

# ASUR

AEROPUERTOS DEL SURESTE



airport  
carbon  
accredited  
OPTIMISATION



SCIENCE  
BASED  
TARGETS



by

WORLD  
TRAVEL &  
TOURISM  
COUNCIL

ASUR  
AEROPUERTOS DEL SURESTE



Cancún International Airport

*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.*



25 years

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*

## Héctor Navarrete Muñoz

General Director of Regional Airports

*with company since 1999*

## Adán González Martínez

Chief Commercial Officer

*with company since 2026*

## Gilberto Pacheco Velasco

Chief Financial Officer for South America

*with company since 2026*



## 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  
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International

## Continuous commitment to implement ESG Best Practices



### Environment

#### Energy and climate change

- Permanent program to monitor emissions (scopes 1, 2 & 3)
- Level 3 certification under ACA (Airport Carbon Accreditation) program, due to reductions in our direct and indirect carbon emissions in all airports
- Acquisition of electrical vehicle fleet
- Solar energy generation in more than 50% of our airports in Mexico

#### Conservation of natural resources and biodiversity

- Alliance building with organizations specialized in conservation of biodiversity and development of sustainable resources for communities
- In process of installing rainwater capturing systems at airports
- Implementation of circular economy projects to increase annual volume of recycled waste products

#### Certifications

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



### Social

#### 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
- Training: development and implementation of opportunities for training and schooling among employees
- Gender and diversity: commitment to increase proportion of women and diversity in the workforce through our Equality, Diversity and Inclusion policy effective 2024
- Stability in the workplace: staff turnover of 4.16% (average in México is 17%)

#### Active participation in community development

- Contributions to civil associations in southeast of Mexico relating to services for disabled people, health, culture and education
- Support through Sustainable Social Investment Program for projects to contribute to economic inclusion of communities in southeast of Mexico, with special focus on indigenous communities



### Governance

#### Good corporate governance and fair business practice

- Board of Directors: 11 members (64% independent members), 36% women, 64% men
- Corporate Governance:
  - Audit Committee (100% independent members)
  - Nominations & Compensations Committee
  - Operations Committee
  - Acquisitions & Contracts Committee
  - Sustainability Committee
- Transparency: reporting of ESG performance on platforms such as CDP, S&P, MCSI, CEMEFI

#### Innovation and client focus

- Continuous improvement in airport service quality using passenger satisfaction surveys and other tools
- Safe, accessible facilities with constant upgrades to ensure world-class service
- Improvements to complaints handling procedures

#### Promotion of human rights

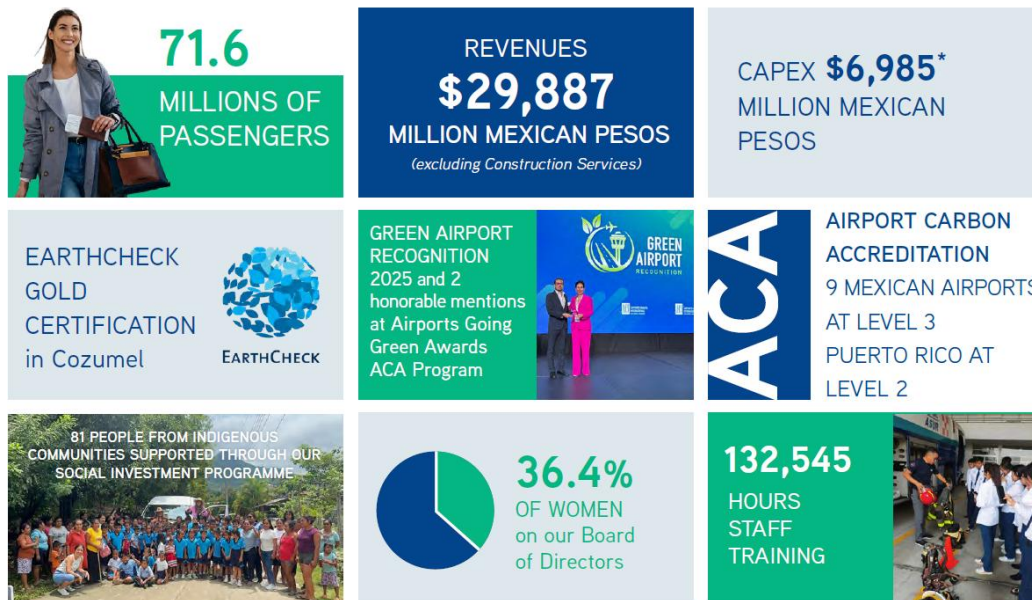
- Alliances with private and humanitarian organizations to promote human rights within and outside the company

# ESG: Sustainability is a key strategy in our business model



For many years now, our commitment to sustainability has been aligned with the 2030 Agenda and the Sustainable Development Goals of the United Nations

Our sustainability performance in 2025



2025 Annual Sustainability Report available at:

[https://www.asur.com.mx/media/Responsabilidad%20Social/Ingles/ASUR%20Annual%20Sustainability%20Report%20%202025%20\(1\).pdf](https://www.asur.com.mx/media/Responsabilidad%20Social/Ingles/ASUR%20Annual%20Sustainability%20Report%20%202025%20(1).pdf)



Active participant of **United Nations Global Compact**, in Mexico and internationally



Certified by **CEMEFI** as Socially Responsible Company (18<sup>th</sup> year)



Airports' Environmental Management Systems certified under **ISO 14001**



**Environmental Compliance** certification from Mexican Environmental Protection Agency



Airports in Mexico (level 3) and Puerto Rico (level 2), registered with the **Airport Carbon Accreditation** initiative organized by ACI.



**GRI reporting** standards implemented in 2008



First Airport Group in Mexico to join the **Science Based Targets** initiative



**EarthCheck Certified**: "Platinum" in Huatulco, and "Silver" in Cozumel



9 airports with **Distintivo S**: sustainable tourism certification endorsed by Mexican Ministry of Tourism

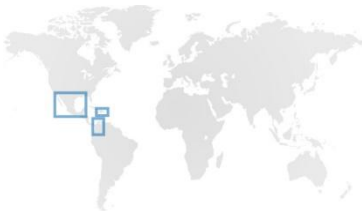
Focus on **quality of life** for employees and community relations

Strict standards of **corporate governance** and **business ethics**



# Airport operations in attractive locations in Mexico, the Caribbean and South America

Geographical presence  
16 airports



a total of

71.6M PAX

(2025: 0.3% increase YOY vs 2024)



|                   | Annual |      | %<br>Change |
|-------------------|--------|------|-------------|
|                   | 2024   | 2025 |             |
| Total PAX         | 71.3   | 71.6 | 0.3         |
| Domestic PAX      | 44.5   | 44.8 | 0.8         |
| International PAX | 26.8   | 26.7 | (0.4)       |

|                   | Accumulated Jan - Jun |      | %<br>Change |
|-------------------|-----------------------|------|-------------|
|                   | 2025                  | 2026 |             |
| Total PAX         | 36.3                  | 36.2 | (0.3)       |
| Domestic PAX      | 22.1                  | 22.3 | 0.8         |
| International PAX | 14.2                  | 13.9 | (2.1)       |

Mexico



9 airports  
40.6M PAX  
(2025: 2.0% decrease YOY vs 2024)

Puerto Rico



1 airport  
13.6M PAX  
(2025: 3.0% increase YOY vs 2024)

Colombia



6 airports  
17.3M PAX  
(2025: 4.0% increase YOY vs 2024)

Source:  
ASUR Company Filings

# Cancún: Close to major Canada, U.S., Mexico & Latin America destinations

Illustrative  
flight times  
from various  
destinations



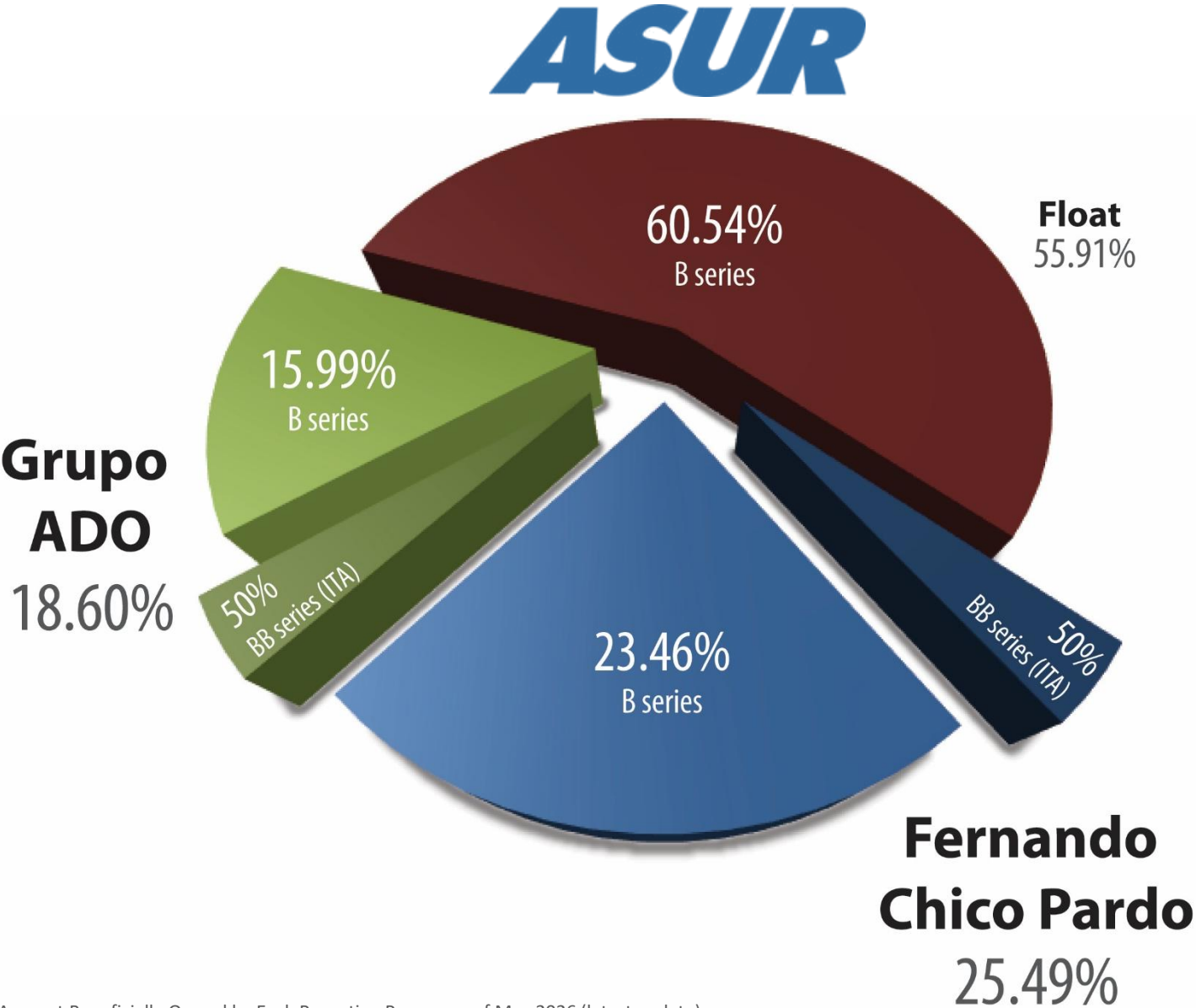


# Private airports / airport groups listed on global stock exchanges

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



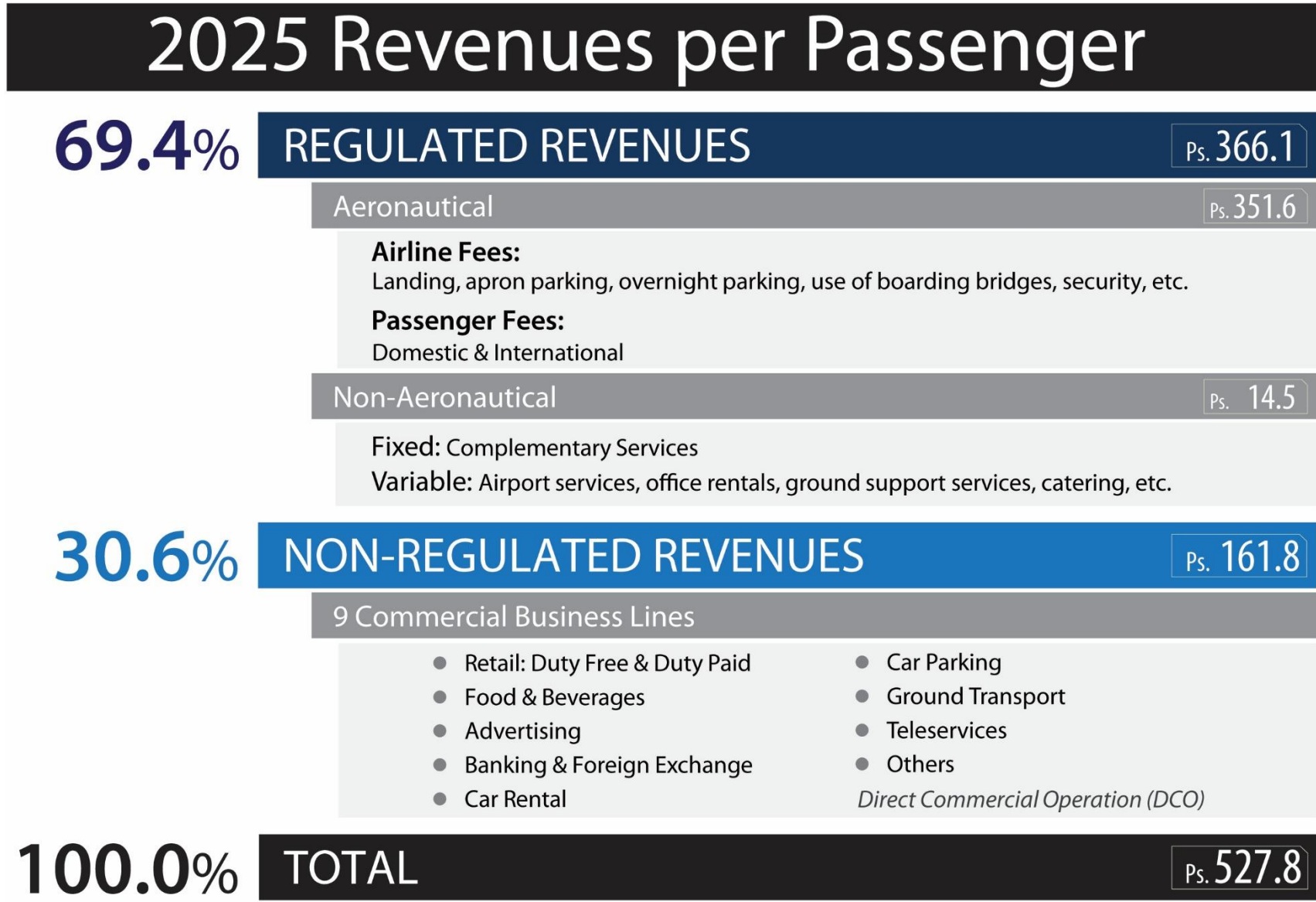
Fernando  
Chico Pardo  
& Grupo ADO



\* Aggregate Amount Beneficially Owned by Each Reporting Person, as of May 2026 (latest update)  
[https://www.sec.gov/Archives/edgar/data/1123452/000114036126023389/xslSCHEДУLE\\_13D\\_X02/primary\\_doc.xml](https://www.sec.gov/Archives/edgar/data/1123452/000114036126023389/xslSCHEДУLE_13D_X02/primary_doc.xml)

Dual Till System

Regulated + Non Regulated Revenues





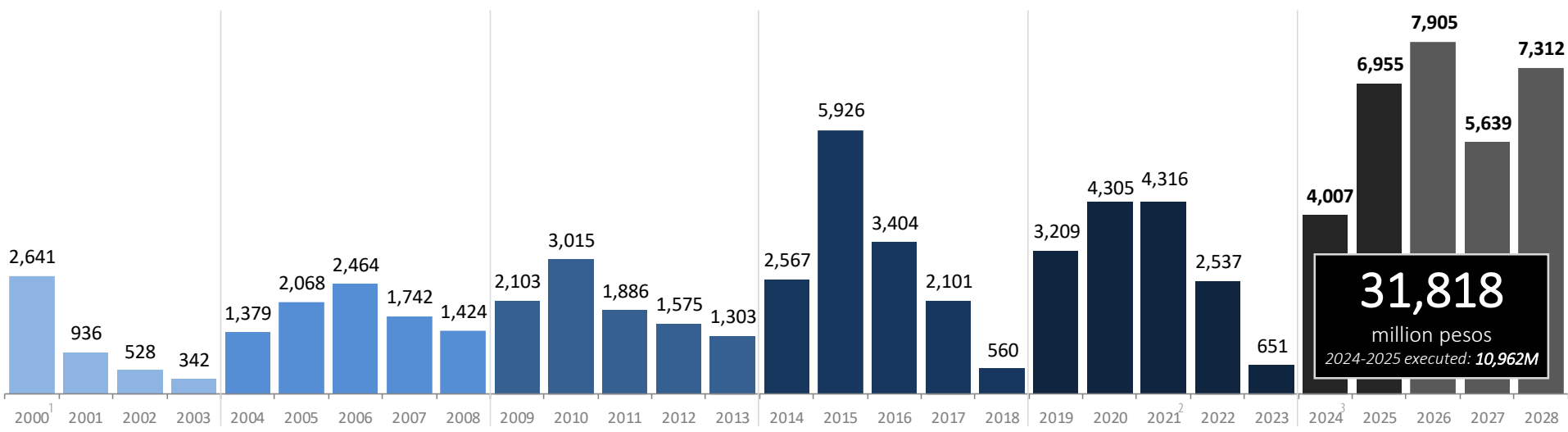
MDP  
Committed  
Investments

1999-2023:  
**52,982**  
million pesos

2024-2028:  
**31,818**  
million pesos

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

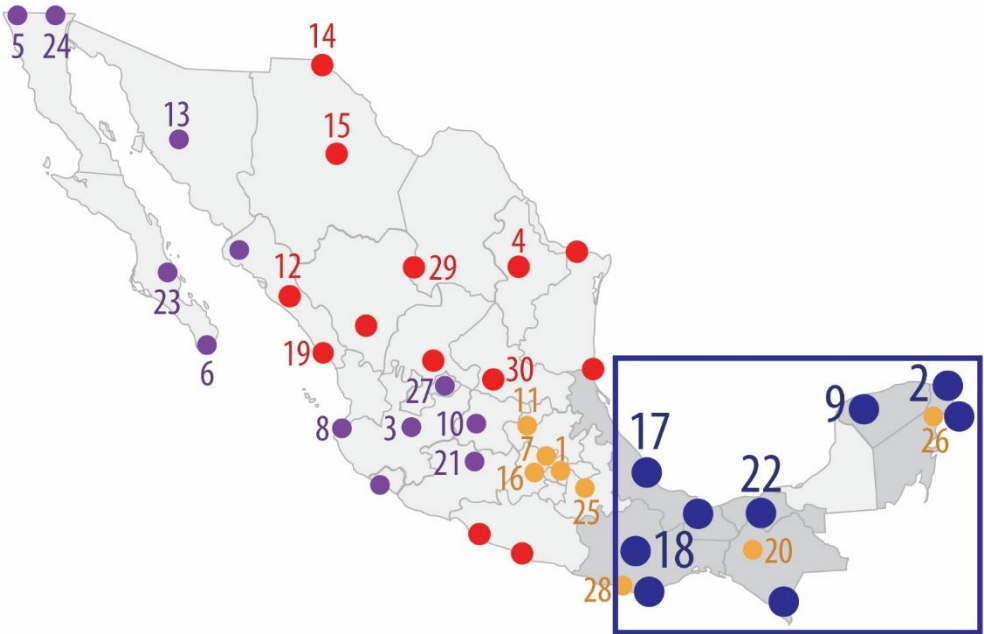
MDP Investment Commitments  
(expressed in December 2025, Million Pesos)



| 1999-2018 key projects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2019-2023 key projects                                                                                                                                                                                                                                                                                                  | 2024-2028 key projects                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>1999: Government CAPEX backlog</li><li>2005: 9/11 security standards</li><li>2006-2007: Terminal 3 and second runway in CUN</li><li>2011: Passenger flow separation in CUN</li><li>Required works for Airport Certification (9 airports)</li><li>Terminal building expansion:<ul style="list-style-type: none"><li>2011-2013: HUX, MID, OAX and VSA</li><li>2014-2016: Terminal 2 &amp; 3 in CUN and VER</li><li>2014-2017: Terminal 4 (phase one) in CUN</li></ul></li></ul> | <ul style="list-style-type: none"><li>MID: Terminal expansion (includes a complete reconfiguration)</li><li>CUN: Terminal 4 expansion, parallel taxiway on runway 12L-30R, new access roads</li><li>OAX &amp; VSA: Terminal expansions</li><li>ALL: Runway, Taxiways &amp; Apron repaving + equipment renewal</li></ul> | <ul style="list-style-type: none"><li>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.</li><li>OAX: Terminal building large-scale reconstruction and expansion</li><li>CZM, HUX, MID &amp; VSA: Minor terminal expansions</li><li>ALL: Runway, Taxiways &amp; Apron repaving + equipment renewal</li></ul> |

<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, 2024 - 2025 Executed, 2026-2028 Programmed; Committed investments according to the approved MDP, expressed in million pesos as of Dec. 2025 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)

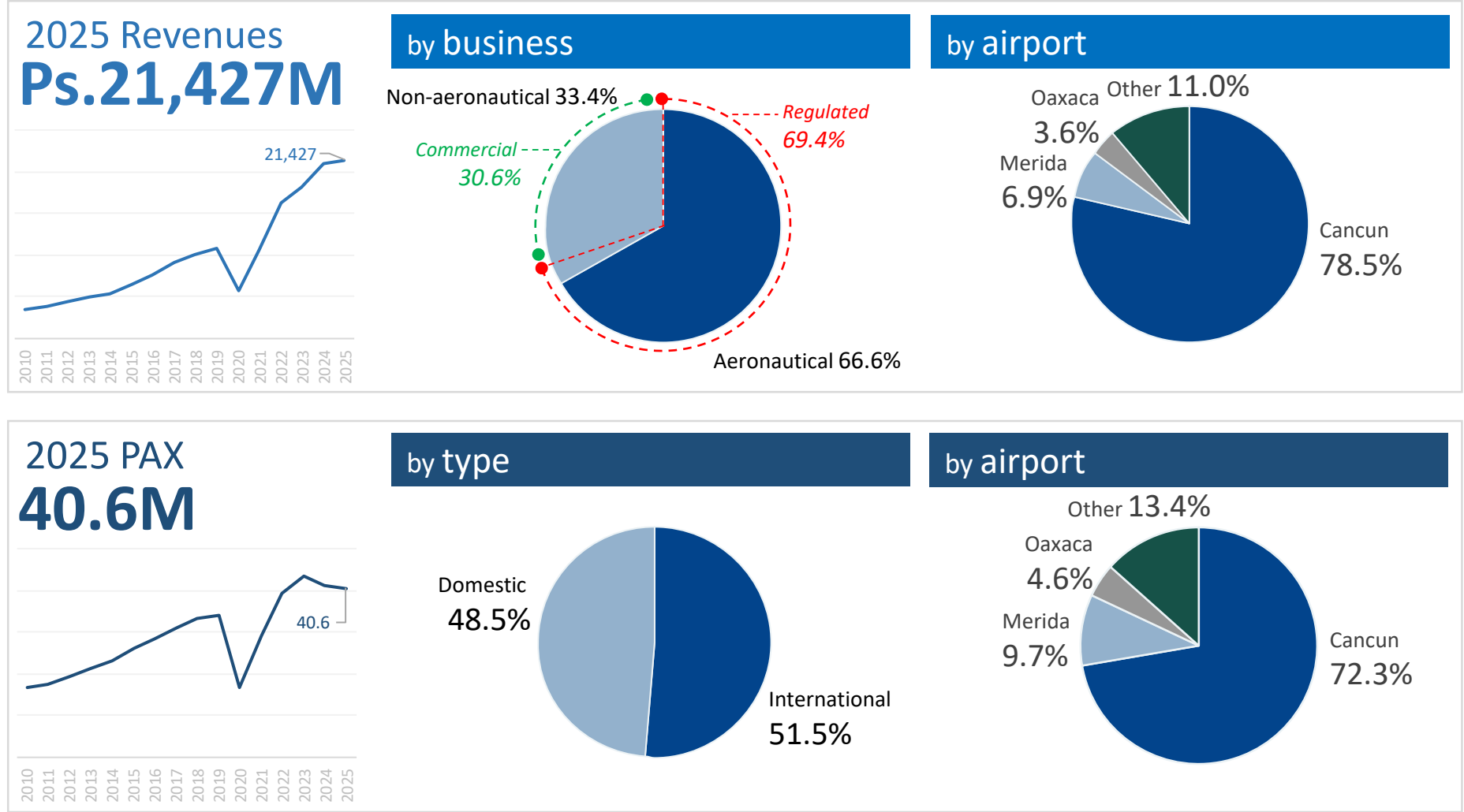


|                                                                                                                             | 2025 PAX      |                |                | Total PAX<br>06-25<br>CAGR % |
|-----------------------------------------------------------------------------------------------------------------------------|---------------|----------------|----------------|------------------------------|
|                                                                                                                             | International | Domestic       | Total          |                              |
|  <b>ASUR</b><br>AEROPUERTOS DEL SURESTE  | 21,010        | 19,775         | <b>40,785</b>  | 5.9%                         |
|  <b>Grupo Aeroportuario del Pacífico</b> | 16,987        | 40,678         | <b>57,665</b>  | 5.6%                         |
|  <b>OMA</b>                              | 4,347         | 24,653         | <b>29,000</b>  | 4.9%                         |
| <b>All of Mexico <sup>1</sup></b>                                                                                           | <b>61,907</b> | <b>129,338</b> | <b>191,245</b> | <b>5.1%</b>                  |

| Rank 2025 | Group     | Airport         | Pax ('000s) |        |        | Var %<br>25 vs.24 | CAGR %<br>19-25 |
|-----------|-----------|-----------------|-------------|--------|--------|-------------------|-----------------|
|           |           |                 | 2019        | 2024   | 2025   |                   |                 |
| 1         | AICM      | Mexico City     | 50,304      | 45,359 | 44,606 | (1.7%)            | (2.0%)          |
| 2         | ASUR      | Cancun          | 25,482      | 30,564 | 29,479 | (3.6%)            | 2.5%            |
| 3         | GAP       | Guadalajara     | 14,824      | 17,877 | 18,774 | 5.0%              | 4.0%            |
| 4         | OMA       | Monterrey       | 11,177      | 13,651 | 15,777 | 15.6%             | 5.9%            |
| 5         | GAP       | Tijuana         | 8,917       | 12,578 | 12,766 | 1.5%              | 6.2%            |
| 6         | GAP       | Los Cabos       | 5,339       | 7,509  | 7,553  | 0.6%              | 6.0%            |
| 7         | AIFA      | Santa Lucía     | 0           | 6,348  | 7,079  | 11.5%             | NA              |
| 8         | GAP       | Puerto Vallarta | 4,931       | 6,811  | 6,957  | 2.1%              | 5.9%            |
| 9         | ASUR      | Merida          | 2,791       | 3,717  | 3,952  | 6.3%              | 6.0%            |
| 10        | GAP       | Bajío           | 2,747       | 3,180  | 3,317  | 4.3%              | 3.2%            |
| 11        |           | Querétaro       | 1,175       | 2,075  | 2,409  | 16.1%             | 12.7%           |
| 12        | OMA       | Culiacan        | 2,459       | 2,275  | 2,227  | (2.1%)            | (1.6%)          |
| 13        | GAP       | Hermosillo      | 1,840       | 2,175  | 2,223  | 2.2%              | 3.2%            |
| 14        | OMA       | Cd. Juárez      | 1,597       | 2,143  | 2,131  | (0.6%)            | 4.9%            |
| 15        | OMA       | Chihuahua       | 1,700       | 1,850  | 1,956  | 5.7%              | 2.4%            |
| 16        |           | Toluca          | 689         | 1,704  | 1,927  | 13.1%             | 18.7%           |
| 17        | ASUR      | Veracruz        | 1,476       | 1,726  | 1,885  | 9.2%              | 4.2%            |
| 18        | ASUR      | Oaxaca          | 1,196       | 1,793  | 1,871  | 4.3%              | 7.7%            |
| 19        | OMA       | Mazatlan        | 1,161       | 1,878  | 1,749  | (6.8%)            | 7.1%            |
| 20        |           | Tuxtla Gtz      | 1,496       | 1,682  | 1,709  | 1.6%              | 2.2%            |
| 21        | GAP       | Morelia         | 890         | 1,314  | 1,518  | 15.5%             | 9.3%            |
| 22        | ASUR      | Villahermosa    | 1,245       | 1,488  | 1,454  | (2.3%)            | 2.6%            |
| 23        | GAP       | La Paz          | 998         | 1,209  | 1,347  | 11.4%             | 5.1%            |
| 24        | GAP       | Mexicali        | 1,192       | 1,037  | 1,278  | 23.2%             | 1.2%            |
| 25        | GAFSACOMM | Puebla          | 762         | 1,076  | 1,255  | 16.6%             | 8.7%            |
| 26        | GAFSACOMM | Tulum           | 0           | 1,237  | 1,249  | 0.9%              | NA              |
| 27        | GAP       | Aguascalientes  | 848         | 963    | 985    | 2.3%              | 2.5%            |
| 28        | ASA       | P. Escondido    | 408         | 850    | 949    | 11.6%             | 15.1%           |
| 29        | OMA       | Torreon         | 709         | 816    | 847    | 3.7%              | 3.0%            |
| 30        | OMA       | San Luis Potosi | 643         | 738    | 837    | 13.3%             | 4.5%            |

<sup>1</sup> According to the Communications and Transport Ministry's website <https://www.gob.mx/cms/uploads/attachment/file/1051975/proucto-aeropuerto-2006-2025-dic-27012026.xlsx> (excludes transit and GA PAX);

2025  
Total Revenue  
per PAX:  
**Ps.527.8**



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**

**25** years

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

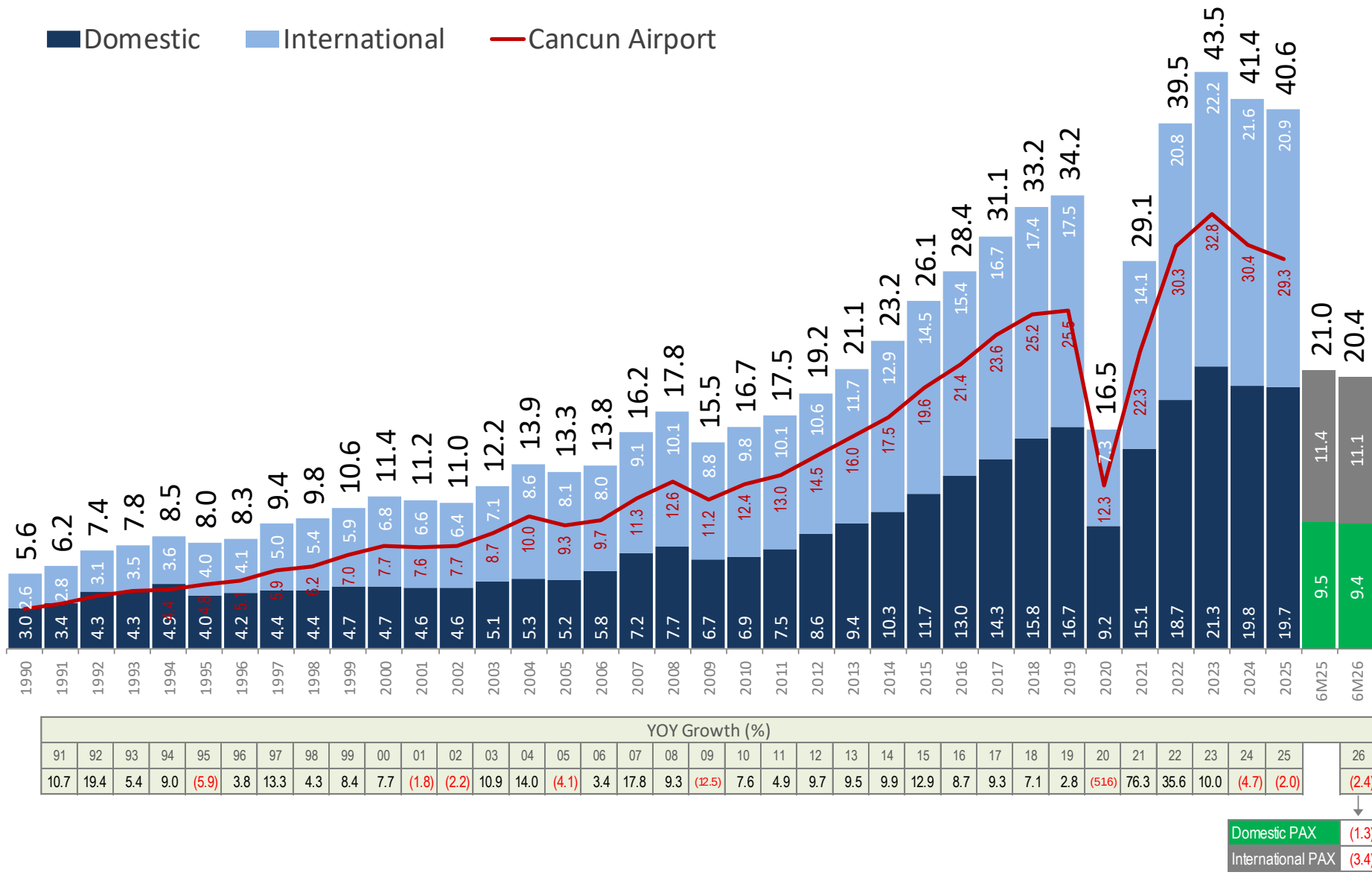
Financial  
Information

Strategic  
Matters

International

1990 – 2025  
TOTAL PAX  
CAGR:  
**5.8%**

CAGR '90–'25 (INT): **6.1%**  
CAGR '90–'25 (DOM): **5.5%**  
CAGR '90–'25 (Cancun): **6.7%**



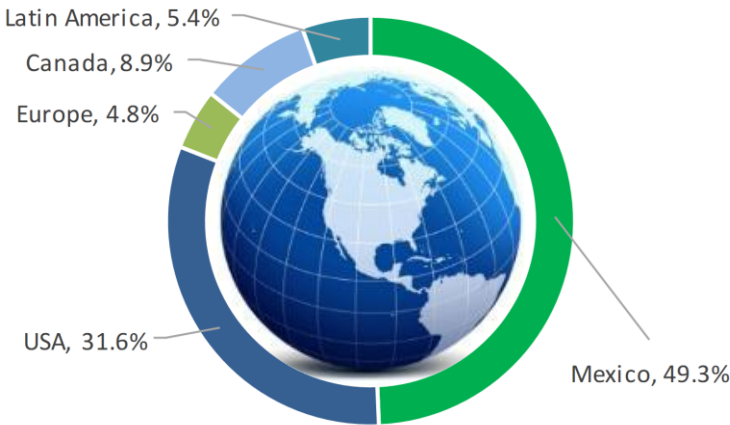
Source: ASA from 1990-1998. ASUR management thereafter; Transit and General Aviation Excluded; Otherwise stated, figures from operations in PR and Colombia are excluded.

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

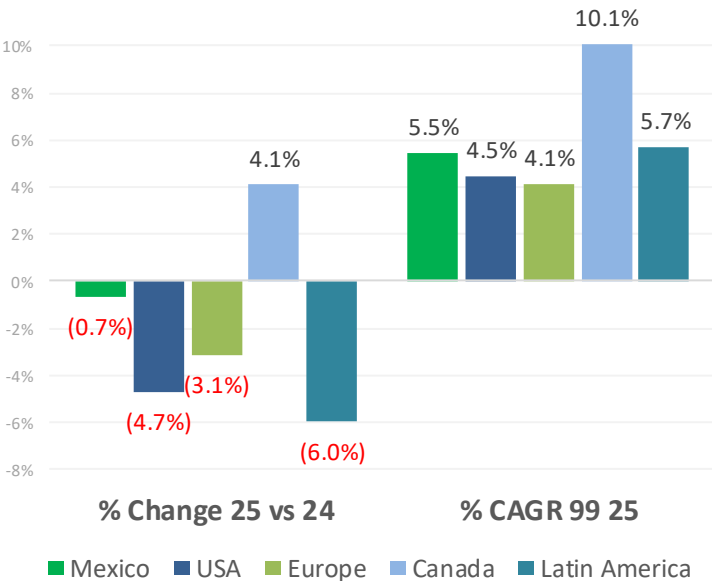
| REGION -> | Mexico | USA  | Europe | Canada | Latin America | TOTAL |
|-----------|--------|------|--------|--------|---------------|-------|
| 1999      | 5.0    | 4.1  | 0.7    | 0.3    | 0.5           | 10.6  |
| 2000      | 5.0    | 4.6  | 0.9    | 0.4    | 0.5           | 11.4  |
| 2001      | 4.9    | 4.5  | 0.9    | 0.5    | 0.5           | 11.2  |
| 2002      | 4.8    | 4.4  | 0.8    | 0.6    | 0.3           | 11.0  |
| 2003      | 5.3    | 4.9  | 1.0    | 0.7    | 0.3           | 12.2  |
| 2004      | 5.6    | 5.9  | 1.3    | 0.8    | 0.3           | 13.9  |
| 2005      | 5.5    | 5.6  | 1.2    | 0.8    | 0.3           | 13.3  |
| 2006      | 6.0    | 5.3  | 1.4    | 0.9    | 0.3           | 13.8  |
| 2007      | 7.5    | 6.0  | 1.4    | 1.0    | 0.3           | 16.2  |
| 2008      | 8.1    | 6.5  | 1.5    | 1.3    | 0.4           | 17.8  |
| 2009      | 7.0    | 5.8  | 1.0    | 1.3    | 0.3           | 15.5  |
| 2010      | 7.2    | 6.2  | 1.2    | 1.5    | 0.5           | 16.7  |
| 2011      | 7.7    | 6.2  | 1.3    | 1.7    | 0.6           | 17.5  |
| 2012      | 8.9    | 6.2  | 1.5    | 1.8    | 0.9           | 19.2  |
| 2013      | 9.7    | 6.8  | 1.7    | 1.8    | 1.1           | 21.1  |
| 2014      | 10.7   | 7.6  | 1.7    | 1.9    | 1.3           | 23.2  |
| 2015      | 12.1   | 8.8  | 1.7    | 2.0    | 1.6           | 26.1  |
| 2016      | 13.3   | 9.4  | 1.8    | 2.1    | 1.8           | 28.4  |
| 2017      | 14.8   | 10.1 | 1.9    | 2.2    | 2.1           | 31.1  |
| 2018      | 16.3   | 10.2 | 2.0    | 2.4    | 2.3           | 33.2  |
| 2019      | 17.1   | 9.7  | 2.1    | 2.7    | 2.5           | 34.2  |
| 2020      | 9.4    | 4.8  | 0.4    | 1.1    | 0.7           | 16.5  |
| 2021      | 15.4   | 10.8 | 0.8    | 0.5    | 1.5           | 29.1  |
| 2022      | 19.1   | 13.2 | 2.2    | 2.1    | 2.8           | 39.5  |
| 2023      | 21.7   | 13.7 | 2.1    | 3.1    | 2.8           | 43.5  |
| 2024      | 20.2   | 13.4 | 2.0    | 3.5    | 2.3           | 41.4  |
| 2025      | 20.0   | 12.8 | 2.0    | 3.6    | 2.2           | 40.6  |

Note: Excludes transit and general aviation; Otherwise stated, figures from operations in Puerto Rico and Colombia are excluded.

## O&D: 2025 Distribution (% of total)



## Growth Rates % by Region







ASR

LISTED

NYSE

25 years

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

2026 Industry Estimates:

469

available airplanes

Last update: Dec 2025

Source:

[www.airfleets.net](http://www.airfleets.net)

[www.centreforaviation.com](http://www.centreforaviation.com)

[www.aerotransport.org](http://www.aerotransport.org)

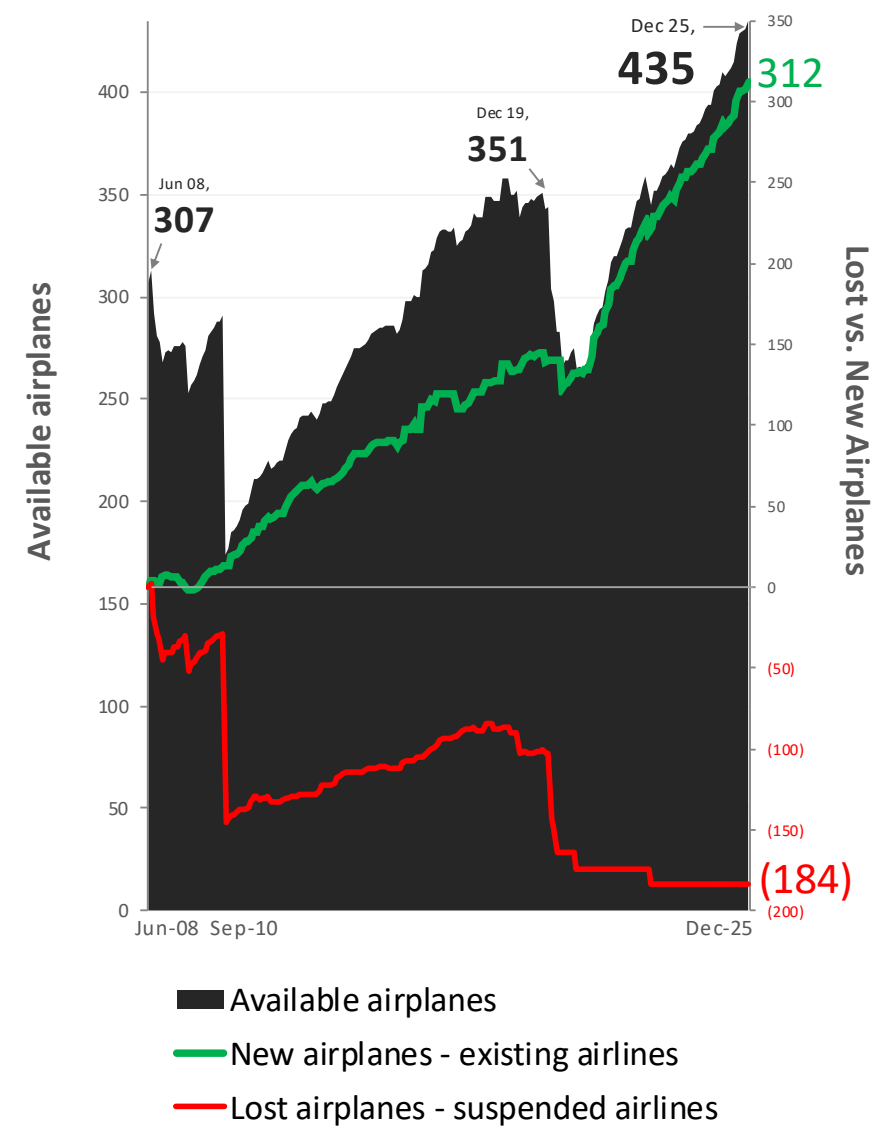
[www.sct.gob.mx](http://www.sct.gob.mx)

[www.boeing.com/commercial/#/products-and-services](http://www.boeing.com/commercial/#/products-and-services)

[www.airbus.com/aircraft/market/orders-deliveries.html](http://www.airbus.com/aircraft/market/orders-deliveries.html)

Industry Press Releases

Available Airplanes in Mexico



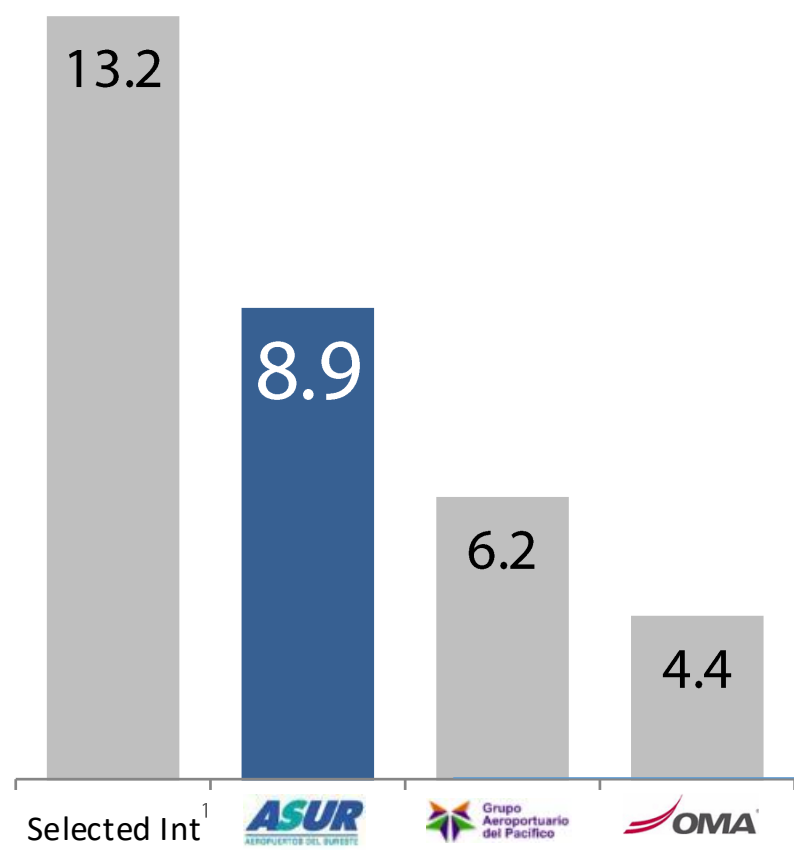
| a) Existing Airlines |        |        |        |               |                      |
|----------------------|--------|--------|--------|---------------|----------------------|
|                      | jun-08 | dic-19 | dic-25 | New Airplanes | Var. % Jun 25/Jun 08 |
| VOLARIS              | 17     | 81     | 154    | 137           | 806%                 |
| AEROMEXICO           | 94     | 128    | 164    | 70            | 74%                  |
| VIVA AEROBUS         | 7      | 36     | 101    | 94            | 1,343%               |
| MAGNICHARTERS        | 5      | 12     | 5      | 0             | 0%                   |
| TAR                  | 0      | 11     | 6      | 6             | 100%                 |
| MEXICANA             | 0      | 0      | 5      | 5             | 100%                 |
| Subtotal             | 123    | 268    | 435    | 312           | 254%                 |

| b) Suspended Airlines |        |        |        |                |                |
|-----------------------|--------|--------|--------|----------------|----------------|
|                       | jun-08 | dic-19 | dic-25 | 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         |
| Subtotal              | 184    | 83     | 0      | (184)          |                |

|           | jun-08 | dic-19 | dic-25 | Var. Airplanes | Var. % Jun 25/Jun 08 |
|-----------|--------|--------|--------|----------------|----------------------|
| Total Net | 307    | 351    | 435    | 128            | 42%                  |

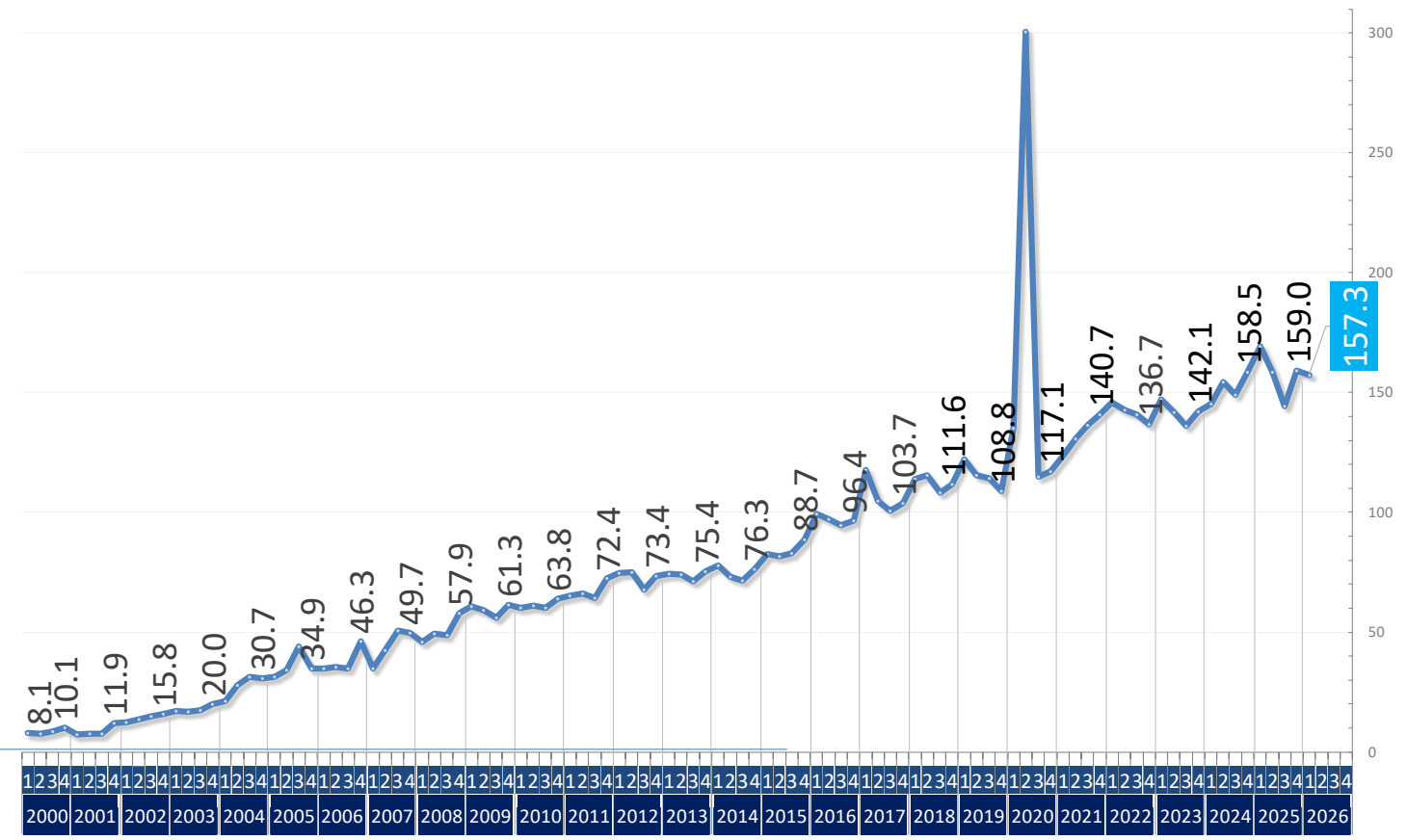
Nominal CAGR 2000 – 2025: **18.1%**; (Mexican CPI CAGR 2000-2025: 4.4%)

**2025 commercial revenue per PAX**  
vs. peers (US\$/PAX) – converted at a 2025 average  
FX of PS. 18.0012/US\$ for Mexican Airports



<sup>1</sup> 2025 International Weighted Average, which includes airports of: Dubai (DXB), Copenhagen (CPH), Vienna (VIE), Changi (SIN), Fraport AG (FRA) and a representative selection of major US hubs (JFK, LAX, DFW). Source: public annual / quarterly financial Company information. For Mexican Airports, commercial revenues converted to US\$ at a 2025 avg. FX of Ps. 18.0012/US\$ (banxico.org.mx); commercial revenues exclude: ASUR: PR & COL operations; OMA: Cargo, NH Hotel (Mex. City Airport), Hilton Garden Inn Hotel (Mty. Airport) & Aero Ind. Park; GAP: Montego Bay, Kingston, Cargo & Customs Warehouse operations.

**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. PAX traffic in Mexico decreased 94.2% in 2Q'20 vs 2Q'19 (COVID-19). PAX traffic excludes transit and general aviation. Otherwise stated, figures from operations in PR and Colombia are excluded

ASUR Total  
Revenues  
for 1Q'26:  
**\$8,350,066**  
(thousands of Mexican  
pesos, excluding  
Construction Revenues)

Commercial Revenues  
per Passenger for  
1Q'26:  
**\$153.6**  
(Mexican pesos per passenger)

## CONSOLIDATED RESULTS

|                                                             | 3 months         |                  | % Change         |
|-------------------------------------------------------------|------------------|------------------|------------------|
|                                                             | 2025             | 2026             |                  |
| <b>TOTAL Passengers (thousand)</b>                          | <b>18,600</b>    | <b>18,961</b>    | <b>1.9</b>       |
| <b>Total Revenues</b>                                       | <b>8,787,475</b> | <b>8,858,050</b> | <b>0.8</b>       |
| Aeronautical                                                | 5,203,220        | 5,124,370        | (1.5)            |
| Non-Aeronautical                                            | 2,969,738        | 3,225,696        | 8.6              |
| - Commercial Revenues                                       | 2,759,293        | 2,942,859        | 6.7              |
| - Commercial revenues per PAX *                             | 146.8            | 153.6            | 4.7              |
| Construction Revenues                                       | 614,517          | 507,984          | (17.3)           |
| <b>Total Revenues w/o Construction Revenues</b>             | <b>8,172,958</b> | <b>8,350,066</b> | <b>2.2</b>       |
| <b>Operating Costs and Expenses (exc. Construct. Costs)</b> | <b>3,073,132</b> | <b>3,662,189</b> | <b>19.2</b>      |
| <b>Comprehensive Financing Result (Cost)</b>                | <b>4,807</b>     | <b>(466,160)</b> | <b>n/a</b>       |
| <b>EBITDA</b>                                               | <b>5,724,836</b> | <b>5,353,643</b> | <b>(6.5)</b>     |
| <b>Adjusted EBITDA Margin **</b>                            | <b>70.0%</b>     | <b>64.1%</b>     | <b>(593 bps)</b> |

Thousands of Mexican pesos (except of Per Passenger figures)

\* Passenger figures include transit and general aviation passengers Mexico, Puerto Rico y Colombia

\*\* 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

Figures presented in the table above compare ASUR's consolidated results for the 3-month period ended Mar. 31, 2025 and 2026.

| Consolidated Debt Indicators          | Mar 31st, 25       | Dec 31st, 25      | Mar 31st, 26      |
|---------------------------------------|--------------------|-------------------|-------------------|
| Total Debt/ LTM EBITDA (Times) *      | 0.6                | 1.4               | 1.6               |
| Total Net Debt/ LTM EBITDA (Times) ** | (0.5)              | 0.8               | 0.8               |
| Interest Coverage Ratio ***           | 12.9               | 9.6               | 8.1               |
| <b>Total Debt</b>                     | <b>12,923,203</b>  | <b>27,486,563</b> | <b>27,339,887</b> |
| Short-term Debt                       | 993,850            | 625,850           | 605,638           |
| Long-term Debt                        | 11,929,353         | 26,860,713        | 26,734,249        |
| <b>Cash &amp; Cash Equivalents</b>    | <b>22,681,245</b>  | <b>11,116,335</b> | <b>13,811,729</b> |
| <b>Total Net Debt ****</b>            | <b>(9,758,042)</b> | <b>16,370,228</b> | <b>13,528,158</b> |

\* Total Debt to EBITDA Ratio = ASUR's interest-bearing liabilities divided by its EBITDA. \*\* Total Net Debt to EBITDA Ratio = ASUR's interest-bearing liabilities minus Cash & Cash Equivalents, divided by its EBITDA. \*\*\* Interest Coverage Ratio: For MEX = ASUR's LTM EBITDA divided by its LTM interest expenses. For PR = LTM Cash Flow Generation divided LTM debt service; for COL = LTM EBITDA minus LTM taxes divided by LTM debt service. \*\*\*\* Total Net Debt = ASUR's total debt without Cash & Cash Equivalents.

ASUR Mexico  
Total Revenues  
for 1Q'26:  
**\$5,800,198**  
*(thousands of Mexican  
pesos, excluding  
Construction Revenues)*

Commercial Revenues  
per Passenger for  
1Q'26:  
**\$157.3**  
*(Mexican pesos per passenger)*

## ASUR Mexico: Main Financial Data

|                                                                    | 3 months  |           | % Change  |
|--------------------------------------------------------------------|-----------|-----------|-----------|
|                                                                    | 2025      | 2026      |           |
| <b>TOTAL Passengers</b> <i>(thousand)</i>                          | 10,993    | 10,989    | (0.0)     |
| <b>Total Revenues</b>                                              | 6,472,205 | 6,191,990 | (4.3)     |
| Aeronautical                                                       | 3,879,762 | 3,874,716 | (0.1)     |
| Non-Aeronautical                                                   | 2,069,791 | 1,925,482 | (7.0)     |
| - Commercial Revenues                                              | 1,862,075 | 1,728,309 | (7.2)     |
| - Commercial revenues per PAX *                                    | 169.4     | 157.3     | (7.1)     |
| Construction Revenues                                              | 522,652   | 391,792   | (25.0)    |
| <b>Total Revenues w/o Construction Revenues</b>                    | 5,949,553 | 5,800,198 | (2.5)     |
| <b>Operating Costs and Expenses</b> <i>(exc. Construct. Costs)</i> | 1,786,573 | 1,894,027 | 6.0       |
| <b>Comprehensive Financing Result (Cost)</b>                       | 71,216    | (268,012) | (476.3)   |
| <b>EBITDA</b>                                                      | 4,473,204 | 4,234,441 | (5.3)     |
| <b>Adjusted EBITDA Margin **</b>                                   | 75.2%     | 73.0%     | (218 bps) |

Thousands of Mexican pesos (except of Per Passenger figures)

\* For the purpose of calculation, 47.5 and 51.2 thousand transit and general aviation PAX are included in 3M25 and 3M26.

\*\* 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

Figures presented in the table above compare ASUR Mexico's independent results for the 3-month period ended March 31, 2025 and 2026; Otherwise stated, figures from operations in PR, Colombia & ASUR US are excluded.

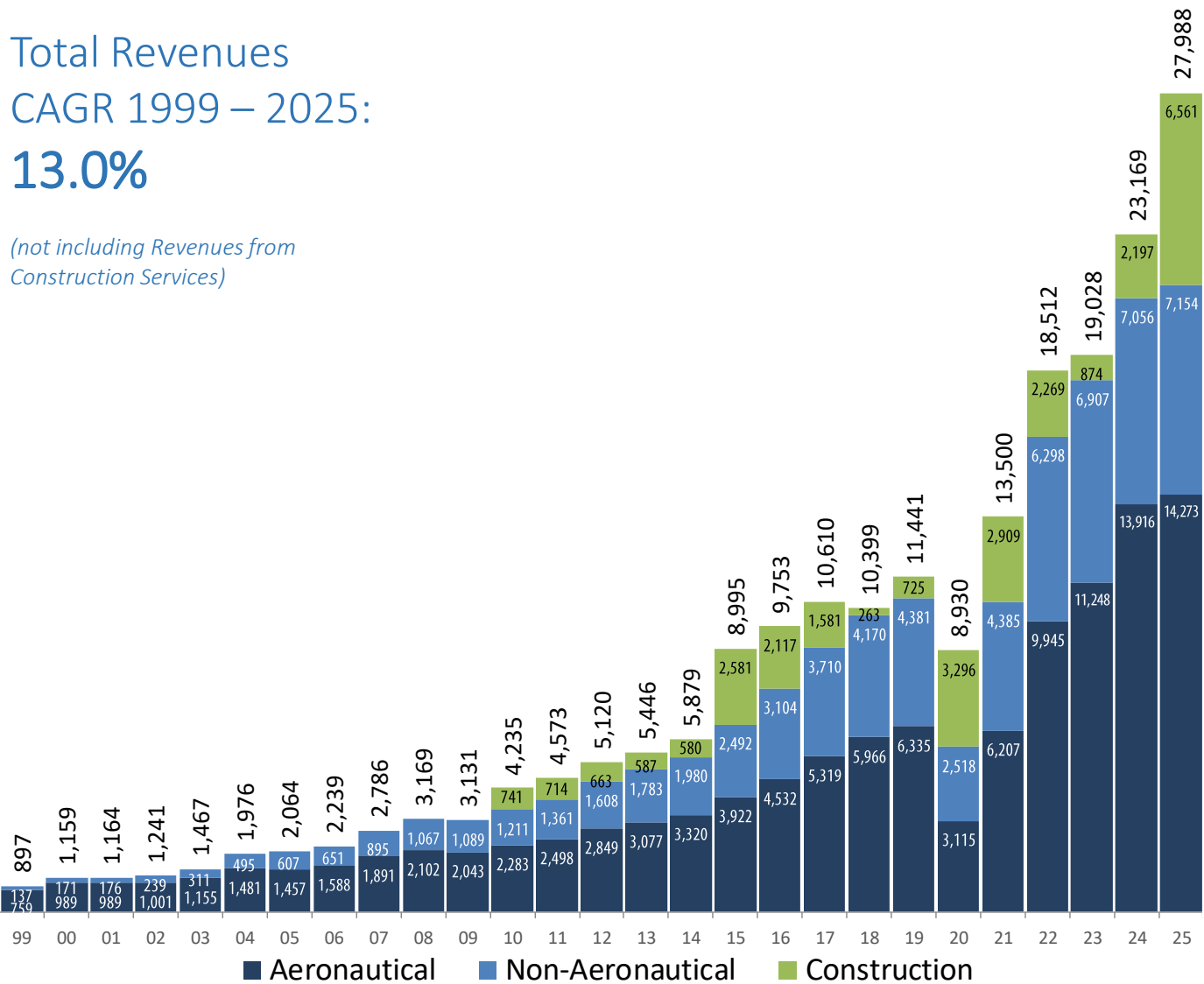




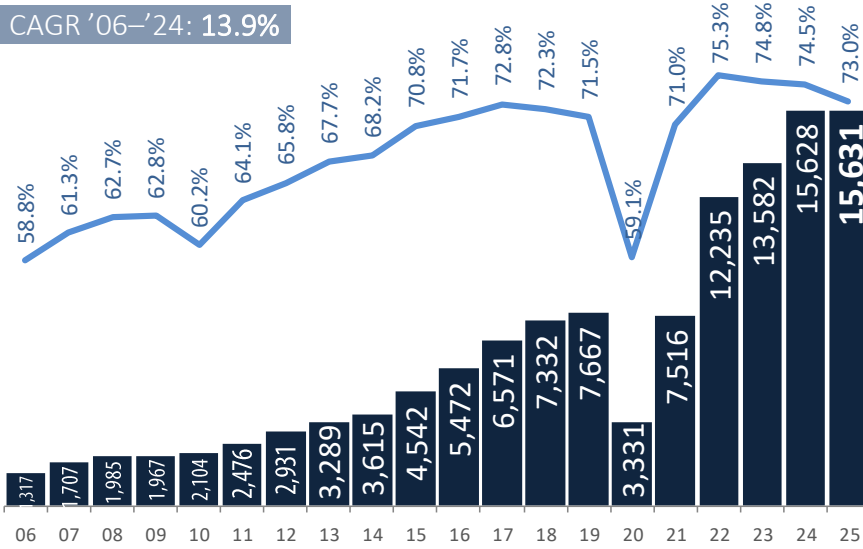
## 1999 – 2025 Revenues

Total Revenues  
CAGR 1999 – 2025:  
**13.0%**

*(not including Revenues from Construction Services)*



## 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 widely used by investors and analysts to evaluate our performance and compare it with other companies. EBITDA is not defined under US GAAP or IFRS and may be calculated differently by different companies. 2010 - 2025 EBITDA margin calculated w/o Rev. from Constr. Serv. for comparability with previous periods.

## Growth rates: 1999 – 2025 CAGR (%)

|                   |       |
|-------------------|-------|
| Passenger traffic | 5.3%  |
| Total revenues    | 13.0% |
| EBITDA            | 14.3% |
| Net income        | 17.2% |
| Mexican CPI       | 4.6%  |

Source Mexican CPI: Inegi; Note: CAGRs calculated in Mexican peso terms; Revenues from Const. Serv. not included; PAX figures exc. PAX in transit or GA.. Otherwise stated, figures from operations in PR and Colombia are excluded.

ASR

LISTED

NYSE

25 years

Company Overview

Regulation

Operational Information

Commercial Revenues

Financial Information

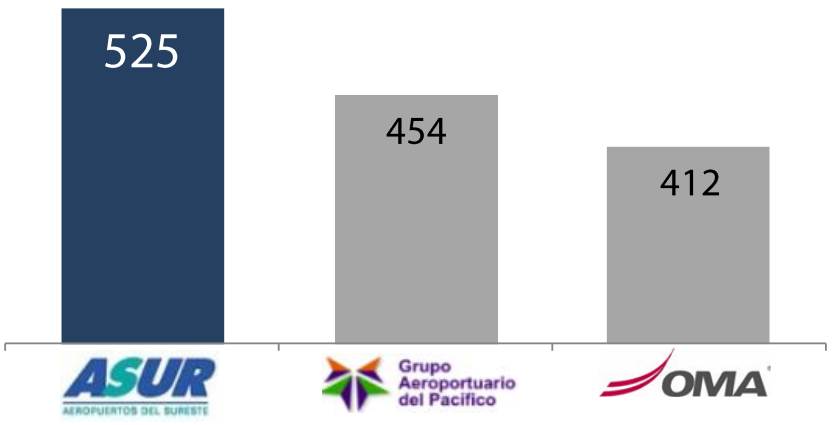
Strategic Matters

International

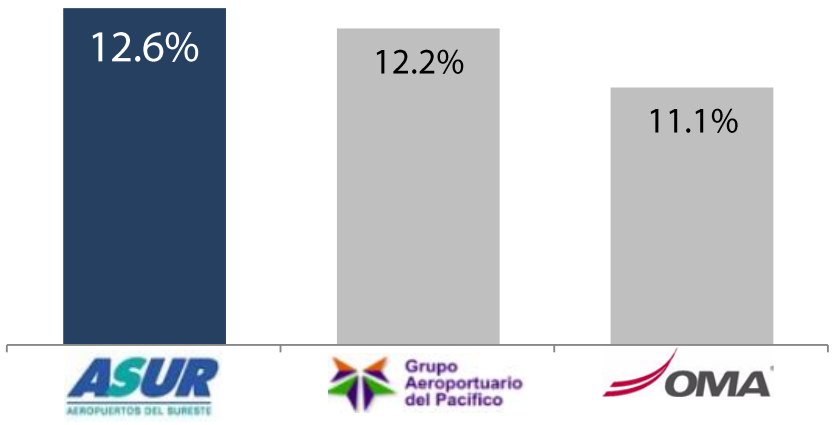
ACI has named  
Cancun as the  
best airport in Latin America  
for 4 consecutive years



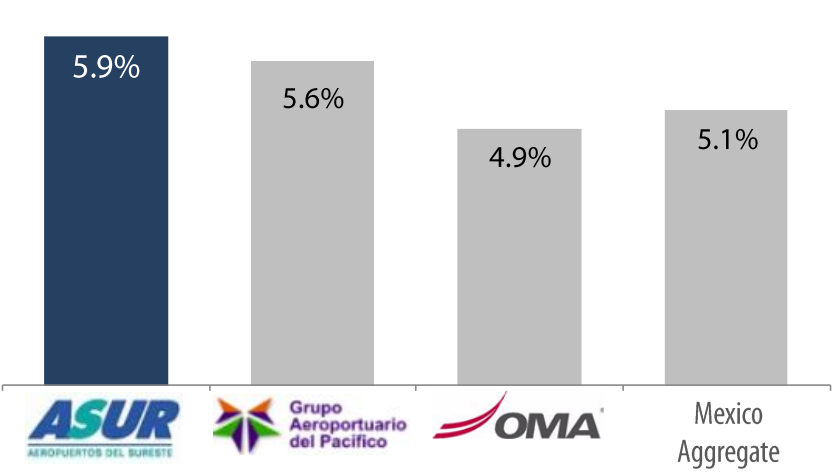
Revenue per PAX in 2025



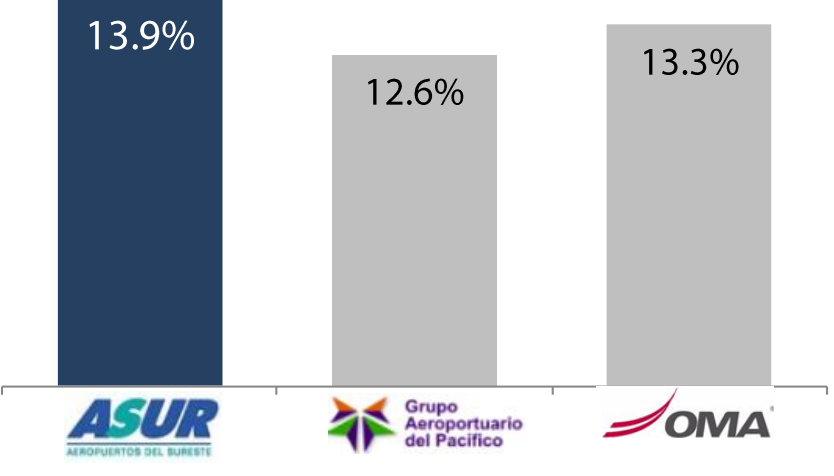
CAGR in Revenues 2006 – 2025 (%)



CAGR in PAX Traffic 2006 – 2025 (%)



CAGR in EBITDA 2006 – 2025 (%)

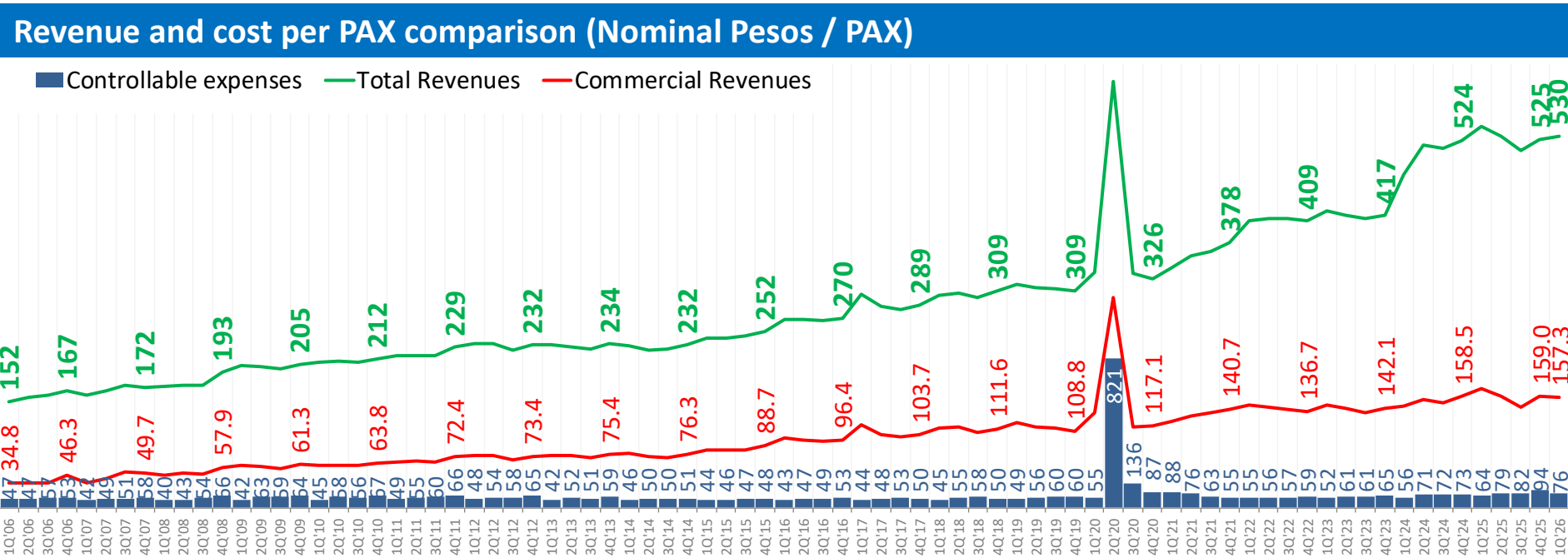


NOTES:

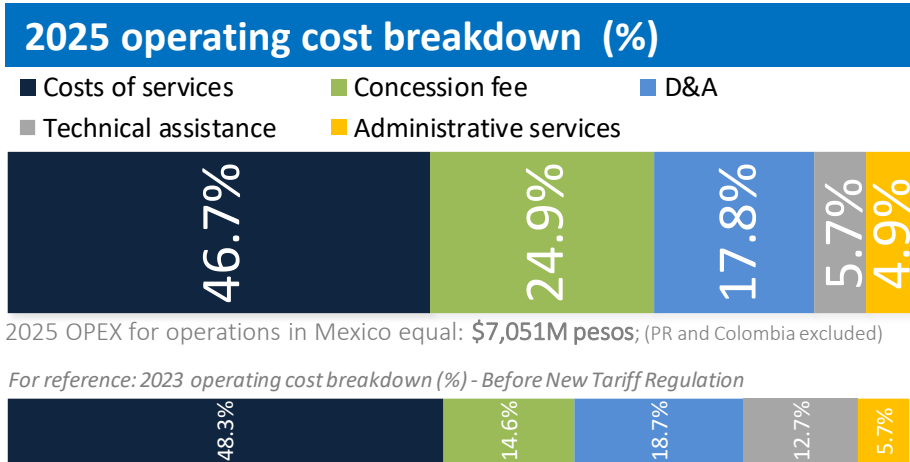
1. Revenues from Construction services are excluded for ASUR, GAP & OMA.  
2. ASUR figures exclude 2025 PAX, revenues & EBITDA from its participation in San Juan Airport Operations (Puerto Rico) & Airplan (Colombia)  
3. GAP figures exclude 2025 PAX, revenues & EBITDA from Montego Bay, Kingston Airport, Cargo & Customs Warehouse Operations.  
4. OMA figures exclude 2025 PAX, revenues & EBITDA from Cargo, NH Hotel (Mexico City Airport), Hilton Garden Inn Hotel (Monterrey Airport) & Aero Industrial Park.



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



NOTE: Total Revenue per PAX excludes revenues from construction services. Controllable expenses per PAX 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); PAX traffic in Mexico decreased 94.2% in 2Q'20 vs 2Q'19, reflecting the impact of the COVID-19 pandemic.



### Growth rates: 2006 – 2025 CAGR (%)

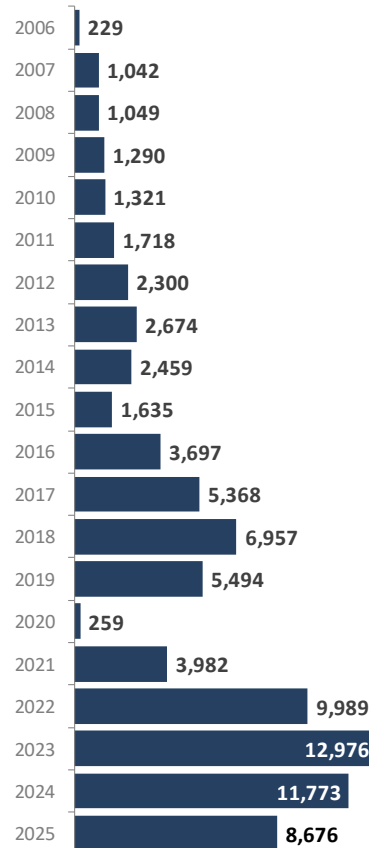
|                   |       |                         |      |
|-------------------|-------|-------------------------|------|
| Passenger traffic | 5.9%  | Cost of services        | 9.0% |
| Revenues          | 12.6% | Administrative services | 6.9% |
| EBITDA            | 13.9% | Total costs             | 8.8% |
| Net Income        | 16.2% | Mexican inflation (CPI) | 4.4% |
|                   |       | Mexican GDP growth      | 1.5% |

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.

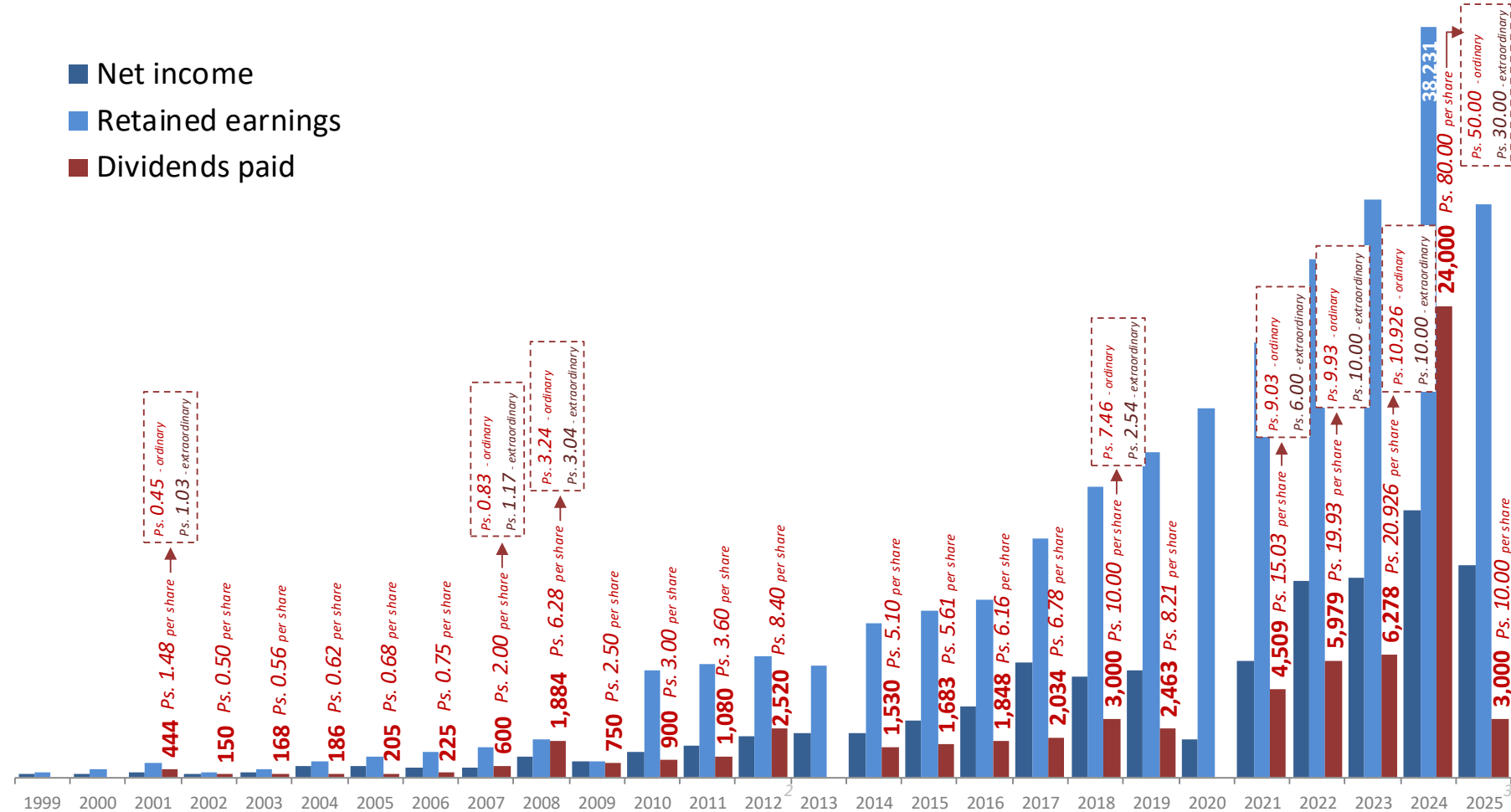
## Dividends evolution 1999 - 2025

### EBITDA – CAPEX

(Ps. million)



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



Note: Retained Earnings for the years 2010 - 2024 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 \$10 pesos per share to be paid in May 2026, net dividend approved by the Annual General Shareholders Meeting held on April 23rd, 2026. Otherwise stated, figures from operations in Puerto Rico and Colombia are excluded.

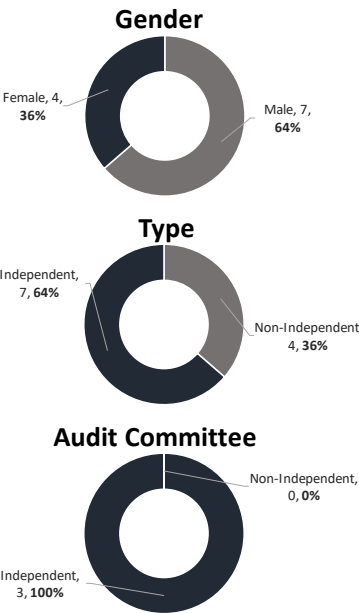
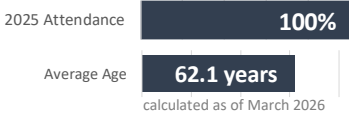


# Robust Corporate Governance and Board of Directors

## High Corporate Governance Standards

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

### Board of Directors Statistics



## Seven out of eleven board members are INDEPENDENT (64%)

| Type                         | Board Member                                                                         | Gender | Age | Member Since | Audit Committee | Operations Committee | Nom & Comp. Committee | Acquisitions & C. Committee | Sustainability Committee |
|------------------------------|--------------------------------------------------------------------------------------|--------|-----|--------------|-----------------|----------------------|-----------------------|-----------------------------|--------------------------|
| NON-INDEPENDENT <sup>1</sup> | <b>FERNANDO CHICO PARDO</b><br>CHAIRMAN OF THE BOARD OF DIRECTORS                    | M      | 74  | 2005         |                 | X                    | X                     | President                   |                          |
|                              | <b>JOSÉ ANTONIO PÉREZ ANTÓN</b>                                                      | M      | 53  | 2012         |                 | X                    | X                     |                             |                          |
|                              | <b>PABLO CHICO HERNÁNDEZ</b>                                                         | M      | 41  | 2021         |                 | X                    |                       |                             |                          |
|                              | <b>AURELIO PÉREZ ALONSO</b>                                                          | M      | 54  | 2012         |                 |                      |                       | X                           |                          |
| INDEPENDENT                  | <b>DIANA M. CHÁVEZ VARELA</b><br>Specialized in ESG & International Relations        | F      | 54  | 2021         |                 |                      |                       |                             | President                |
|                              | <b>RASMUS CHRISTIANSEN</b><br>Specialized in Airport Operations                      | M      | 74  | 2007         |                 | X                    |                       | X                           |                          |
|                              | <b>BÁRBARA GARZA LAGÜERA G.</b><br>Specialized in Commercial Operations              | F      | 66  | 2020         |                 |                      | President             |                             |                          |
|                              | <b>FRANCISCO GARZA ZAMBRANO</b><br>Specialized in Infrastructure Construction Sector | M      | 70  | 2001         | X               | President            |                       |                             |                          |
|                              | <b>GUILLERMO ORTIZ MARTÍNEZ</b><br>Specialized in Economics & Financial Expert       | M      | 77  | 2010         | President       |                      |                       |                             |                          |
|                              | <b>ISABEL PRIETO PRIETO</b><br>Specialized in Finance & Education                    | F      | 59  | 2025         | X               |                      |                       |                             |                          |
|                              | <b>HELIANE MARIE LUISE STEDEN</b><br>Specialized in U.S. Regulatory Framework        | F      | 61  | 2021         |                 |                      |                       |                             |                          |

<sup>1</sup> For each 10% (ten percent) of Series “B” shares of the capital stock owned, every shareholder or group of shareholders may appoint, in accordance with Article 144 of the General Law of Business Entities, one member of the Board of Directors. The shareholders of Series “BB” shares will have the right to appoint 2 (two) members and their respective alternates in accordance with the provisions of Article Six ASUR’s bylaws.

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

**25** years

## Short & Long Term Objectives

Company  
Overview

Regulation

Operational  
Information

Commercial  
Revenues

Financial  
Information

Strategic  
Matters

International



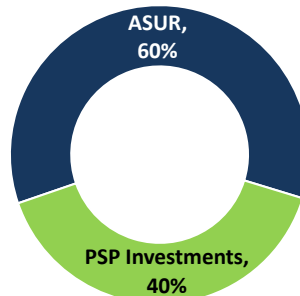
- Further develop our commercial business
- Improve our passenger volumes
- World Class service – ASQ Program
- Improve capital structure
- Monitor new business opportunities

United States, Puerto Rico & Colombia



## AIRPORT OPERATION

Country: **Puerto Rico (US)**  
Start of Operations: **Feb 27<sup>th</sup>, 2013**  
Ownership:



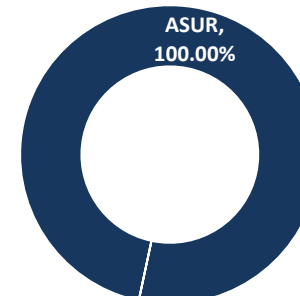
Airports:

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



## AIRPORT OPERATION

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



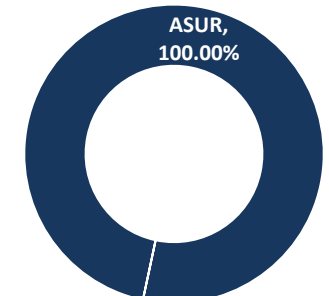
Airports:

- **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**)



## SELECT COMMERCIAL OPERATION

Country: **United States**  
Start of Operations: **Dec 11<sup>th</sup>, 2025**  
Ownership:



Airports:

- **LAX:** Los Angeles LAX – 6 Terminals
- **JFK:** New York JFK – 2 Terminals
- **ORD:** Chicago O’Hare – 1 Terminal

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12 years of  
successful  
operation in  
San Juan,  
Puerto Rico

**AEROSTAR**  
AIRPORT HOLDINGS LLC



**AEROSTAR**  
AIRPORT HOLDINGS LLC

- Luis Munoz Marin International Airport (SJU), in San Juan Puerto Rico (13.2M PAX during 2024) 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.

Company  
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Total Passenger Traffic 2025:

13.6M



- SJU accounts for about 93% of Puerto Rican passenger traffic *(source: PR Government, Tourism statistics)*
- Approximately 83% of enplanements are origin and destination (“O&D”)
- SJU is served by a strong and diverse group of around 23 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

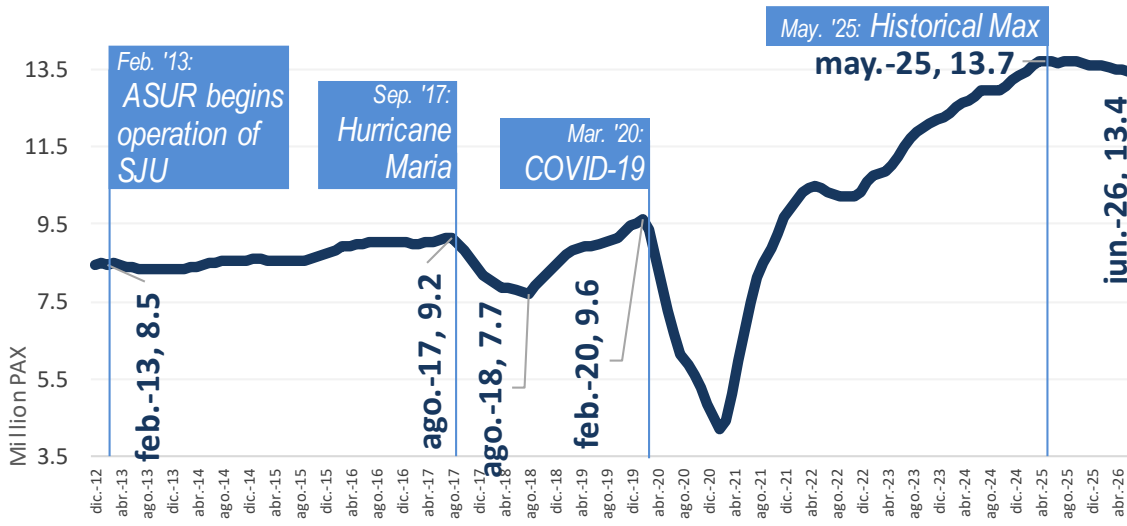
|                   | Annual |      | % Change |
|-------------------|--------|------|----------|
|                   | 2024   | 2025 |          |
| Total PAX         | 13.2   | 13.6 | 3.0      |
| Domestic PAX      | 11.7   | 11.9 | 1.8      |
| International PAX | 1.5    | 1.7  | 12.0     |

|                   | Jan - Jun |      | % Change |
|-------------------|-----------|------|----------|
|                   | 2025      | 2026 |          |
| Total PAX         | 7.2       | 7.0  | (2.8)    |
| Domestic PAX      | 6.4       | 6.2  | (3.2)    |
| International PAX | 0.8       | 0.8  | (0.5)    |

Including transit and general aviation PAX.

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



Source of PAX Figures from Feb 13: ASUR filings

Aerostar  
Total Revenues  
for 1Q'26:  
**\$1,144,565**  
*(thousands of Mexican pesos, excluding Construction Revenues)*

**AEROSTAR**  
AIRPORT HOLDINGS LLC

Commercial Revenues  
per Passenger for  
1Q'26:  
**\$163.3**  
*(Mexican pesos per passenger)*

## AEROSTAR: Main Financial Data

|                                                                    |
|--------------------------------------------------------------------|
| <b>TOTAL Passengers</b> <i>(thousand)</i>                          |
| <b>Total Revenues</b>                                              |
| Aeronautical                                                       |
| Non-Aeronautical                                                   |
| - Commercial Revenues                                              |
| - Commercial revenues per PAX                                      |
| Construction Revenues                                              |
| <b>Total Revenues w/o Construction Revenues</b>                    |
| <b>Operating Costs and Expenses</b> <i>(exc. Construct. Costs)</i> |
| Comprehensive Financing Result (Cost)                              |
| <b>EBITDA</b>                                                      |
| Adjusted EBITDA Margin *                                           |
| <b>Commercial Revenues breakdown - TOTAL</b>                       |
| Direct Commercial Operation (DCO)                                  |
| without DCO                                                        |
| <b>Commercial Revenues breakdown - PER PASSENGER</b>               |
| Direct Commercial Operation (DCO)                                  |
| without DCO                                                        |

| 3 months     |              | % Change |
|--------------|--------------|----------|
| 2025         | 2026         |          |
| Consolidated | Consolidated |          |
| 3,609        | 3,530        | (2.2)    |
| 1,321,701    | 1,258,992    | (4.7)    |
| 602,284      | 566,369      | (6.0)    |
| 630,643      | 578,196      | (8.3)    |
| 628,038      | 576,268      | (8.2)    |
| 174.0        | 163.3        | (6.2)    |
| 88,774       | 114,427      | 28.9     |
| 1,232,927    | 1,144,565    | (7.2)    |
| 781,904      | 729,617      | (6.7)    |
| (127,140)    | (108,116)    | (15.0)   |
| 654,172      | 605,332      | (7.5)    |
| 53.1%        | 52.9%        | (17 bps) |
| 628,038      | 576,268      | (8.2)    |
| 226,772      | 209,527      | (7.6)    |
| 401,266      | 366,741      | (8.6)    |
| 174.0        | 163.3        | (6.2)    |
| 62.8         | 59.4         | (5.5)    |
| 111.2        | 103.9        | (6.6)    |

Thousand of Mexican Pesos (except of Per Passenger figures) at an avg. Exch. rate of 17.5774 for 1Q26 and of 20.4186 for 1Q25

\* 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

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 compare Aerostar’s independent results for the 3-month period ended March 31, 2025 and 2026

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 19<sup>th</sup>, 2017:** ASUR begins consolidating its operations in Airplan line by line.
- **May 25<sup>th</sup>, 2018:** ASUR acquires the remaining 7.58% of Airplan bringing its ownership stake in the company to 100%.
- **Mar 26<sup>th</sup>, 2026:** Addendum No. 27 (Otrosí 27) authorizing the execution of “Immediate Interventions” at Rionegro Airport (capacity expansion and service-level improvement works) – for a CAPEX of COP 164,611 M current pesos.

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Total  
Passenger  
Traffic 2025:  
**17.3M**



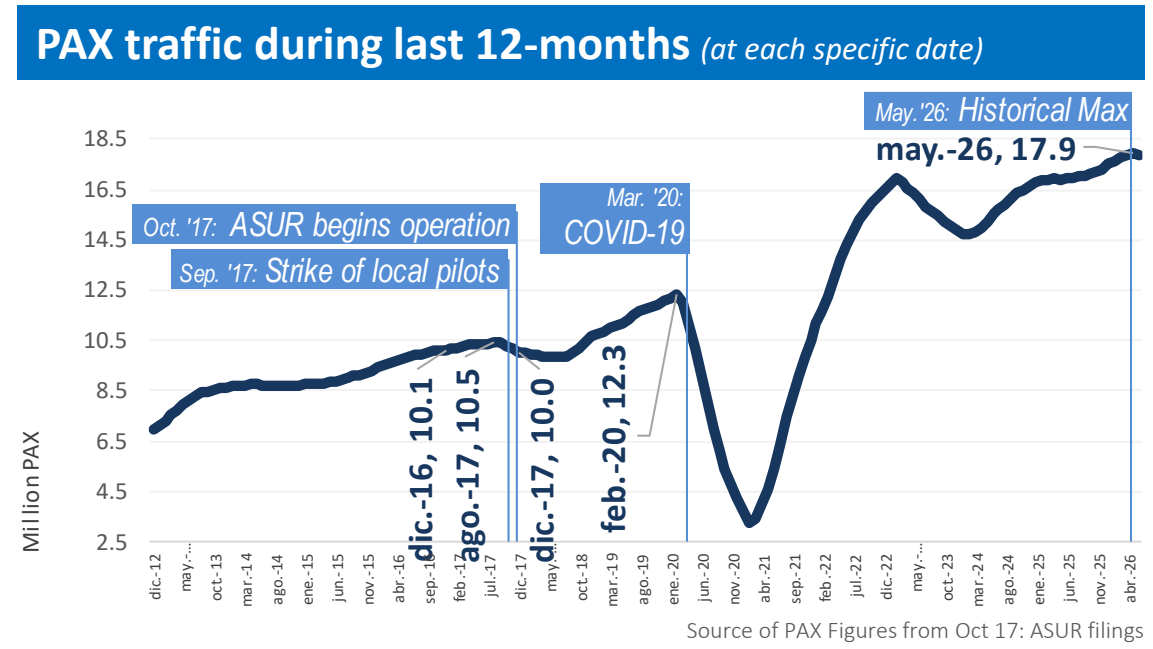
- Traffic at Airplan airports accounts for 27.5% of passenger traffic in Colombia  
(latest update: Dec 2024, source: aerocivil.gov.co; *Bogota Airport, the busiest one in the country accounts for 37.8%, Cali for 5.6% and Cartagena for 6.2%*)
- Airplan is the second-largest airport concession holder in Colombia, with 16.7 million passengers in 2024
- 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 |      | %<br>Change |
|                              | 2024   | 2025 |             |
| Total PAX                    | 16.7   | 17.3 | 4.0         |
| Domestic PAX                 | 13.0   | 13.2 | 1.8         |
| International PAX            | 3.6    | 4.1  | 11.8        |

|                   | Jan - Jun |      | %<br>Change |
|-------------------|-----------|------|-------------|
|                   | 2025      | 2026 |             |
| Total PAX         | 8.2       | 8.8  | 7.3         |
| Domestic PAX      | 6.3       | 6.8  | 8.0         |
| International PAX | 1.9       | 2.0  | 4.7         |

Excluding transit and general aviation PAX, as reported by ASUR.







ASUR

LISTED

NYSE

25 years

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Total Revenues for 1Q'26:

\$967,577

(thousands of Mexican pesos, excluding Construction Revenues)



Commercial Revenues per Passenger for 1Q'26:

\$61.3

(Mexican pesos per passenger)

| AIRPLAN: Main Financial Data                            | 3 months     |              | % Change  |
|---------------------------------------------------------|--------------|--------------|-----------|
|                                                         | 2025         | 2026         |           |
|                                                         | Consolidated | Consolidated |           |
| TOTAL Passengers (thousand)                             | 4,193        | 4,635        | 10.5      |
| Total Revenues                                          | 993,569      | 969,342      | (2.4)     |
| Aeronautical                                            | 721,174      | 683,285      | (5.3)     |
| Non-Aeronautical                                        | 269,304      | 284,292      | 5.6       |
| - Commercial Revenues                                   | 269,180      | 284,134      | 5.6       |
| - Commercial revenues per PAX *                         | 64.2         | 61.3         | (4.5)     |
| Construction Revenues                                   | 3,091        | 1,765        | (42.9)    |
| Total Revenues w/o Construction Revenues                | 990,478      | 967,577      | (2.3)     |
| Operating Costs and Expenses ** (exc. Construct. Costs) | 504,655      | 671,038      | 33.0      |
| Comprehensive Financing Result (Cost)                   | 60,731       | 29,497       | (51.4)    |
| EBITDA                                                  | 597,460      | 564,321      | (5.5)     |
| Adjusted EBITDA Margin ***                              | 60.3%        | 58.3%        | (200 bps) |

Thousands of Mexican pesos (except of Per Passenger figures) at an average exchange rate of 210.3046 COP / MXP for 1Q26

\* For the purpose of calculation, 146.3 and 141.4 thousand transit and general aviation PAX are included in 1Q25 and 1Q26.

\*\* Depreciation and Amortization increased 139.9% 1Q26 vs 1Q25, from Ps. 111.6M to Ps. 267.8M mainly reflecting an adjustment to the concession amortization method introduced in 3Q25

\*\*\* 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

Figures compare Airplan’s independent results for the 3-month period ended March 31, 2025 and 2026

NOTE: Mar 26, 2026: Addendum No. 27 (Otro sí 27) authorizing the execution of “Immediate Interventions” at Rionegro Airport (capacity expansion and service-level improvement works) – for a CAPEX of COP 164,611 M current pesos.

ASUR Airports manages select commercial programs at US airports with +70M annual customers



3 Airports
9 Terminals

LAX

John F. Kennedy International Airport

O'HARE

1, 2, 3, 6, Tom Bradley Int & Bradley West Gates

The New T1 & T8

T5

United States



+70M customers



- Jul 30<sup>th</sup>, 2025:** ASUR US Commercial Airports, LLC acquires all of the issued and outstanding equity interest of URW Airports, LLC for an EV of **\$295M USD**.
- The acquired business manages select commercial programs at US airports: **LAX (Los Angeles), JFK (New York) & ORD (Chicago)**
- The acquisition represents ASUR's strategic expansion into the U.S. airport retail concessions market
- Dec 11<sup>th</sup>, 2025:** ASUR US begins operations

ASUR US  
Total Revenues  
for 1Q'26:  
**\$437,826**  
*(thousands of Mexican pesos, excluding Construction Revenues)*



| ASUR US: Main Financial Data                                      |  |
|-------------------------------------------------------------------|--|
| Total Revenues (Non-Aeronautical)                                 |  |
| - Commercial Revenues                                             |  |
| Operating Costs and Expenses *, ** <i>(exc. Construct. Costs)</i> |  |
| Operating Profit                                                  |  |
| Comprehensive Financing Result (Cost) ***                         |  |
| EBITDA                                                            |  |
| EBITDA Margin                                                     |  |

| 3 months |           | % Change |
|----------|-----------|----------|
| 2025     | 2026      |          |
| n/a      | 437,726   | n/a      |
| n/a      | 354,148   | n/a      |
| n/a      | 367,507   | n/a      |
| n/a      | 70,219    | n/a      |
| n/a      | (119,529) | n/a      |
| n/a      | (50,451)  | n/a      |
| n/a      | -11.5%    | n/a      |

Thousand of Mexican Pesos (except of Per Passenger figures) at an avg. Exch. rate of 17.5774 for 1Q26

\* Includes approximately Ps.70 million pesos, relating to items attributable to 2025 that were recognized in this period, including lease-related adjustments, account reconciliation items, provisions for uncollectible accounts, and prior-year employee bonuses

\*\* Includes lease-related accounting effects associated with agreements with US airport authorities, according to IFRS16 (favorable effect)

\*\*\* Includes lease-related accounting effects associated with agreements with US airport authorities, according to IFRS16 (negative effect); zero net effect