H1 2024 RESULTS

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ASG Offers Comprehensive Solutions

Mission-Critical Aviation Services and Operational Resilience Underpin Comprehensive Customer Value Proposition

Logistics and Distribution Services

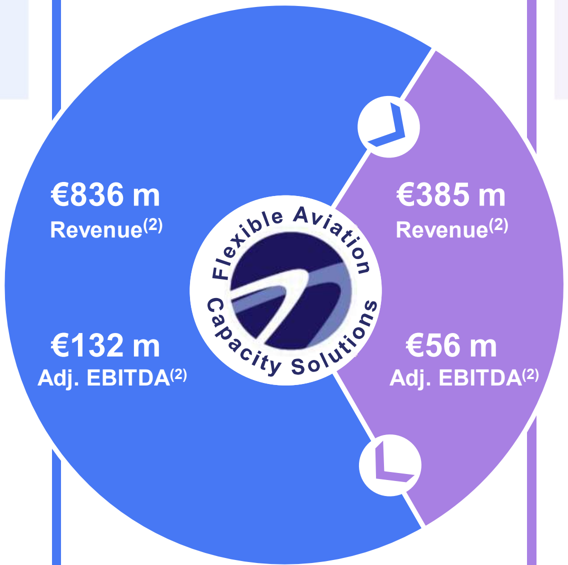
One of the world's largest providers of flexible outsourced capacity solutions for commercial aviation

- Passenger and Cargo Wet Lease[1]
- Charters
- Cargo Solutions

Key Group Figures

Revenue: **€1 229 m**

Adj. EBITDA: **€179 m**



Support Services

Comprehensive suite of complementary support services offering clients integrated solutions and supporting core capacity provision

- Aircraft Maintenance, Repair and Overhaul (MRO)
- Ground Support Services
- Aviation Training and Recruitment

H1 2024 Revenue geography by clients:

Europe – 55.1%;

Asia – 27.8%;

Americas – 11.8%;

Africa – 2.7%;

Other – 2.6%.

HY 2024 Human capital spread by geography:

Europe – 84.3%;

Asia – 14.2%;

Americas – 1.4%;

Other – 0.1%.

Notes:
1. Leasing of an aircraft including crew, maintenance and insurance to lessee
2. Divisional figures presented before intra-group eliminations as of H1 2024

KEY HIGHLIGHTS

- Passenger ACMI segment met performance expectations. Despite underperformance in the cargo sector, it was offset by the strong performance of Support Services.
- Group’s revenue grew by 29%, reaching €1 229 m. The growth was primarily driven by increase in passenger flight volumes, especially from operations in Asia and Latin America
- Group’s EBITDA stood at €179 m, meeting the overall expectations for H1 2024 and reflecting investment into fleet capacity as well as strategic expansion in new markets
- Net cash generated from operating activities increased from €102 m H1 2023 to €159 m H1 2024
- Aircraft fleet grew at moderate rate due to shortage of aircraft in the market
- Global expansion continues in Brazil, the Philippines, Thailand and Malaysia

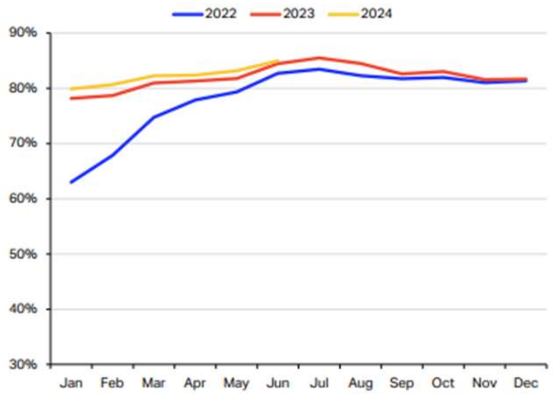
PASSENGER MARKET ANALYSIS

- Industry total Revenue Passenger-Kilometer in June grew 9.1% year-on-year (YoY), versus 8.5% YoY growth in Available Seat-Kilometer.

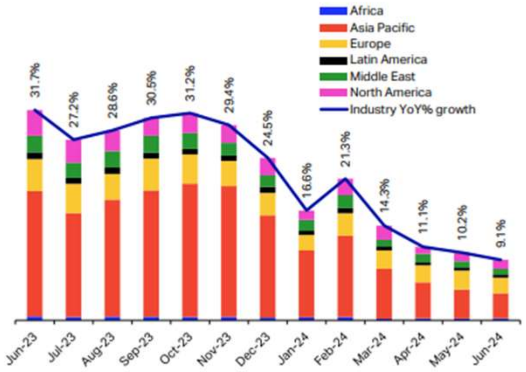
- The industry-wide passenger load factor (PLF) reached 85.0% in June, 1.3 ppt higher than the previous year. The PLF is consistently above the levels measured in previous years, hinting at higher demand for air travel.

- Asia Pacific airlines continue to be the main contributors to the industry's traffic growth in June, as observed in the past years. Growth rates are decreasing across the industry as the pandemic and recovery periods give way to more normalized market performance.

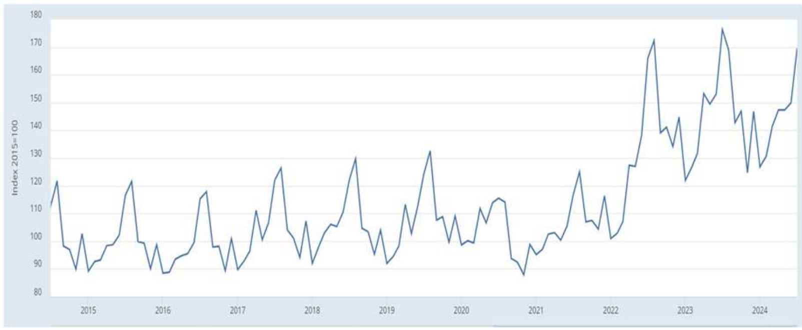
Industry PLF, %share of ASK



Regional contribution to industry annual total RPK growth



Harmonized Index of Consumer Prices: Passenger Transport by Air for Euro area



Sources: IATA Economics, IATA Monthly Statistics, Eurostat

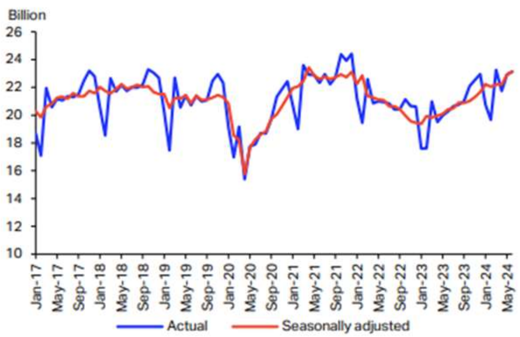
GLOBAL CARGO SECTOR

- Global Cargo Tonne-Kilometers saw a 14.1% expansion year-on-year (YoY) in June supported by booming e-commerce and repeated disruptions in container shipping, concluding the first half of 2024 with record year-to-date demand levels. After seasonal adjustment, CTK grew by 0.9% last month compared to the month before.

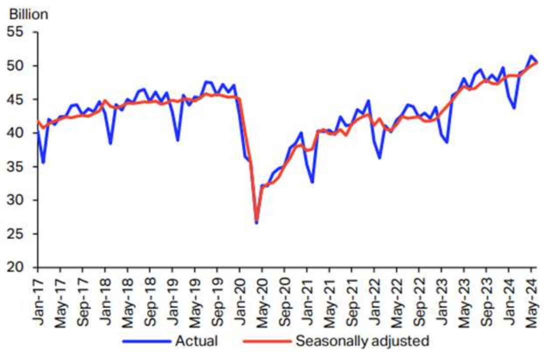
- On the supply side, industry-wide Available Cargo Tonne-Kilometers saw a 8.8% annual increase last month.

- Despite the increase in air cargo demand, freighter aircraft have not significantly benefitted due to growing passenger aircraft belly hold capacity, leading to a greater number of freighters being parked or stored. This is particularly evident in the cargo narrow-body market segment, as opposed to the wide-body segment.

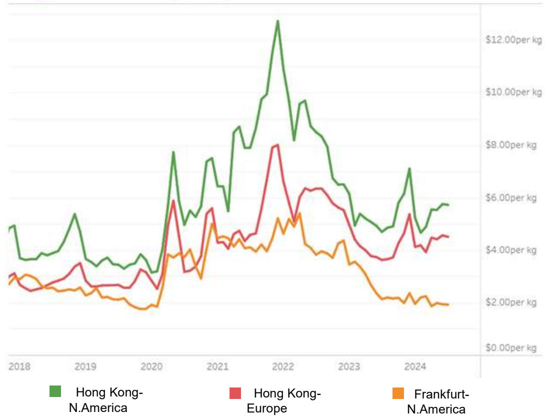
Cargo-tonne kilometres (CTKs) levels



Available cargo tonne-kilometres (ACTKs)

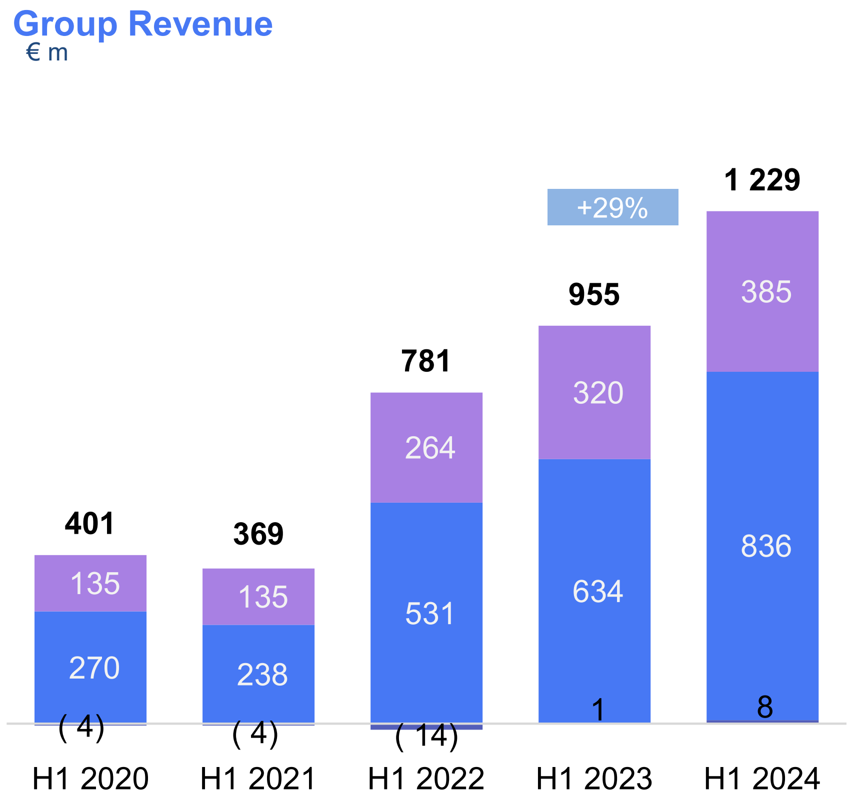


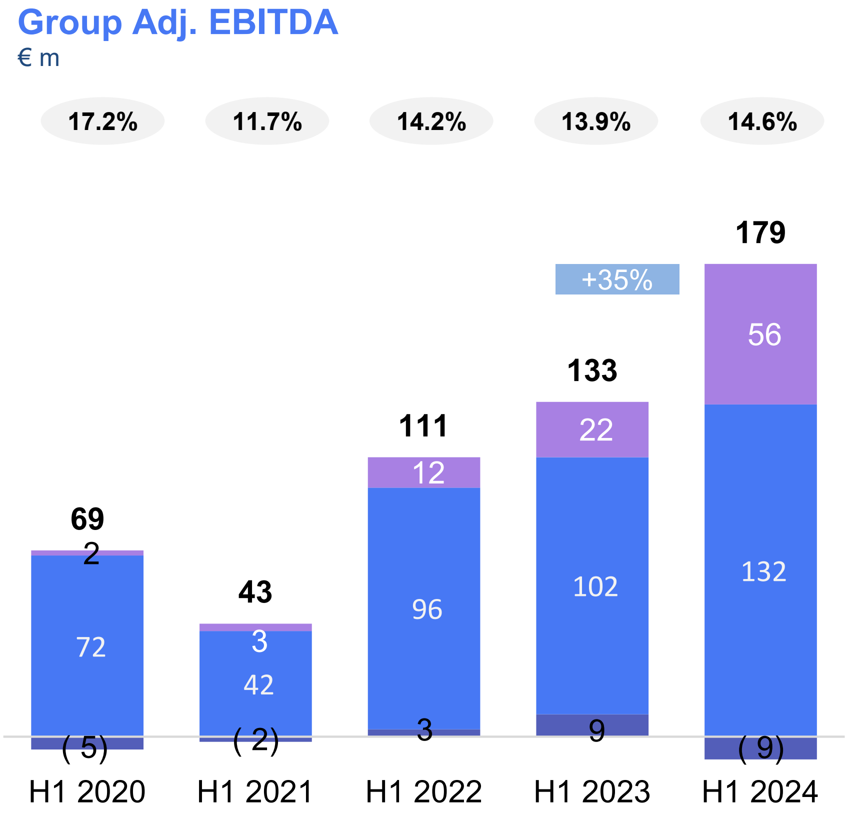
Freight Index (BAI)*



Sources: IATA Economics, IATA Monthly Statistics, Baltic exchange
* - Baltic Exchange Air Freight Index (BAI)

H1 2024 KEY FINANCIAL HIGHLIGHTS

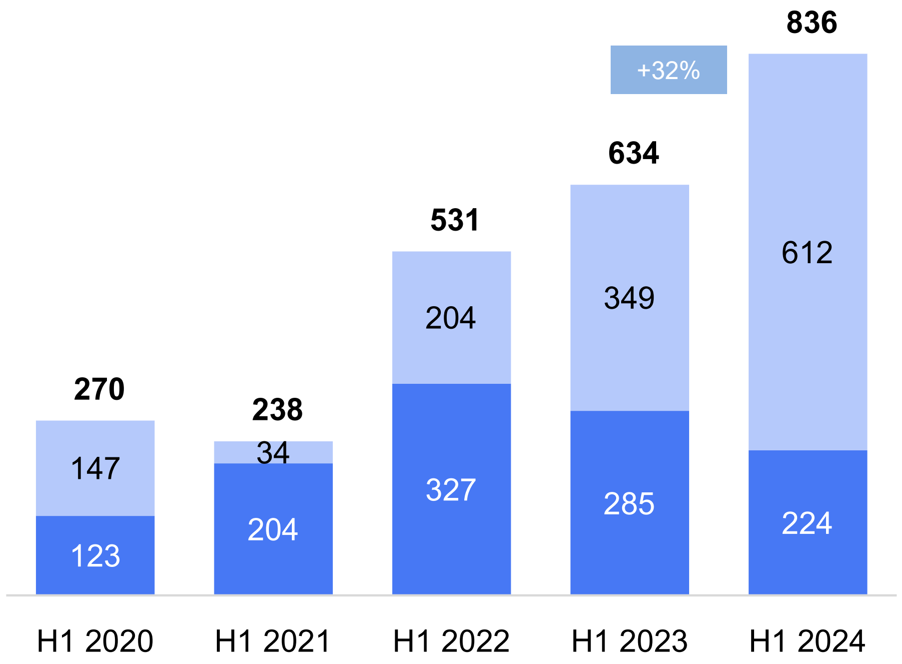




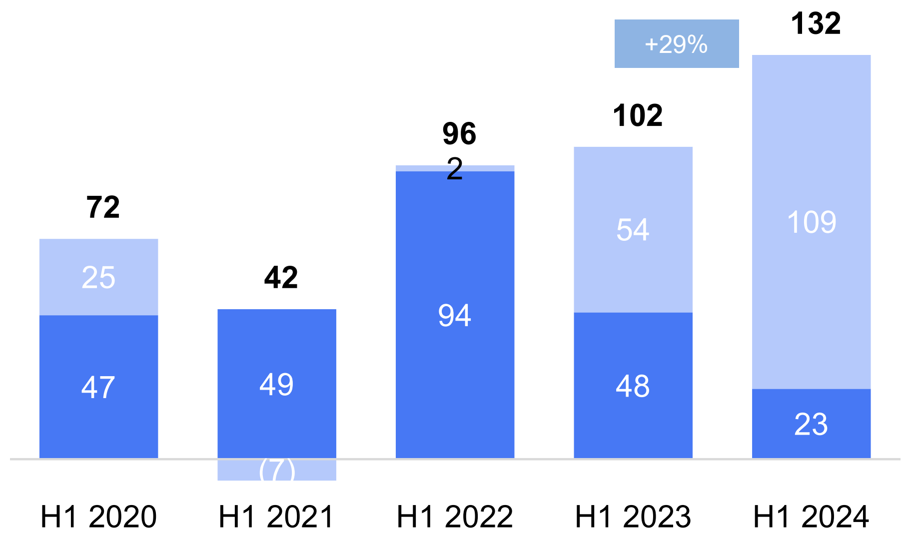
Logistics and Distribution Services Support Services Unallocated and Eliminations EBITDA Margin %

LOGISTICS & DISTRIBUTION

Logistics and Distribution Services Revenue H1
€ m

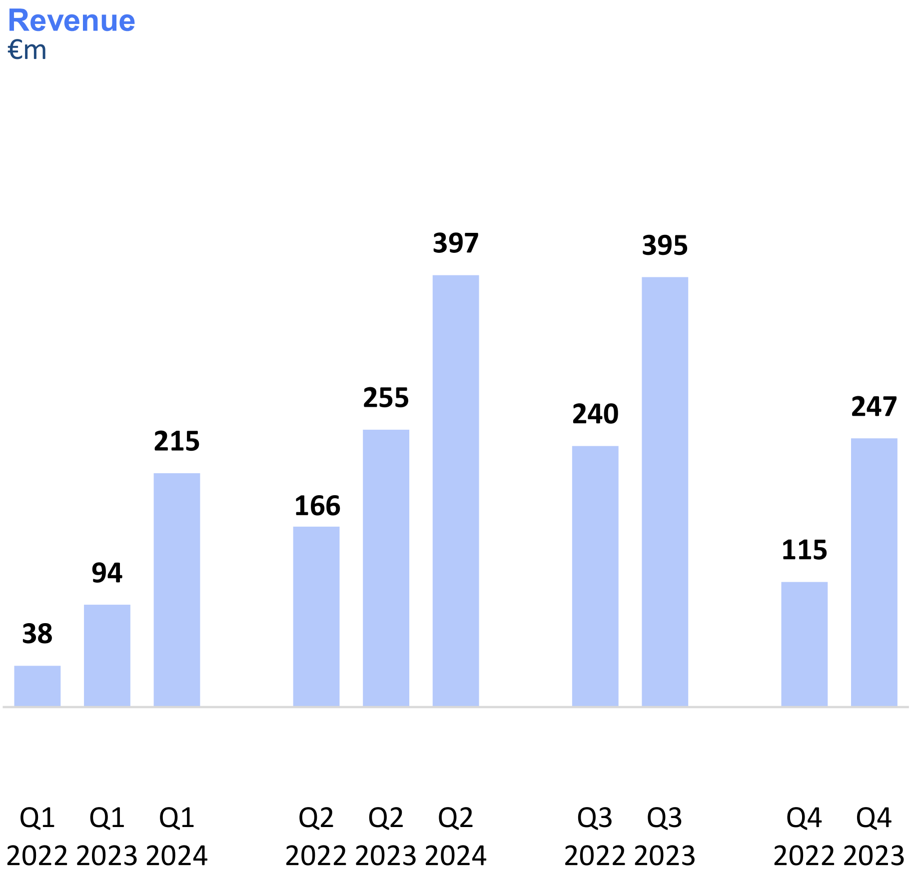


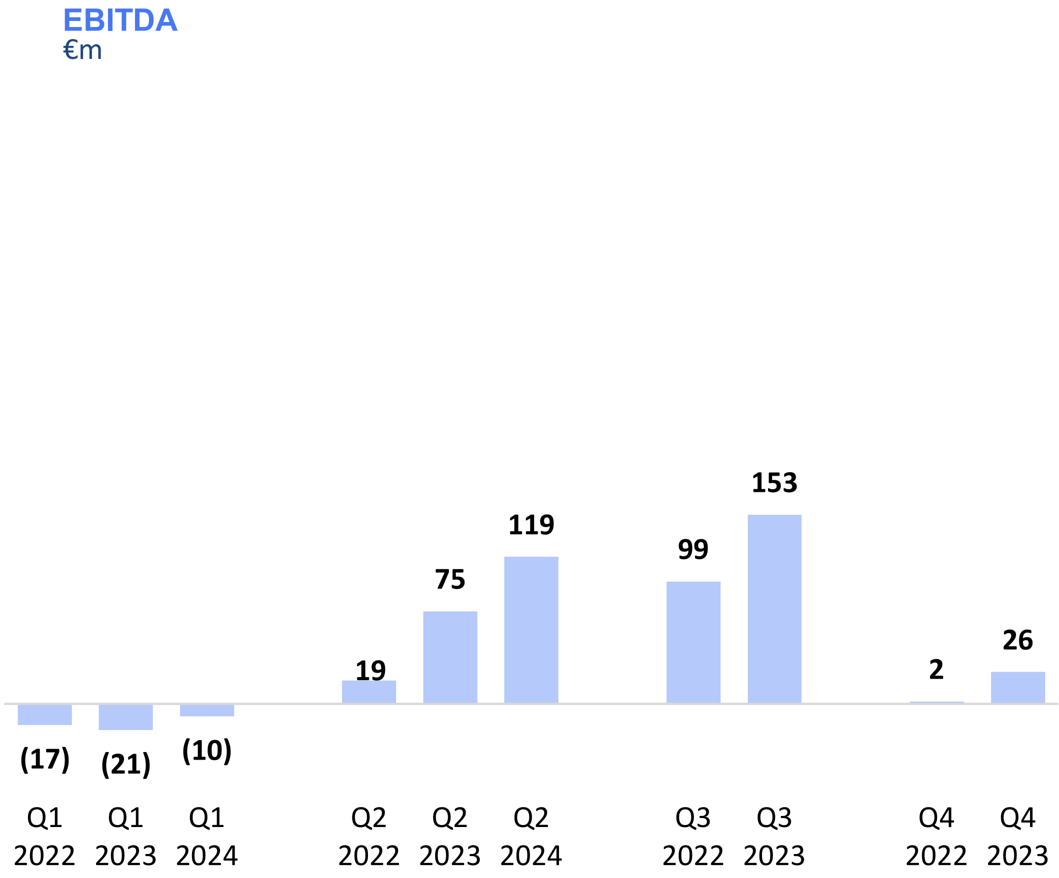
Logistics and Distribution Services Adj. EBITDA H1
€ m



Cargo Passenger

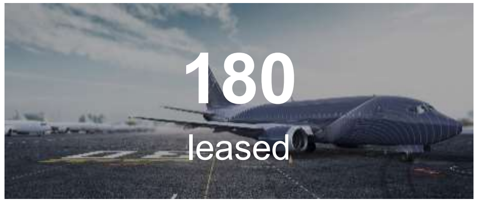
PASSENGER ACMI EBITDA DEVELOPMENT





SCALING THE BUSINESS TO BEST SERVE NEW AND EXISTING CLIENTS

Fleet Profile



Breakdown by Aircraft Type

Fleet Growth Over Time

200[1]	213[1]	214[1]
2023 FY	***2024 Q1***	***2024 Q2***

Note:
1. Including 8 LOI in December 2023; 5 LOI in March 2024; 5 LOI in June 2024

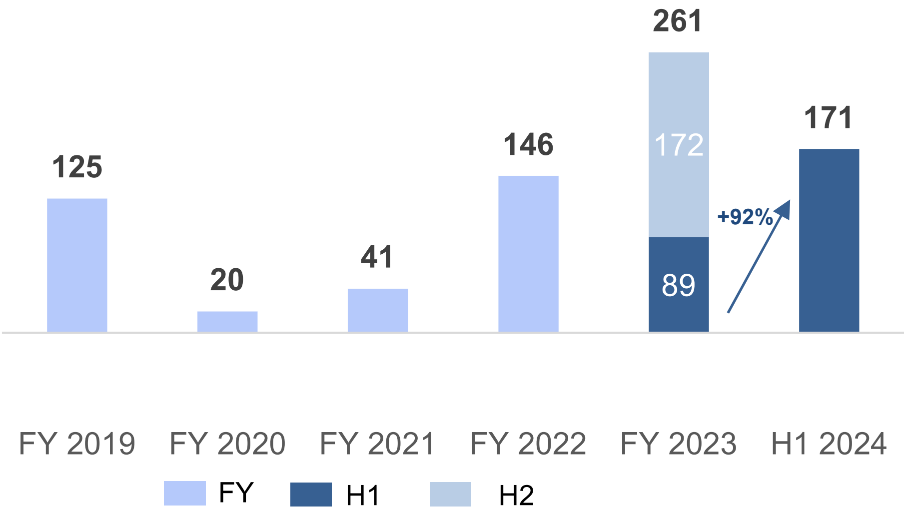
ACMI AIRCRAFT PERFORMANCE

- Passenger fleet block hours increased 92% YoY due to expansion of passenger fleet +21 aircraft
- Increase in aircraft utilization by 63% in H1 2024 compared to H1 2023

Aircraft Utilization (Total block hours flown/operational aircraft)			
in thousands		FY	H1
Passenger	**2022**	2.0	0.7
Passenger	**2023**	2.3	0.8
Passenger	**2024B**	2.9	1.3

Passenger fleet block hours

in thousands

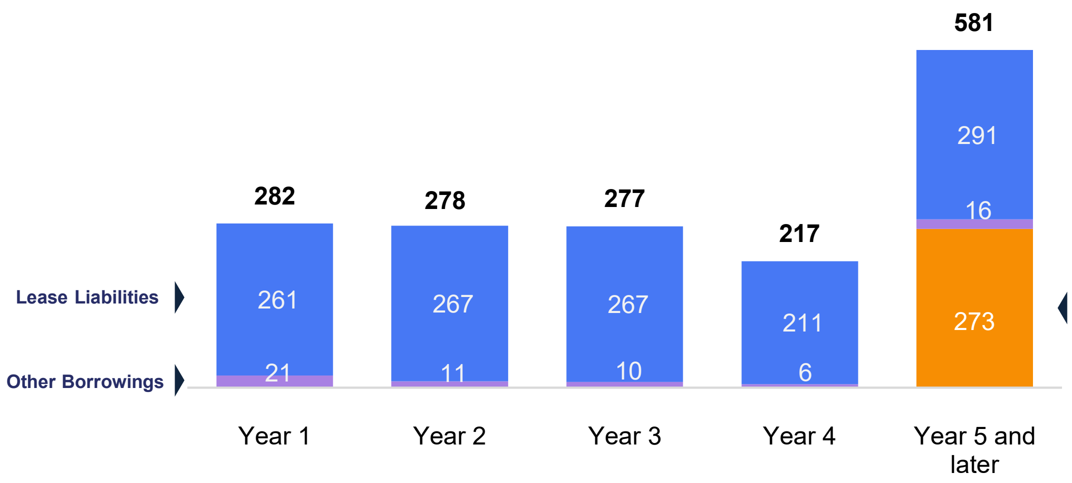


CASH AND DEBT POSITION

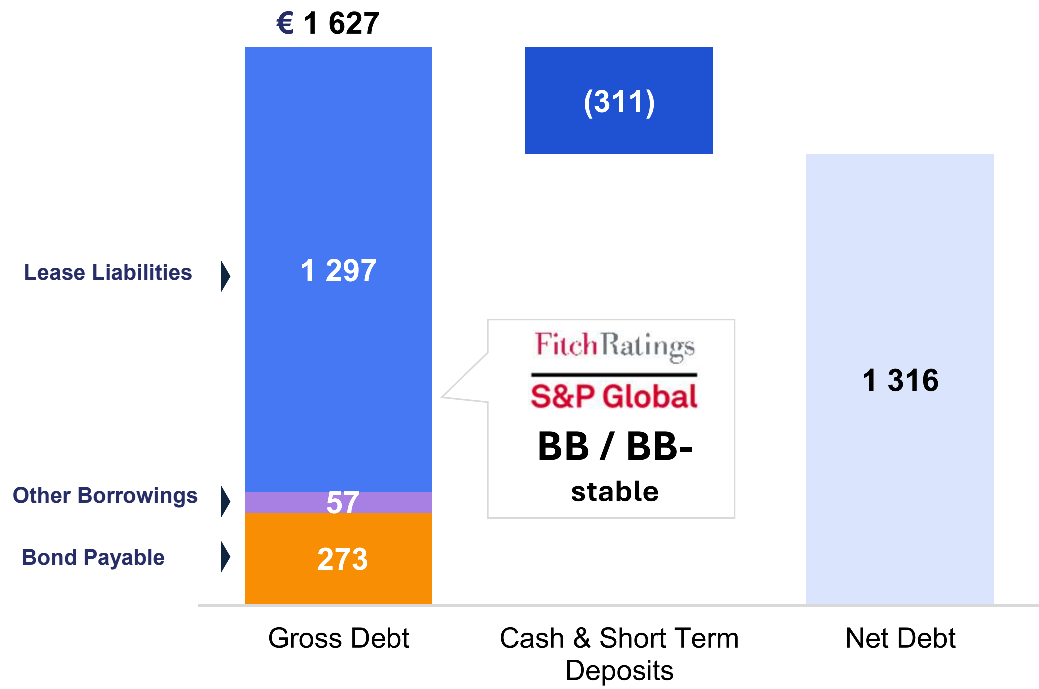
Lease liabilities H1 2024:

- IFRS16 in Passenger ACMI segment: 63%
- IFRS16 in Cargo ACMI segment: 26%
- Other lease liabilities: 11%

Gross Debt by Maturities



Consolidated Debt Position of the Group



as of 30 June 2024
in € m

INCOME STATEMENT

Consolidated statement of profit or loss		
in € m	H1 2024	H1 2023
Revenue	**1 228.9**	**954.7**
Other income	2.2	1.2
Cost of services and goods purchased	(763.1)	(605.4)
Depreciation and amortisation	(171.3)	(92.0)
Employee related expenses	(240.1)	(181.9)
Other operating expenses	(63.6)	(41.7)
Impairment losses of financial assets	0.7	2.0
Other impairment-related expenses	(2.3)	(1.6)
Other gain/(loss) - net	16.3	7.5
Operating profit (loss)	**7.7**	**42.7**
Finance income	54.8	7.1
Finance cost	(69.0)	(50.7)
Finance costs – net	**(14.2)**	**(43.6)**
Share of profit (losses) of associates	0.0	2.1
Profit (loss) before income tax	**(6.5)**	**1.2**
Income tax expense	5.5	(4.1)
Profit (loss) for the period	**(1.0)**	**(2.9)**

- Group ramped-up for the upcoming high season by incepting 29 additional aircraft H1 2024 vs H1 2023. This also caused increase in respective costs:
  - Depreciation and amortisation (€171 m vs €92 m);
  - Aircraft repair and maintenance costs (€ 113 m vs €58 m);
  - Employee related expenses (€240 m vs €182 m)
- Profitability to improve significantly with ACMI high season, though the Group will not be able to reflect full potential profitability due narrow body cargo aircraft market downturn, global aircraft structural maintenance challenges that continue since Covid pandemic ended, as well cost related with expansion of AOCs
- Financial income includes €53 m reversal of accumulated PIK for 2021-2023 due to conversion of preferred shares into common equity in Q2 2024

FREE CASH FLOW

Key cash flow drivers:

- Advances from ACMI clients for summer season were driving working capital increase
- Other investing activities include €42 m of aircraft sale leaseback transactions
- Other financing activities is mostly related with net proceeds of new bond issuance in May 2024
- Free Cash Flow before growth CAPEX will improve looking forward as most of the positive impact of ACMI summer season will come in Q3 (high summer season rates are split 40:60 H1 vs H2)
- The year-on-year increase in lease payments was driven by increase in aircraft fleet (particularly new aircraft types), as well as significant number of aircraft being inducted in H1 2023 vs H1 2024, for which lease payments were paid after H1 2023

Free Cash Flow before Growth Capex[1] in € m	H1 2024	H1 2023
Cash Generated from Operating activities	218.5	141.5
Income tax paid	(4.8)	(7.5)
Total lease paid	(168.4)	(72.3)
Maintenance CAPEX	(25.3)	(17.1)
Free Cash Flow before growth CAPEX	**(19.9)**	**44.6**

Condensed consolidated statements of cash flows: in € m	H1 2024	H1 2023
Changes in working capital	51.1	13.3
Operating activities	107.9	88.9
Net cash generated from (used in) operating activities	**159.0**	**102.2**
Purchase of PPE and intangible assets	(87.3)	(94.8)
Other investing activities	24.6	13.9
Net cash generated from (used in) investing activities	**(62.7)**	**(80.9)**
Repayment of lease liabilities	(116.6)	(49.9)
Other financing activities	114.9	(36.1)
Net cash generated from (used in) financing activities	**(1.7)**	**(86.0)**
Currency translation difference	**3.5**	**0.0**
Increase (decrease) in cash and cash equivalents	**98.0**	**(64.6)**
Cash and cash equivalents at the beginning of period	**200.6**	**324.4**
Cash and cash equivalents at the end of period	**298.7**	**259.7**
Short term bank deposits at the end of period	12.2	0.1
Cash and short term deposits at the end of period	**310.9**	**259.8**

Note:
1. Free Cash Flow shown as Cash Generated from Operations less Income tax paid, Total lease paid and Maintenance Capex

NET CAPEX

- Aircraft/ACMI - 8AC Sale leaseback transactions for €42.4 m
- Aircraft acquisition – primarily include the cost of aircraft for sale leaseback transactions and aircraft acquired to expand the fleet in recently established AOC
- MRO – expansion of wheels&brakes business line

in € m		H1 2024	H1 2023
Logistics and distribution	Aircraft disposal	(42.4)	0.0
	Aircraft acquisition	29.5	50.2
Support services	Simulators	2.9	3.0
	Real Estate	6.9	19.0
	MRO Equipment	7.7	1.3
	Other	13.2	4.1
M&A	Acquisitions, subsidiaries etc.	5.6	(13.7)
	Total Growth Capex	**23.3**	**63.9**
in € m		H1 2024	H1 2023
	Maintenance Capex	25.9	17.1
	Total Net Capex	**49.2**	**81.0**

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EBITDA: Group's EBITDA is calculated as profit (loss) from continuing operations before income tax plus depreciation and amortisation, finance costs – net, and adjusted for the results of equity-accounted investees and significant non-recurring transactions. EBITDA is presented because in the Group's opinion this is a useful measure of the results of operations. EBITDA is not defined by IFRS and should not be treated as an alternative to the profit (loss) categories provided for in IFRS as a measure of the operating results nor as a measure of cash flows from operating activities based on IFRS. Neither can it be treated as an indicator of liquidity.

ADJUSTMENT is an alternative performance measure used by ASG, which includes material charges or profits caused by movements in provisions related to assets, restructuring, or foreign exchange impacts as well as capital gains/losses from the disposal and acquisition of businesses.

CASH POSITION: ASG defines its consolidated gross cash position as the total of (i) cash and cash equivalents in banks and non-bank global payment providers, and (ii) up to 3 months deposits in banking financial institutions.

NET DEBT: For the purpose of capital risk management, the Group does not include the convertible preferred shares liability in the net debt calculation, since it is not subject to redemption via a cash outflow upon the expected conversion.

BLOCK HOUR: The time from the moment the door of an aircraft closes at departure of a revenue flight, until the moment the aircraft door opens at the arrival gate following its landing.

AOC: An Air Operator's Certificate is a certification granted by aviation authorities that authorizes and allows operators to use an aircraft for commercial purposes. This certificate is proof of an operator's adherence to safety, operational, and maintenance standards, ensuring that they are fully equipped to conduct air transport services.