



Grupo Aeroportuario de la Ciudad de Mexico (“GACM”)

MEXCAT INVESTOR CONFERENCE CALL

April 11, 2018

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Today's Presenter



Ricardo Dueñas
Chief Financial Officer,
GACM

- Chief Financial Officer since 2015
- Infrastructure projects consultant at the SCT from 2012 to 2015
- Worked for the Investment Banking team focused on Emerging Markets of J.P. Morgan in London from 2007 to 2011
- From 2002 to 2004 analyst at Banco de México
- In 2006 worked at a hedge fund in New York and in 2005 he worked as advisor for the Mexican Representation of the OECD in Paris
- Economics degree from ITAM, MBA from Harvard Business School and a Master in Public Administration from Harvard Kennedy School
- In 2004 awarded with the IMEF National Prize of Economics

Table of contents

Update on the construction of the New Airport

Overview of the New Airport's budget and funding plans

Overview of the FIBRA E certificates

Recent and expected performance of Existing Airport

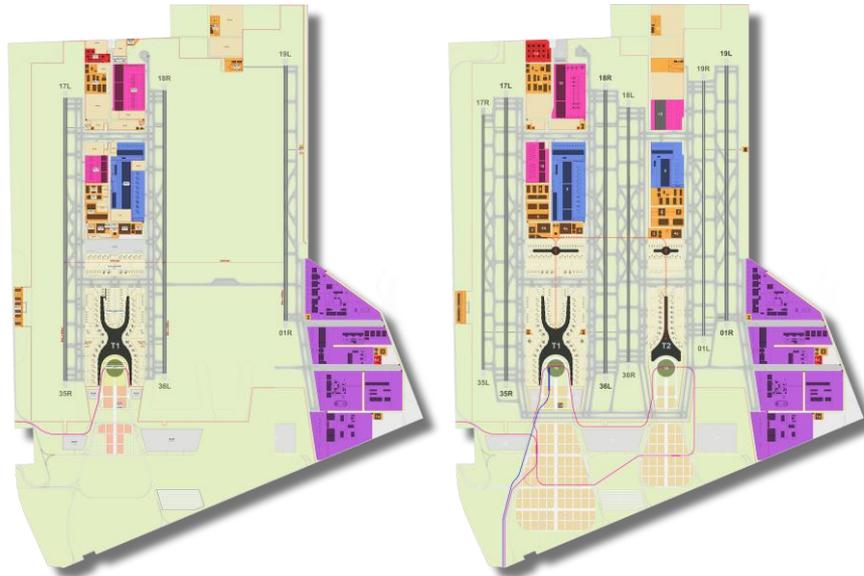
Update on the construction of the New Airport



GRUPO AEROPORTUARIO
DE LA CIUDAD DE MÉXICO

The New Airport is one of the most innovative airport projects in the world

... designed to grow gradually according to the future demand of passenger traffic



Phase I

- Investment of ~US\$13.3bn
- 55 mm of annual passengers
- 743,000sqm of terminal area
- 3 parallel runways with simultaneous operation
- 108 positions for aircraft

Total development

- 140 mm of annual passengers
- 2 terminals and 2 satellites
- 6 parallel runways - 3 with simultaneous operation
- 191 positions for aircraft

- Optimal geographical location, at a close distance to the city center when compared to other relevant airports:
- Located in an area belonging to the Federal Government in the State of Mexico, ~12 km from Mexico City's downtown and only 5 km northeast of the Existing Airport
- First airport with a LEED Platinum certification (Leadership in Energy and Environmental Design)



The New Airport construction has significant progress

Construction works up to 2018

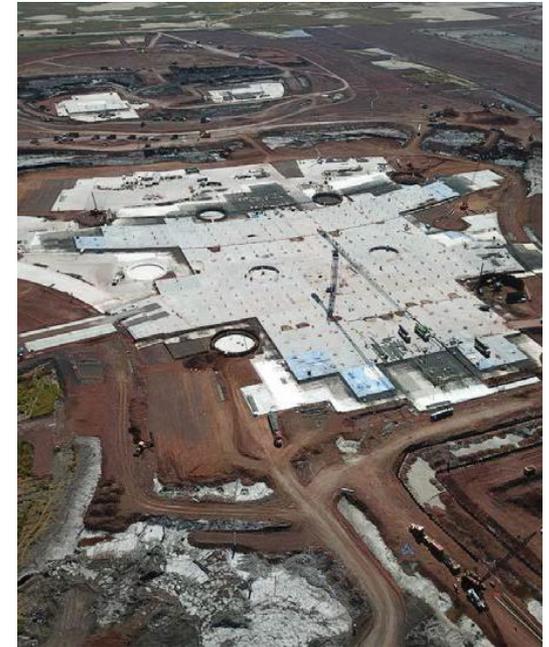
- During 2016, GACM completed 6 important construction works: perimeter fence and road, temporary storm drainage, work camp, cleaning and leveling, debris removal and access roads
- The construction of runways 2 and 3 was initiated in 2016 alongside the foundation of the terminal building, the control tower and the land transport center



2014 – 2015



2016



2018

~85% of construction cost of the New Airport has been tendered and assigned

2016

Public bidding process completed for certain key works, including:



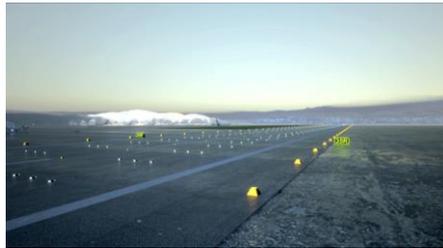
Control Tower



Terminal Building



Electric Substation



Runways 2 and 3



Terminal Building foundations

2017

20 additional projects have been tendered, including:

- Fuel terminal and distribution network
- Runway 6
- Electrical distribution network
- Aprons (passenger terminal building, cargo terminal and maintenance areas)

...in hands of experienced companies with a solid track record in large-scale infrastructure projects

Scope	Company	Experience in other projects
Project manager		<ul style="list-style-type: none"> ● BART Oakland International Airport Connector – California ● Vimy Memorial Bridge – Ottawa, Canada ● Houston METRO Light Rail Expansion – Texas ● Fort Lauderdale – Hollywood International Airport Runway Expansion Project – Florida ● Abu Dhabi International Airport ● Washington Dulles International Airport - Virginia
Master plan update		<ul style="list-style-type: none"> ● King Abdulaziz International Airport - Saudi Arabia ● Los Angeles International Airport – California ● Melbourne Airport – Australia ● Shanghai Pudong International Airport – China ● Dubai International Airport – Arab Emirates
Land side development		<ul style="list-style-type: none"> ● Stansted Airport – United Kingdom ● Hong Kong Airport ● Beijing Airport - China ● Queen Alia Airport – Jordan ● Bilbao Metro – Spain
Air side development		<ul style="list-style-type: none"> ● Beijing Airport – China ● Frankfurt International Airport – Germany ● Princess Juliana Airport – Sint Maarten ● Schiphol Amsterdam Airport – Netherlands ● Abu Dhabi International Airport

...investors can follow progress of construction and disbursements, by clicking on tab “Avance físico financiero”

Preliminary works (physical and financial progress)

INICIO ¿QUIÉNES SOMOS? CONTRATACIONES **AVANCE FÍSICO FINANCIERO** TRANSPARENCIA INVERSIONISTAS

Obras Preliminares y Estudios

No.	Contrato	Objeto del Contrato	Contratista	Importe Comprometido	Importe Pagado al 31/12/2015	Avance Físico (%)	Avance Financiero (%)	Cédulas Descriptivas
1	LPN-OP-DCAGI-SC-112/15	NIVELACIÓN Y LIMPIEZA	COCONAL S.A.P.I. DE C.V.	\$1,902,808,440.74	\$1,867,700,100.00	98.18%	98.18%	
2	LPN-OP-DCAGI-SC-114/15	CAMINOS PROVISIONALES	CONSORCIO INTEGRADO POR: TRANSPORTACIONES Y CONSTRUCCIONES TAMAULIPECOS, S.A. DE C.V. E INMOBILIARIOS MEXICANOS, S.A DE C.V.	\$608,275,577.50	\$488,701,043.32	81.98%	79.43%	
3	LPN-OP-DCAGI-SC-066/15	CAMPAMENTO GACM	PARTICIPACIÓN CONJUNTA: ACCIONES GRUPO ORO, S.A. DE C.V. Y CONSTRUCTORA GRUPO ORO, S.A. DE C.V.	\$112,046,320.57	\$112,046,320.57	100.00%	100.00%	
4	LPN-OP-DCAGI-SC-076/15	DRENAJE PLUVIAL TEMPORAL	PARTICIPACIÓN CONJUNTA: CALZADA CONSTRUCCIONES, S.A. DE C.V. Y CONSTRUCCIONES Y DRAGADOS DEL SURESTE, S.A. DE C.V.	\$243,253,417.07	\$217,685,187.46	100.00%	89.28%	
5	LPN-OP-DCAGI-SC-115/15	REMOCIÓN DE ESCOMBROS	PARTICIPACIÓN CONJUNTA: OMEGA CONSTRUCCIONES INDUSTRIALES, S.A. DE C.V. CALZADA CONSTRUCCIONES, S.A. DE C.V. Y CONSTRUCCIONES Y DRAGADOS DEL SURESTE, S.A. DE C.V.	\$833,926,929.04	\$873,643,656.28	100.00%	99.97%	
6	CONVENIO ESPECÍFICO DE COLABORACIÓN	BARDA Y CAMINO PERIMETRAL CONVENIO 1-3	SEDENA	\$1,980,976,548.78	\$1,980,976,548.78	100.00%	100.00%	
7	CONVENIO ESPECÍFICO DE COLABORACIÓN	ADECUACIONES PARA LA INCORPORACIÓN DE LA SUBESTACIÓN ELÉCTRICA, ADECUACIONES AL CAMINO (DESVÍO) Y OBRAS INDUCIDAS	SEDENA	\$950,000,000.00	\$950,000,000.00	97.73%	100.00%	
8	LPN-OP-DCAGI-SC-069-16	DESARROLLO DE INGENIERÍA Y CONSTRUCCIÓN DE SUBESTACIONES Y ACOMETIDA ELÉCTRICA	PROYECTOS Y CONSTRUCCIONES URISA S.A. DE C.V.	\$1,114,845,394.31	\$644,770,858.6	58.33%	57.84%	

...investors can follow progress of construction and disbursements, by clicking on tab “Avance físico financiero”

Land side (physical and financial progress)

INICIO ¿QUIÉNES SOMOS? CONTRATACIONES **AVANCE FÍSICO FINANCIERO** TRANSPARENCIA INVERSIONISTAS

- Obras Preliminares y estudios
- Obras Lado Tierra
- Obras Lado Aire

Proyectos relevantes para la construcción del Nuevo Aeropuerto Internacional de México

Obras Lado Tierra

No.	Contrato	Objeto del Contrato		Contratista	Importe Comprometido	Importe Pagado al 31-12-17	Avance Físico	Avance Financiero	Cédulas de Información
1	LPI-OP-DCAGI-SC-070-16	EDIFICIO TERMINAL	PILOTES DE CIMENTACIÓN	GAMI INGENIERÍA E INSTALACIONES S.A. de C.V.	\$822,363,697.08	\$792,214,774.89	89.06%	96.33%	
2	LPI-OP-DCAGI-SC-080-16		LOSA DE CIMENTACIÓN	ICA CONSTRUCTORA DE INFRAESTRUCTURA S.A. DE C.V.; IMPULSORA DE DESARROLLO INTEGRAL S.A. DE C.V.; CONSTRUCCIONES Y TRITURACIONES S.A. DE C.V.; CONTROLADORA DE OPERACIONES DE INFRAESTRUCTURA S.A. DE C.V.; CONSTRUCTORA EL CAJÓN S.A. DE C.V.	\$7,555,647,477.04	\$1,836,281,807.99	24.25%	23.35%	
3	LPI-OP-DCAGI-SC-002-17		TERMINAL DE PASAJEROS	CONSTRUCTORA TERMINAL VALLE DE MÉXICO S.A. DE C.V.	\$84,828,377,320.13	\$3,282,049,033.56	3.80%	3.87%	
4	LPI-OP-DCAGI-SC-011-17	TORRE DE CONTROL		CONSTRUCCIONES ALDESEM S.A. DE C.V. ALDESA CONSTRUCCIONES S.A. JAGUAR INGENIEROS CONSTRUCTORES S.A. DE C.V.*	\$1,242,171,349.64	\$151,552,688.35	12.68%	12.07%	
5	LPI-OP-DCAGI-SC-093-16	LOSA DE CIMENTACIÓN CTT		SACYR EPCCOR NAICM S.A.P.I. DE C.V.	\$1,399,983,017.99	\$402,336,886.33	11.40%	27.60%	
Datos Preliminares									

...investors can follow progress of construction and disbursements, by clicking on tab “Avance físico financiero”

Air side (physical and financial progress)

[INICIO](#)
[¿QUIÉNES SOMOS?](#)
[CONTRATACIONES](#)
[AVANCE FÍSICO FINANCIERO](#)
[TRANSPARENCIA](#)
[INVERSIONISTAS](#)

Obras Preliminares y estudios

Obras Lado Tierra

Obras Lado Aire

Proyectos relevantes para la construcción del Nuevo Aeropuerto Internacional de México

Obra Lado Aire

No.	Contrato	Objeto del Contrato	Contratista	Importe Comprometido	Importe Pagado al 31-12-17	Avance Físico	Avance Financiero	Cédulas Descriptivas
1	LPI-OP-DCAGI-SC-071-16	PISTA 2	COCONAL S.A.P.I., CONSTRUCTORA Y PAVIMENTADORA VISE S.A. DE C.V.	\$7,926,299,964.90	\$4,837,698,965.24	59.38%	59.22%	
2	LPI-OP-DCAGI-SC-072-16	PISTA 3	OPERADORA CICSA S.A. DE C.V., CONSTRUCTORA Y EDIFICADORA GIA+A S.A. DE C.V., PROMOTORA Y DESARROLLADORA MEXICANA S.A. DE C.V., LA PENINSULAR COMPAÑÍA CONSTRUCTORA S.A. DE C.V.	\$7,359,204,570.23	\$3,329,630,836.46	39.79%	43.61%	

Datos Preliminares

Overview of the New Airport's budget and funding plans



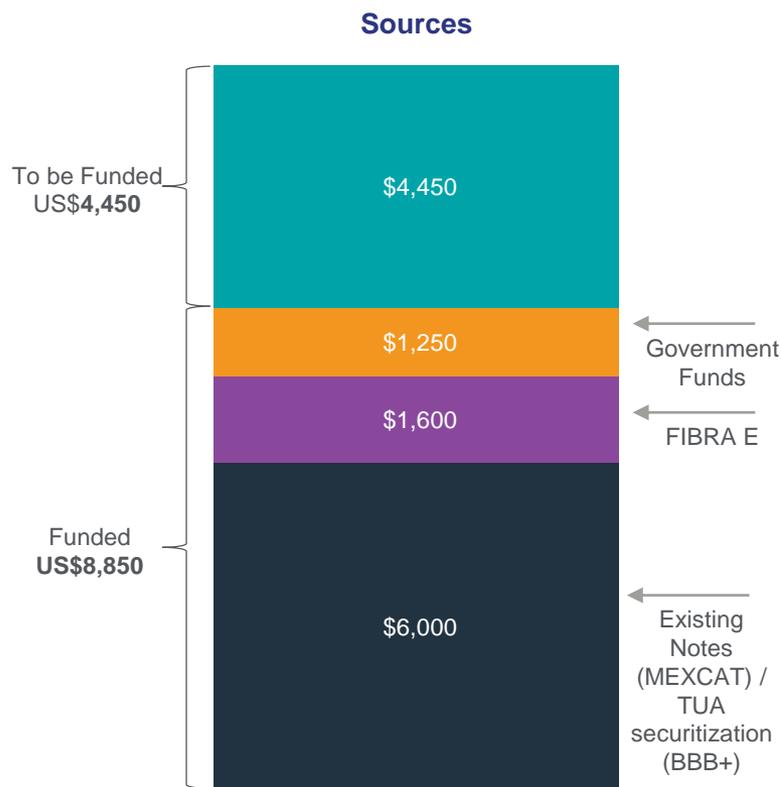
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New Airport funding – Current situation, including FIBRA E

Description of funding sources

(US\$ mm)

- Investment required for construction of NAICM is estimated at US\$13.3 bn



Funded resources cover budgeted financial requirements up to first half of 2019

Funded or committed	
PEF	\$1,250
Existing Notes (MEXCAT) ⁽¹⁾	~\$6,000
FIBRA E	\$1,600
Funded	\$8,850
Pending to be funded	
Total investment	\$13,300
Resources funded	~\$8,850
To be funded	\$4,450

Source: Parsons and GACM.

Note: A part of pending resources is expected to be funded by the Mexican government and set aside in federal multi-annual budget commitments. These commitments will have preference over any other expense provisions, remaining subject to annual budget availability.

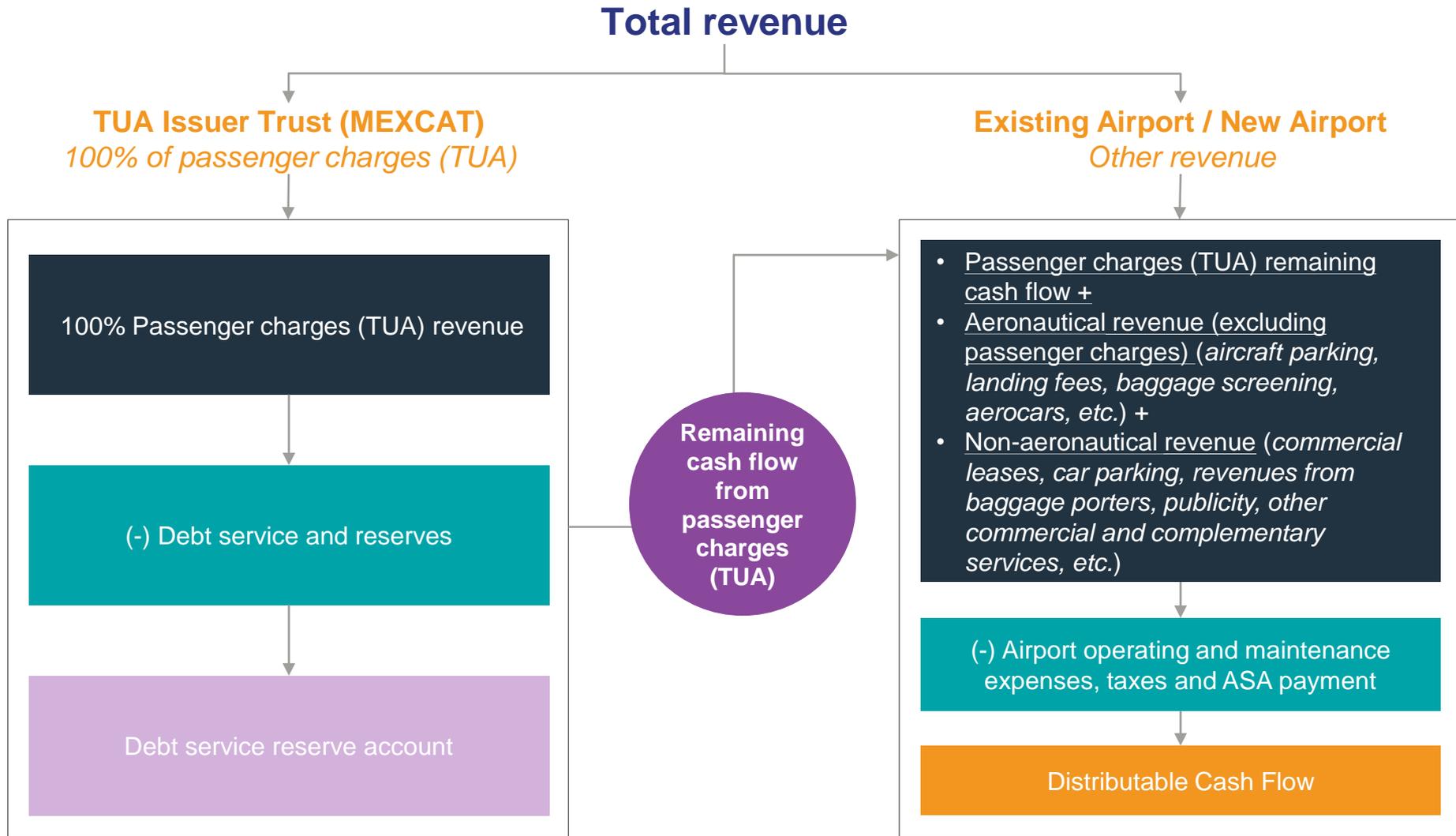
(1) Passenger charges (TUA) securitization (BBB+)

Overview of the FIBRA E Certificates



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GACM cash flow generation



Offering summary

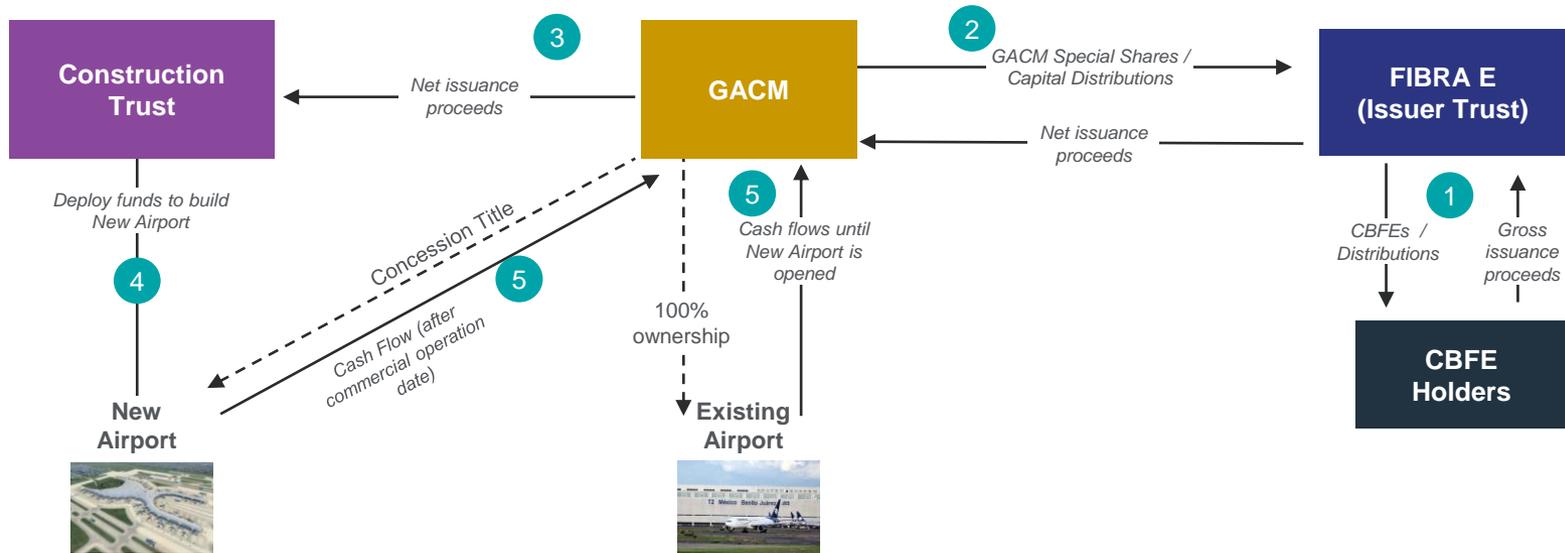
Issuer	<ul style="list-style-type: none"> A newly created Mexican energy and infrastructure investment vehicle (“FIBRA E” or the “Issuer Trust”)
Trustee	<ul style="list-style-type: none"> CI Banco, S.A., Institución de Banca Múltiple
Manager	<ul style="list-style-type: none"> Grupo Aeropuerto de la Ciudad de México, S.A. de C.V. (“GACM”)
Offering type	<ul style="list-style-type: none"> Initial public offering through the Mexican Stock Exchange and distributed internationally under Rule 144A and Regulation S
Security	<ul style="list-style-type: none"> FIBRA E Trust Certificates (CBFEs)
Ticker	<ul style="list-style-type: none"> FNAIM
Expected Offer amount	<ul style="list-style-type: none"> Ps\$30,000,000,000 (~US\$1,600mm) considering the over allotment option
Expected Target Return	<ul style="list-style-type: none"> 10.0% in pesos, in inflation-adjusted terms, calculated based on UDIs
Price per CBFE	<ul style="list-style-type: none"> Ps\$100.0
Over-allotment option	<ul style="list-style-type: none"> 10% of the base offer
Offer structure	<ul style="list-style-type: none"> 100% primary
Use of proceeds	<ul style="list-style-type: none"> The Issuer intends to use the net proceeds of the Global Offering to purchase the GACM Special Shares and the AICM Shares GACM will, subsequently and according to the conditions established in the Construction Trust, use its proceeds for the construction of the New Airport
Pricing	<ul style="list-style-type: none"> March 23, 2018
Global Coordinator	
International bookrunners	 
Structuring agent	

Source: Offering documents.

Note: Terms with an initial capital letter in this presentation will have the meanings defined in the Prospectus.

Illustrative diagram of CBFEs issuance structure

- 1 The Issuer Trust issues CBFEs to be subscribed through the Global Offering
- 2 GACM Special Shares will be subscribed by the Issuer Trust and paid with the net proceeds of the Global Offering
- 3 Proceeds from the subscription and payment of GACM Special Shares will be transferred to the Construction Trust
- 4 The Construction Trust will direct the funds to cover the costs related to the planning, design and construction of the New Airport
- 5 GACM will pay a percentage of the Distributable Cash Flow to the Issuer Trust, which the Issuer Trust will use to make Distributions to the holders of the CBFEs



Existing Financial Structure

CBFE's Structure

Recent and expected performance of Existing Airport



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DE LA CIUDAD DE MÉXICO

The Existing Airport has a unique location which makes it a natural hub...

Connections to over 100 destinations, handling ~33% and 50% of Mexico's air traffic and cargo, respectively

Hub location for international travel

- **Busiest airport in Latin America**
- Direct service to **50+** international destinations
- **10.3%** international passenger traffic CAGR⁽¹⁾
- **30 airlines**, including **23 internationals**
- **Open Skies US-Mexico Air Transport Agreement** entered into on December 18, 2015
- Expected to facilitate **increase in routes and frequency of flights**



Main port of arrival to Mexico

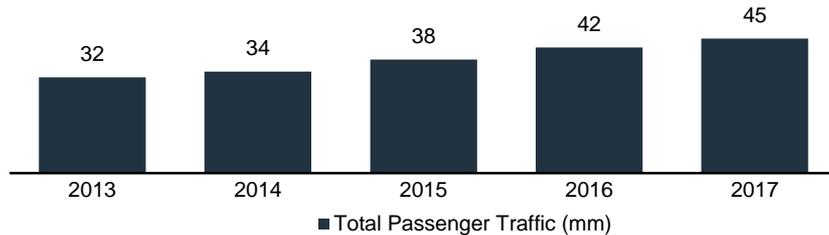
- Direct service to **50+** domestic destinations
- **8.5%** domestic passenger traffic CAGR⁽¹⁾
- **No.1 arrival destination** for tourists with connections to rest of Top 10 Mexican airports
- **Hub for 6 major Mexican airlines**



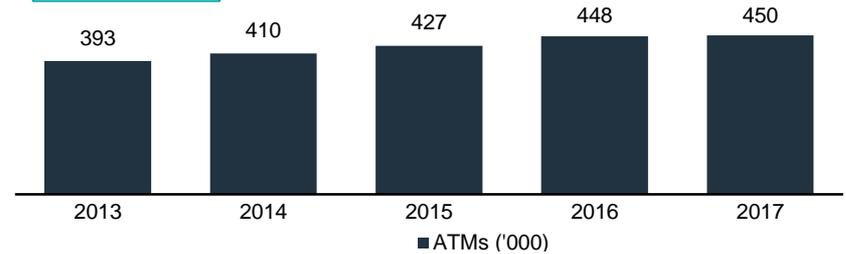
...and has demonstrated solid passenger growth 1.7x above GDP, regardless of operating at maximum capacity

Despite being the largest airport in Mexico, inherent ATM⁽¹⁾ capacity limits the fast growth in passenger traffic

CAGR⁽²⁾ = ~9.1%

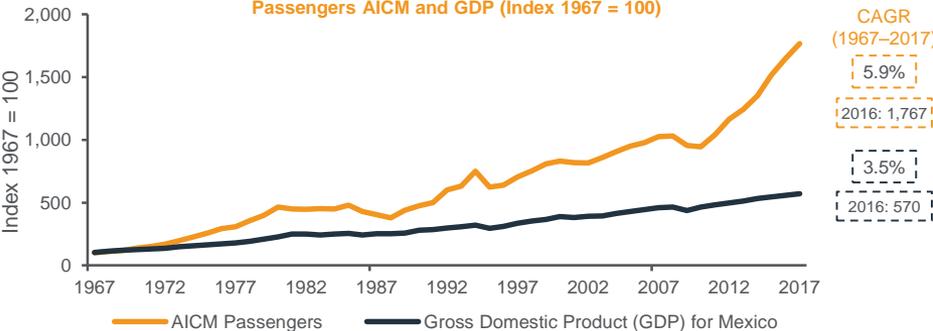


CAGR⁽²⁾ = ~3.5%



Growth in total passengers⁽³⁾ has been ~1.7x faster than that of GDP

Passengers AICM and GDP (Index 1967 = 100)



Domestic and international flight traffic have grown at ~9%

CAGR (2012-2017)



Fast growth in traffic at the Existing Airport and future expected growth shown in the Aviation Demand Forecast drive need for a viable and comprehensive, long-term solution

- The Existing Airport is unable to meet the expected growth in passengers and cargo
 - Existing Airport footprint of 769 hectares and terminal space of 581,953 m²
 - 2 runways of 3,457 m and 3,958 m of non simultaneous operation and 60 boarding gates
- Location in densely populated area prevents possibility of another expansion
- Optimization measures (e.g., use of larger aircraft, higher load factors, increasing operating hours) are only a palliative and short-term solution
- An airport with increased connectivity would have a positive impact in the growth of the local market, tourism, and productivity and efficiency of the business sector

(1) ATM refer to Air Traffic Movements.

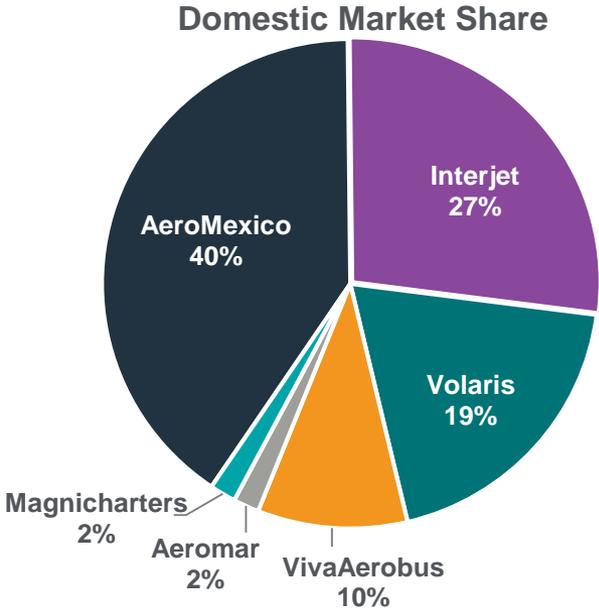
(2) For 2013-2017.

(3) Total passengers include incoming and departing passengers, paying passengers and exempt passengers.

Source: AICM.

... the six current Mexican airlines represented ~85% of total traffic at the Existing Airport

- Recent growth at the Existing Airport in both domestic and international markets has been influenced significantly by the success of low cost carriers since the Mexicana and Aviasca airlines ceased operations in 2010 and 2011.
- The low cost carrier share of total traffic at the Existing Airport increased from 35% to 42% from 2012 to 2016.
- Aeromexico and its subsidiary, Aeromexico Connect, handled approximately 40% of total passengers at the Existing Airport.

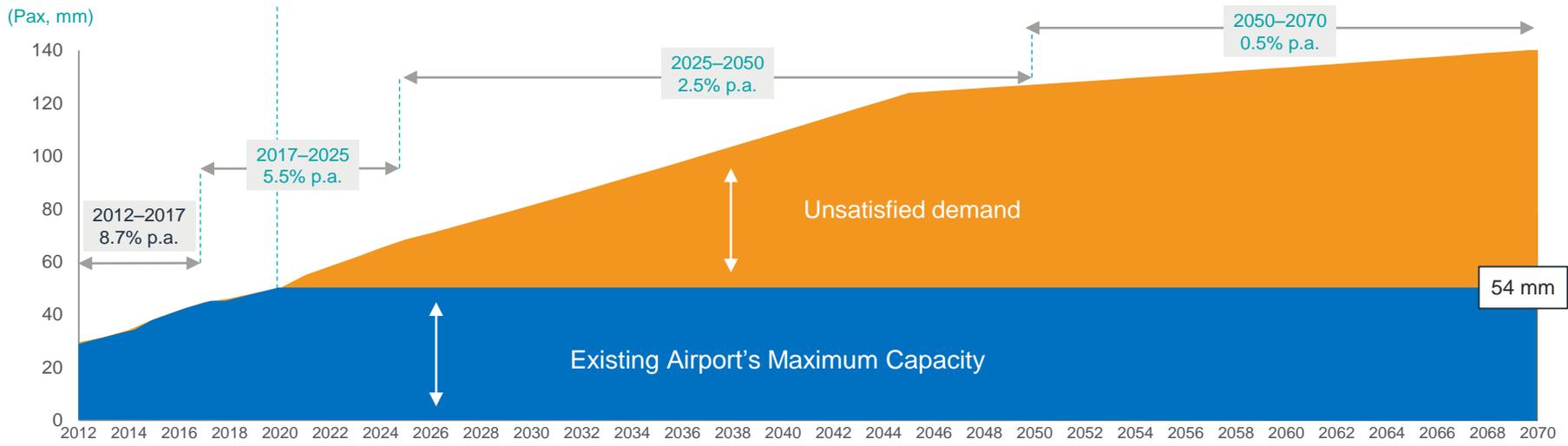


Source: GACM.

...máximo capacity at the Existing Airport (constrained case) is estimated at 54mm PAX

The New Airport will meet the projected long-term demands for air travel....

Long-term passenger forecast



Source: Landrum & Brown with respect to the New Airport and ARUP with respect to Existing Airport's Maximum Capacity.

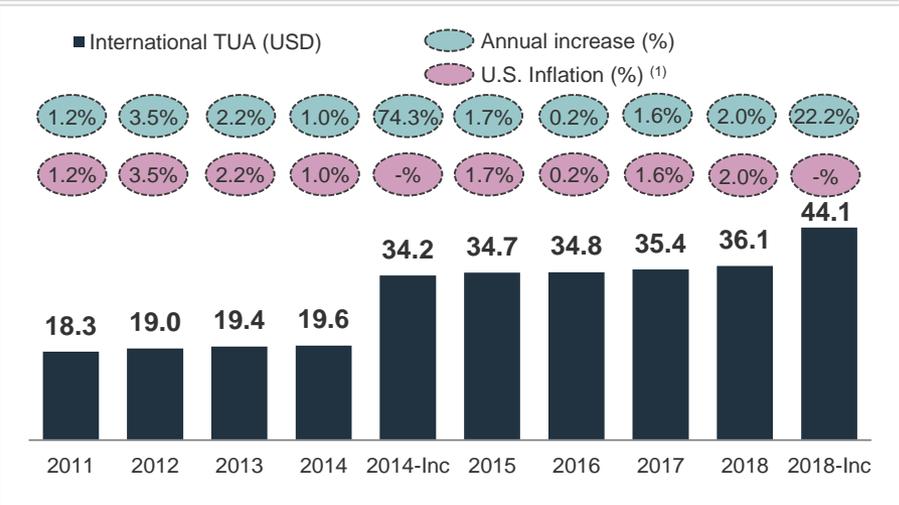
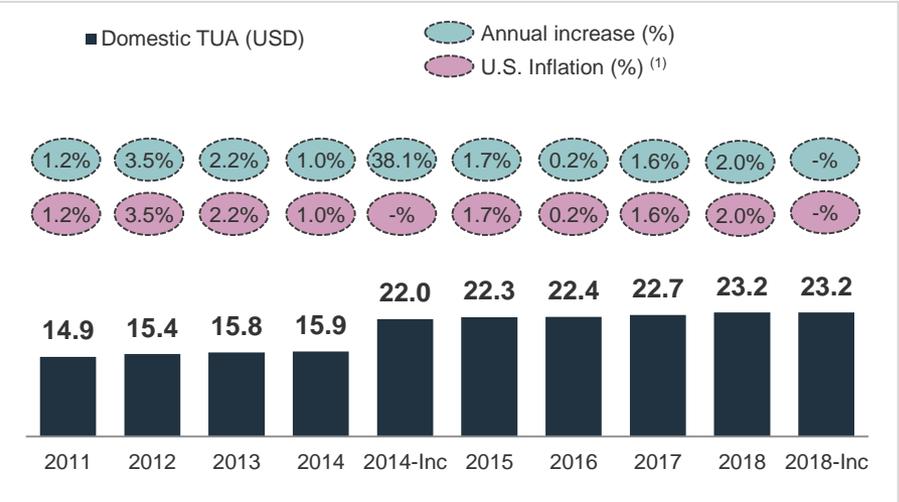
(1) Existing concession can be extended to 2098, at the request of the Existing Sponsor.

... Passenger Charges applicable to International Passengers was recently increased by US\$8 (net of VAT)

Passenger charge applicability

- Passenger charges (*Tarifa de Uso de Aeropuertos*, or “TUA”, in Spanish)
- Charged only to departing passengers (other than exempt passengers) based on final destination
 - Domestic TUA
 - International TUA
- Exempt passengers:
 - Children under 2 years old
 - Diplomats
 - Airline crew members
 - Connecting passengers
- Denominated in U.S. Dollars
 - MXN equivalent is determined on a monthly basis using the average official exchange rate
 - Adjusted yearly by U.S. inflation on January 1st of each year based on the annual increase recorded by the U.S. CPI⁽¹⁾
 - Stable in real terms between 2005 and 2013, 2015 and 2016
 - Adjusted in January 2014 (74% increase for International TUA and 38% for Domestic TUA)
 - International TUA adjusted in January 2018 by US\$8 (22.2%), in addition to annual inflation adjustment

Denominated in USD and linked to U.S. Inflation



(1) Annual increase recorded by the CPI for the Total Urban Consumers in the United States in the annual period ended in October of the immediately preceding year

... recent and expected performance of DSCR

Debt Service Coverage Ratio of the 4 preceding quarterly periods ended January 31st, 2018.

	Million Ps.	Million USD
Gross Passenger Charges	9,875.1	527.2
(+) Interest income	68.2	3.6
(-) VAT payments	1,362.1	72.7
(-) Operating Cost of the Trust	80.8	4.3
(=) Net Passenger Charges	8,500.4	453.8
(÷) Total Debt Service for the Period (including Withholding tax)		186.0
(=) DSCR for the period (12 months ended January 31st 2018)		2.44 x
Adjustment to include 12-month Debt Service with respect to US\$6 bn bonds, but excluding the US\$8 increase in International TUA		
Net Passenger Charges (excluding US\$8 increase in International TUA)		453.8
(÷) Pro forma Debt Service for the Period (including Withholding tax) (US\$6bn bonds)		316.8
(=) Pro forma DSCR for the period (12 months ended January 31st 2018), excluding increase in International TUA		1.43 x
Adjustment to include 12-month Debt Service with respect to US\$6 bn bonds, and the US\$8 increase in International TUA		
Expected Net Passenger, based on the passenger figures for 2017 (assuming no growth) and 2018 passenger charges (including the recent increase in international TUA)		~ 500
(÷) Pro forma Debt Service for the Period (including Withholding tax) (US\$6bn bonds)		316.8
(=) Pro forma DSCR for the period (12 months ended January 31st 2018), including increase in International TUA		1.58 x

Dollar denominated figures based on the average of all peso/dollar exchange rates published by Banxico during the period (4 preceding quarters) of 18.7328 Pesos / USD

Source: Issuer's DSCR Quarterly Report dated February 23, 2018. Schedule C and GACM calculations with respect to Adjustments.



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