

# ASUR

AEROPUERTOS DEL SURESTE



airport  
carbon  
accredited  
REDUCTION



Cancún International Airport



Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

Strategic  
Matters

International

*Some of the statements contained in this presentation discuss future expectations or state other forward-looking information. Those statements are subject to risks identified in this press release and in ASUR's filings with the SEC. Actual developments could differ significantly from those contemplated in these forward-looking statements. The forward-looking information is based on various factors and was derived using numerous assumptions. Our forward-looking statements speak only as of the date they are made and, except as may be required by applicable law, we do not have an obligation to update or revise them, whether as a result of new information, future or otherwise.*

Long Serving  
Experienced  
Management

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

Strategic  
Matters

International

## Fernando Chico Pardo

Chairman of the Board of Directors

*with company since 2005*

## Adolfo Castro Rivas

Chief Executive and Financial Officer  
Head of Investor Relations

*with company since 2000*

## Claudio Góngora Morales

General Counsel

*with company since 1999*

## Alejandro Pantoja López

Chief Infrastructure Officer

*with company since 2001*

## Carlos Trueba Coll

General Director of Cancún Airport

*with company since 1998*

## Manuel Gutiérrez Sola

Chief Commercial Officer

*with company since 2000*

## Héctor Navarrete Muñoz

General Director of Regional Airports

*with company since 1999*

## Key value drivers



- Long-term concession investments in attractive locations in Mexico, the Caribbean and South America
- Track record of **consistent passenger growth**
- **Balanced mix** of international and domestic traffic
- Successful, market leading **commercial business strategy**
- Strong **cash flow** profile and solid **balance sheet**
- Special focus on **sustainability**: high **ESG** standards
- Robust **corporate governance** and **board of directors** with **experienced management**

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

Strategic  
Matters

International

Sustainability  
is a key  
strategy in  
our business  
model



- Member of Bolsa Mexicana de Valores **sustainability index**
- Active participant of **United Nations Global Compact**, in Mexico and internationally
- Certified by **CEMEFI** as Socially Responsible Company (17<sup>th</sup> year)
- Airports' Environmental Management Systems certified under **ISO 14001**
- **Environmental Compliance** certification from Mexican Environmental Protection Agency
- Focus on **quality of life for employees and community relations**
- Strict standards of **corporate governance and business ethics**

## Continuous commitment to implement ESG Best Practices



Environment



Social



Governance

### Emissions

- Permanent program to monitor emissions (scopes 1 and 2)
- Level 2 certification under ACA (Airport Carbon Accreditation) program, due to reductions in our direct and indirect carbon emissions in all airports

### Conservation of Biodiversity

- Alliances with scientific research institutes for conservation of biodiversity in forested areas in the airports

### Energy

- Installation of solar panels at airports

### Water

- In process of installing rainwater capturing systems at airports

### Waste

- Separation and recycling programs

### Certifications

- ISO 14001 in all airports
- Environmental Compliance and Sustainable Tourism certification (Mexican Environmental Protection Agency) in all airports

### Welfare of our Workforce

- Health and safety: Promotion of health and safety standards with safety management systems and permanent campaigns on physical and emotional wellbeing
- Gender: commitment to increase proportion of women in the workforce
- Stability in the workplace: staff turnover of 5.9% (average in México is 16.7%)

### Humanitarian Support and Community Wellbeing

- Contributions to various civil associations in the southeast of Mexico relating to services for disabled people, health and education
- Alliances with civil associations to support the sustainable development of vulnerable groups in the communities where we operate

### Commitment to Customer Service

- Continuous improvement in airport service quality using passenger satisfaction surveys and other tools
- Safe, accessible facilities that are constantly being upgraded to ensure world-class service
- Improvements to complaints handling procedures

### Board of Directors:

- 11 members (64% independent members)
- 27% women, 73% men

### Corporate Governance

- Audit Committee (100% independent members)
- Nominations & Compensations Committee
- Operations Committee
- Acquisitions & Contracts Committee

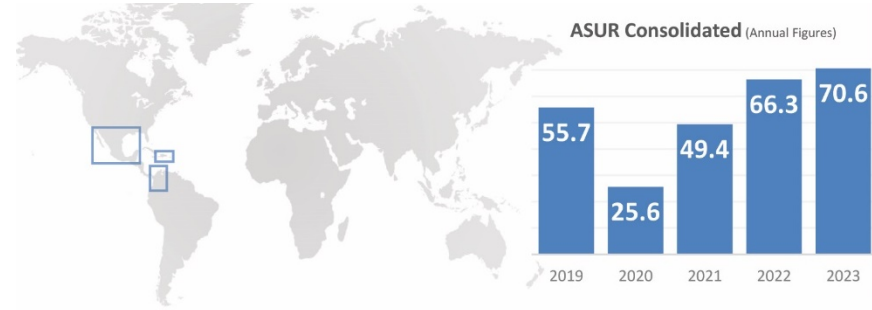
### Creation of Sustainability Committee

- Promotion of balance between financial performance of the company and its contribution to sustainable development

### Transparency

- Reporting of ESG performance on platforms such as CDP, S&P, MCSI, CEMEFI

Geographical presence  
16 airports



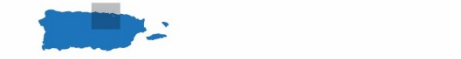
a total of  
**70.6M PAX**  
(2023: 6.4% increase YOY vs 2022)

Mexico



9 airports  
**43.5M PAX**  
(2023: 10.0% increase YOY vs 2022)

Puerto Rico



1 airport  
**12.2M PAX**  
(2023: 18.3% increase YOY vs 2022)

Colombia



6 airports  
**14.9M PAX**  
(2023: 9.8% decrease YOY vs 2022)

Source:  
ASUR Company Filings

Illustrative flight times from various destinations



Company Overview

Regulation

Operational Information

Commercial Revenues

Financial Information

Strategic Matters

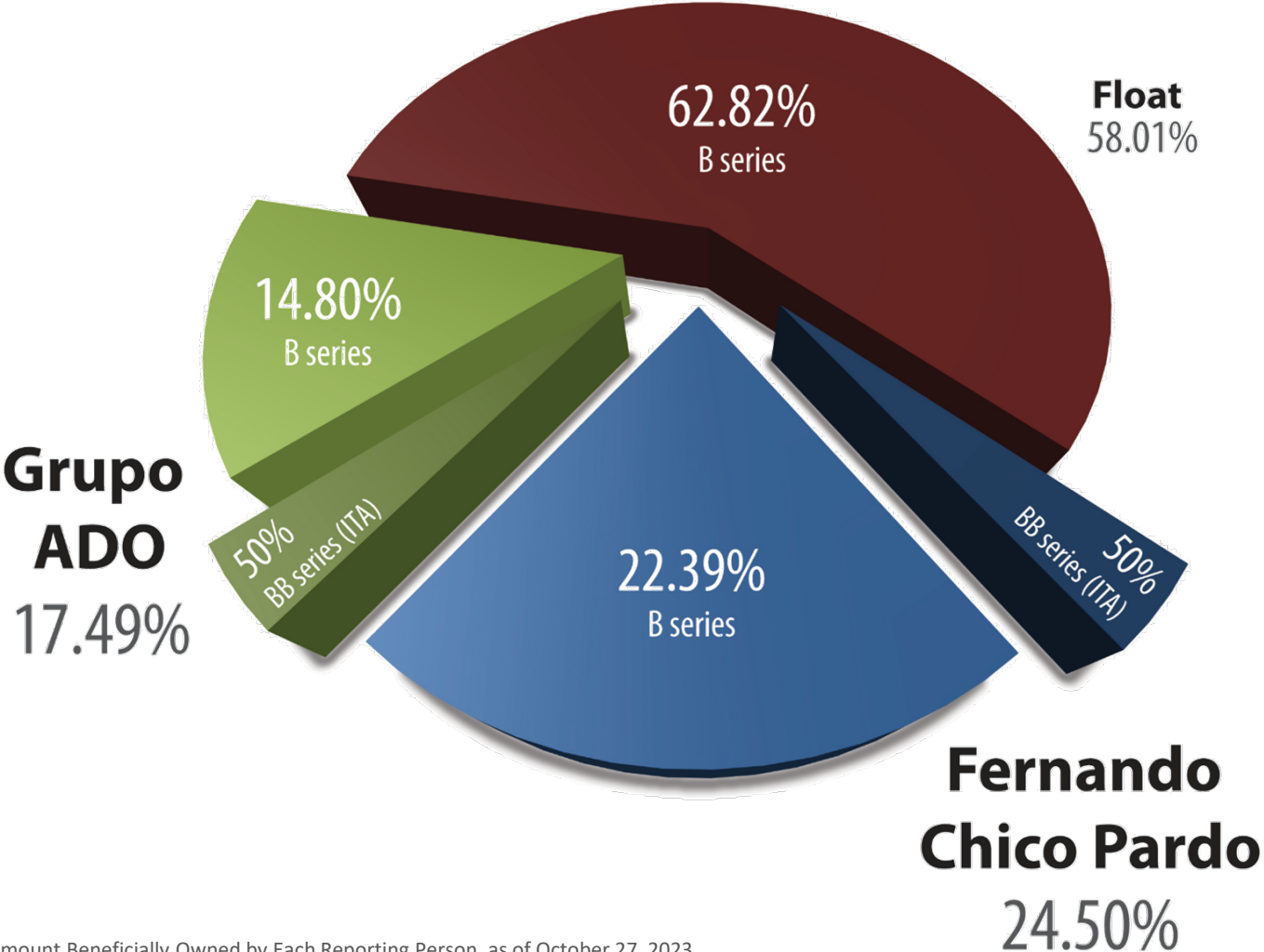
International



# Private airports / airport groups listed on global stock exchanges

ASUR, GAP and Corporación America are the only Latin American Airport Groups listed on NYSE





Fernando Chico Pardo & Grupo ADO



23 years

Company Overview

Regulation

Operational Information

Commercial Revenues

Financial Information

Strategic Matters

International

\* Aggregate Amount Beneficially Owned by Each Reporting Person, as of October 27, 2023 [https://www.sec.gov/Archives/edgar/data/1123452/000138713123012951/jme-sc13da\\_102723.htm](https://www.sec.gov/Archives/edgar/data/1123452/000138713123012951/jme-sc13da_102723.htm)

Dual Till  
System

Regulated +  
Non Regulated  
Revenues

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

Strategic  
Matters

International

# 2023 Revenues per Passenger

**64.5%** REGULATED REVENUES **Ps. 269.6**

Aeronautical **Ps. 258.8**

**Airline Fees:**

Landing, apron parking, overnight parking, use of boarding bridges, security, etc.

**Passenger Fees:**

Domestic & International

Non-Aeronautical **Ps. 10.8**

Fixed: Complementary Services

Variable: Airport services, office rentals, ground support services, catering, etc.

**35.5%** NON-REGULATED REVENUES **Ps. 148.1**

9 Commercial Business Lines

- Retail: Duty Free & Duty Paid
  - Food & Beverages
  - Advertising
  - Banking & Foreign Exchange
  - Car Rental
  - Car Parking
  - Ground Transport
  - Teleservices
  - Others
- Direct Commercial Operation (DCO)*

**100.0%** TOTAL **Ps. 417.7**

2023 Revenues per PAX (ex. Construction Services), expressed in nominal pesos as of Dec 2023; PAX traffic excludes transit and general aviation passengers. ASUR adjusts specific tariffs / prices once every six months using the Mexican producer price index, excluding petroleum). Otherwise stated, figures from operations in Puerto Rico and Colombia are excluded.



**ASR**  
**LISTED**  
**NYSE**  
**23 years**

MDP  
Committed  
Investments

1999-2023:  
**49,273**  
million pesos

2024-2028:  
**29,573**  
million pesos

*Visibility on capital expenditure requirements, as maximum rate negotiated along with Master Development Plan (MDP) is a function of programmed CAPEX*

Company Overview

Regulation

Operational Information

Commercial Revenues

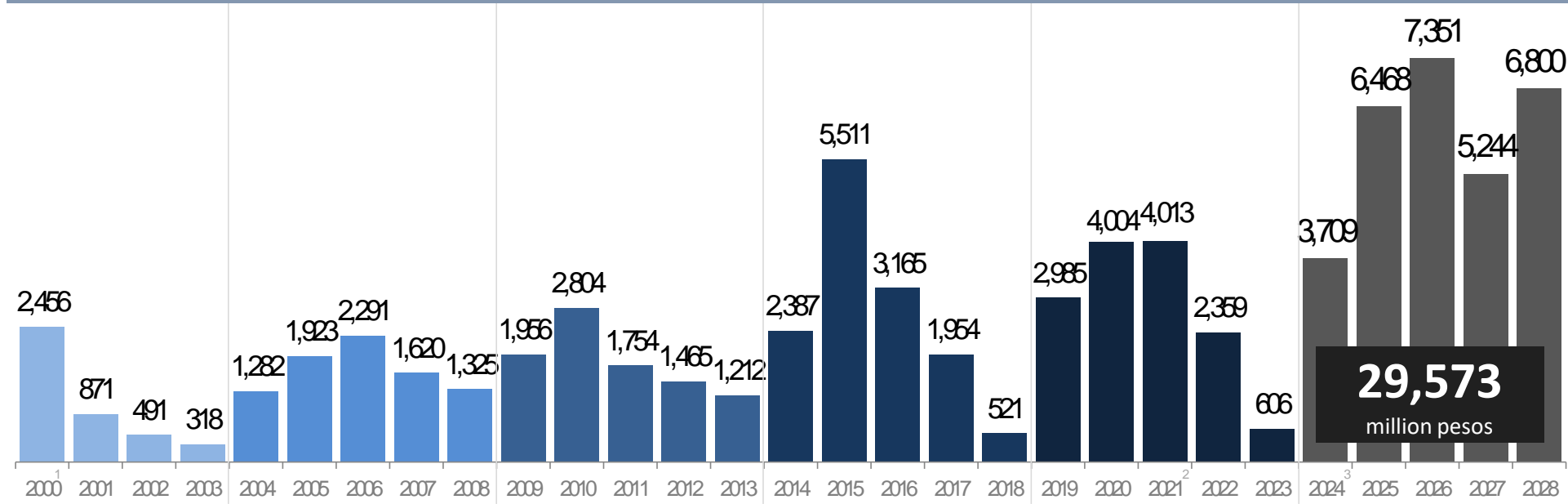
Financial Information

Strategic Matters

International

## MDP Investment Commitments

(expressed in December 2023, Million Pesos)



### 1999-2018 key projects

- 1999: Government CAPEX backlog
- 2005: 9/11 security standards
- 2006-2007: Terminal 3 and second runway in CUN
- 2011: Passenger flow separation in CUN
- Required works for Airport Certification (9 airports)
- Terminal building expansion:
  - 2011-2013: HUX, MID, OAX and VSA
  - 2014-2016: Terminal 2 & 3 in CUN and VER
  - 2014-2017: Terminal 4 (phase one) in CUN

### 2019-2023 key projects

- MID: Terminal expansion (includes a complete reconfiguration)
- CUN: Terminal 4 expansion, parallel taxiway on runway 12L-30R, new access roads
- OAX & VSA: Terminal expansions
- ALL: Runway, Taxiways & Apron repaving + equipment renewal

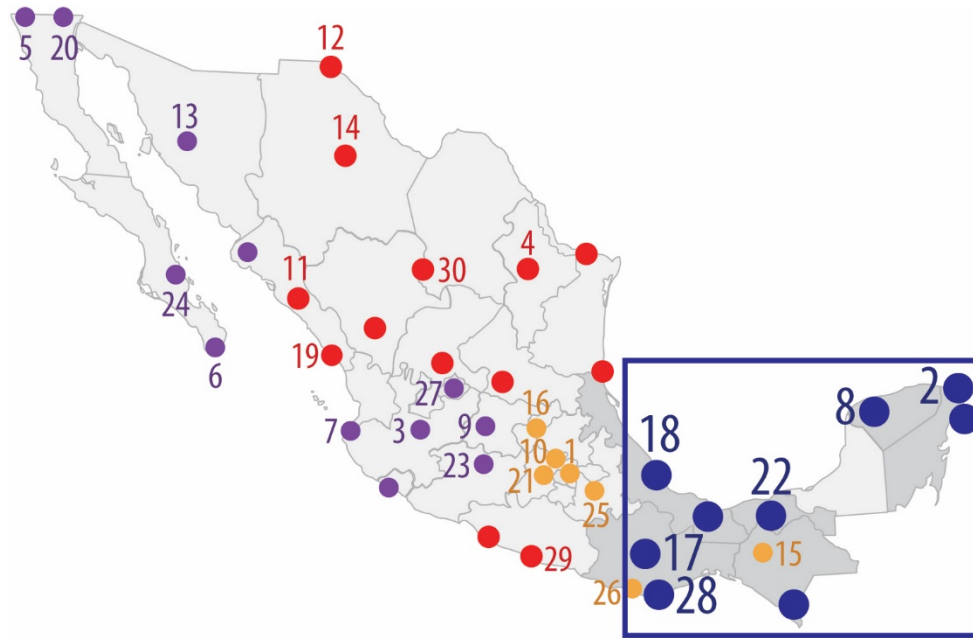
### 2024-2028 key projects

- CUN: Terminal 4 expansion (second phase) + 4 boarding gates, new connecting taxiway to T4, total reconstruction and expansion of T1, and expansion of airport roadways.
- OAX: Terminal building large-scale reconstruction and expansion
- CZM, HUX, MID & VSA: Minor terminal expansions
- ALL: Runway, Taxiways & Apron repaving + equipment renewal

<sup>1</sup> Committed investments from May 1999 to Dec 2000; <sup>2</sup> During 1Q'21, AFAC (Aeronautical Federal Agency) in Mexico approved the Extraordinary Revision (due to COVID-19 pandemic) of ASUR's MDP for 2019-2023; <sup>3</sup> 2024-2028 Efficiency Factor approved: 0.80% annual; Committed investments according to the approved MDP, expressed in million pesos as of Dec. 2023 based on the Mexican construction price index in accordance with the terms of the MDP. Otherwise stated, figures from operations in Puerto Rico and Colombia are excluded.



## Mexican Airports by PAX (thousand PAX)



	2023			Total PAX 06-23 CAGR %
	Int PAX	Dom PAX	Total PAX	
<b>ASUR</b> AEROPUERTOS DEL SURESTE	22,195	21,273	43,468	7.0%
<b>Grupo Aeroportuario del Pacifico</b>	15,552	40,464	56,015	6.1%
<b>OMA</b>	3,289	23,557	26,845	5.0%
<b>All of Mexico <sup>1</sup></b>	<b>58,155</b>	<b>128,463</b>	<b>186,618</b>	<b>5.5%</b>

Rank 2023	Group	Airport	Pax ('000s)			Var % 23 vs.22	CAGR % 06-23
			2019	2022	2023		
1	AICM	Mexico City	50,304	46,201	48,377	4.7%	4.1%
2	ASUR	Cancún	25,482	30,343	32,750	7.9%	7.4%
3	GAP	Guadalajara	14,824	15,574	17,679	13.5%	6.2%
4	OMA	Monterrey	11,177	10,943	13,327	21.8%	5.6%
5	GAP	Tijuana	8,917	12,308	13,181	7.1%	7.7%
6	GAP	Los Cabos	5,339	6,843	7,460	9.0%	6.2%
7	GAP	Puerto Vallarta	4,931	6,123	6,726	9.9%	5.0%
8	ASUR	Merida	2,791	3,080	3,674	19.3%	7.9%
9	GAP	Bajío	2,747	2,582	3,196	23.8%	6.3%
10	AIFA	Santa Lucia	0	912	2,630	188.3%	NA
11	OMA	Culiacán	2,459	2,426	2,612	7.7%	6.9%
12	OMA	Cd. Juárez	1,597	2,005	2,275	13.5%	7.2%
13	GAP	Hermosillo	1,840	1,909	2,155	12.9%	3.9%
14	OMA	Chihuahua	1,700	1,727	1,906	10.3%	6.4%
15		Tuxtla Gtz.	1,496	1,590	1,784	12.2%	22.1%
16		Querétaro	1,175	1,152	1,767	53.5%	18.8%
17	ASUR	Oaxaca	1,196	1,304	1,693	29.8%	7.5%
18	ASUR	Veracruz	1,476	1,334	1,666	24.9%	5.1%
19	OMA	Mazatlán	1,161	1,451	1,622	11.8%	4.1%
20	GAP	Mexicali	1,192	1,289	1,594	23.6%	7.2%
21		Toluca	689	585	1,520	159.9%	0.1%
22	ASUR	Villahermosa	1,245	1,214	1,397	15.0%	3.9%
23	GAP	Morelia	890	1,168	1,378	18.0%	5.1%
24	GAP	La Paz	998	1,063	1,095	3.1%	5.5%
25	ASA	Puebla	762	791	936	18.3%	NA
26	ASA	P. Escondido	408	729	917	25.8%	16.7%
27	GAP	Aguascalientes	848	918	915	(0.4%)	5.4%
28	ASUR	Huatulco	892	971	915	(5.8%)	5.4%
29	OMA	Acapulco	875	839	894	6.6%	(0.6%)
30	OMA	Torreon	709	670	776	15.8%	3.8%

<sup>1</sup> According to the Communications and Transport Ministry's website <https://www.gob.mx/afac/acciones-y-programas/estadisticas-280404/> (PAX traffic excludes transit and general aviation PAX); Tulum Airport which began operations on December 2023, reported a total of 39.8 thousand PAX during 2023

Company Overview

Regulation

Operational Information

Commercial Revenues

Financial Information

Strategic Matters

International



**ASR**  
LISTED  
NYSE

**23** years

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

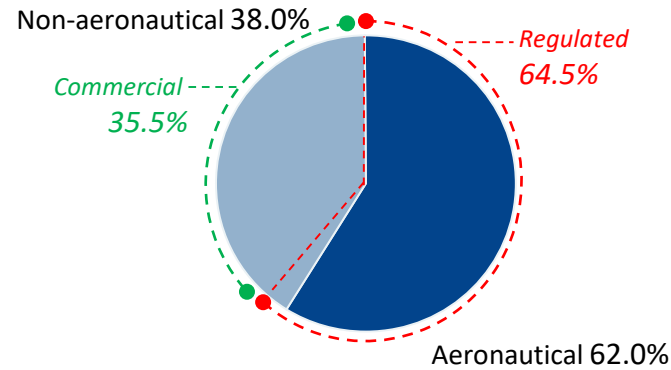
Strategic  
Matters

International

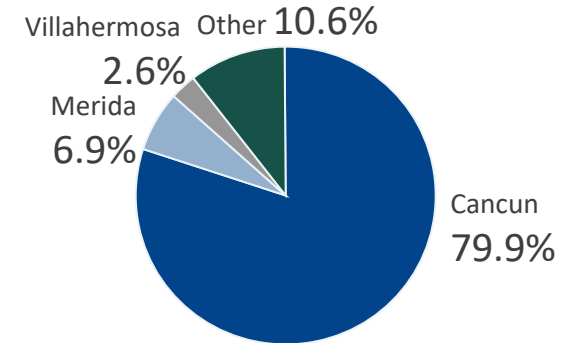
2023  
Total Revenue  
per PAX:  
**Ps.417.7**

2023 Revenues  
**Ps.18,154M**

by business

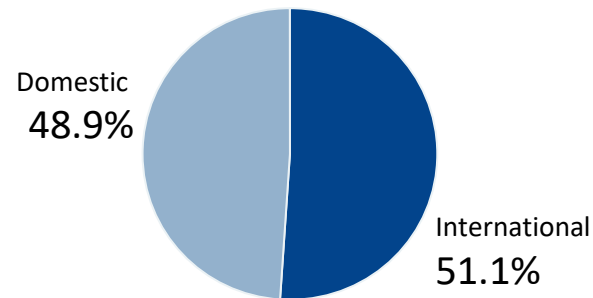


by airport

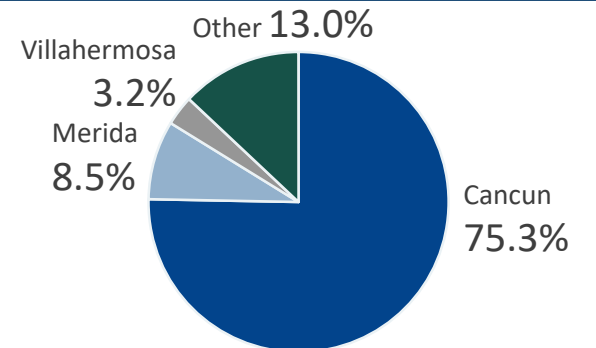


2023 PAX  
**43.5M**

by type



by airport



Source: Company filings; Note: Non-aeronautical revenues are derived from leasing of space in airports to airlines, restaurants, retailers and other commercial tenants and access fees collected from third parties providing complementary services (such as catering, handling, and ground transport). Commercial revenues are all non-aeronautical and include revenues related to retail (duty free & duty paid), food & beverages, advertising, banking & foreign exchange, car rental, car parking, ground transport, teleservices and others. Revenues from Construction Services are not included. PAX traffic excludes transit and general aviation. Otherwise stated, figures from operations in Puerto Rico and Colombia are excluded.



**ASR LISTED NYSE**

**23 years**

Company Overview

Regulation

Operational Information

Commercial Revenues

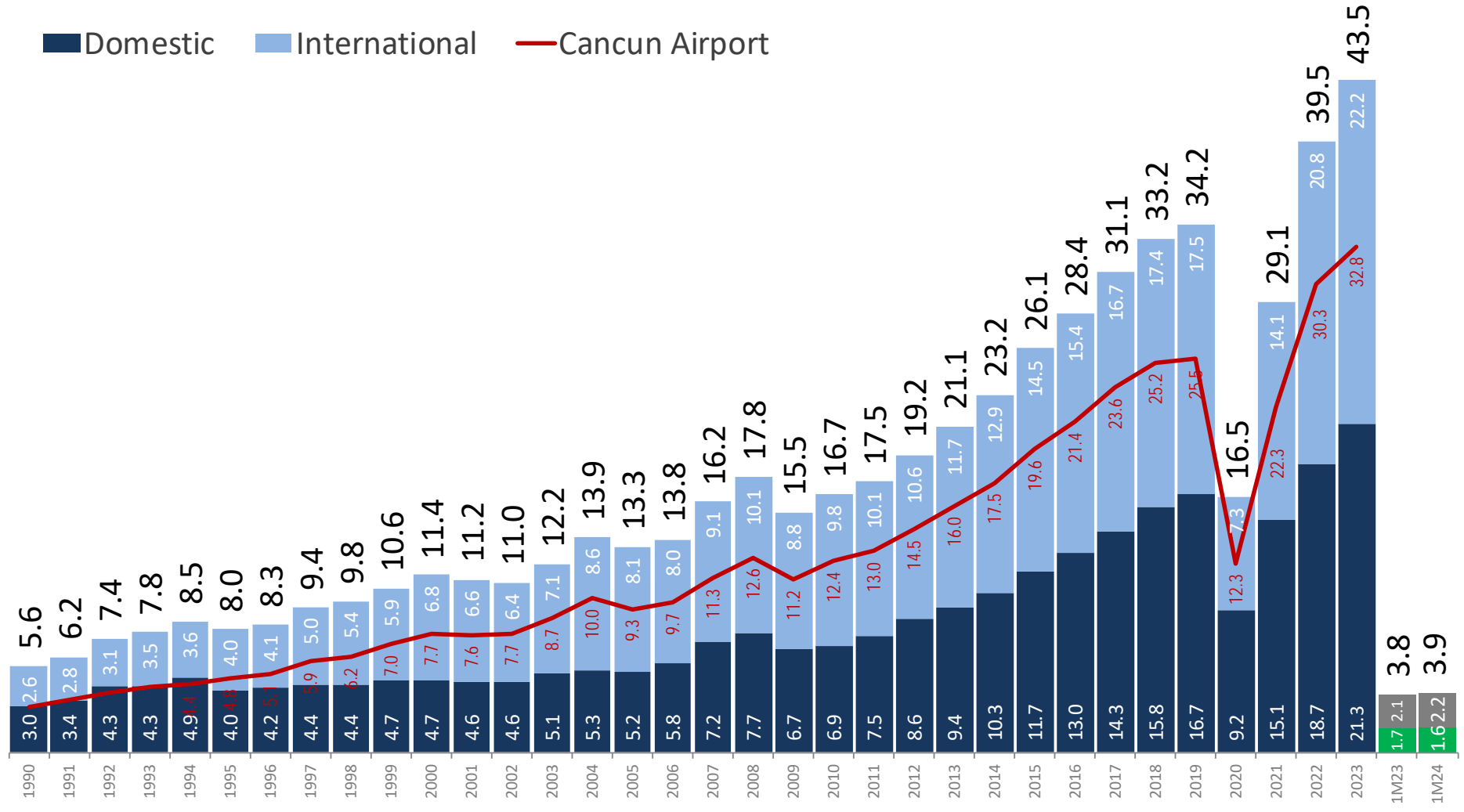
Financial Information

Strategic Matters

International

1990 – 2023  
TOTAL PAX  
CAGR:  
**6.4%**

CAGR '90-'23 (INT): **6.7%**  
CAGR '90-'23 (DOM): **6.1%**  
CAGR '90-'23 (Cancun): **7.5%**



YOY Growth (%)																																	
91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
10.7	19.4	5.4	9.0	(5.9)	3.8	13.3	4.3	8.4	7.7	(1.8)	(2.2)	10.9	14.0	(4.1)	3.4	17.8	9.3	(12.5)	7.6	4.9	9.7	9.5	9.9	12.9	8.7	9.3	7.1	28	(51.6)	76.3	35.6	10.0	2.6

Domestic PAX: **(22)**  
International PAX: **63**

Source: ASA from 1990-1998. ASUR management thereafter; Transit and General Aviation Excluded; Otherwise stated, figures from operations in PR and Colombia are excluded.



## Passenger traffic by Origin – Destination (million PAX)



Region	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	% Change 22 vs. 21	% of total 2022 <sup>1</sup>	% CAGR 99-22
Mexico	5.0	5.0	4.9	4.8	5.3	5.6	5.5	5.9	7.4	8.1	7.0	7.2	7.7	8.9	9.7	10.7	12.1	13.3	14.8	16.3	17.1	9.4	15.4	19.1	24.0	48.4	6.0
USA	4.1	4.6	4.5	4.4	4.9	5.9	5.6	5.3	6.0	6.5	5.9	6.2	6.2	6.2	6.8	7.6	8.8	9.4	10.1	10.2	9.7	4.8	10.8	13.2	22.6	33.4	5.2
Europe	0.7	0.9	0.9	0.8	1.0	1.3	1.2	1.3	1.4	1.5	1.0	1.2	1.3	1.5	1.7	1.7	1.7	1.8	1.9	2.0	2.1	0.4	0.8	2.2	164.7	5.6	5.3
Canada	0.3	0.4	0.5	0.6	0.7	0.8	0.8	0.8	1.0	1.3	1.3	1.5	1.7	1.8	1.8	1.9	2.0	2.1	2.2	2.4	2.7	1.1	0.5	2.1	313.8	5.3	8.9
Latin America	0.5	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.5	0.6	0.9	1.1	1.3	1.6	1.8	2.1	2.3	2.5	0.7	1.5	2.8	86.0	7.1	7.6
<b>ASUR</b>	<b>10.6</b>	<b>11.4</b>	<b>11.3</b>	<b>10.9</b>	<b>12.2</b>	<b>13.9</b>	<b>13.4</b>	<b>13.6</b>	<b>16.1</b>	<b>17.8</b>	<b>15.5</b>	<b>16.7</b>	<b>17.5</b>	<b>19.2</b>	<b>21.1</b>	<b>23.2</b>	<b>26.1</b>	<b>28.4</b>	<b>31.1</b>	<b>33.2</b>	<b>34.2</b>	<b>16.5</b>	<b>29.1</b>	<b>39.5</b>	<b>35.6</b>	<b>100</b>	<b>5.9</b>

<sup>1</sup>Note: % of total refers to 2021 figure  
 Note: Excludes transit and general aviation;  
 Otherwise stated, figures from operations in Puerto Rico and Colombia are excluded.





# Historically, traffic has recovered and grown after exogenous events

**ASR**  
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**NYSE**  
**23** years

Company Overview

Regulation

Operational Information

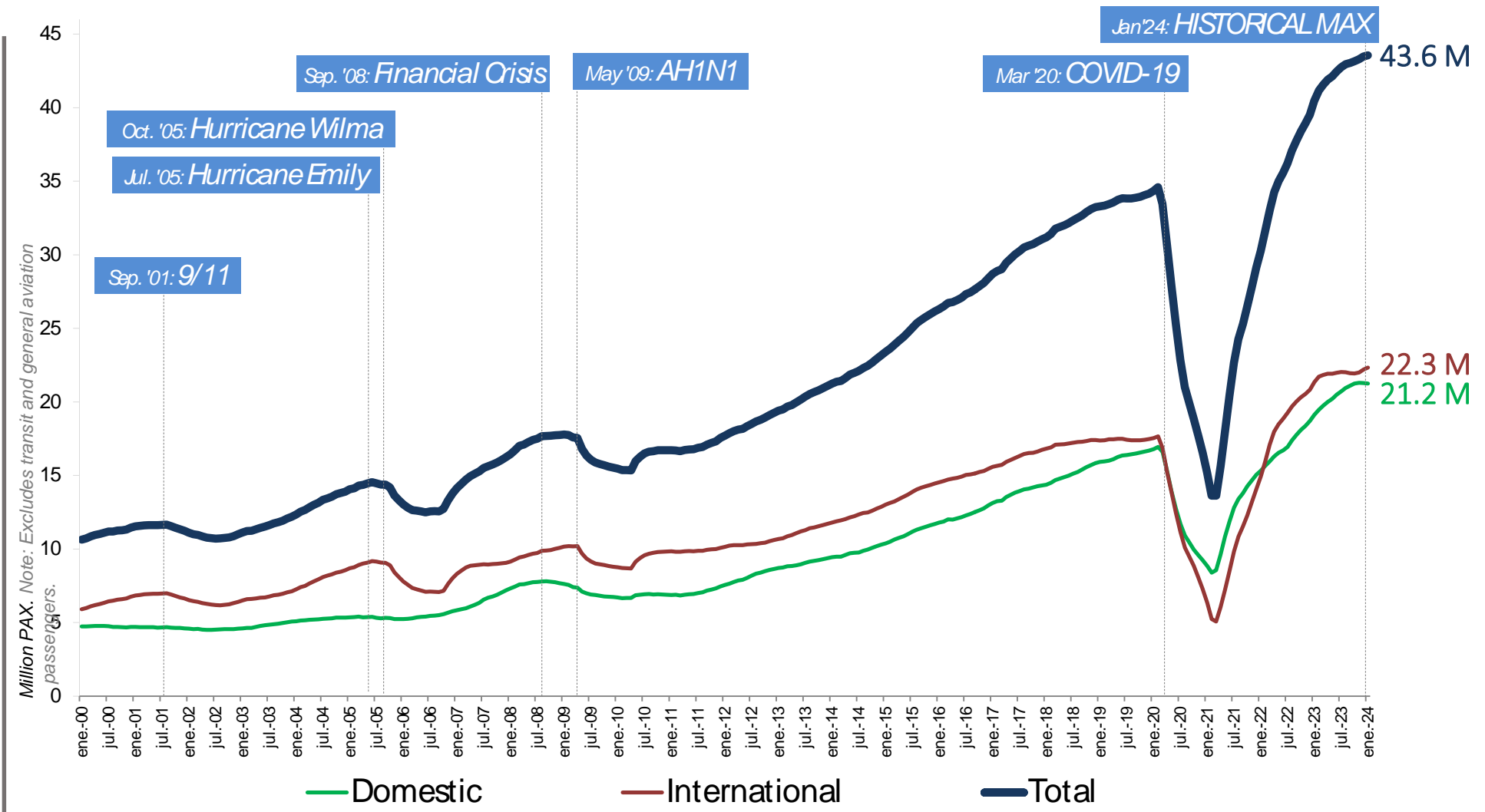
Commercial Revenues

Financial Information

Strategic Matters

International

Passenger traffic during last 12-months at each specific date (million PAX)



EVENT	RECOVERY AFTER	Type of PAX	Historical Max.	(%) Jan 24 vs. Hist. Max
Sep '01: 9/11	13 months	Domestic	Nov '23	<b>(0.3%)</b>
Oct '05: H. Wilma	16 months	International	Jan '24	<b>At Max</b>
May '09: H1N1	26 months	TOTAL	Jan '24	<b>At Max</b>
Mar '20: COVID-19	<b>27 months</b>			

Otherwise stated, figures from operations in Puerto Rico and Colombia are excluded



**ASR**  
LISTED  
NYSE  
**23** years

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

Strategic  
Matters

International

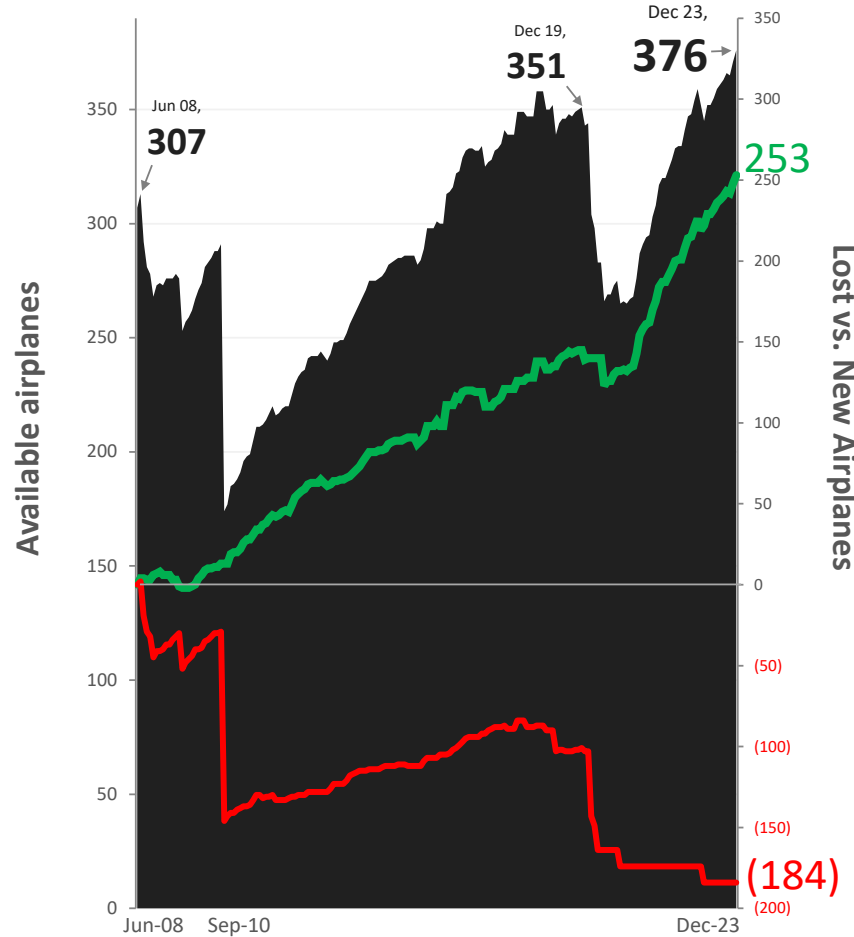
2024 Industry  
Estimates:

## 401 available airplanes

Last update: Jan 2024

Source:  
[www.airfleets.net](http://www.airfleets.net)  
[www.aertransport.org](http://www.aertransport.org)

## Available Airplanes in Mexico



■ Available airplanes  
— New airplanes - existing airlines  
— Lost airplanes - suspended airlines

### a) Existing Airlines

	jun-08	dic-19	dic-23	New Airplanes	Var. % Dec 23/Jun 08
VOLARIS	17	81	130	113	665%
AEROMEXICO	94	128	147	53	56%
VIVAERBUS	7	36	83	76	1,086%
MAGNICHARTERS	5	12	5	0	0%
TAR	0	11	6	6	100%
MEXICANA	0	0	5	5	100%
<b>Subtotal</b>	<b>123</b>	<b>268</b>	<b>376</b>	<b>253</b>	<b>206%</b>

### b) Suspended Airlines

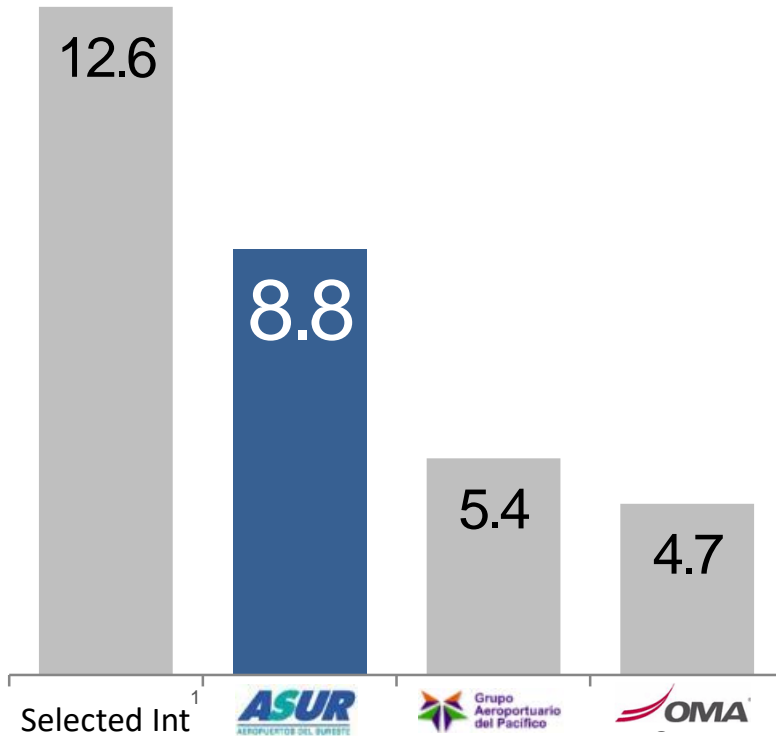
	jun-08	dic-19	dic-23	Lost Airplanes	Date Suspended
INTERJET	11	73	0	(11)	Dec 20
MEXICANA	78	0	0	(78)	Sep 10
AEROMAR	14	10	0	(14)	Feb 23
ALMA	15	0	0	(15)	Nov 08
AEROCALIFORNIA	22	0	0	(22)	Aug 08
AVOLAR	8	0	0	(8)	Sep 08
ALADIA	3	0	0	(3)	Oct 08
AVIACSA	26	0	0	(26)	Aug 09
NOVA AIR	3	0	0	(3)	Sep 08
GLOBAL AIR	4	0	0	(4)	Jan 19
<b>Subtotal</b>	<b>184</b>	<b>83</b>	<b>0</b>	<b>(184)</b>	

	jun-08	dic-19	dic-23	Var. Airplanes	Var. % Dec 23/Jun 08
<b>Total Net</b>	<b>307</b>	<b>351</b>	<b>376</b>	<b>69</b>	<b>22%</b>

Nominal CAGR 2000 – 2023: **19.6%**; (Mexican CPI CAGR 2000-2023: 4.5%)

## 2023 commercial revenue per PAX

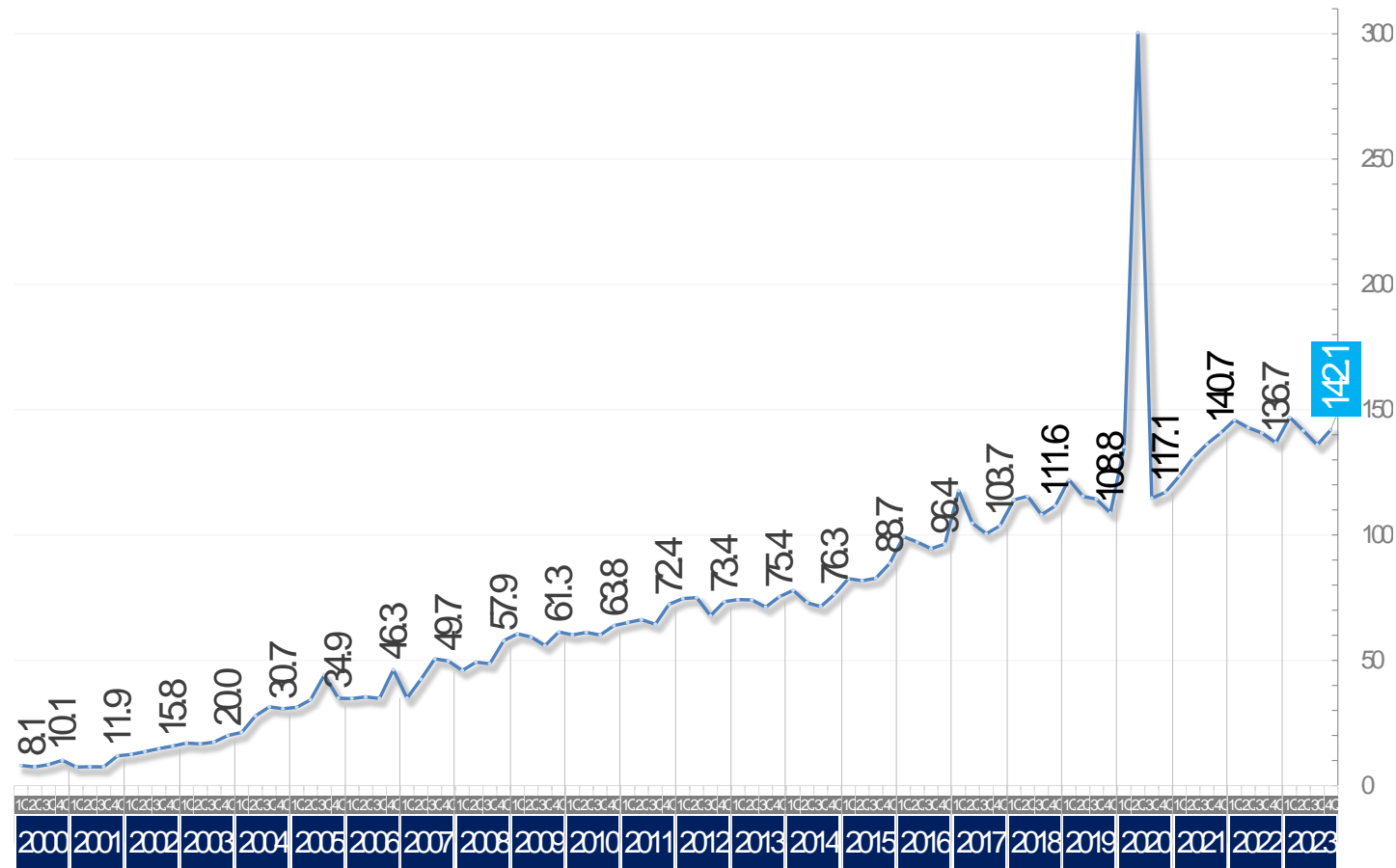
vs. peers (US\$/PAX) – converted at a 2023 average FX of Ps. 16.9190/US\$ for Mexican Airports



<sup>1</sup> Int. Avg. for 2022 includes figures for Fraport, Copenhagen Airports and Vienna Airport; Note: OMA commercial revenues exclude revenues from Cargo, NH Hotel (Mexico City Airport), Hilton Garden Inn Hotel (Monterrey Airport) & Aero Ind. Park; GAP commercial exclude revenues from Montego Bay & Kingston operations; Amounts converted to US\$ at a 2023 average FX of Ps. 16.9190/US\$ (banxico.org.mx), where applicable

## Commercial revenues per passenger per quarter evolution

(Pesos / Passenger in Mexican pesos as of date reported)



Note: Commercial revenue per passenger recorded in 3Q'05 reflects a one time payment from Dufry Mexico of Ps.39.5mm; Commercial revenue recorded in 4Q'06 reflects a one time payment of Ps.19.1mm from Aldeasa for a new concession contract at Terminal 3 in Cancun International. Passenger traffic in Mexico decreased 94.2% in 2Q'20 vs 2Q'19, reflecting the impact of the COVID-19 pandemic. Passenger traffic excludes transit and general aviation; Commercial revenue per passenger CAGR based on full year 2023 and full year 2023 figures. Otherwise stated, figures from operations in PR and Colombia are excluded



**ASR**  
**LISTED**  
**NYSE**  
**23** years

Company Overview

Regulation

Operational Information

Commercial Revenues

Financial Information

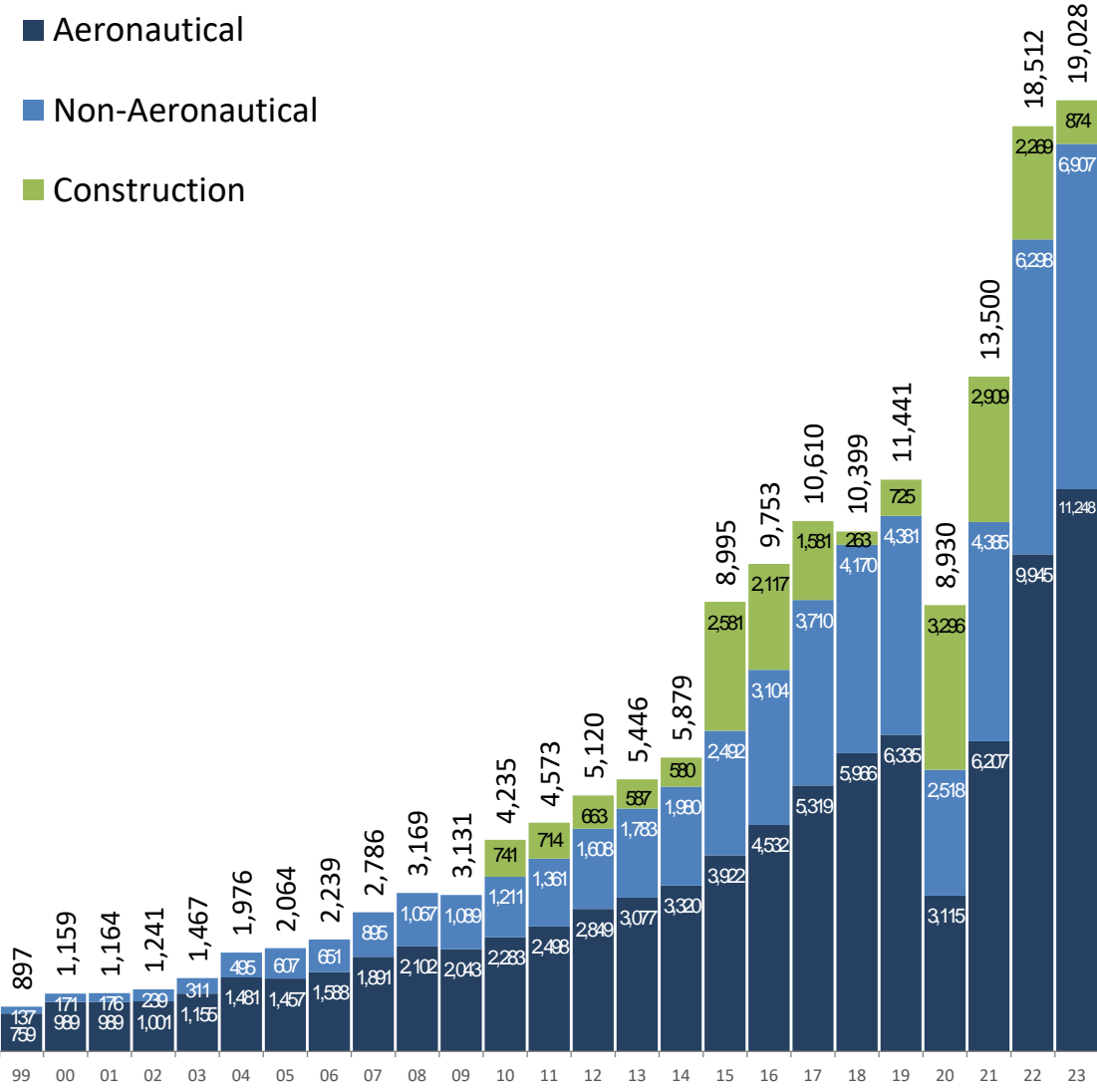
Strategic Matters

International

Total Revenues CAGR 1999 – 2023: **13.4%**

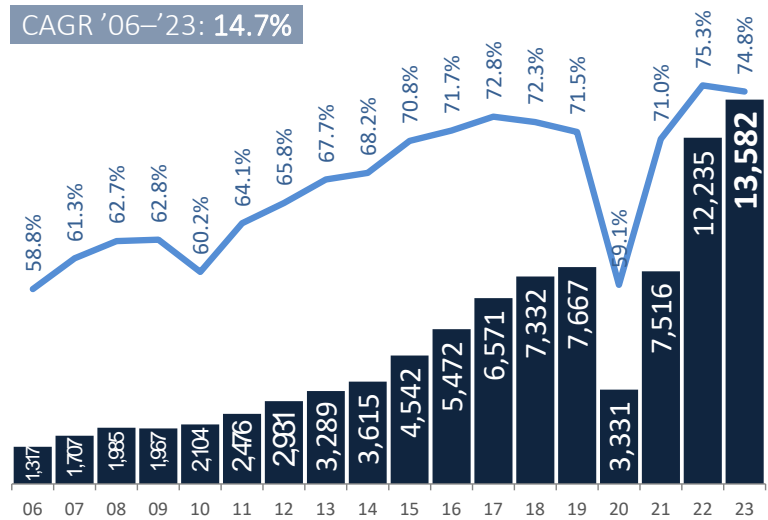
*(Not including Revenues from Construction Services)*

## 1999 – 2023 Revenues



Figures from 99 to 07 in nominal Mexican pesos adjusted for inflation as of Dec. 31<sup>st</sup> of each year; for 2010 - 2023 reflect adoption of MIFRS-17

## EBITDA & EBITDA Margin (Ps. Mm)



EBITDA = net income before: provision for taxes, deferred taxes, profit sharing, non-ordinary items, participation in the results of associates, comprehensive financing cost and D&A. EBITDA should not be considered as an alternative to net income, as an indicator of our operating performance or as an alternative to cash flow as an indicator of liquidity. Our management believes that EBITDA provides a useful measure that is widely used by investors and analysts to evaluate our performance and compare it with other companies. EBITDA is not defined under U.S. GAAP or IFRS and may be calculated differently by different companies. 2010 - 2023 EBITDA margin calculated w/o Rev. from Constr. Serv. for comparability with previous periods.

## Growth rates: 1999 – 2023 CAGR (%)

Passenger traffic	<b>6.1%</b>
Total revenues	<b>13.4%</b>
EBITDA	<b>14.9%</b>
Net income	<b>18.5%</b>
Mexican CPI	<b>4.7%</b>

Source for Mexican CPI: Inegi; Note: CAGRs calculated in Mexican peso terms; Revenues from Construction Serv. not included; PAX figures exclude PAX in transit or general aviation. Otherwise stated, figures from operations in PR and Colombia are excluded.



**ASR**  
**LISTED**  
**NYSE**

**23** years

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

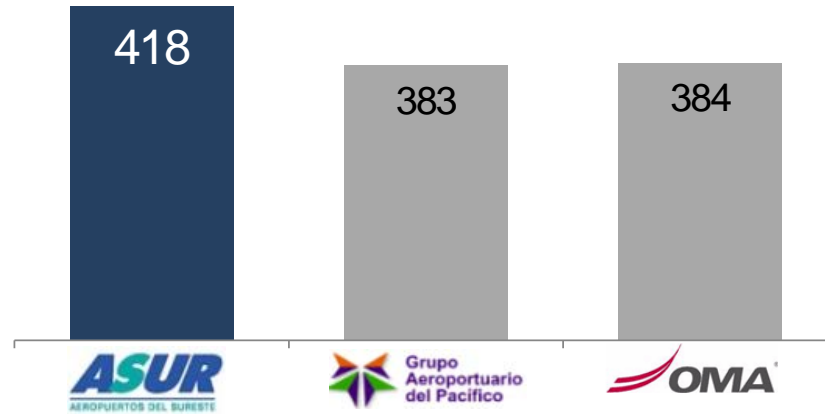
Strategic  
Matters

International

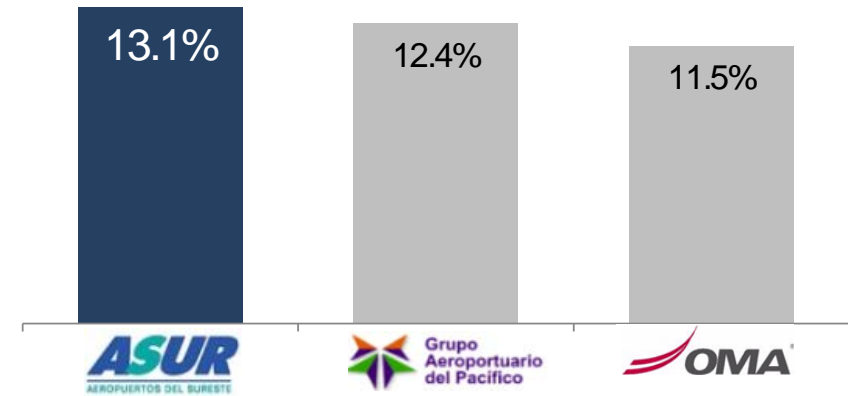
ACI has named Cancun as the **best airport in Latin America** for 4 consecutive years



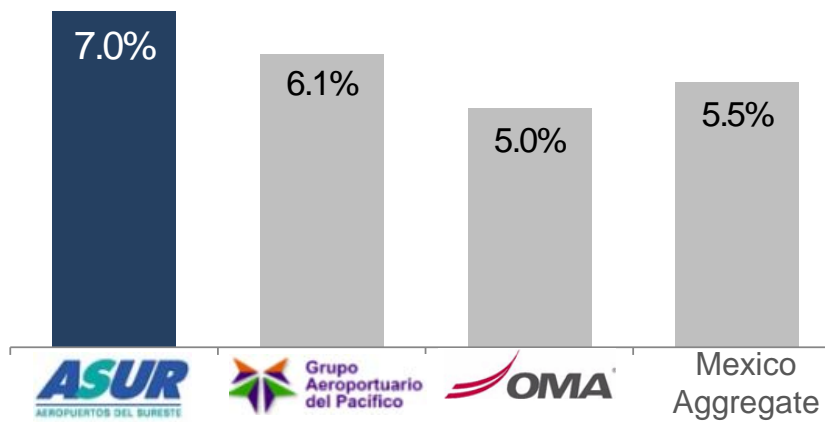
**Revenue per PAX in 2023**



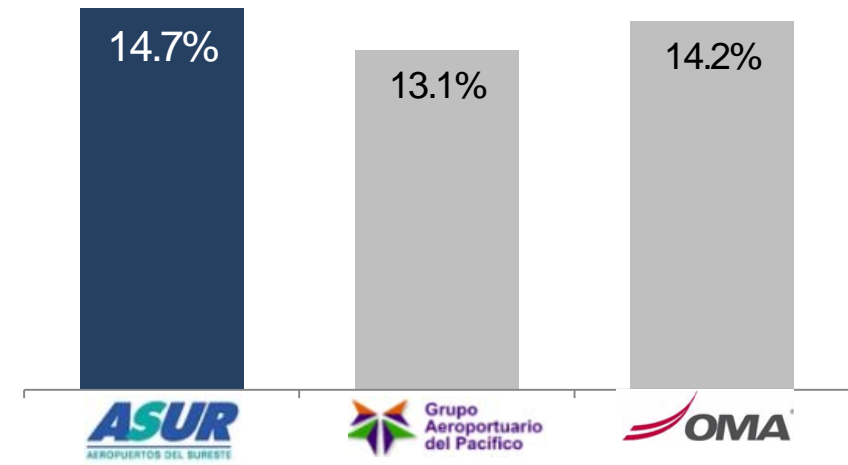
**CAGR in Revenues 2006 – 2023 (%)**



**CAGR in PAX Traffic 2006 – 2023 (%)**



**CAGR in EBITDA 2006 – 2023 (%)**



NOTES:

1. Revenues from Construction services are excluded for ASUR, GAP & OMA.
2. ASUR figures exclude 2023 PAX, revenues & EBITDA from its participation in San Juan Airport Operations (Puerto Rico) & Airplan (Colombia)
3. GAP figures exclude 2023 PAX, revenues & EBITDA from Montego Bay & Kingston Airport Operations.
4. OMA figures exclude 2023 PAX, revenues & EBITDA from Cargo, NH Hotel (Mexico City Airport), Hilton Garden Inn Hotel (Monterrey Airport) & Aero Industrial Park.



**ASR**  
LISTED  
NYSE

**23** years

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

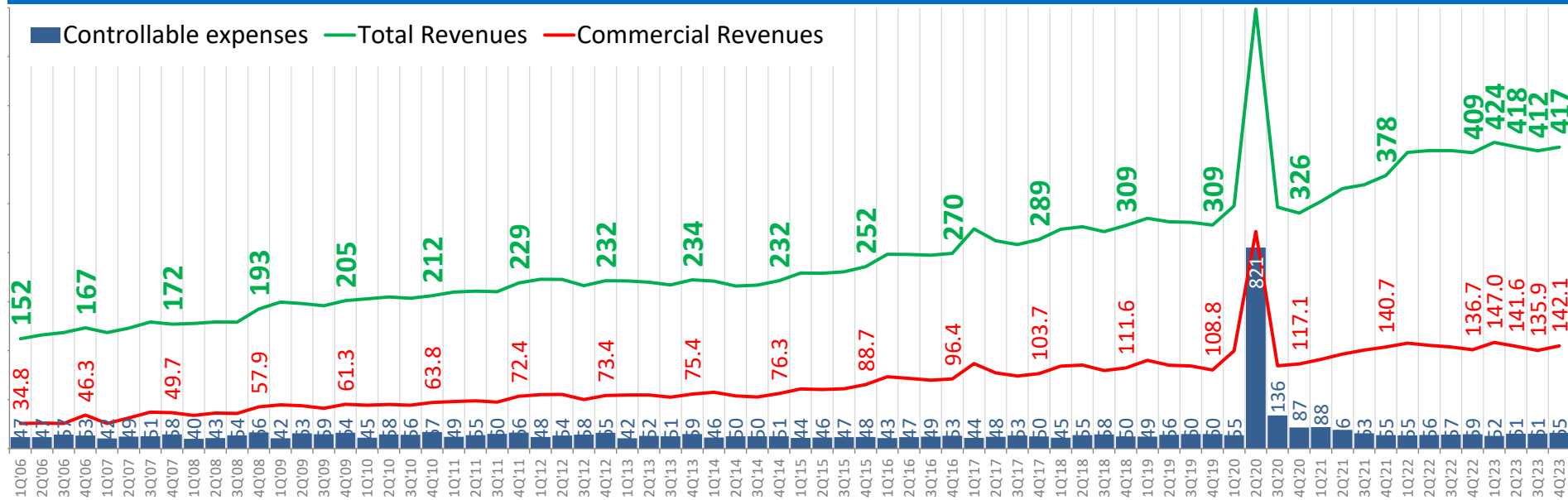
Financial  
Information

Strategic  
Matters

International

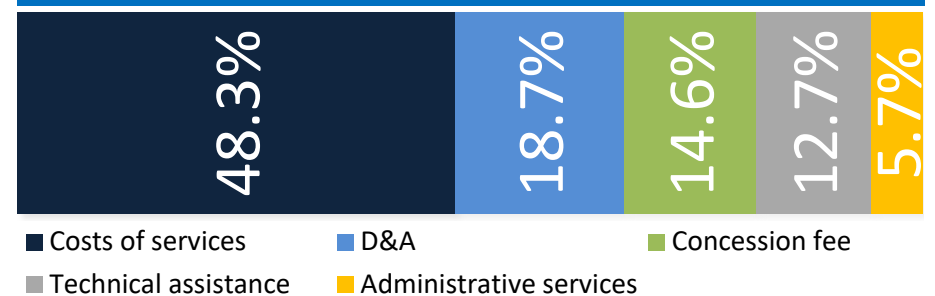
Revenues have grown at a faster rate than total costs and PAX traffic

## Revenue and cost per PAX comparison (Nominal Pesos / PAX)



NOTE: Total Revenue per passenger does not include revenues from construction services. Controllable expenses per passenger exclude: D&A, Concession Fee, Technical Assistance and Cost of Sales from Direct Commercial Operation. Controllable expenses 3Q'10: Does not reflect the Ps.128.0 million increase in the reserve for doubtful accounts resulting from the bankruptcy announced by Grupo Mexicana de Aviación. Controllable expenses 2020: Does not reflect the Ps. 65.5 million increase in the reserve for doubtful accounts resulting from the bankruptcy announced by Interjet (2Q'20 Ps. 21.6 million, 3Q'20 Ps 21.6 million and 4Q'20 Ps 22.3 million); Passenger traffic in Mexico decreased 94.2% in 2Q'20 vs 2Q'19, reflecting the impact of the COVID-19 pandemic.

## 2023 operating cost breakdown (%)



2023 OPEX for Operations in Mexico equal: \$5,625.0M pesos; (PR and Colombia excluded)

## Growth rates: 2006 – 2023 CAGR (%)

Passenger traffic	7.0%	Cost of services	8.9%
Revenues	13.1%	Administrative services	7.2%
EBITDA	14.7%	Total costs	8.5%
Net Income	17.9%	Mexican inflation (CPI)	4.5%
		Mexican GDP growth	1.6%

Growth rates in Mexican peso terms; Mexican inflation growth rate calculated as the % change in CPI indexed to 2006; total costs include concession fee, technical assistance, administrative services, costs of services and D&A; PAX traffic excludes Transit and G.A. PAX. Otherwise stated, figures from operations in PR and Colombia are excluded.

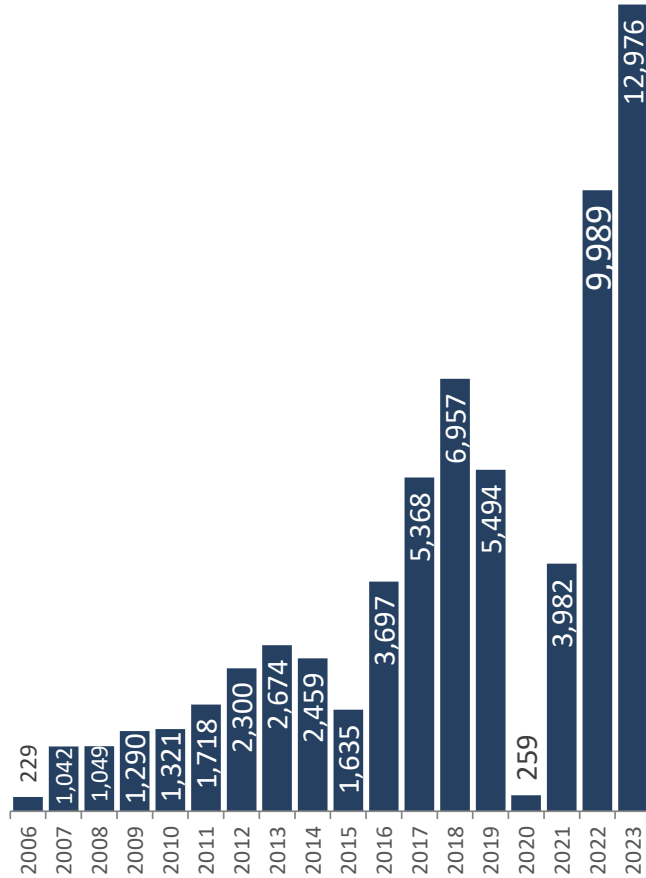


**ASR**  
LISTED  
NYSE

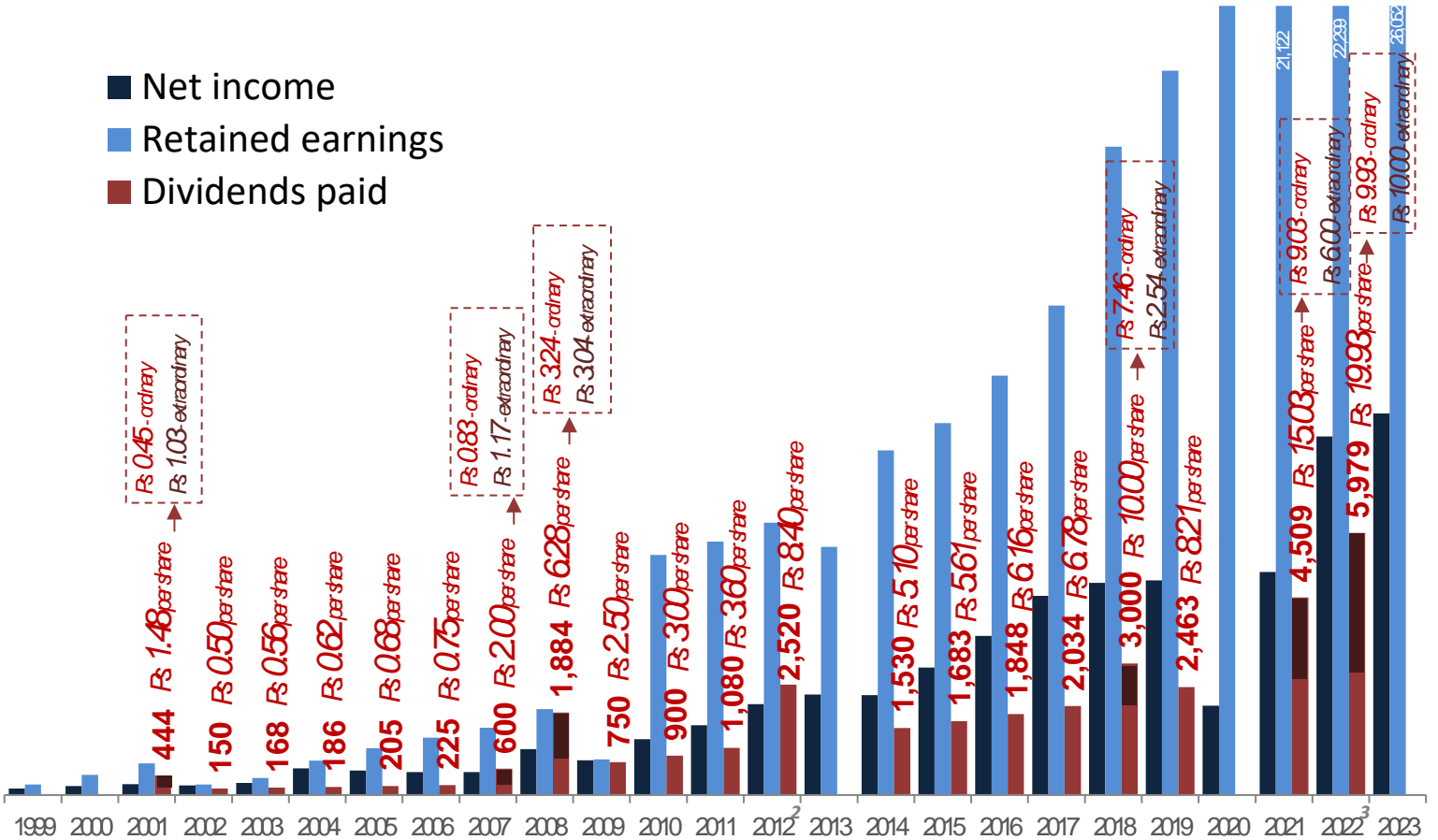
## Dividends evolution 1999 - 2023

**23** years

### EBITDA – CAPEX (Ps. million)



### Net Income, retained earnings and dividends evolution (Ps. thousands) <sup>1</sup>



Note: Retained Earnings for the years 2010 - 2023 reflect the adoption of IFRS.

<sup>1</sup> Note: Figures in nominal Mexican pesos for the respective year; for illustrative purposes, dividend in each year in the chart above relates to the dividend paid in nominal pesos in the year thereafter, i.e. dividend shown in year (x) in the chart above is actually the dividend paid in year (x+1) according to ASUR financial statements; <sup>2</sup> Note: 4.00 pesos per share paid in May 2013; 4.40 pesos per share paid in December 2013. <sup>3</sup> Note: Ordinary \$9.93 pesos per share paid in May 2023 and Extraordinary \$10.00 pesos per share paid in November 2023, net dividend approved by the Annual General Shareholders Meeting held on April 26th, 2023. Otherwise stated, figures from operations in Puerto Rico and Colombia are excluded.

- Company Overview
- Regulation
- Operational Information
- Commercial Revenues
- Financial Information
- Strategic Matters
- International

## High Corporate Governance Standards

- Sarbanes-Oxley compliant
- Four committees led by board members
- Audit committee comprised of 3 independent members of the board of directors

### Seven out of eleven board members are independent <sup>1</sup>

	Board of Directors	Audit Committee	Operations Committee	Nominations & C. Committee	Acquisitions & C. Committee	Sustainability Committee
<b>Fernando Chico Pardo</b> Founder and President of Promecap	President		X	X	President	
<b>José Antonio Pérez Antón</b> CEO of Grupo ADO	X		X	X		
<b>Bárbara Garza Lagüera Gonda<sup>1</sup></b> Alternate member Board of Directors of FEMSA	X			President		
<b>Ricardo Guajardo Touche<sup>1</sup></b> Former president of BBVA Bancomer	X	President	X			
<b>Francisco Garza Zambrano<sup>1</sup></b> Former President of CEMEX North America	X	X	President			
<b>Guillermo Ortiz Martinez<sup>1</sup></b> Former Governor of Mexico Central Bank for 12 yrs.	X	X				
<b>Rasmus Christiansen<sup>1</sup></b> Former CEO of Copenhagen Airports International	X		X		X	
<b>Pablo Chico Hernández</b> Director SSA Marine	X					
<b>Aurelio Pérez Alonso</b> Deputy Chief Executive Officer of Grupo ADO	X				X	
<b>Heliane Steden<sup>1</sup></b> Managing Director at Merrill Lynch	X					
<b>Diana M. Chávez<sup>1</sup></b> Ex. Director and Chairperson of the Board of CIFAL	X					President



## Short & Long Term Objectives



- Further develop our commercial business
- Improve our passenger volumes
- World Class service – ASQ Program
- Improve capital structure
- Monitor new business opportunities

Company  
Overview

Regulation

Operational  
InformationCommercial  
RevenuesFinancial  
InformationStrategic  
Matters

International



Puerto Rico  
&  
Colombia

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

Strategic  
Matters

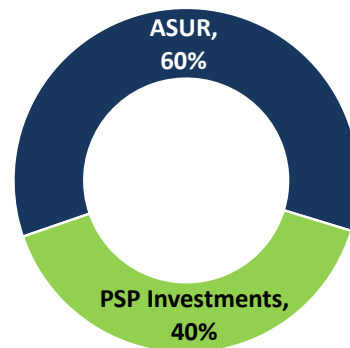
International

**AEROSTAR**  
AIRPORT HOLDINGS LLC

Country: **Puerto Rico (US)**

Start of Operations: **Feb 27<sup>th</sup>, 2013**

Ownership:



Airports:

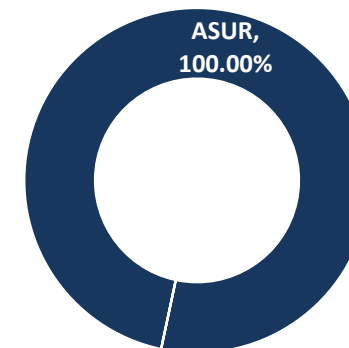
- **SJU: Luis Muñoz Marin (SAN JUAN)**

**airplan** OPERADORA  
DE AEROPUERTOS  
CENTRO NORTE

Country: **Colombia**

Start of Operations: **Oct 19<sup>th</sup>, 2017**

Ownership:



Airports:

- **MDE: José María Córdova (RIONEGRO)**
- **EOH: Olaya Herrera (MEDELLÍN)**
- **MTR: Los Garzones (MONTERÍA)**
- **UIB: El Caraño (QUIBDÓ)**
- **APO: Antonio Roldan B. (CAREPA)**
- **CZU: Las Brujas (COROZAL)**



10 years of  
successful  
operation in  
San Juan,  
Puerto Rico

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

Strategic  
Matters

International

**AEROSTAR**  
AIRPORT HOLDINGS LLC



**AEROSTAR**  
AIRPORT HOLDINGS LLC

- Luis Munoz Marin International Airport (SJU), in San Juan Puerto Rico (10.3M PAX during 2022) is the largest and busiest airport in the Caribbean.
- Feb 27<sup>th</sup>, 2013 initiated with the operation of the airport:
  - Term of 40 years
  - Upfront payment of \$615M USD
  - Airlines serving LMM will collectively make aggregate payments of \$62M USD/yr for the first five years; years 6-40 the payment will be increased annually by the U.S. CPI
  - Revenue-sharing payments to PRPA: fixed at \$2.5M USD first five years; 5% of gross airport revenues (years 6-30); 10% of gross airport revenues (years 31-40)
  - Minimal Capital Improvement projects: \$34M USD
  - Consolidation: Equity method up to may 2017
- May 26<sup>th</sup>, 2017: ASUR increases its participation to 60%.
- Jun 1<sup>st</sup>, 2017: ASUR begins consolidating its operations in Aerostar line by line.

Total Passenger Traffic 2023: **12.2M**



- SJU accounts for over 89.5% of Puerto Rican passenger traffic *(as of the end of 2022)*
- Approximately 83% of enplanements are origin and destination (“O&D”)
- SJU is served by a strong and diverse group of 35 airlines
- Aerostar works closely with the airlines and the Puerto Rico Tourism Company in the development of new routes and expansion of services to existing destinations
- September 21, 2017: Hurricane Maria hits Puerto Rico.

## Summary of Passenger Traffic

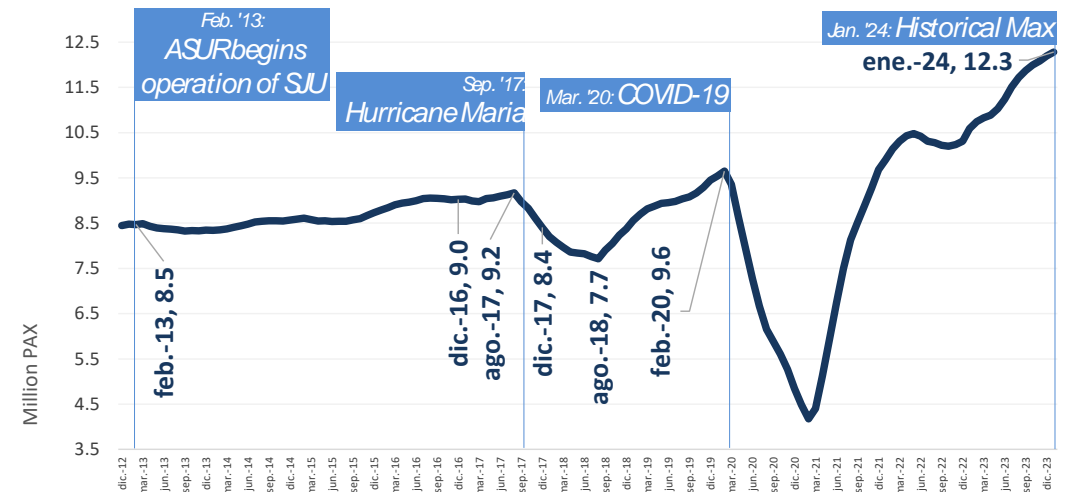
	Annual		% Change
	2022	2023	
<b>Total PAX</b>	<b>10,310,990</b>	<b>12,197,553</b>	<b>18.3</b>
Domestic PAX	9,404,031	10,919,299	16.1
International PAX	906,959	1,278,254	40.9

	Jan		% Change
	2023	2024	
<b>Total PAX</b>	<b>1,028,927</b>	<b>1,113,130</b>	<b>8.2</b>
Domestic PAX	938,226	1,001,458	6.7
International PAX	90,701	111,672	23.1

Passenger figures include transit and general aviation passengers.

## PAX traffic during last 12-months *(at each specific date)*



Source of PAX Figures from Feb 13: ASUR filings

Aerostar  
Total  
Revenues for  
12M'23:

**\$3,759,809**

*(thousands of Mexican pesos, excluding Construction Revenues)*

**AEROSTAR**  
AIRPORT HOLDINGS LLC

## AEROSTAR: Main Financial Data

	12 months		% Change
	2022	2023	
	Consolidated	Consolidated	
<b>TOTAL Passengers (thousand)</b>	<b>10,311</b>	<b>12,198</b>	<b>18.3</b>
<b>Total Revenues</b>	<b>4,110,029</b>	<b>4,174,329</b>	<b>1.6</b>
Aeronautical	2,100,276	2,029,890	(3.4)
Non-Aeronautical	1,598,601	1,729,919	8.2
- Commercial Revenues	1,587,715	1,720,707	8.4
- Commercial revenues per PAX	154.0	141.1	(8.4)
Construction Revenues	411,152	414,520	0.8
<b>Total Revenues w/o Construction Revenues</b>	<b>3,698,877</b>	<b>3,759,809</b>	<b>1.6</b>
<b>Operating Costs and Expenses (exc. Construct. Costs) **</b>	<b>1,895,333</b>	<b>2,130,031</b>	<b>12.4</b>
Comprehensive Financing Result (Cost)	(459,470)	(412,145)	(10.3)
<b>EBITDA</b>	<b>2,326,793</b>	<b>2,025,137</b>	<b>(13.0)</b>
Adjusted EBITDA Margin **	62.9%	53.9%	(904 bps)

000 of Mexican Ps at an avg. Exch. rate of 17.7390 for 2023

\* Adjusted EBITDA Margin excludes the effect of IFRIC 12 with respect to the construction of or improvements to concessioned assets, and is calculated by dividing EBITDA by total revenues less construction services revenues

\*\* The increase principally reflecting a recovery of expenses for a total of Ps.175.7 million in 3Q22 in connection with the American Rescue Plan Act. This was partially offset by the appreciation of the Mexican peso against the US dollar.

Figures presented in the table above compare Aerostar's independent results for the 12-month period ended December 31, 2023 and 2022

Aerostar Commercial Revenues per Passenger for 12M'23: **\$141.1**

*(Mexican pesos per passenger)*



## AEROSTAR: Commercial Revenues

	12 months		% Change	12 months		% Change
	2022	2023		2022	2023	
	Consolidated	Consolidated		Consolidated	Consolidated	
<b>TOTAL</b>				<b>PER PASSENGER</b>		
<b>Commercial Revenues</b>	<b>1,587,715</b>	<b>1,720,707</b>	<b>8.4</b>	<b>154.0</b>	<b>141.1</b>	<b>(8.4)</b>
DCO	337,190	396,724	17.7	32.7	32.5	(0.6)
without DCO	1,250,525	1,323,983	5.9	121.3	108.5	(10.5)

TOTAL: Thousands of Mexican pesos at an average exchange rate of 17.7390 for 2023;

PERPASSENGER: Mexican pesos at an average exchange rate of 17.7390 for 2023;

DCO = Direct Commercial Operation. Represents ASUR's direct operation in its convenience stores in Puerto Rico; Commercial Revenues exclude Other aeronautical revenues (fuel farm / flowage - base and excess rent)

Figures presented in the table above compare Aerostar's independent results for the 12-month period ended December 31, 2023 and 2022

- Consistent growth in commercial revenues from an increased number of concessions, optimized passenger flow and improved product offerings.
- Around \$170M USD invested in modernizing terminal offerings through new concession concepts, self-operating Convenience Stores, and updated parking and car rental facilities



Oct 19, 2017:  
ASUR begins  
the operation  
of Airplan



- This acquisition is an important strategic addition that allows ASUR to enter the South American market by offering airport services through six airports in Colombia:
  - RIONEGRO - Jose Maria Cordoba
  - MEDELLÍN - Olaya Herrera
  - MONTERIA - Los Garzones
  - QUIBDÓ - El Caraño
  - CAREPA - Antonio Roldan B.
  - COROZAL - Las Brujas
  
- Oct 19th, 2017: ASUR begins consolidating its operations in Airplan line by line.
- May 25, 2018: ASUR acquires the remaining 7.58% of Airplan bringing its ownership stake in the company to 100%.

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

Strategic  
Matters

International



**ASR LISTED NYSE**

**23 years**

Company Overview

Regulation

Operational Information

Commercial Revenues

Financial Information

Strategic Matters

International

Total Passenger Traffic 2023: **14.9M**



- Traffic at Airplan airports accounts for 18.7% of passenger traffic in Colombia (as of Dec 2021, source: aerocivil.gov.co – latest update)  
*(Bogota Airport, the busiest one in the country accounts for 34.9%, Cali for 9.3% and Cartagena for 8.2%)*
- Airplan is the second-largest airport concession holder in Colombia, with 14.9 million passengers in 2023
- September 20, 2017: Strike of local pilots at a major international carrier
- March 2023: Suspension of operations of two local airlines in Colombia

## Summary of Passenger Traffic

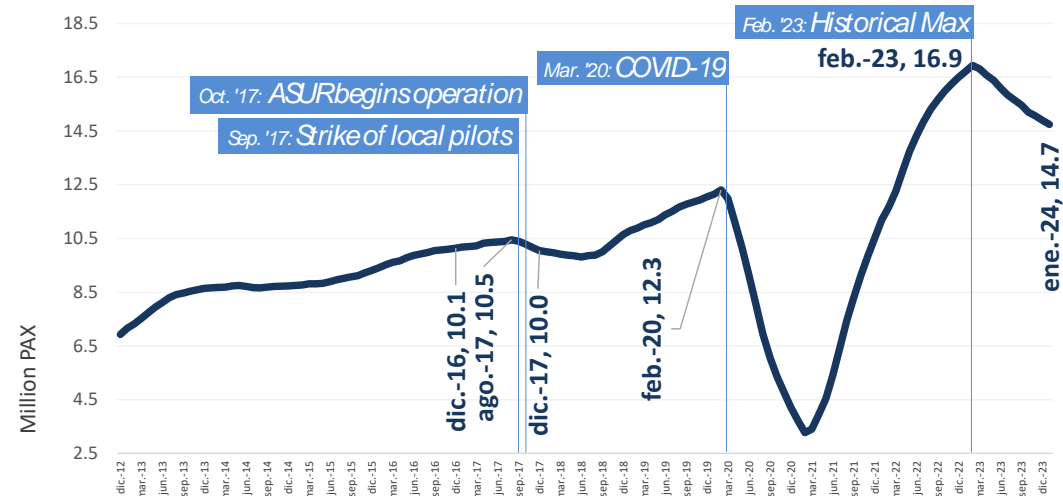
	Annual		% Change
	2022	2023	
<b>Total PAX</b>	<b>16,506,196</b>	<b>14,895,709</b>	<b>(9.8)</b>
Domestic PAX	13,718,590	11,920,378	(13.1)
International PAX	2,787,606	2,975,331	6.7

	Jan		% Change
	2023	2024	
<b>Total PAX</b>	<b>1,480,990</b>	<b>1,331,781</b>	<b>(10.1)</b>
Domestic PAX	1,190,799	1,022,491	(14.1)
International PAX	290,191	309,290	6.6

Passenger figures exclude transit and general aviation passengers, as reported by ASUR.

## PAX traffic during last 12-months (at each specific date)



Source of PAX Figures from Oct 17: ASUR filings



Airplan  
Total  
Revenues for  
12M'23:  
**\$2,604,874**  
*(thousands of Mexican pesos, excluding Construction Revenues)*



## AIRPLAN: Main Financial Data

	12 months		% Change
	2022	2023	
	Consolidated	Consolidated	
<b>TOTAL Passengers (thousand)</b>	<b>17,120</b>	<b>15,384</b>	<b>(10.1)</b>
<b>Total Revenues</b>	<b>2,692,263</b>	<b>2,619,413</b>	<b>(2.7)</b>
Aeronautical	2,027,061	1,945,637	(4.0)
Non-Aeronautical	652,280	659,237	1.1
- Commercial Revenues	651,800	656,339	0.7
- Commercial revenues per PAX*	38.1	42.7	12.1
Construction Revenues	12,922	14,539	12.5
<b>Total Revenues w/o Construction Revenues</b>	<b>2,679,341</b>	<b>2,604,874</b>	<b>(2.8)</b>
<b>Operating Costs and Expenses (exc. Construct. Costs)</b>	<b>1,445,839</b>	<b>1,520,497</b>	<b>5.2</b>
Comprehensive Financing Result (Cost)	188,496	120,827	(35.9)
<b>EBITDA</b>	<b>1,649,333</b>	<b>1,453,478</b>	<b>(11.9)</b>
<b>Adjusted EBITDA Margin **</b>	<b>61.6%</b>	<b>55.8%</b>	<b>(576 bps)</b>

Thousands of Mexican pesos at an average exchange rate of 243.0749 COP/ MXP for 2023  
 \* For the purpose of calculation, 614.3 and 488.3 thousand transit and general aviation PAX are included in 12M22 and 12M23.  
 \*\* Adjusted EBITDA Margin excludes the effect of IFRIC12 with respect to the construction of or improvements to concessioned assets, and is calculated by dividing EBITDA by total revenues less construction services revenues

Figures presented in the table above compare Airplan's independent results for the 12-month period ended December 31, 2023 and 2022