

AEROMEXICO REPORTS 3Q20 RESULTS

Mexico City, Mexico, October 20th, 2020 - Grupo Aeromexico S.A.B. de C.V. (“Aeromexico”) (BMV: AEROMEX), today reported its unaudited consolidated results for the third quarter 2020.

KEY FINANCIAL HIGHLIGHTS FOR THE THIRD QUARTER 2020

- On June 30th Aeromexico announced that it and certain of its affiliates had filed voluntary Chapter 11 petitions in the United States (“Chapter 11”) to implement a financial restructuring, while continuing to serve customers. The Company intends to use the Chapter 11 process to strengthen its financial position and liquidity, protect and preserve its operations and assets and implement necessary operational changes to address the impact of the ongoing COVID-19 pandemic.
- Grupo Aeromexico’s third quarter capacity, measured in available seat kilometers (ASKs), increased by 67.6% compared to second quarter 2020, primarily driven by a sequential recovery in domestic market recovery. Total ASKs for the third quarter decreased by 64.1% year-on-year due to the impact of the COVID-19 pandemic.
- Grupo Aeromexico’s third quarter 2020 revenue reached \$4.7 billion pesos, a 79.1% increase compared to the second quarter of 2020 and a 74.5% year-on-year decrease. During the quarter, revenue per ASK (RASK) in pesos increased by 6.9% compared to second quarter 2020, due to market demand improvements and decreased by 29.0% year-on-year.
- EBITDAR for the period amounted to negative \$381 million pesos, an improvement of \$4.6 billion pesos versus second quarter 2020. Third quarter 2020 operating loss amounted to \$3.6 billion pesos an improvement of \$19.8 billion pesos compared to second quarter 2020.
- During the quarter, the Company started to recognize aircraft ownership costs in accordance with the temporary Payment by the Hour agreements (PBH) reached with operating lessors.
- Cost per ASK (CASK) in pesos reached \$2.091 pesos, a 77.2% decrease compared to second quarter 2020 and a year-on-year increase of \$0.792 pesos. CASK in dollars reached \$0.095, a 75.9% decrease compared to second quarter 2020, and an increase of \$0.028 dollars year-on-year.
- Aeromexico generated \$108 million pesos positive cash flow from operating activities. Aeromexico’s cash position as of September 30th, 2020, including restricted cash, amounted to \$7.8 billion pesos equivalent to approximately \$352 million dollars. Aeromexico’s cash including restricted cash to last-twelve-month revenue ratio was 20.2%.
- As of September 30th, 2020, Grupo Aeromexico’s operating fleet comprised 101 aircraft excluding the six Boeing 737 MAX aircraft temporarily grounded.

MANAGEMENT DISCUSSION AND ANALYSIS

Aeromexico announced on June 30th that it and certain of its affiliates had filed voluntary Chapter 11 petitions in the United States (“Chapter 11”) to implement a financial restructuring, while continuing to serve customers. Aeromexico will remain to operate and offer services to its customers and contracting from its suppliers the goods and services required for operations. The Company will continue to use the advantages of the Chapter 11 proceeding to strengthen its financial position and liquidity, protect and preserve operations and assets, and implement the necessary adjustments to manage the impact of COVID-19.

During the third quarter 2020 Aeromexico reached significant milestones in its voluntary Chapter 11 petitions with proceedings evolving in line with expectations. In October 2020, the United States Bankruptcy Court approved on a final basis Grupo Aeromexico’s DIP financing facility including the approval of commitments for up to US\$1 billion of DIP financing, distributed in a senior secured Tranche 1 facility of US\$200 million, and a senior secured Tranche 2 facility of US\$800 million. On September 21st 2020, the company obtained approval by the United States Bankruptcy Court for the Southern District of New York to modify the majority of its existing aircraft equipment leases into PBH Agreements that will substantially reduce Aeromexico’s monthly aircraft and engine ownership costs and cash outflows for the duration of the PBH period.

The global airline industry continues facing unprecedented challenges due to substantial declines in demand for air transportation worldwide. Aeromexico is committed to taking the necessary measures so it can operate effectively in this new landscape and be well prepared for a successful future, during and when the COVID-19 pandemic is behind it.

Aeromexico has been successful in managing its network on a flight by flight basis ensuring that its operations are cash generative. Total capacity increased by 67.6% compared to second quarter 2020. International capacity increased by 20.8% compared to the second quarter 2020, while domestic capacity expanded by 182.1% versus the capacity deployed during the second quarter. By the end of the quarter, domestic capacity deployed represented approximately 65.4% of the domestic capacity deployed in third quarter 2019 with a recovery in domestic Load Factors from 69.3% in July to 75.4% as at end of September. The Company is seeing some recovery in travel demand supported by the strengthening of its domestic network and the restart of operations to several international markets as: San José, Guatemala City, Lima, Medellín, Bogotá and Buenos Aires, while increasing frequencies to others such as: Seoul, Santo Domingo, Paris, Quito, Sao Paulo, Miami and Sacramento.

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).



Three Months Ended September 30th			
Financial Highlights	2020	2019	Var 2020 vs 2019
Total Revenue (MXP million)	4,670	18,347	(74.5%)
EBITDAR (MXP million) *	(381)	4,358	NA
Operating Profit (MXP million) **	(3,614)	1,286	NA
Consolidated Net Loss (MXP million)	(2,882)	65	NA
Profit/(loss) per share (pesos)	(4.22)	0.094	NA
Operating Highlights			
Total ASKs (millions)	4,750	13,243	(64.1) %
Total RPKs (millions)	2,778	11,195	(75.2) %
Load factor on scheduled flights (%)	61.9%	84.5%	(22.6) p.p.
Passengers ('000)	1,864	5,288	(64.7) %
On-Time departure performance within 15 minutes (%)	96.4%	80.5%	15.9 p.p.
Total liters of fuel ('000)	155,872	442,777	(64.8) %
Yield (pesos)***	1.183	1.438	(17.8) %
Total revenue / ASK (pesos)	0.983	1.385	(29.0) %
Passenger revenue / ASK (pesos)	0.727	1.195	(39.2) %
Total cost / ASK (pesos)****	2.091	1.299	60.9 %
Total cost / ASK (USD)****	0.095	0.067	41.3 %
Total cost / ASK excluding fuel (pesos)****	1.824	0.921	NA
Total cost / ASK excluding fuel (USD)****	0.083	0.048	NA

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.

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

**** Including temporary lease cost adjustment items.



Financial Highlights			
Nine months Ended September 30th			
	2020	2019	Var 2020 vs 2019
Total Revenue (MXP million)	21,352	51,542	(58.6) %
EBITDAR (MXP million) *	(3,889)	10,266	NA
Operating Profit (MXP million) **	(28,819)	1,027	NA
Consolidated Net Loss (MXP million)	(32,812)	(2,313)	NA
Profit/(loss) per share (pesos)	(48.08)	(3.35)	NA
Operating Highlights			
Total ASKs (millions)	18,956	38,507	(50.8) %
Total RPKs (millions)	12,208	32,157	(62.0) %
Load factor on scheduled flights (%)	70.9%	83.5%	(12.6) p.p.
Passengers ('000)	6,572	15,578	(57.8) %
On-Time departure performance within 15 minutes (%)	89.5%	83.5%	6.0 p.p.
Total liters of fuel ('000)	619,232	1,282,814	(51.7) %
Yield (pesos)***	1.312	1.377	(4.7) %
Total revenue / ASK (pesos)	1.126	1.339	(15.8) %
Passenger revenue / ASK (pesos)	0.922	1.129	(18.3) %
Total cost / ASK (pesos)****	2.734	1.327	NA
Total cost / ASK (USD)****	0.125	0.069	NA
Total cost / ASK excluding fuel (pesos)****	2.436	0.943	NA
Total cost / ASK excluding fuel (USD)****	0.112	0.049	NA

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.

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

**** Including temporary lease cost adjustment items.



Market Conditions

Grupo Aeromexico operated in an environment characterized by the following market conditions during the third quarter of 2020:

- **COVID-19.** In spite of the current challenging environment, the market has shown encouraging signs of recovery. Aeromexico's third quarter deployed capacity increased by 67.6% compared to second quarter 2020 with substantial improvements in the domestic market which increased by 182.1% when compared to the second quarter 2020. Countries are gradually reopening their borders to international travel, supported by enhanced COVID-19 testing and safety measures.
- **Exchange rate depreciation.** Compared to the third quarter of 2019, the Mexican peso depreciated an average of 13.9% relative to the U.S. dollar, from an average exchange rate of \$19.39 pesos to \$22.08 pesos to the dollar. By the end of the third quarter of 2020, the peso had depreciated by 12.2% year-on-year relative to the dollar, from \$19.73 pesos to \$22.14 pesos to the dollar.
- **Fuel Price.** Compared to the third quarter of 2019, fuel cost per liter in pesos decreased by 28.0% from \$11.30 to \$8.14.
- **Inflation.** The annual inflation rate as of September 2020 was 4.01%¹.
- **Economic activity.** Mexican economic activity continues to show softness. The Global Economic Indicator (IGAE) decreased on average by 10.1% from January to July 2020².

Revenue

Third quarter 2020 revenue reached \$4.7 billion pesos; 79.1% increase compared to the second quarter 2020. Year-over-Year total revenue decreased by 74.5%, due to the decrease in demand resulting from the COVID-19 pandemic.

Compared to second quarter 2020 ASKs increased by 67.6% during the third quarter of 2020. Year-on-year ASKs decreased by 64.1% at the end of third quarter of 2020. International ASKs increased by 20.8% while domestic capacity increased by 182.1% versus second quarter 2020. International ASKs decreased by 74.9% while domestic capacity decreased by 34.6% year-on-year. International ASKs accounted for 51.2% of Grupo Aeromexico's total ASKs, 22.0 p.p. lower than the third quarter of 2019.

Total passenger revenue reached \$3.2 billion pesos during the third quarter of 2020, an increase of \$2.3 billion pesos versus second quarter 2020 and a 79.6% decrease year-on-year. Grupo Aeromexico transported 1 million 864 thousand passengers; an increase of 1.3 million passengers, and a 64.7% decrease compared to the third quarter of 2019. The number of passengers on international routes increased by 227 thousand passengers 2020 and decreased by 85.9% year-over-year, while the number of passengers on domestic routes increased by 1.1 million versus second quarter 2020 and decreased by 51.5% compared to the third quarter of 2019. Third quarter 2020 passenger ticket revenue on international flights represented 43.2% of total passenger ticket revenue, with domestic passenger ticket revenues accounting for the remaining 56.8%.

Year-on-year third quarter cargo revenue decreased by 14.6% reaching \$851 million pesos mainly due to the demand reduction related to the COVID-19 pandemic, in spite of the 64.1% capacity reduction which shows the strength of the cargo operation.



¹BANXICO September 2020

²INEGI, September 2020

During the first nine months of 2020, total revenue reached \$21.4 billion pesos, a decrease of 58.6% compared to the same period of 2019.

Operating Expenses

Due to the uncertainty regarding the recovery period associated with the COVID-19 pandemic, and as part of its voluntary restructuring process, the Company received approval by the United States Bankruptcy Court for the Southern District of New York to modify the majority of its existing aircraft equipment leases into temporary PBH Agreements that will substantially reduce Aeromexico's monthly aircraft and engine costs for the duration of the PBH period. PBH Agreements allow for Aeromexico to reset monthly lease costs based on utilization of the equipment at today's market rates, with significant monthly savings, when compared to Aeromexico's original contracted rates, as well as to reduce cash outflows.

The cost associated with PBH agreements is recorded in the lease cost line. Depreciation for the aircraft under right-of-use continues to be recorded as usual, while there is not any update to the corresponding fixed asset value. The lease liability cancellation which mainly represents the difference between the PBH agreement and the depreciation cost, is registered in the other income and expenses (net) account line, and the financing cost under IFRS 16 related to the lease agreements is eliminated.

After stipulations were agreed with lessors, Aeromexico recognized PBH lease costs of \$499 million pesos, a \$1.5 billion peso credit was applied to Other Income and Expenses (Net), and a \$498 million peso cancelation was recorded in the Financing Costs account line.

Third quarter 2020 operating expenses, including aircraft leases, depreciation and amortization, totaled \$8.3 billion pesos.

As a result of the 64.7% drop in passenger demand and the associated 64.1% reduction in capacity, third quarter consolidated unit cost (CASK) in Mexican pesos increased \$0.792 pesos year-on-year. Adjusting for temporary lease cost impacts CASK in pesos increased by \$0.477 year-on-year. CASK in US dollars increased by \$0.028 dollars year-on-year. Adjusting for temporary lease cost impacts CASK in US dollars increased by \$0.013 dollars. Third quarter 2020 peso-denominated CASK excluding fuel increased \$0.902 year-on-year. CASK excluding fuel in dollar terms increased by \$0.035 dollars versus the third quarter 2019. Adjusting for temporary lease cost impacts CASK excluding fuel in pesos increased by \$0.588 and CASK excluding fuel in dollars increased by \$0.021 dollars.

Third quarter fuel expenses amounted to \$1.3 billion pesos, a 74.7% decrease year-on-year, driven by 28.0% lower year-on-year peso-denominated fuel prices per liter, and a 64.8% decrease in fuel consumption year-on-year.

Third quarter 2020 salaries and related expenses decreased by 30.7%, year-on-year. Maintenance expenses decreased by \$444 million pesos or 34.9% year-on-year, mainly due to the change in the aircraft leasing contract structure to PBH, the reduced operations and fleet rejections across the quarter. Communications and traffic expenses decreased year-on-year by 58.5%, principally due to capacity reductions.

Associated company equity income totaled \$138 million pesos, a \$9.0 million peso decrease year-over-year, mainly resulting from the negative impact of COVID-19 on our associated companies. Third quarter leasing, depreciation and amortization expenses totaled \$3.2 billion pesos. This represented a \$161 million-peso increase compared to the third quarter 2019.

During the first nine months of 2020, total operating expenses including leases, depreciation & amortization and impairment expenses, reached \$50.2 billion pesos, a 0.7% year-on-year decrease. During the second quarter of 2020, the Company recognized one-off non-cash adjustments in its

quarterly results for \$20.0 billion pesos. These adjustments included, among others, an impairment in the net value of property & equipment and intangibles including the acceleration of depreciation and amortization, as well as an acceleration for early return of flight equipment and other operating costs.

CASK in dollars increased by \$0.056 dollars. Adjusting for temporary lease cost and one-off non-cash items CASK in dollars increased by \$0.012 dollars, year-on-year. CASK expressed in pesos increased \$1.408 pesos. Adjusting for temporary lease cost and one-off non-cash items CASK in pesos increased by \$0.442 pesos, year-on-year. US dollar denominated CASK excluding fuel increased \$0.063 dollars year-on-year. Adjusting for temporary lease cost and one-off non-cash items CASK excluding fuel US denominated increased by \$0.018 dollars. CASK excluding fuel expressed in pesos increased by \$1.494 pesos year-on-year, adjusting for temporary lease cost and one-off non-cash items CASK excluding fuel expressed in pesos increased by \$0.528 pesos.

EBITDAR

Third quarter EBITDAR was negative \$381 million pesos, an improvement of \$4.6 billion pesos, compared to the negative \$5.0 billion EBITDAR reported in second quarter 2020.

Operating Income

Third quarter 2020 operating loss was \$3.6 billion pesos, an improvement of \$19.8 billion pesos compared to the \$23.4 billion operating loss reported in second quarter 2020.

Net Income / Loss

Grupo Aeromexico reported a net loss of \$2.9 billion pesos for the third quarter of 2020, an improvement of \$24.5 billion pesos compared to second quarter 2020.

During the quarter the company recorded net \$146 million pesos of exchange-related losses. 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

Grupo Aeromexico ended the third quarter 2020 with a cash balance of \$7.8 billion pesos, equivalent to \$352 million dollars and 20.2% of total annual revenues, including restricted cash. Aeromexico generated \$108 million pesos in positive cash flow from operating activities during the third quarter of the year.

Cash flow summary (figures in millions of pesos)

Description	3Q20	YTD September
Cash and cash equivalents at the beginning of the period	5,752	9,072
Net cash flow from operating activities	108	2,515
Net cash flow from investing activities	(97)	(4,730)
Net cash flow from financing activities	1,941	1,248
Increase/(Decrease) in cash and cash equivalents	1,952	(967)
Effect of exchange rate changes on cash and cash equivalents	89	(312)
Net increase/(decrease) in cash and cash equivalents	2,041	(1,279)
Cash and cash equivalents at the end of period	7,793	7,793

Majority stockholders' equity was a deficit of \$24.2 billion pesos at the end of third quarter 2020.

As of September 30th, 2020, Grupo Aeromexico had a total of 682,119,793 common shares outstanding, with 60,628,147 shares repurchased by the Company as part of its share repurchase program. The Company also had a total of 23,102,153 treasury shares outstanding.



Fleet

Aeromexico continued operating with six fewer 737 MAX aircraft, grounded since March 2019. As of September 30th, 2020, Grupo Aeromexico's operating fleet comprised 101 aircraft excluding the six Boeing 737 MAX aircraft temporarily grounded.

As of September 30th, 2020, the average age of Grupo Aeromexico's operating fleet was 9.1 years.

Operating Fleet

Fleet	3Q19	4Q19	3Q20
B-787	18	19	19
B-737-700	11	11	5
B-737-800	36	39	30
B-737 MAX 8	*-	*-	*-
Aeromexico	65	69	54
E-170	9	9	0
E-190	47	47	47
Aeromexico Connect	56	56	47
Grupo Aeromexico	121	125	101

*Aeromexico has six 737 MAX aircraft grounded.



Analyst Coverage

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Consolidated Statement of Comprehensive Income

Millions of pesos	Three months ended September 30th				
	2020	%	2019	%	VAR
Total Revenue	4,670	100.0%	18,347	100.0%	(74.5%)
Domestic Passenger Ticket Revenue	1,837	39.3%	6,033	32.9%	(69.5%)
International Passenger Ticket Revenue	1,396	29.9%	9,790	53.4%	(85.7%)
Ancillary Passenger Revenue	319	6.8%	1,394	7.6%	(77.1%)
Total Passenger Ticket Revenue	3,552	76.1%	17,217	93.8%	(79.4%)
Air Cargo	851	18.2%	997	5.4%	(14.6%)
Charter Flights	43	0.9%	0	0.0%	NA
Other Revenues	224	4.8%	133	0.7%	68.1%
Operating Costs	5,498	117.7%	12,429	67.7%	(55.8%)
Salaries and Related Costs	2,396	51.3%	3,458	18.8%	(30.7%)
Aircraft Fuel	1,268	27.2%	5,003	27.3%	(74.7%)
Maintenance	830	17.8%	1,274	6.9%	(34.9%)
Aircraft, Communication and Traffic Services	918	19.7%	2,214	12.1%	(58.5%)
Passenger Services	86	1.8%	481	2.6%	(82.1%)
Selling & Administrative Expenses	1,201	25.7%	1,706	9.3%	(29.6%)
Effects from Associated Companies	(138)	(3.0%)	(147)	(0.8%)	(5.8%)
Other income / costs (net)	(1,510)	(32.3%)	1	0.0%	NA
Total Operating Expenses	5,051	NA	13,989	76.2%	(63.9%)
EBITDAR	(381)	NA	4,358	23.8%	NA
Leases, Depreciation & Amortization	3,233	NA	3,072	65.8%	NA
Impairment	0	NA	0	0.0%	NA
Total Expenses	8,284	NA	17,061	93.0%	(51.4%)
Operating Profit (Loss)	(3,614)	NA	1,286	7.0%	NA
Financial Income and Losses	963	20.6%	1,546	8.4%	(37.7%)
Exchange Rate Impact	146	3.1%	62	0.3%	NA
Financial Net Costs	1,108	23.7%	1,607	8.8%	(31.1%)
Income Before Taxes	(4,722)	NA	(322)	(1.8%)	NA
Taxes	(1,840)	(39.4%)	(386)	(2.1%)	NA
Net Income	(2,882)	NA	65	0.4%	NA

Consolidated Statement of Comprehensive Income

Millions of pesos	Nine months ended September 30th				
	2020	%	2019	%	VAR
Total Revenue	21,352	100.0%	51,542	100.0%	(58.6%)
Domestic Passenger Ticket Revenue	6,916	32.4%	16,983	32.9%	(59.3%)
International Passenger Ticket Revenue	8,895	41.7%	26,497	51.4%	(66.4%)
Ancillary Passenger Revenue	1,483	6.9%	3,959	7.7%	(62.6%)
Total Passenger Ticket Revenue	17,293	81.0%	47,439	92.0%	(63.5%)
Air Cargo	3,303	15.5%	3,146	6.1%	5.0%
Charter Flights	115	0.5%	3	0.0%	3,848.3%
Other Revenues	642	3.0%	955	4.5%	(32.8%)
Operating Costs	23,005	107.7%	36,744	71.3%	(37.4%)
Salaries and Related Costs	8,137	38.1%	10,342	20.1%	(21.3%)
Aircraft Fuel	5,647	26.4%	14,781	28.7%	(61.8%)
Maintenance	4,931	23.1%	3,649	7.1%	35.1%
Aircraft, Communication and Traffic Services	3,667	17.2%	6,582	12.8%	(44.3%)
Passenger Services	624	2.9%	1,389	2.7%	(55.1%)
Selling & Administrative Expenses	3,894	18.2%	5,098	9.9%	(23.6%)
Effects from Associated Companies	(129)	(0.6%)	(567)	(1.1%)	(77.3%)
Other income / costs (net)	(1,529)	(7.2%)	1	0.0%	NA
Total Operating Expenses	25,241	118.2%	41,276	80.1%	(38.8%)
EBITDAR	(3,889)	(18.2%)	10,266	19.9%	NA
Leases, Depreciation & Amortization	11,430	NA	9,240	43.3%	23.7%
Impairment	13,500	NA	0	0.0%	NA
Total Expenses	50,171	NA	50,516	98.0%	(0.7%)
Operating Profit (Loss)	(28,819)	NA	1,027	2.0%	NA
Financial Income and Losses	5,978	28.0%	4,402	8.5%	35.8%
Exchange Rate Impact	(188)	(0.9%)	203	0.4%	NA
Financial Net Costs	5,790	27.1%	4,605	8.9%	25.7%
Income Before Taxes	(34,609)	NA	(3,579)	(6.9%)	NA
Taxes	(1,797)	(8.4%)	(1,266)	(2.5%)	NA
Net Income	(32,812)	NA	(2,313)	(4.5%)	NA

Consolidated Statement of Financial Position

ITEMS	As of	As of	Var 2020 vs 2019	
	September 30th 2020	December 31st 2019	\$	%
Assets				
Cash & Cash Equivalents	3,332	6,975	(3,643)	(52.2)
Restricted Cash	4,336	2,097	2,239	106.8
Financial Assets and Short Term Investments	125	0	125	NA
Derivative Financial Assets	0	47	(47)	(100.0)
Accounts Receivable Net	3,516	5,950	(2,434)	(40.9)
Related Parties	104	113	(9)	(8.0)
Prepaid Expenses	401	317	84	26.5
Inventories	1,822	1,600	222	13.9
Total Current Assets	13,636	17,099	(3,463)	(20.3)
Fixed Assets & Right of Use, Net	51,974	63,867	(11,893)	(18.6)
Others	25,400	20,022	5,378	26.9
Total Assets	91,010	100,988	(9,978)	(9.9)
Liabilities				
Current Liabilities				
Financial	9,018	9,356	(338)	(3.6)
Leases	6,036	6,273	(237)	(3.8)
Operating				
Others	29,994	26,051	3,943	15.1
Total Current Liabilities	45,048	41,680	3,368	8.1
Long Term Liabilities				
Financial	37,823	25,567	12,257	47.9
Lease	23,120	22,224	896	4.0
Operating				
Others	9,179	5,740	3,439	59.9
Total Long Term Liabilities	70,122	53,531	16,591	31.0
Total Liabilities	115,170	95,211	19,959	21.0
Stockholders Equity	(24,160)	5,777	(29,937)	(518.2)
Total Liabilities and Stockholders Equity	91,010	100,988	(9,978)	(9.9)