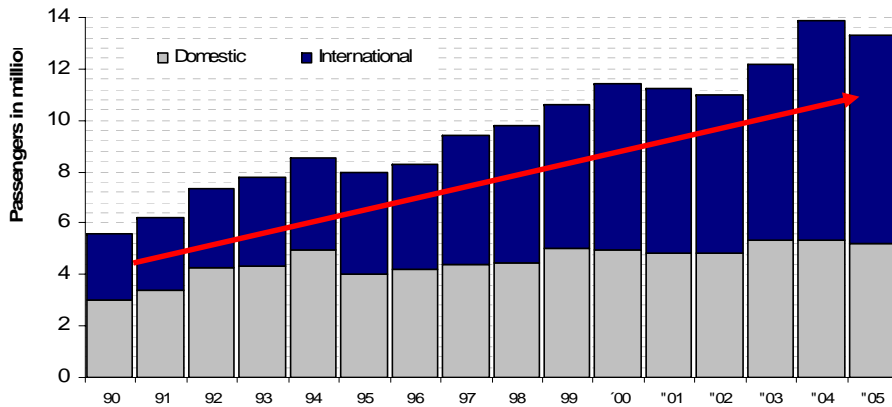
9 Commercial Business Lines

Retail – Duty Free & Duty Paid
Food & Beverages
Advertising
Banking & Foreign Exchange
Car Rental
Car Parking
Ground Transportation
Teleservices
Other



Historical Pax Traffic

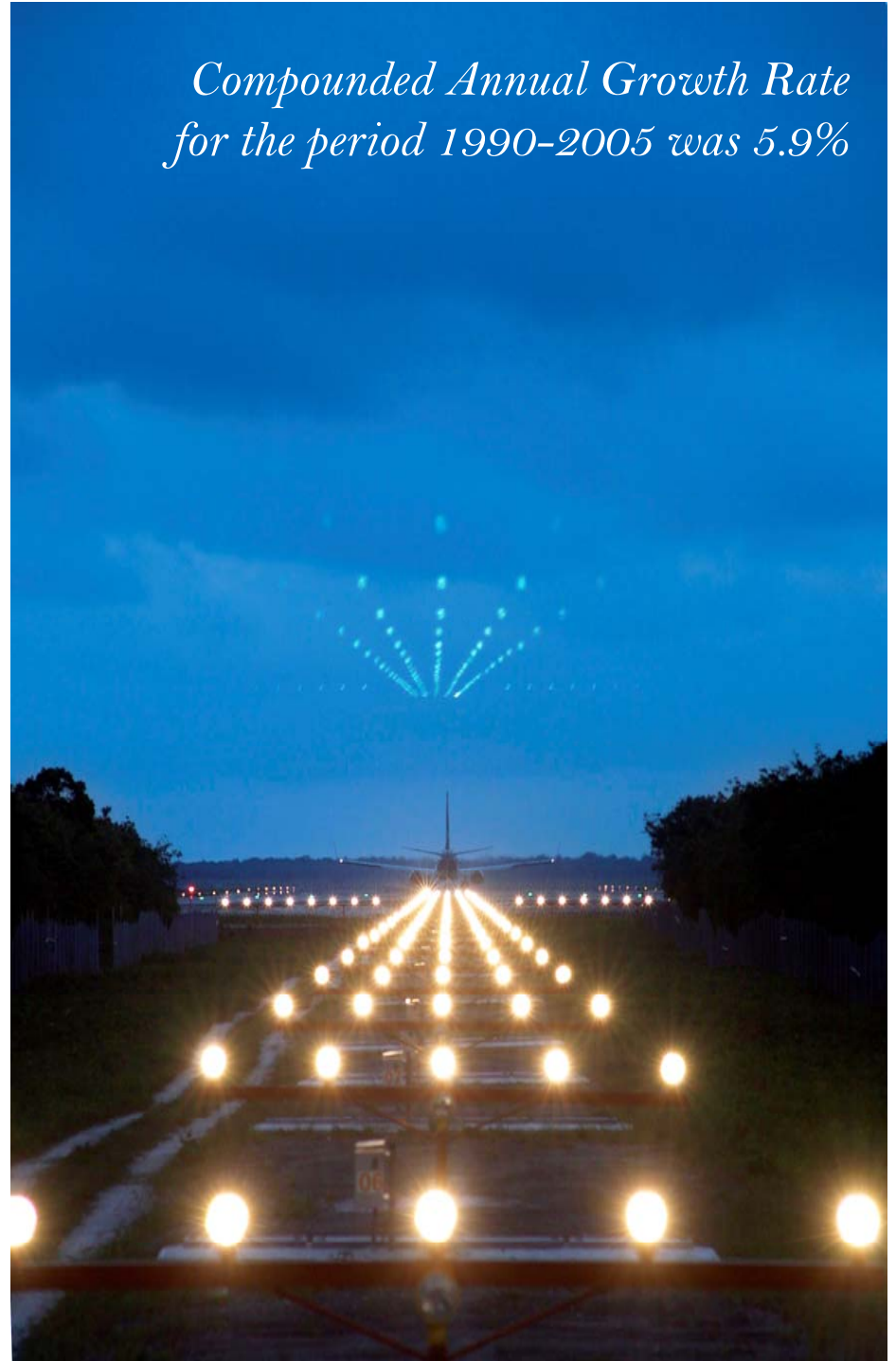
For the period 1990 – 2005 the compounded Annual Growth Rate for International passenger traffic was 7.9% and 3.7% for domestic



“During 2004, 84% of the domestic traffic went to or came from the Mexico City Airport, during 2005 it was just 80%”

Source: ASA, ASUR

Compounded Annual Growth Rate for the period 1990-2005 was 5.9%

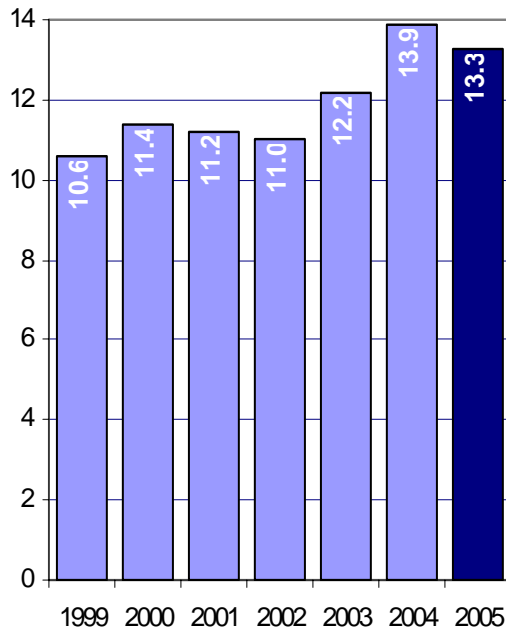


Historical Pax Traffic

ASUR's pax traffic 2005 vs 2004 decreased by 4.1%

Historic performance Passenger Growth **PASSENGERS**

millions

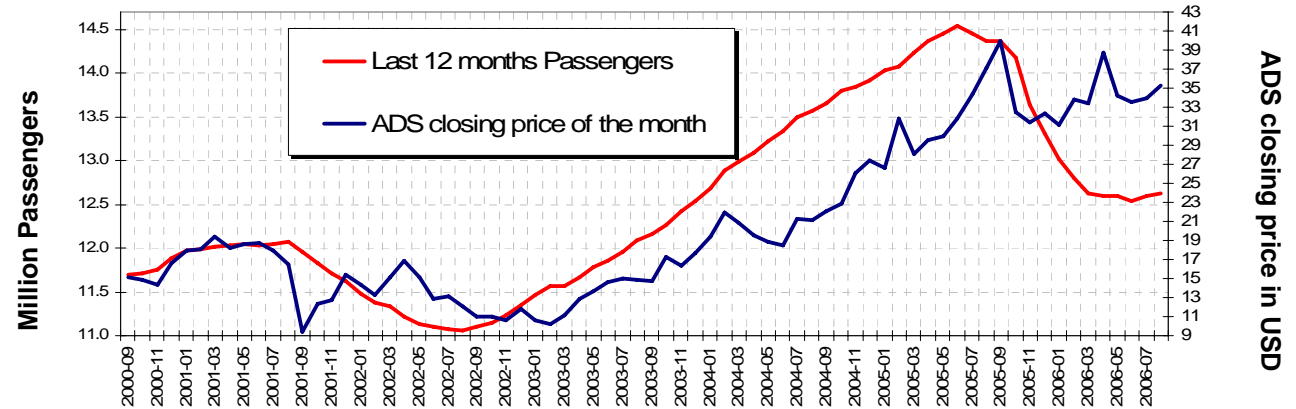


- Million Passengers excluding general aviation and transit

2005 vs. 2004

4.1% decrease

Passenger Traffic of the last twelve months vs. ADS's closing price of the month



ADS Performance

Historical Pax Traffic

Since ASUR started to operate the concession, the overall turnaround cost has **decreased 8%** in a 6-year period

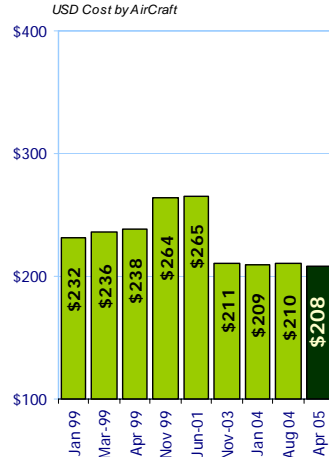
During 2005, pax traffic to and from Mexico was almost equal to the USA

Region	99	"00	"01	"02	"03	"04	"05	%Change 05 vs 04	%of Total 2005	CAGR 1999-2005
Mexico	5.0	5.0	4.9	4.8	5.3	5.6	5.5	(2.3)	41.2	1.5
USA	4.1	4.6	4.5	4.4	4.9	5.9	5.6	(5.9)	41.9	5.3
Europe	0.7	0.9	0.9	0.8	1.0	1.3	1.2	(6.0)	8.9	10.2
Canada	0.3	0.4	0.5	0.6	0.7	0.8	0.8	(4.8)	5.8	17.3
Latin-america (ex. Mexico)	0.5	0.5	0.5	0.3	0.3	0.3	0.3	0.7	2.1	(9.7)
Asia and Others	0.0	0.0	0.0	0.0	0.0	0.0	0.0	171.4	0.1	0.0
TOTAL	10.6	11.4	11.2	11.0	12.2	13.9	13.3	(4.2)	100.0	3.8

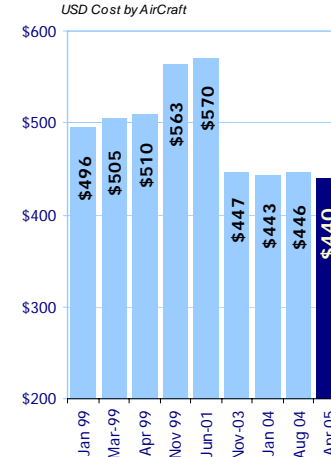
Turnaround Cost per PAX (usd)	
International Flight	Domestic Flight
\$2.9	\$1.4

Type of Aircraft: 737-300
 Load Factor: 80% = 151 PAX
 Includes: landing, apron, overnight parking, boarding bridges, shuttle, security, etc.

International Flight
TURNAROUND COST



Domestic Flight
TURNAROUND COST



Strategy for 2006

Commercial Strategy

Continue improving commercial revenues

Route Development

Achieve new routes to our airports

Investments

A commitment to comply with the MDO
(the highest amount ever in the concession period)

Service to our Customers

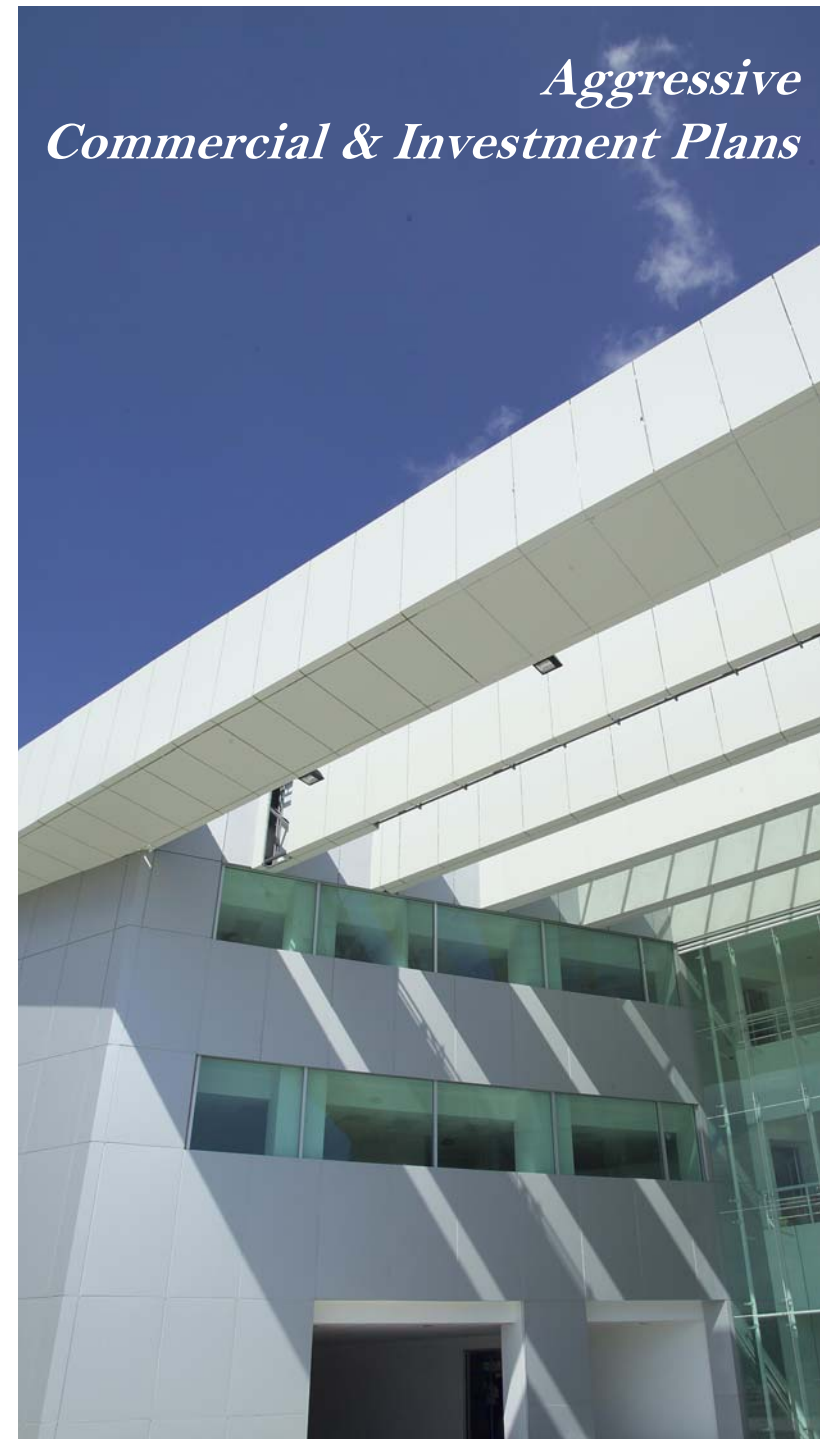
World class service

Equity Structure

Continue with analysis

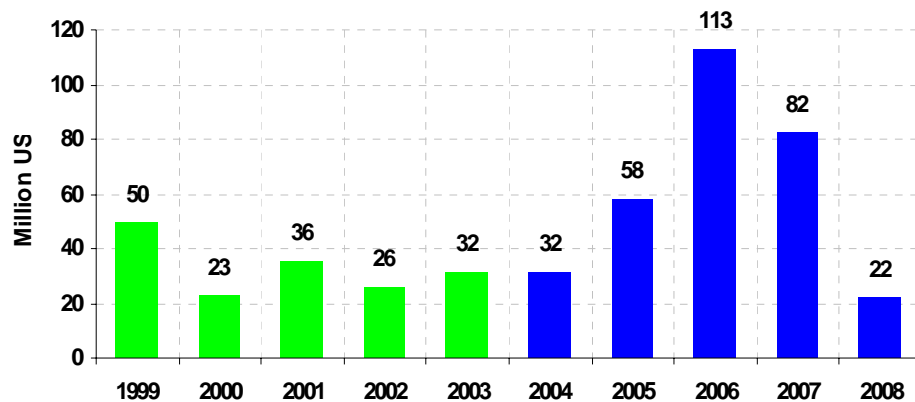
Bussines Oportunities

Continue with the study



MDP

During the fourth quarter the Mexican Government approved the MDP modification for Cancun airport to include the second runway and terminal 3

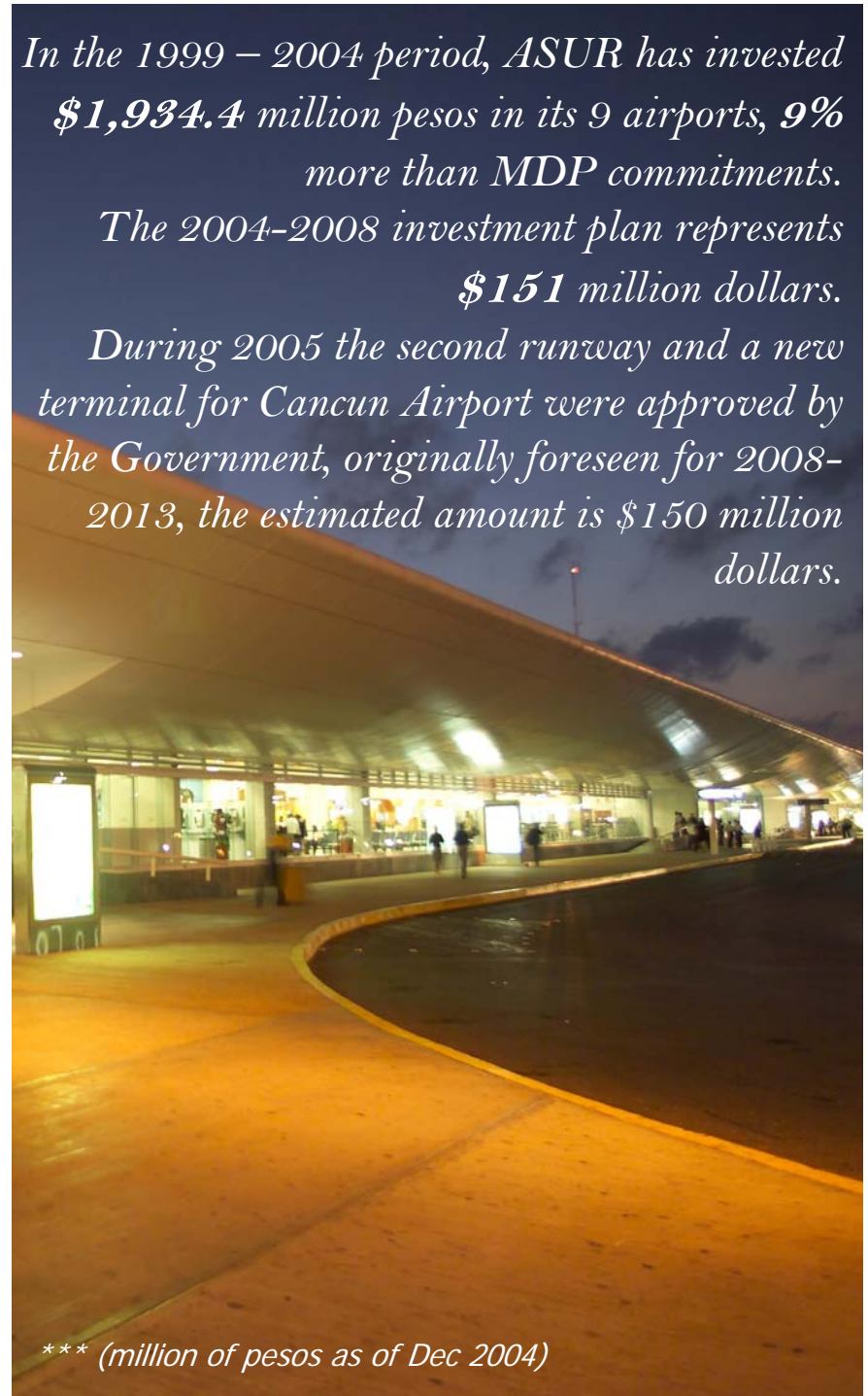


Millions of US dollars, as of December 31st, 2005. Figures expressed in dollars were calculated at the exchange rate of 10.6344 pesos per US dollar.

In the 1999 – 2004 period, ASUR has invested \$1,934.4 million pesos in its 9 airports, 9% more than MDP commitments.

The 2004-2008 investment plan represents \$151 million dollars.

During 2005 the second runway and a new terminal for Cancun Airport were approved by the Government, originally foreseen for 2008-2013, the estimated amount is \$150 million dollars.



**** (million of pesos as of Dec 2004)*

Financial Highlights

Our Commitment: Shareholder Value Creation

Millions of US dollars, as of December 31st, 2005

Figures expressed in dollars were calculated at a 2004 average exchange rate of 10.6344 pesos per US dollar.

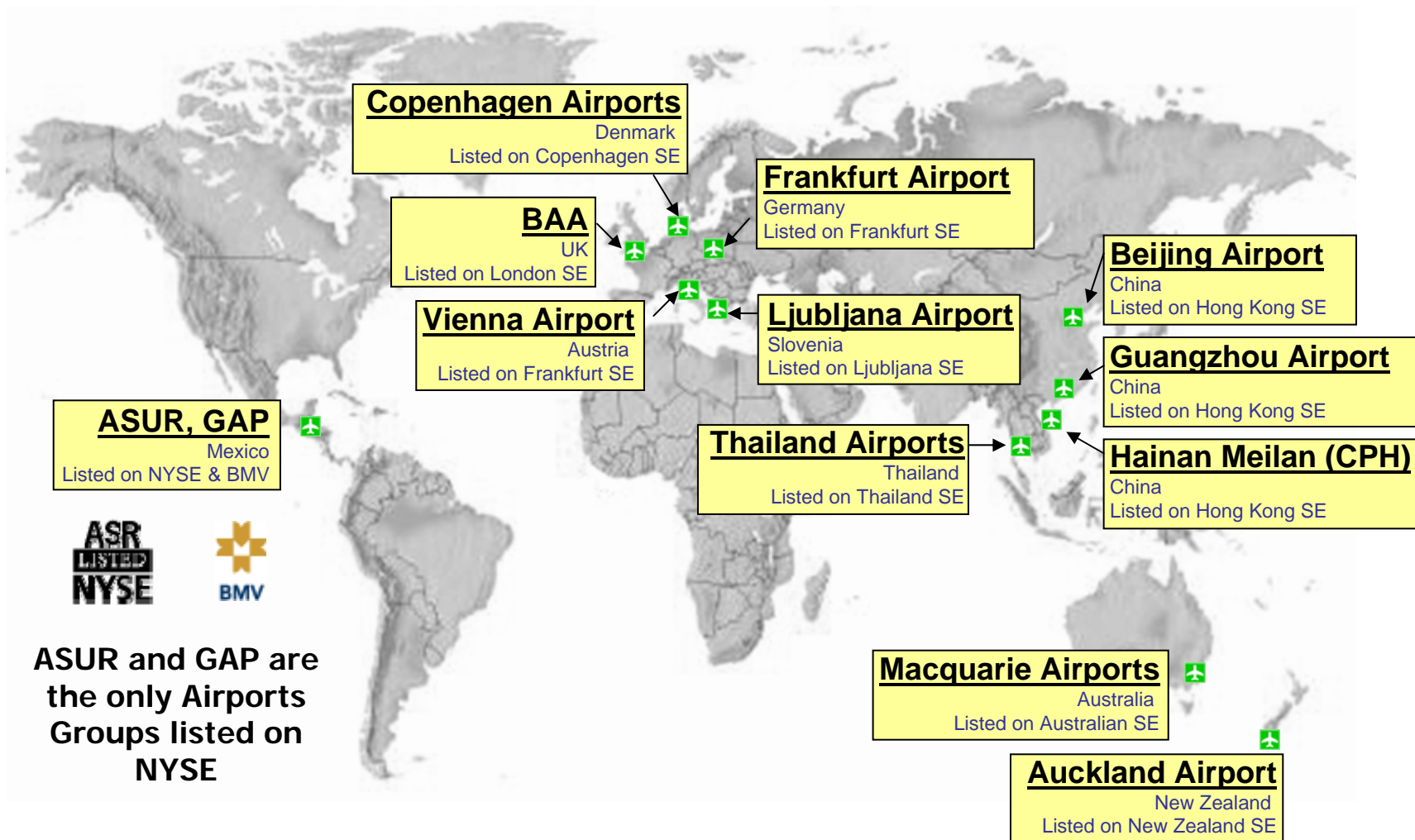
** Excluding passengers in transit and general aviation.

	2001	2002	2003	2004	2005
Passengers (million) **	11.2	11.0	12.2	13.9	13.3
Regulated Revenues	118.8	113.6	126.0	151.3	144.8
Commercial rev.	11.1	17.4	23.1	39.2	47.0
Commercial vs. Total	8.5	13.2	15.4	20.4	24.2
Commercial Revenues per pax Usd	1.0	1.6	1.9	2.8	3.5
EBITDA	76.4	73.4	87.5	120.2	116.2
EBITDA margin	58.4	55.6	58.4	62.6	59.9

Peers

ASUR is the only airport group on the Americas listed

Some of the private airports / airport groups in the world listed on stock exchanges



ASUR and GAP are the only Airports Groups listed on NYSE

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