

AEROMEXICO REPORTS 1Q22 RESULTS

Mexico City, Mexico, April 27th, 2022 - Grupo Aeromexico S.A.B. de C.V. ("Aeromexico") (BMV: AEROMEX), today reported its unaudited consolidated results for the first quarter 2022.

KEY FINANCIAL HIGHLIGHTS FOR THE FIRST QUARTER 2022

- On June 30th, 2020 Aeromexico announced that it and certain of its affiliates filed voluntary Chapter 11 petitions in the United States ("Chapter 11", "C11") to implement a financial restructuring.
- On March 17, 2022. Grupo Aeroméxico, informed that the resolutions adopted by the Shareholders Meetings of the Company held on January 14 and February 14, 2022 became effective. As a result, Aeroméxico consummated its Plan of Reorganization ("Plan"); and it successfully concluded its financial restructuring process and emerged from its Chapter 11. As set forth in the Plan, the equity value of the reorganized Company ("Plan Equity Value") is approximately US\$2.564 billion dollars.
- Grupo Aeromexico's first quarter capacity, measured in available seat kilometers (ASKs), increased by 40% compared to first quarter 2021, primarily driven by the sequential recovery in domestic and international markets.
- Grupo Aeromexico's first quarter 2022 revenue reached \$12.9 billion pesos; an 88.4% increase compared to same period 2021. During the quarter, revenue per ASK (RASK) reached \$1.296 pesos, a 34.5% increase year over year.
- During the quarter Aeromexico recognized net restructuring benefits of \$1.6 billion pesos related to the ending of its C11 exit process and non-recurring items. The restructuring benefits mainly included the valuation of general unsecured claims liability at its fair value, previously recognized at its amortized cost, for balances incurred before Chapter 11 restructuring process.
- EBITDAR amounted to \$2.9 billion pesos, an improvement of \$3.4 billion pesos year over year.
- First quarter 2022 operating profit reached negative \$763.4 million pesos; an improvement of \$2.7 billion pesos compared to first quarter 2021.
- Cost per ASK (CASK), excluding fuel and restructuring items, was \$0.049 dollars, a 6.2% decrease year over year. This reflects the Company's structural cost efficiency achievements.
- Aeromexico's cash position as of March 31st, 2022, amounted to \$28.0 billion pesos, equivalent to approximately \$1,4 billion dollars. Excluding restricted cash, and outstanding claims, Aeromexico's cash balance amounted to \$24.6 billion pesos, equivalent to \$1.2 billion dollars.
- During the quarter, the Company executed diverse settlement payments in accordance with the Chapter 11 Exit Plan effectiveness for \$7.9 billion pesos

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- As of March 31st, 2022, Aeromexico's operating fleet comprised 134 aircraft, a 26% increase year over year.



MANAGEMENT DISCUSSION AND ANALYSIS

On January 10, 2022, the Bankruptcy Court entered an order approving the Disclosure Statement with respect to the Joint Plan of Reorganization for Aeroméxico and the solicitation of votes on the Plan. The solicitation process concluded on January 7, 2022, with strong creditor support throughout the Company's and such subsidiaries' debt structure. Votes on account of claims totaling approximately \$2.68 billion were submitted, of which approximately 86% in votes were submitted in favor the Plan.

On January 28, 2022, Aeroméxico informed that the hearing to consider confirmation of the Joint Plan of Reorganization of the Company and its subsidiaries that are debtors in the Company's Chapter 11 voluntary financial restructuring process (the "Plan") concluded successfully, and the Bankruptcy Court formally announced that it confirmed the Plan.

On February 8, 2022 Aeroméxico informed that it, together with its subsidiary Aerovías de México, S.A. de C.V. ("Aerovías"), entered into a binding letter of intent ("LOI") with Aimia Holdings UK Limited and Aimia Holdings UK II Limited (jointly, "Aimia"), to assume full control of the Club Premier ("PLM") loyalty program in a transaction through which Aeroméxico will become the sole owner and operator of "Club Premier". Upon closing of the transaction, PLM will become a wholly-owned subsidiary of Aeroméxico. Entry into the Binding LOI is part of the Company's Joint Plan of Reorganization that was confirmed by the Bankruptcy Court on January 28, 2022. The Transaction is expected to close within six months of the Bankruptcy Court's order, entered on February 4, 2022, confirming the Plan.

On February 9, 2022, Aeromexico announced that as part of its transformation and strengthening following the restructuring process under Chapter 11, it will begin operations from Felipe Angeles International Airport ("AIFA"), offering daily flights to Merida and Villahermosa.

On March 17, 2022, Grupo Aeroméxico informed that (i) the resolutions adopted by the Shareholders Meetings of the Company held on January 14 and February 14, 2022 became effective ("Shareholders Meetings"), (ii) Aeroméxico consummated its Plan of Reorganization (and ancillary documents thereto) (jointly, the "Plan of Reorganization"); and (iii) it successfully concluded its financial restructuring process and emerged from its Chapter 11.

As set forth in the Plan of Reorganization, the equity value of the reorganized Company ("Plan Equity Value") is approximately US\$2.564 billion, and the new outstanding listed shares are 136,423,959.

Pursuant to the resolutions of the Shareholders Meetings, a new Board of Directors has been formed that is comprised of a majority of Mexican nationals and independent members in full compliance with Mexican foreign investment law and regulations, along with the continued participation of existing Mexican controlling investors.

All conditions precedent to our Plan of Reorganization (together with all related supplements and documents, the "Plan") have been satisfied, and the Plan became effective on March 17, 2022, as previously disclosed. The Company will continue to fulfill its post-emergence obligations and covenants, including the covenants under the indenture governing the Company's exit debt financing.

As previously disclosed in the Plan, the determination with respect to the continued public listing of the Company and timing considerations related thereto shall be mutually acceptable to Delta, Apollo and the Required Equity Commitment Parties (each as defined in the Plan). In addition, as set forth in the Registration Rights Agreement, the Company is preparing a draft registration statement to file it with the U.S. Securities Exchange Commission. The Executive Committee of the Board of Directors of the Company, in coordination with the executive management team, will analyze the required



actions to fulfill the Company's obligations under the Plan, including the Registration Rights Agreement.

Key documents relating to the Plan and our now completed Chapter 11 restructuring proceeding remain publicly available on the docket and the case website (<https://dm.epiq11.com/case/aem/dockets>). In addition, relevant events issued by Aeroméxico continue to be publicly available.

The parties under the Plan of Reorganization, our investors and any third party, continue, and will continue, to have full access to, and knowledge of, all key documents and milestones relating to our Chapter 11 restructuring proceeding, information that is available in previous relevant events issued by Aeroméxico, and particularly in the public docket and public documents of our voluntary restructuring proceeding (<https://dm.epiq11.com/case/aem/dockets>).

The Company remains committed to safely expand flight service in the coming months, in line with local regulations and customer demand, in full compliance with the highest health standards and protocols.



Financial Standards

All figures are expressed in millions of pesos unless otherwise indicated. Grupo Aeromexico's financial statements are prepared in accordance with International Financial Reporting Standards ("IFRS") issued by the International Financial Reporting Standards Council ("IASB").

Financial KPIs	Three Months Ended March 31 st				
	2022 Excluding restructuring effects	2021 Excluding restructuring effects	2022	2021	Var 2022 vs 2021 Ex. restructuring effects
Total Revenue (MXP million)	12,902	6,850	12,902	6,850	88%
EBITDAR (MXP million) *	1,001	137	2,992	(398)	>100%
EBITDAR Margin* (% of Revenue)	8%	2%	23%	(6%)	6 p.p.
Operating Profit / Loss (MXP million) **	(2,126)	(2,910)	(763)	(3,445)	27%
Operating Margin (% of Revenue) **	(16%)	(42%)	(6%)	(50%)	26 p.p.
Consolidated Net Loss (MXP million)			(3,095)	(4,192)	NA
Controlling Interest Net Margin (% of Revenue)			(24%)	(61%)	NA
Profit/(loss) per share (pesos) ¹			(5.2)	(6.15)	NA
Operational Statistics					
Total ASKs (millions)	9,954	7,111			40.0 %
Total RPKs (millions)	7,469	4,714			58.4 %
Load factor on scheduled flights (%)	75.6%	68.8%			6.8 p.p.
Passengers ('000)	4,142	3,157			31.2 %
On-Time departure performance within 15 minutes (%)	76.77%	91.76%			(14.9 p.p.)
Total liters of fuel ('000)	310,491	231,489			34.1 %
Yield (pesos)***	1.429	1.064			34.4 %
Total revenue / ASK (pesos)	1.296	0.963			34.5 %
Passenger revenue / ASK (pesos)	1.072	0.727			47.4 %
Total cost / ASK (pesos)	1.518	1.383			9.8 %
Total cost / ASK (USD)	0.074	0.068			8.4 %
Total cost / ASK excluding fuel (pesos)	1.014	1.067			(5.0) %
Total cost / ASK excluding fuel (USD)	0.049	0.053			(6.2) %

Figures may not sum to total due to rounding.

* This metric is not defined under IFRS but has been included for reference given its relevance to the Company's performance. EBITDAR is defined as earnings before interest, taxes, depreciation, amortization, and rental costs.

** Operating Profit/Loss.

*** Estimated as passenger revenues divided by RPKs of itinerary flights.

**** Calculated as total cost without restructuring

1 During the first quarter of 2022, as a result of the conclusion of Grupo Aeromexico's Chapter 11 restructuring process, the number of shares decreased from 682,119,793 shares at the end of 2021 to 136,423,959 shares at the end of 2021 (Reverse Split). This in accordance to the relevant events previously published in our investor relations page.



Market Conditions

Grupo Aeromexico operated in an environment characterized by the following market conditions during the first quarter of 2022:

- **COVID-19.** The industry continues recovering, getting steadily closer to pre-pandemic levels. During the quarter Aeromexico ASKs represented 80% of the same period of 2019, mainly driven by the full recovery of the domestic market, and the sequential recovery in international markets. First quarter was impacted by the new COVID -19, Omicron wave, causing cancellations and delays to our flights in early January and February. Total capacity measured in total ASKs increased 40.0% year-over-year, driven primarily by a 61.4% increase in the international market and a 12.5% increase in domestic market. March showed strong signs of recovery, transporting 92% of 2019 passengers during the month, with our domestic market exceeding 2019 levels.
- **Exchange rate depreciation.** The Mexican peso depreciated by 1.3%, year over year from an average exchange rate of \$20.28 pesos per dollar to \$20.54 pesos per dollar in the first quarter of 2022. The quarter-end exchange rate recorded an appreciation of 2.6% versus the first quarter of 2021, from \$20.44 pesos per dollar to \$19.91 pesos per dollar.
- **Fuel Price.** The average fuel cost per liter in pesos increased by 66.6%, from an average of \$9.70 pesos per liter during the first quarter of 2021 to an average of \$16.17 pesos per liter during the first quarter of 2022.
- **Inflation.** Annual inflation as of March 2022 was 7.45%, an increase of 2.78 pp compared to same period 2021 inflation.
- **Economic activity.** Mexican economy showed a slight recovery during the first quarter. On a year over year basis, the Global Economic Activity Indicator registered 1.8% growth in January 2022.

Revenue

During the first quarter, adjustments to the network as well as revenue initiatives achieved positive results. Total revenue reached \$12.9 billion pesos, an 88.4% increase year over year. Domestic revenue increased by 71.5% while international revenue increased by 159.7%.

Network adjustments and revenue initiatives allowed to mitigate the impact of higher fuel costs. Grupo Aeromexico capacity has recovered to 80% of 2019 levels, with Domestic recovery at 99% and International at 72% during 1Q 2022. While revenue recovery was impacted by the Omicron variant at the beginning of the quarter, the Company generated 79% of 2019 revenue in 1Q. Revenue generation performance was driven by corporate passenger recovery crossing 80% of 2019 levels in March for the first time since the pandemic started. Successful branded products upsell strategy and focus on ancillary products revenue supported a 38% growth of ancillaries revenue in 1Q 2022 vs 2021.

Total ASKs increased by 40.0% compared to the same period of 2021, with domestic ASKs increasing by 12.5% and international ASKs increasing by 61.4%. This was the result of the sequential demand recovery in both, domestic and international markets. International ASKs accounted for 64.8% of Grupo Aeromexico's total ASKs, an increase of 8.6 p.p. compared to first quarter 2021. Aeromexico has adapted its capacity deployment to the current composition of demand.

Total passenger revenue reached \$11.3 billion pesos during the first quarter of 2022; a 105.4% increase year over year. Grupo Aeromexico transported 4 million 142 thousand passengers; a 31.2% increase compared to first quarter of 2021. The number of passengers on domestic routes increased by 13.4% versus first quarter 2021, while international passengers increased by 105.0% year over

year. First quarter 2022 passenger ticket revenue on international flights represented 56.9% of total passenger ticket revenue, with domestic passenger ticket revenues accounting for the remaining 43.1%.

Supported by its Branded Products strategy, combining focus on premium fare product upsells and ancillary products, Aeromexico produced an ancillary revenue increase of 38.2% year over year. Aeromexico will continue implementing strategic initiatives to allow greater personalization.

First quarter cargo revenue totaled \$1.4 billion pesos, an increase of 25.6% year over year with an increase in capacity measured in available ton-kilometers (ATKs) of 32%. This reflects the strength of Aeromexico Cargo operations

Operating Expenses

Aeromexico recognized net restructuring benefits of \$1.6 billion pesos during the period as a result of the conclusion of its Chapter 11 exit process. The restructuring benefits mainly included the valuation of general unsecured claims liability at its fair value, previously recognized at its amortized cost, for balances incurred before the Chapter 11 restructuring process. Non-recurring items included expenses related to the Chapter 11 process, mainly fees paid to consultants. In addition, benefits of \$237 million pesos were recorded as a result of the renegotiation of agreements with lessors, including PBH agreements.

First quarter 2022 operating expenses, including restructuring items, aircraft leases, depreciation and amortization, totaled \$13.7 billion pesos, a \$3.4 billion pesos increase compared to the same period of 2021. This was mainly due to the increase in Grupo Aeromexico's operations, derived from the recovery of our domestic and international markets.

Aircraft rent, depreciation and amortization expenses totaled \$2.9 billion in the first quarter of 2022, \$633 million above first quarter 2021. The increase is mainly due to the recognition of impairment on prepayments and deposits for \$628 million pesos.

CASK excluding restructuring effects, and one-off items was \$1.518 pesos, a 9.8% increase compared to first quarter 2021, mainly due to the 66.6% increase in fuel price and the effects of the exchange rate depreciation. CASK excluding restructuring benefits and one-off items in dollars reached \$0.074 dollars, a 8.4% increase year over year.

CASK excluding fuel, restructuring effects, and one-off items was \$1.014 pesos, a 5.0% decrease compared to first quarter 2021. CASK in dollars excluding fuel, restructuring effects, and one-off items reached \$0.049 dollars, a 6.2% decrease year over year. The reduction of CASK excluding fuel shows the Company's achievements in structural cost efficiency.

First quarter fuel expenses amounted to \$5.0 billion pesos, an increase of 123.5% compared to the first quarter 2021, driven by a 66.6% increase in fuel cost per liter in pesos and a 34.1% increase on fuel burn, due to higher operations and seats offer year over year.

First quarter 2022 salaries and related expenses increased by 6.6%, year over year, mainly due to the higher operational volume. Maintenance expenses increased by 11.9% versus 2021 reflecting the fleet growth and the higher volume of operations. Communications and traffic expenses increased 49.6% year over year, primarily due to the increase in operations.

First quarter 2022 distribution costs increased by 71.5% year over year, driven by higher passenger volumes. Administration and information systems expenses increased 13.7% compared to the same period of 2021, driven by the increase in capacity. Company's share of gain on equity accounted investees income totaled \$66.6 million pesos, a \$7.1 million pesos increase year over year.

EBITDAR

First quarter EBITDAR was positive \$2.3 billion pesos, an improvement of \$3.4 billion pesos compared to the negative \$398 million pesos recorded in the same period of 2021.

Operating Income

First quarter operating loss was \$763 million pesos, an improvement of \$2.7 billion pesos versus first quarter 2021.

Net Income / Loss

First quarter net income was negative \$3.1 billion pesos, an improvement of \$1.1 billion pesos versus the same period of 2021.

During the quarter the Company recorded net \$481 million pesos of exchange-related costs. This net effect includes functional currency adjustments and the impact of exchange rate related operating adjustments.



Comments to the Consolidated Statements of Financial Position and Cash Flow

Aeromexico's cash position as of March 31st, 2022, amounted to \$28.0 billion pesos, equivalent to approximately \$1,4 billion dollars. Excluding restricted cash, and outstanding claims, Aeromexico's cash balance amounted to \$24.6 billion pesos, equivalent to \$1.2 billion dollars. During the quarter, the Company executed diverse settlement payments in accordance with the Chapter 11 Exit Plan effectiveness for \$7.9 billion pesos.

Cash flow summary (figures in millions of pesos)

Description	1Q22
Cash and cash equivalents at the beginning of the period	20,039
Operating Cash	(1,500)
Working Capital & Others	(2,201)
Cash Flow from operating activities before claims settlement	(3,701)
Claims Settlements	(7,895)
Net Cash Flow from Operating Activities	(11,596)
Net Cash Flow from Investing Activities	(552)
Net Cash Flow from Financing Activities	20,008
Increase in Cash and Cash Equivalent	7,860
Effect of Exchange Rate Fluctuation on Cash and Cash Equivalents	114
Net Increase in Cash and Cash Equivalents	7,974
Cash at the End of the Period	28,013



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Under IFRS, there is not such a “Fresh start accounting” concept as stated under USGAAP. As a result, the Company has not been able to reflect the Equity Value of \$2.5 billion dollars as stated in the reorganization Plan into its financial statements as of March 2022. Therefore, total equity corresponds to a deficit of \$16.3 billion pesos at the end of first quarter 2022.

As of March 31st, 2022, Grupo Aeromexico had a total of 136,423,959 common shares outstanding.

Fleet

During the quarter, Grupo Aeromexico received 10 Boeing 737-Max. Grupo Aeromexico’s operating fleet comprised 134 aircraft.

As of March 31st, 2022, the average age of Grupo Aeromexico’s operating fleet was 7.8 years.

Operating Fleet

Fleet	1Q20	1Q21	4Q21	1Q22
B-787	19	18	18	18
B-737-700	9	5	5	1
B-737-800	35	30	36	36
B-737 MAX 8	-	6	21	27
B-737 MAX 9	-	-	6	10
Aeromexico	63	59	86	92
E-170	9	0	0	0
E-190	47	47	47	42
Aeromexico Connect	56	47	47	42
Grupo Aeromexico	119	106	133	134



Analyst Coverage

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Consolidated Statement of Comprehensive Income

Millions of pesos	Three months ended March 31st				
	2022	%	2021	%	VAR
Total Revenue	12,902	100.0%	6,850	100.0%	88.4%
Domestic Passenger Ticket Revenue	4,560	35.3%	2,659	38.8%	71.5%
International Passenger Ticket Revenue	6,028	46.7%	2,321	33.9%	NA
Ancillary Passenger Revenue	733	5.7%	531	7.7%	38.2%
Total Passenger Ticket Revenue	11,322	87.8%	5,511	80.5%	NA
Air Cargo	1,444	11.2%	1,150	16.8%	25.6%
Charter Flights	0	0.0%	5	0.1%	(100.0%)
Other Revenues	136	1.1%	184	1.4%	(26.0%)
Operating Costs	10,806	83.8%	6,953	101.5%	55.4%
Salaries and Related Costs	2,735	21.2%	2,565	37.4%	6.6%
Aircraft Fuel	5,019	38.9%	2,246	32.8%	NA
Maintenance	815	6.3%	728	10.6%	11.9%
Aircraft, Communication and Traffic Services	1,883	14.6%	1,259	18.4%	49.6%
Passenger Services	354	2.7%	155	2.3%	NA
Selling & Administrative Expenses	1,455	11.3%	1,007	14.7%	44.6%
Effects from Associated Companies	(66.6)	(0.5%)	(62)	(0.9%)	7.1%
Other income / costs (net)	29	0.2%	(12)	-0.2%	NA
Restructuring costs	(2,313)	(17.9%)	(638)	0.0%	NA
Total Operating Expenses	9,910	76.8%	7,248	105.8%	36.7%
EBITDAR	2,992	NA	(398)	(5.8%)	NA
Leases, Depreciation & Amortization	3,128	NA	3,047	23.6%	2.7%
Impairment	628	NA	0	0.0%	NA
Total Expenses	13,665	NA	10,295	150.3%	32.7%
Operating Profit (Loss)	(763)	NA	(3,445)	(50.3%)	(77.8%)
Financial Income and Losses	2,272	17.6%	1,529	22.3%	48.6%
Exchange Rate Impact	481	3.7%	77	1.1%	NA
Financial Net Costs	2,753	21.3%	1,606	23.4%	71.4%
Income Before Taxes	(3,516)	NA	(5,050)	(73.7%)	(30.4%)
Taxes	(422)	(3.3%)	(859)	(12.5%)	NA
Net Income	(3,095)	NA	(4,192)	(61.2%)	(26.2%)



Consolidated Statement of Financial Position

ITEMS	As of March 31st	As of December 31st	Var 2021 vs 2020	
	2022	2021	\$	%
Assets				
Cash & Cash Equivalents	27,377	19,381	(7,996)	(29.2)
Restricted Cash	636	659	23	3.6
Financial Assets and Short Term Investments	0	0	0	NA
Derivative Financial Assets	0	0	0	NA
Accounts Receivable Net	5,614	4,016	(1,598)	(28.5)
Related Parties	27	10	(17)	(63.0)
Prepaid Expenses	978	699	(279)	(28.5)
Inventories	1,621	1,589	(32)	(2.0)
Total Current Assets	36,253	26,354	(9,899)	(27.3)
Fixed Assets & Right of Use, Net	49,929	49,406	(523)	(1.0)
Others	10,856	11,088	232	2.1
Total Assets	97,038	86,848	(10,190)	(10.5)
Liabilities				
Current Liabilities				
Financial	24,840	39,034	14,194	57.1
Others	38,933	60,347	21,414	55.0
Total Short Term Liabilities	63,773	99,381	35,608	55.8
Long Term Liabilities				
Financial	44,523	36,948	(7,575)	(17.0)
Others	5,024	5,025	1	0.0
Total Long Term Liabilities	49,547	41,973	(7,574)	(15.3)
Total Liabilities	113,320	141,354	28,034	24.7
Stockholders Equity	(16,282)	(54,506)	(38,224)	234.8
Total Liabilities and Stockholders Equity	97,038	86,848	(10,190)	(10.5)