



OMA Announces Second Quarter 2012 Earnings

Monterrey, Mexico, July 25, 2012 -Mexican airport operator Grupo Aeroportuario del Centro Norte, S.A.B. de C.V., known as OMA (NASDAQ: OMAB; BMV: OMA), reported its unaudited results for the second quarter of 2012 today.¹

Summary

OMA recorded solid results in the second quarter of 2012, with significant growth from the three lines of business: aeronautical operations, commercial activities, and diversification projects. Adjusted EBITDA increased 19.1%, and Consolidated Net Income rose 23.7%.

The 4.3% increase in passenger traffic drove a 15% increase in aeronautical revenues. Commercial initiatives included new stores and passenger services in all 13 airports, the expansion of commercial areas, alternative advertising, and the start of operations of checked baggage screening. Diversification projects also contributed, with continued revenue growth of the NH Terminal 2 Hotel in Mexico City and the lease out of space in the first phase of the Monterrey airport cargo and logistics hub. All ten non-aeronautical categories grew, and total non-aeronautical revenue increased 17%. The Adjusted EBITDA margin increased to 51.6%.

(Million passengers and million pesos)	2Q11	2Q12	% Var	6M11	6M12	% Var
Terminal passengers	2.9	3.0	4.3	5.6	5.9	5.9
<i>Aeronautical revenues</i>	453	522	15.3	846	1,003	18.5
<i>Non-aeronautical revenues</i>	139	163	17.1	275	315	14.5
Aeronautical revenues + Non-Aeronautical revenues	592	685	15.7	1,121	1,318	17.5
<i>Construction revenues</i>	106	37	(65.4)	208	108	(48.2)
Total revenues	698	722	3.4	1,330	1,426	7.2
Adjusted EBITDA	297	353	19.1	569	704	23.6
Adjusted EBITDA margin (Adjusted EBITDA / Aeronautical revenues + Non-aeronautical revenues, %)	50.1%	51.6%		50.8%	53.4%	
Income from operations (Ps. million)	213	266	24.6	405	530	30.7
Consolidated net income (Ps. million)	130	161	23.7	246	345	40.2
Net income of majority interest (Ps. million)	130	160	23.0	246	344	40.0
EPS* (Ps.)	0.33	0.40		0.62	0.86	
EPADS* (US\$)	0.19	0.24		0.37	0.51	
Capital Expenditures (Ps. million)	195	139	(28.7)	389	303	(22.1)

*Based on weighted average shares outstanding

See Notes to the Financial Information

The principal developments of the quarter included:

- Passenger traffic increased 4.3% to 3.0 million in 2Q12; domestic traffic increased 4.5%, and international traffic increased 3.3%. Six of our airline clients had traffic growth in the quarter.

¹ Unless otherwise stated, all references are to the second quarter of 2012 (2Q12), and all percentage changes are with respect to the same period of the prior year. The exchange rate used to convert foreign currency amounts was Ps. 13.4084 per U.S. dollar.

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- Aeronautical revenues increased 15.3%, principally as the result of the growth in passenger traffic and the increase in passenger charges and aeronautical services tariffs in October 2011 and April 2012.
- Non-aeronautical revenues increased 17.1%, principally as the result of increased use of parking lots, an increase in rates at the NH Terminal 2 Hotel, and alternative advertising in the airports.
 - The NH T2 hotel in the Mexico City International Airport increased revenues 13.1%, principally as a result of higher room rates and increased restaurant revenues.
- The sum of aeronautical and non-aeronautical revenues per passenger increased 10.9% to Ps. 225.4.
- Three new domestic routes and one new international route opened, as a result of route development efforts.
- 48 new retail, advertising, restaurant, passenger service, telecommunications, and time share locales opened in the 13 airports, as part of the commercial strategy.
- Adjusted EBITDA² increased 19.1% to Ps. 353 million in 2Q12. The Adjusted EBITDA margin reached 51.6%, an increase of 150 basis points, reflecting OMA'S efforts to sustain cash flow generation.
- Consolidated net income increased 23.7% to Ps. 161 million. Earnings per share were Ps. 0.40, or US\$0.24 per American Depositary Share (ADS).
- Capital expenditures were Ps. 139 million in 2Q12.

Operating Results

Passenger Traffic, flight operations, and cargo volumes

The total number of **flight operations** (takeoffs and landings) decreased 3.1%, to 82,944 operations. Domestic flight operations decreased 4.1%, and international operations increased 3.5%.

	2Q11	2Q12	% Var	6M11	6M12	% Var
Flight operations (landings and takeoffs):						
Domestic	75,142	72,084	(4.1)	144,425	143,308	(0.8)
International	10,542	10,910	3.5	22,058	22,663	2.7
Total flight operations	85,684	82,994	(3.1)	166,483	165,971	(0.3)
Terminal Passengers:						
Domestic	2,509,663	2,622,940	4.5	4,670,071	5,000,895	7.1
International	401,894	414,987	3.3	933,052	932,727	(0.0)
Total terminal passengers	2,911,557	3,037,927	4.3	5,603,123	5,933,622	5.9
Commercial Aviation (regular and charter)	2,807,540	2,953,033	5.2	5,406,558	5,751,023	6.4
General Aviation	104,017	84,894	(18.4)	196,565	182,599	(7.1)
Cargo units	21,135	22,735	7.6	42,088	44,375	5.4

See Notes to the Financial Information

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Total passenger traffic increased 4.3% (+126,370) terminal passengers).

² Adjusted EBITDA excludes the non-cash maintenance provision and construction revenue and construction expense. OMA provides a full reconciliation of Adjusted EBITDA in the corresponding section of this report; see also the Notes to the Financial Information.



Traffic increased most in the Monterrey (+6.5%), Culiacán (+12.4%), Reynosa (+30.5%), and Tampico (+4.1%) airports. VivaAerobus, Copa Airlines, Volaris, Magnicharter, Delta Airlines, and American Airlines saw increases in passenger volumes. The Acapulco (-3.8%), Mazatlán (-10.6%), and Zihuatanejo (-12.2%) airports had the largest decreases. (See Annex Table 1, Passenger Traffic for more detail.)

Of total passenger traffic, 86.3% was domestic, and 13.7% was international. Commercial aviation accounted for 97.2% of passenger traffic and general aviation 2.8%. Monterrey generated 49.5% of passenger traffic, Culiacán 9.6%, and Chihuahua 6.6%.

Domestic passenger traffic increased 4.5%.

Seven airports had increases in domestic traffic. Monterrey (+5.7%) had increases principally on the routes to Mexico City and Cancún. Culiacán (+12.4%) had increases on the Tijuana and Guadalajara routes. Reynosa (+30.3%) and Chihuahua (+5.2%) had increases on the Mexico City routes. Tampico (+4.5%) had an increase on the route to Monterrey.

Traffic decreased most at the Zihuatanejo (-15.2%) airport, principally on the routes to Toluca and Mexico City.

Three domestic routes opened and two closed during the quarter.

Airline	Domestic Route	Opened / Closed	Date
Volaris	Chihuahua-Guadalajara	Opened	22-May-12
Volaris	Monterrey-Guadalajara	Opened	23-May-12
Aeromar	Reynosa-Tampico-Poza Rica-Villahermosa	Opened	01-Jun-12
Interjet	Monterrey-San José del Cabo	Closed	15-Apr-12
Aeromar	Tampico-Ciudad Victoria	Closed	28-May-12

International passenger traffic increased 3.3%.

Nine airports had increases in international traffic. The most significant increases were in Monterrey (+11.5%) with increases from the routes to San Antonio and Dallas; San Luis Potosi (+41.8%) with increases on the Houston and Dallas routes; and Zacatecas (+27.0%) with an increase on the Chicago route.

Four airports had reductions in international passenger traffic, with the most significant decreases in Acapulco (-32.0%), Mazatlán (-28.1%), and Zihuatanejo (-5.0%). In Acapulco and Zihuatanejo, the reductions were principally on the Houston routes, and in Mazatlán, the reductions were on the Toronto and Calgary routes.

One international route opened in the quarter, and four closed.

Airline	International Route	Opened / Closed	Date
Avianca-TACA	Monterrey-San José, Costa Rica	Opened	02-Jun-12
Westjet	Mazatlán-Vancouver	Closed	27-Apr-12
Westjet	Mazatlán-Calgary	Closed	28-Apr-12
Westjet	Zihuatanejo-Calgary	Closed	28-Apr-12
Vivaerobus	Monterrey-Miami	Closed	05-May-12

Air Cargo volumes increased 7.6%. Of total air cargo volume, 60.6% was domestic and 39.4% was international. Cargo revenues increased 24% to Ps. 8 million in 2Q12.



Non-aeronautical and commercial operations

During 2Q12, we continued to increase and improve the commercial offering and passenger services available in our airport terminals. Forty-eight new retail, advertising, restaurant, passenger service, telecommunication, and time share marketing operations opened in the 13 airports, improving our services. The occupancy rate of our commercial space was 92%, as a result of the initiatives to achieve steady growth of commercial revenues even while expanding the total amount of space available.

Detail of commercial initiatives implemented in OMA Airports			
Airport	Type	Quantity	Opening date
Mazatlán	Passenger service*	1	Abr-2012
Monterrey -TA & TB	Passenger service*	2	Abr-2012
10 Airports	Passenger service*	10	Abr-2012
San Luis Potosí	Hotel promotion	1	Abr-2012
Durango	Retailer	1	Abr-2012
Mazatlán	Retailer	1	Abr-2012
Monterrey - TB	Restaurant	1	Abr-2012
Ciudad Juárez	Retailer	1	May-2012
Chihuahua	Retailer	1	May-2012
Monterrey - TC	Retailer	1	May-2012
Mazatlán	Retailer	1	May-2012
Monterrey - TC	Advertising	5	May-2012
13 airports	Passenger service*	13	May-2012
Acapulco	Comunicaciones	1	Jun-2012
Ciudad Juárez	Comunicaciones	1	Jun-2012
Chihuahua	Comunicaciones	1	Jun-2012
Monterrey - TB	Hotel promotion	1	Jun-2012
Ciudad Juárez	Advertising	1	Jun-2012
San Luis Potosí	Advertising	1	Jun-2012
Reynosa	Restaurant	1	Jun-2012
Acapulco	Retailer	1	Jun-2012
Monterrey - TB	Retailer	1	Jun-2012

* Not occupying a commercial space

NH Terminal 2 Hotel Operations

The NH T2 hotel in the Mexico City International Airport had an average occupancy rate of 75.5%, as compared to 82.6% in 2Q11. The decrease reflects in part the relocation of United/Continental operations to Terminal 1 and the opening of a Courtyard Marriott in T1. Revenue per available room³ was Ps. 1,460 in 2Q12, 13% higher than the Ps. 1,291 realized in 2Q11. The NH T2 hotel had an 18.4% share in the Mexico City airport hotel market.

³ RevPAR



Financial Results

Revenues

The sum of aeronautical and non-aeronautical revenues increased 15.7% to Ps. 685 million. Construction revenues were Ps. 37 million compared to Ps. 106 million in 2Q11. As a result, total revenues increased 3.4% to Ps. 722 million.

The increase in aeronautical revenues was principally the result of the increase in passenger traffic, the positive effect on dollar denominated revenues of the depreciation of the peso, and the increases in passenger charges and tariffs for airport services effective October 2011 and April 2012. Non-aeronautical revenues rose 17.1%, principally because of the commercial initiatives, advertising revenue, and higher revenue from the NH T2 hotel.

In 2Q12, non-aeronautical revenues were 23.8% of total aeronautical and non-aeronautical revenues. In 2006, when OMA carried out its IPO, non-aeronautical revenues were only 18.8% of the total.

The Monterrey airport contributed 46.9% of the sum of aeronautical and non-aeronautical revenues (Ps. 685 million), Culiacán 8.1%, and Chihuahua 6.0%.

Construction revenues represent the value of improvements to concessioned assets made during the quarter. (See Notes to the Financial Information.)

(Ps. thousands)	2Q11	2Q12	% Var	6M11	6M12	% Var
Aeronautical revenues	452,614	521,775	15.3	846,210	1,003,022	18.5
Non-aeronautical revenues	139,219	162,980	17.1	275,183	315,089	14.5
Construction revenues	106,177	36,776	(65.4)	208,396	107,921	(48.2)
Total revenues	698,010	721,531	3.4	1,329,790	1,426,032	7.2
<i>Aeronautical + Non-Aeronautical revenue</i>	<i>591,833</i>	<i>684,755</i>	<i>15.7</i>	<i>1,121,393</i>	<i>1,318,111</i>	<i>17.5</i>
Aeronautical revenues + Non-Aeronautical revenues /passenger (Ps.)	203.3	225.4	10.9	200.1	222.1	11.0

See Notes to the Financial Information

Aeronautical revenues increased 15.3% to Ps. 522 million. Domestic passenger charges increased 13.5% principally as a result of increased domestic traffic. International passenger charges increased 33.7%, principally as a result of exchange rate movements and the increase in rates authorized under the 2010 maximum rate agreement. Aeronautical revenue per passenger increased 10.5% to Ps. 171.8.

(Ps. thousands)	2Q11	2Q12	% Var	6M11	6M12	% Var
Domestic Passenger Charges	293,564	333,285	13.5	517,579	615,346	18.9
International Passenger Charges	69,938	93,486	33.7	154,593	204,906	32.5
Other aeronautical services, regulated leases and access rights	89,112	95,004	6.6	174,038	182,771	5.0
Aeronautical revenues	452,614	521,775	15.3	846,210	1,003,022	18.5
Aeronautical revenues/passenger (Ps.)	155.5	171.8	10.5	151.0	169.0	11.9

See Notes to the Financial Information

Non-aeronautical revenues increased 17.1%, principally because of the start of operations for screening checked baggage, increased advertising revenues, and the increase in NH T2 hotel room rates.



NH T2 hotel revenues increased 13.1% to Ps. 38 million; room rentals were 76.6% of hotel revenues, food and beverages 20.0%, and other services 3.4%.

In our airports, checked baggage screening generated Ps. 5 million in revenues. Advertising increased 30.1%, principally as a result of alternative advertising campaigns in all three Monterrey terminals and in the Mazatlán airport. Parking grew 8.1%, as a result of increased passenger traffic and the lease of spaces to car rental companies. Hotel revenues increased 13.1%, principally because of the increase in average room rates and increased restaurant revenues. Car rental revenue rose 21.4%.

Monterrey contributed 43.2% of non-aeronautical revenues, the NH T2 hotel 23.4%, Mazatlán 5.5%, and Chihuahua 4.1%.

Non-aeronautical revenues per passenger increased 4.0% to Ps. 52.5. Non-aeronautical revenues per passenger, excluding the NH T2 hotel, increased 13.4% to Ps. 41.1.

(Ps. thousands)	2Q11	2Q12	% Var	6M11	6M12	% Var
Parking	27,751	30,010	8.1	53,716	59,284	10.4
Leases (retailers, duty free and other leases)*	26,234	26,905	2.6	52,434	55,075	5.0
Advertising	14,975	19,479	30.1	30,500	33,544	10.0
Restaurants	8,814	9,417	6.8	17,125	19,290	12.6
Car rentals	7,658	9,296	21.4	15,406	18,548	20.4
Time Shares	3,567	4,028	12.9	7,351	8,211	11.7
OMA Carga (<i>air cargo logistics service</i>)	6,202	7,668	23.7	11,761	13,920	18.4
Hotel services (NH Terminal 2 Hotel)	33,714	38,119	13.1	67,007	76,426	14.1
Baggage screening	-	5,070	n.a.	-	5,141	n.a.
Other	10,304	12,988	26.0	19,884	25,650	29.0
Non- aeronautical revenues	139,219	162,980	17.1	275,183	315,089	14.5
Non-aeronautical revenues/passenger (Ps.)	47.8	53.6	12.2	49.1	53.1	8.1

* Includes stores, duty free and leasing of space to airlines and complementary service providers for non-essential activities (e.g., VIP lounges)

See Notes to the Financial Information

Costs and operating expenses

Total cost of services and general and administrative expenses, excluding the maintenance provision, construction costs, and hotel costs and expenses, increased 10.9%, principally because of the contracting of personnel to staff the checked baggage screening equipment, the renegotiation of the security services contract last year, and an increase in insurance payments related to the baggage screening initiative.



(Ps. thousands)	2Q11	2Q12	% Var	6M11	6M12	% Var
Maintenance	19,687	17,909	(9.0)	32,967	30,493	(7.5)
Payroll	101,216	108,831	7.5	189,427	200,650	5.9
Contracted services (security, cleaning & prof. svces.)	44,053	50,906	15.6	88,769	99,591	12.2
Basic services (electricity, water, telephones)	24,243	25,037	3.3	42,526	46,809	10.1
Materials and supplies	5,629	6,453	14.6	10,602	12,394	16.9
Insurance	4,753	6,387	34.4	7,827	11,199	43.1
Others	35,784	45,578	27.4	62,245	77,274	24.1
Cost of airport services + GA	235,365	261,101	10.9	434,363	478,410	10.1
Maintenance provision	41,784	41,052	(1.8)	82,843	82,104	(0.9)
Cost of hotel services	21,076	24,183	14.7	41,719	49,106	17.7
Subtotal (Cost of services + GA)	298,224	326,336	11.2	558,925	609,619	10.8
Subtotal (Cost of services + GA) / passenger (Ps.)	88.1	93.9	6.6	85.0	88.9	4.6

See Notes to the Financial Information

The **airport concession tax** increased 16.0% because of the growth in revenues. The **technical assistance fee** increased 38.5%, in line with the increase in EBITDA.

Depreciation and amortization increased 11.7%, principally as a result of increased capex, including the expansion of Terminal C in Monterrey.

As a result of the foregoing and the decrease in construction costs, total costs and expenses decreased 6.0% to Ps. 456 million in 2Q12%.

(Ps. thousands)	2Q11	2Q12	% Var	6M11	6M12	% Var
Cost of services	151,680	162,119	6.9	279,929	303,885	8.6
General and Administrative expenses (GA)	104,761	123,165	17.6	196,154	223,630	14.0
Subtotal (Cost of services + GA)	256,441	285,284	11.2	476,083	527,515	10.8
Maintenance Provision	41,784	41,052	(1.8)	82,843	82,104	(0.9)
Cost of construction	106,177	36,776	(65.4)	208,396	107,921	(48.2)
Concession taxes	27,454	31,833	16.0	52,182	62,305	19.4
Technical assistance fee	11,417	15,812	38.5	24,280	31,240	28.7
Depreciation & Amortization	41,846	46,744	11.7	80,955	91,643	13.2
Total operating costs and expenses	484,888	456,011	(6.0)	924,323	896,042	(3.1)

See Notes to the Financial Information

Adjusted EBITDA and Operating Income

Adjusted EBITDA was Ps. 353 million in 2Q12, an increase of 19.1%. The Adjusted EBITDA margin was 51.6%.

OMA calculates Adjusted EBITDA as shown in the table below. The Adjusted EBITDA margin is calculated against the sum of aeronautical and non-aeronautical revenues. (See Notes to the Financial Information for additional discussion of Adjusted EBITDA.)

Operating income increased 24.6% to Ps. 266 million, and the operating margin was 36.8%.



(Ps. thousands)	2Q11	2Q12	% Var	6M11	6M12	% Var
Net Income	129,865	160,646	23.7	245,702	344,536	40.2
<i>plus:</i>						
Comprehensive Financing cost	27,855	27,959	0.4	44,174	19,550	(55.7)
Income Taxes	55,403	76,915	38.8	115,591	165,903	43.5
Operating income	213,123	265,520	24.6	405,466	529,990	30.7
<i>Operating margin %</i>	<i>30.5%</i>	<i>36.8%</i>		<i>30.5%</i>	<i>37.2%</i>	
<i>plus:</i>						
Depreciation and amortization	41,846	46,744	11.7	80,955	91,643	13.2
EBITDA	254,968	312,265	22.5	486,422	621,632	27.8
<i>minus:</i>						
Construction revenue	(106,177)	(36,776)	(65.4)	(208,396)	(107,921)	(48.2)
<i>plus:</i>						
Construction expense	106,177	36,776	(65.4)	208,396	107,921	(48.2)
Maintenance provision	41,784	41,052	(1.8)	82,843	82,104	(0.9)
Adjusted EBITDA	296,752	353,317	19.1	569,264	703,737	23.6
<i>Adjusted EBITDA margin: Adjusted EBITDA / (Aeronautical revenue + non-aeronautical revenue), %</i>	<i>50.1%</i>	<i>51.6%</i>		<i>50.8%</i>	<i>53.4%</i>	

See Notes to the Financial Information

Financing expense and taxes

(Ps. thousands)	2Q11	2Q12	% Var	6M11	6M12	% Var
Comprehensive financing income (expense):						
Interest income (expense)- net	(23,096)	(17,507)	(24.2)	(44,742)	(34,467)	(23.0)
Exchange gain (loss)- net	(4,759)	(10,452)	119.6	568	14,917	2,523.9
Comprehensive financing income (expense)	(27,855)	(27,959)	0.4	(44,174)	(19,550)	(55.7)
Income taxes	55,403	76,915	38.8	115,591	165,903	43.5

See Notes to the Financial Information

Comprehensive financing expense was Ps. 28 million in 2Q12, unchanged from 2Q11. Reduced interest expense was offset by an increase in the exchange loss, as a result of the effect of the depreciation of the peso and its accounting effect on dollar-denominated debt.

The **income tax provision** rose 38.8%, principally because of the increase in pretax income. In addition, since the Monterrey airport has used all its tax losses, effective 2012 it generates tax expense. There was also a reduction in IETU tax credits, which increased deferred taxes.



Net Income

(Ps. thousands)	2Q11	2Q12	% Var	6M11	6M12	% Var
Consolidated net income	129,865	160,646	23.7	245,702	344,536	40.2
Net margin %	18.6%	22.3%		18.5%	24.2%	
Net income (loss) of non-controlling interest	(54)	792	n.a.	(114)	402	(452.7)
Net income of controlling interest	129,919	159,854	23.0	245,816	344,134	40.0
EPS* (Ps.)	0.33	0.40		0.62	0.86	
EPADS * (US\$)	0.19	0.24		0.37	0.51	

* Based on weighted average shares outstanding

See Notes to the Financial Information

Consolidated net income and Net income of controlling interest each increased 23% to Ps. 160 million.

Earnings per share were Ps. 0.40, and earnings per ADS were US\$0.24 per ADS. Each ADS represents eight Series B shares. (See Annex Table 3.)

Capital expenditures

During 2Q12, capital expenditures were Ps. 139 million, including Master Development Plan (MDP) projects and acquisitions as well as strategic investments. Of total Capex, Ps. 84 million corresponds to major maintenance and was a charge against the maintenance provision, reducing this long term liability. The most important investments during the second quarter were:

- Relocation of the security checkpoint and expansion of the terminal building in the Culiacán airport.
- Design, installation, and start of operations of closed circuit TV systems and access controls for Terminals A and C of the Monterrey airport.
- Preparations for the installation of a Category 1 ILS system for the Reynosa airport.
- Rehabilitation of the Tampico airport runway.
- Expansion and remodeling of the Chihuahua airport terminal building.
- Rehabilitation of taxiways and roadways inside the Durango airport perimeter and construction of a service road.
- Reconfiguration of the security checkpoint and remodeling of the boarding lounge of the Zihuatanejo airport terminal.
- Acquisition of solar panels and the start of construction on the Zacatecas airport pilot solar power project.

Cash flow statement

In the first six months of 2012, operating activities generated cash of Ps. 460 million compared to Ps. 303 million during the 2011 period. The increase was principally because of increased revenues and improved working capital management in 2012.



Financing activities generated an outflow of Ps. 519 million, generated principally by the payment of the capital reduction to shareholders of Ps. 500 million on June 4, 2012, as approved by the Annual Shareholders' Meeting on April 18, 2012.

As of June 30, 2012, the balance sheet included short-term debt of Ps. 250 million. The revolving credit facilities finance working capital needs and have an interest rate of 28-day TIIE + 120 bp. Long-term debt totaled Ps. 1,506 million, of which Ps. 1,300 million are the 5 year notes (*certificados bursatiles*) that OMA placed in July 2011 at a rate of 28-day TIIE + 70 bp. In addition, there is US\$ 18.7 million long term financing with UPS Capital for the checked baggage screening equipment; this credit has a rate of 3-month Libor + 125 bp.

Investment activities used cash of Ps. 96 million.

Dividend payments during the first six months of 2012 were Ps. 198 million plus the reimbursement of capital for Ps. 500 million.

OMA had a net decrease in cash of Ps. 155 million in the first six months of 2012, with a balance of cash and cash equivalents of Ps. 368 million as of June 30, 2012. (See Annex Table 4).

OMA has no exposure to any financial derivative instruments as of the date of this report.

Revised 2012 Outlook

Based on the first six months 2012 results, which have exceeded expectations, OMA is revising its full year outlook.

OMA estimates that passenger traffic growth in 2012 will be between 3.5% and 4.5%. The sum of aeronautical and non-aeronautical revenues is expected to increase between 10% and 13%. The Adjusted EBITDA margin is expected to be in the range of 48.5% to 51.0%. Capital expenditures under the Master Development Plan will be approximately Ps. 840 million.

OMA is providing this outlook based on internal estimates. A number of factors could have a significant effect on the estimates of traffic, revenue growth, Adjusted EBITDA, and Capex. These include changes in airline expansion plans, ticket prices and other factors affecting traffic volumes, the evolution of commercial and diversification projects, and economic conditions, among others. OMA can provide no assurance that the Company will achieve these results.

OMA (NASDAQ: OMAB; BMV: OMA) will hold a conference call on July 26, 2012 at 10:00 am Eastern time, 9:00 am Mexico City time.

The conference call is accessible by calling 1-888-846-5003 toll-free from the U.S. or 1-480-629-9856 from outside the U.S. The conference ID is 4552207. A taped replay will be available through August 2, 2012 at 877-870-5176 toll free or + 1-858-384-5517, using the same ID.

The conference call will also be available by webcast at <http://ir.oma.aero/events.cfm>.



Annex Table 1

Grupo Aeroportuario del Centro Norte, S.A.B. de C.V.						
Passenger Traffic						
(Terminal passengers-excludes transit passengers)						
Total Passengers	2Q11	2Q12	% Var	6M11	6M12	% Var
Acapulco	130,849	125,841	(3.8)	317,686	278,509	(12.3)
Ciudad Juárez	170,501	165,296	(3.1)	308,923	328,890	6.5
Culiacán	258,515	290,547	12.4	501,958	553,524	10.3
Chihuahua	190,383	199,487	4.8	359,012	386,027	7.5
Durango	57,854	58,604	1.3	107,270	116,343	8.5
Mazatlán	171,214	153,096	(10.6)	372,898	346,087	(7.2)
Monterrey	1,411,125	1,503,134	6.5	2,614,968	2,791,949	6.8
Reynosa	54,928	71,684	30.5	94,008	131,905	40.3
San Luis Potosí	62,353	66,076	6.0	115,119	131,000	13.8
Tampico	138,904	144,553	4.1	246,208	283,915	15.3
Torreón	95,261	100,656	5.7	173,181	195,217	12.7
Zacatecas	60,162	62,836	4.4	111,117	127,291	14.6
Zihuatanejo	109,508	96,117	(12.2)	280,775	262,965	(6.3)
Total	2,911,557	3,037,927	4.3	5,603,123	5,933,622	5.9
Domestic Passengers	2Q11	2Q12	% Var	6M11	6M12	% Var
Acapulco	115,798	115,599	(0.2)	238,991	239,441	0.2
Ciudad Juárez	170,323	165,021	(3.1)	307,861	328,468	6.7
Culiacán	255,351	286,952	12.4	495,658	546,752	10.3
Chihuahua	172,645	181,657	5.2	325,449	352,038	8.2
Durango	53,221	52,639	(1.1)	98,378	105,738	7.5
Mazatlán	99,744	101,703	2.0	179,397	184,898	3.1
Monterrey	1,207,477	1,276,080	5.7	2,238,785	2,365,114	5.6
Reynosa	54,833	71,441	30.3	93,869	131,452	40.0
San Luis Potosí	44,216	40,365	(8.7)	80,218	82,426	2.8
Tampico	127,804	133,528	4.5	224,884	262,056	16.5
Torreón	83,116	85,482	2.8	150,721	167,416	11.1
Zacatecas	47,167	46,327	(1.8)	87,598	92,028	5.1
Zihuatanejo	77,968	66,146	(15.2)	148,262	143,068	(3.5)
Total	2,509,663	2,622,940	4.5	4,670,071	5,000,895	7.1
International Passengers	2Q11	2Q12	% Var	6M11	6M12	% Var
Acapulco	15,051	10,242	(32.0)	78,695	39,068	(50.4)
Ciudad Juárez	178	275	54.5	1,062	422	(60.3)
Culiacán	3,164	3,595	13.6	6,300	6,772	7.5
Chihuahua	17,738	17,830	0.5	33,563	33,989	1.3
Durango	4,633	5,965	28.8	8,892	10,605	19.3
Mazatlán	71,470	51,393	(28.1)	193,501	161,189	(16.7)
Monterrey	203,648	227,054	11.5	376,183	426,835	13.5
Reynosa	95	243	155.8	139	453	225.9
San Luis Potosí	18,137	25,711	41.8	34,901	48,574	39.2
Tampico	11,100	11,025	(0.7)	21,324	21,859	2.5
Torreón	12,145	15,174	24.9	22,460	27,801	23.8
Zacatecas	12,995	16,509	27.0	23,519	35,263	49.9
Zihuatanejo	31,540	29,971	(5.0)	132,513	119,897	(9.5)
Total	401,894	414,987	3.3	933,052	932,727	(0.0)

See Notes to the Financial Information



Annex Table 2

Grupo Aeroportuario del Centro Norte, S.A.B. de C.V. Unaudited Consolidated Balance Sheet

(Thousands of pesos)

	June 30 2011	December 31 2011	June 30 2012	% Var 2Q12 vs 2Q11	% Var 2Q12 vs 4Q11
Assets					
Current assets					
Cash and cash equivalents	262,993	523,634	368,353	40.1	(29.7)
Trade Accounts receivable- net	285,440	347,240	317,052	11.1	(8.7)
Trade Accounts receivable from related parties	109,710	55,218	92,896	(15.3)	68.2
Other current assets	170,202	193,658	175,987	3.4	(9.1)
Total current assets	828,344	1,119,750	954,287	15.2	(14.8)
Land, buildings, machinery and equipment- net	2,095,011	2,096,990	2,123,913	1.4	1.3
Investments in airport concessions	5,661,996	5,786,912	5,803,620	2.5	0.3
Other assets- net	203,305	46,612	350,643	72.5	652.3
Deferred Taxes	176,652	218,484	326,993	85.1	49.7
Total assets	8,788,657	9,050,264	9,232,463	5.0	2.0
Liabilities and stockholder's equity					
Current liabilities					
Bank loans	100,000	-	250,000	150.0	n.a.
Current portion of long-term debt	154,926	29,181	28,745	(81.4)	(1.5)
Trade accounts payable	184,423	187,547	160,438	(13.0)	(14.5)
Taxes and accumulated expenses	100,461	89,811	134,093	33.5	49.3
Accounts payable to related parties	282,459	170,045	81,062	(71.3)	(52.3)
Taxes payable	45,278	53,016	50,228	10.9	(5.3)
Dividend payable	176,371	94,132	-	(100.0)	(100.0)
Statutory employee profit sharing	2,031	3,901	2,739	34.9	(29.8)
Total current liabilities	1,045,950	627,633	707,306	(32.4)	12.7
Long term debt	941,744	1,535,428	1,506,045	59.9	(1.9)
Guarantee deposits	22,094	25,912	30,444	37.8	17.5
Employee benefits	29,446	52,896	56,374	91.4	6.6
Other long term assets	677,439	601,068	506,968	(25.2)	(15.7)
Deferred taxes	352,098	122,825	484,932	37.7	294.8
Total liabilities	3,068,770	2,965,763	3,292,068	7.3	11.0
Capital Stock	4,428,187	4,394,444	3,926,954	(11.3)	(10.6)
Retained earnings	885,051	1,284,922	1,600,688	80.9	24.6
Share repurchase reserve	399,364	397,557	404,774	1.4	1.8
Non-controlling interest in consolidated subsidiaries	7,285	7,577	7,980	9.5	5.3
Stockholders' equity	5,719,887	6,084,501	5,940,395	3.9	(2.4)
Total liabilities and stockholder's equity	8,788,657	9,050,264	9,232,463	5.0	2.0

See Notes to the Financial Information



Annex Table 3

Grupo Aeroportuario del Centro Norte, S.A.B. de C.V.
Unaudited Consolidated Statement of Income

(Thousands of pesos)

	2Q11	2Q12	% Var	6M11	6M12	% Var
Revenues						
Aeronautical services	452,614	521,775	15.3	846,210	1,003,022	18.5
Non-aeronautical services	139,219	162,980	17.1	275,183	315,089	14.5
Construction services	106,177	36,776	(65.4)	208,396	107,921	(48.2)
Total revenues	698,010	721,531	3.4	1,329,790	1,426,032	7.2
Operating costs						
Cost of services	151,680	41,052	6.9	279,929	303,885	8.6
Maintenance provision	41,784	36,776	(1.8)	82,843	82,104	(0.9)
Cost of construction	106,177	123,165	(65.4)	208,396	107,921	(48.2)
General and administrative expenses	104,761	31,833	17.6	196,154	223,630	14.0
Concession taxes	27,454	15,812	16.0	52,182	62,305	19.4
Technical assistance payment	11,417	15,812	38.5	24,280	31,240	28.7
Depreciation and amortization	41,846	46,744	11.7	80,955	91,643	13.2
Other expenses (revenues) - net	(230)	(1,490)	16.0	(415)	(6,687)	
Total operating costs	484,888	456,011	(6.0)	924,323	896,042	(3.1)
Operating income	213,123	265,520	24.6	405,466	529,990	30.7
Comprehensive financing income (expense)						
Interest income (expense) - net	(23,096)	(17,507)	(24.2)	(44,742)	(34,467)	(23.0)
Exchange gain (loss) - net	(4,759)	(10,452)	119.6	568	14,917	2,523.9
Comprehensive financing income (expense)	(27,855)	(27,959)	0.4	(44,174)	(19,550)	(55.7)
Income before taxes	185,268	237,561	28.2	361,293	510,439	41.3
Income tax	55,403	76,915	38.8	115,591	165,903	43.5
Consolidated net income	129,865	160,646	23.7	245,702	344,536	40.2
Net income (loss) of non-controlling interest	(54)	792	n.a.	(114)	402	(452.7)
Net income of controlling interest	129,919	159,854	23.0	245,816	344,134	40.0
Weighted average shares outstanding	399,147,009	399,242,460		399,145,590	399,182,192	
EPS (Ps.)	0.33	0.40		0.62	0.86	
EPADS (US\$)	0.19	0.24		0.37	0.51	
Adjusted EBITDA	296,752	353,317	19.1	569,264	703,737	23.6
Adjusted EBITDA margin %	50.1%	51.6%		50.8%	53.4%	

See Notes to the Financial Information



Annex Table 4

Grupo Aeroportuario del Centro Norte, S.A.B. de C.V.			
Unaudited Consolidated Cash Flow Statement			
(Thousands of pesos)			
	Through June 30,		
	2011	2012	% Var.
<u>Operating activities</u>			
Income before taxes	361,293	510,439	41.3
<i>Items related to investing activities</i>			
Depreciation and amortization	80,955	91,643	13.2
Interest income	(13,394)	(5,613)	138.6
<i>Items related to financing activities</i>			
Interest expense	50,355	47,861	(5.0)
	486,990	636,549	30.7
Changes in:			
Trade Accounts receivable- net	(50,998)	30,188	(159.2)
Recoverable taxes	(32,956)	(75,704)	129.7
Other accounts receivable	(7,516)	(17,148)	128.2
Accounts payable	8,481	(59,875)	(806.0)
Taxes and accumulated expenses	3,265	11,344	247.5
Accounts payable to related parties	(32,095)	21,826	(168.0)
Guarantee deposits	3,237	4,532	40.0
Benefits to employees	660	3,477	n/a
Statutory employee profit sharing	(1,503)	(1,161)	(22.7)
Other long term assets	(74,866)	(94,101)	25.7
Net flow from operating activities	302,698	459,928	51.9
<u>Investment activities</u>			
Land, machinery and equipment acquisition	(15,462)	(11,588)	(25.1)
Investment in airport concessions	(184,360)	(96,548)	(47.6)
Other investment activities	(404)	(1,673)	n.a.
Interest income	5,613	13,394	138.6
Net flow from investing activities	(194,613)	(96,415)	(50.5)
Cash flow before financing activities	108,085	363,514	236.3
<u>Financing activities</u>			
Use of cash to repurchase shares	(1,825)	7,229	n/a
Bank loans	93,834	220,181	134.6
Interest expense	(50,355)	(47,861)	(5.0)
Dividend paid	(199,585)	(198,344)	(0.6)
Minority interest in consolidated subsidiaries	(0)	-	n/a
Net cash flow from financing activities	(157,931)	(518,795)	n/a
Net increase (reduction) in cash and cash equivalents	(49,845)	(155,281)	211.5
Cash and equivalents at beginning of period	312,838	523,634	67.4
Cash and equivalents at end of period	262,992	368,353	40.1

See Notes to the Financial Information



Annex Table 5

Grupo Aeroportuario del Centro Norte, S.A.B. de C.V.
Unaudited Statement of Changes in Stockholders' Equity
For the six months ending on June 30, 2012 (thousand pesos)

	Number of Shares	Capital stock Nominal	Additional paid in capital	Retained earnings	Reserve for repurchase of shares	Non- controlling interest	Total stockholder's equity
Balance as of December 31, 2011	398,848,700	4,394,444	29,786	1,255,137	397,557	7,577	6,084,501
Capital Reduction		(500,000)					(500,000)
Declared dividends							-
Reissuance (repurchase) of shares, net	278,827	2,724			4,503		7,227
Increase in repurchase reserve				(2,714)	2,714		-
Deferred ISR Adjustment				4,131			4,131
Net income (loss)				344,134		402	344,536
Balance as of June 30, 2012	399,127,527	3,897,168	29,786	1,600,688	404,774	7,980	5,940,396



Annex Table 6

Grupo Aeroportuario del Centro Norte, S.A.B. de C.V.									
Unaudited Operating Results by Airport									
Thousand passengers and thousand pesos									
Monterrey	2Q11	2Q12	6M11	6M12	Culiacán	2Q11	2Q12	6M11	6M12
Total passengers	1,411.1	1,503.1	2,615.0	2,791.9	Total passengers	258.5	290.5	502.0	553.5
Total Revenues	283,188	288,861	595,644	613,355	Total Revenues	48,545	68,081	94,658	135,633
Aeronautical services	159,521	198,975	364,454	450,070	Aeronautical services	34,359	42,188	75,119	91,227
Non- Aeronautical services	54,777	62,389	113,438	132,145	Non- Aeronautical services	5,084	6,063	10,436	12,350
Construction services	68,889	27,497	117,752	31,140	Construction services	9,103	19,830	9,103	32,056
Income from operations	153,845	191,510	344,325	432,137	Income from operations	25,544	33,086	57,096	69,262
EBITDA	168,184	207,205	373,493	464,246	EBITDA	27,695	35,686	61,601	74,481
Chihuahua					Ciudad Juárez				
Total passengers	190.4	199.5	359.0	386.0	Total passengers	170.5	165.3	309	328.9
Total Revenues	33,786	41,450	69,184	88,764	Total Revenues	23,217	30,938	52,656	63,417
Aeronautical services	24,630	29,057	54,211	63,249	Aeronautical services	19,082	25,024	43,985	52,812
Non- Aeronautical services	5,633	6,086	11,450	12,707	Non- Aeronautical services	4,135	4,606	8,670	9,297
Construction services	3,523	6,308	3,523	12,807	Construction services	-	1,308	-	1,308
Income from operations	19,181	23,306	41,497	51,210	Income from operations	9,346	14,728	24,053	32,243
EBITDA	20,729	25,465	45,032	55,585	EBITDA	11,079	16,742	28,030	36,295
Mazatlán					Acapulco				
Total passengers	171.2	153.1	372.9	346.1	Total passengers	130.8	125.8	318	279
Total Revenues	43,878	47,852	87,636	84,907	Total Revenues	28,393	27,153	72,364	65,760
Aeronautical services	33,815	35,927	63,040	61,856	Aeronautical services	23,252	23,437	56,466	52,682
Non- Aeronautical services	9,634	9,691	19,019	18,703	Non- Aeronautical services	4,844	3,715	11,044	8,515
Construction services	430	2,234	5,577	4,348	Construction services	297	-	4,853	4,562
Income from operations	29,885	32,261	54,565	51,858	Income from operations	10,981	9,765	33,037	27,645
EBITDA	32,079	34,803	59,182	57,182	EBITDA	14,127	13,281	39,172	34,443
Zihuatanejo					Other six airports				
Total passengers	109.5	96.1	263.0	263.0	Total passengers	469.5	504.4	847	986
Total Revenues	45,158	40,522	60,851	60,851	Total Revenues	81,544	115,140	174,144	235,145
Aeronautical services	27,647	35,058	51,057	51,057	Aeronautical services	65,352	89,194	143,169	184,124
Non- Aeronautical services	5,142	5,284	9,614	9,614	Non- Aeronautical services	12,842	14,694	25,794	29,502
Construction services	12,369	180	180	180	Construction services	3,350	11,253	5,182	21,519
Income from operations	21,882	29,025	37,636	37,636	Income from operations	34,161	57,405	76,272	117,558
EBITDA	24,134	31,589	43,099	43,099	EBITDA	39,722	64,040	87,808	130,880
Holding Consorcio Grupo Hotelero T2									
Revenues	33,714	38,119	67,007	76,426					
Income from operations	20,395	23,047	41,576	48,035					
EBITDA	14,326	16,297	29,515	32,571					

See Notes to the Financial Information



Notes to the financial information

Financial statements are prepared in accordance with International Financial Reporting Standards (“IFRS”), and presented in accordance with IAS 34 “Interim Financial Reporting.”

Adjusted EBITDA: OMA defines Adjusted EBITDA as net income minus net comprehensive financing income plus taxes and depreciation and amortization minus construction revenue plus construction expense and maintenance provision. Adjusted EBITDA should be not 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 Adjusted EBITDA provide a useful measure of our performance that is widely used by investors and analysts to evaluate our performance and compare it with other companies. Financial ratios calculated on the base of Adjusted EBITDA are also widely used by credit providers in order to gauge the debt servicing capacity of companies. Adjusted EBITDA is not defined under IFRS or U.S. GAAP, and may be calculated differently by different companies.

Aeronautical revenues: are revenues from rate-regulated services. These include revenue from airport services, regulated leases, and access fees from third parties to provide complementary and ground transportation services. Airport service revenues include principally departing domestic and international passenger charges (TUA), landing fees, aircraft parking charges, passenger and carry-on baggage screening, and use of passenger jetways, among others. Revenue from third party access fees to provide complementary services include revenue sharing for ramp services, aircraft towing, water loading and unloading, cabin cleaning, electricity supply, catering, security, and aircraft maintenance, among others. Revenues from regulated leases include principally rental to airlines of office space, hangars, and check-in and ticket sales counters. Revenues from access charges for providers of ground transportation services include charges for taxis and buses.

Airport Concession Tax (DUAC): This tax, the *Derecho de Uso de Activos Concesionados*, is equal to 5% of gross revenues, in accordance with the Federal Royalties Law.

American Depositary Shares (ADS): Securities issued by a U.S. depository institution representing ownership interests in the deposited securities of non-U.S. companies. OMA’s depository bank is Bank of New York Mellon. Each OMA ADS represents eight Series B shares.

Capital expenditures, Capex: includes investments in fixed assets (including investments in land, machinery, and equipment) and improvements to concessioned properties.

Cargo unit: equivalent to 100 kg of cargo.

Construction revenue, construction cost: IFRIC 12 “Service Concession Arrangements” addresses how service concession operators should apply existing International Financial Reporting Standards (IFRSs) to account for the obligations they undertake and rights they receive in service concession arrangements. The concession contracts for each of OMA’s airport subsidiaries establishes that the concessionaire is obligated to carry out construction or improvements to the infrastructure transferred in exchange for the rights over the concession granted by the Federal Government. The latter will receive all the assets at the end of the concession period. As a result the concessionaire should recognize, using the percentage of completion method, the revenues and costs associated with the improvements to the concessioned assets. The amount of the revenues and costs so recognized should be the price that the concessionaire pays or would pay in an arm’s length transaction for the execution of the works or the purchase of machinery and equipment, with no profit recognized for the construction or improvement. The change does not affect operating income, net income, or EBITDA, but does affect calculations of margins based on total revenues.



Earnings per share and ADS: use the weighted average of shares or ADS outstanding for each period, excluding Treasury shares from the operation of the share purchase program.

IAS 34 “Interim Financial Reporting”: This norm establishes the minimum content that interim financial statements should include, as well as the criteria for the formulation of the financial statements.

International Financial Reporting Standards (IFRS)

In January 2009, the National Banking and Securities Commission (CNBV) published amendments to its Circular for Issuers to make mandatory the presentation of financial statements prepared in accordance with International Financial Reporting Standards (IFRS) starting with the year ending December 31, 2012, but allowing for early adoption. OMA’s Board of Directors approved early adoption of IFRS for the year ending December 31, 2011. The financial statements for the year ended December 31, 2010 were the last statements that were prepared in accordance with Mexican Financial Reporting Standards (MFRS). These financial statements have been reformulated for comparative effects under IFRS.

Financial statements and other information are presented in accordance with IFRS and their Interpretations. These standards differ in certain significant respects from U.S. GAAP.

Maintenance Provision: represents the obligation for future disbursements resulting from wear and tear or deterioration of the concessioned assets used in operations including: runways, platforms, taxiways, and terminal buildings. The provision is increased periodically for the wear and tear to the concessioned assets and the Company’s estimates of the disbursements it need to make. The use of the provision corresponds to the outflows made for the conservation of these operational assets.

Master Development Plan (MDP): The investment plan agreed to with the government every five years, under the terms of the concession agreement. These include capital investments and maintenance for aeronautical activities, and exclude commercial and other non-aeronautical investments. The investment horizon is 15 years, of which the first five years are committed investments.

Maximum Rate System: The Ministry of Communications and Transportation (SCT) regulates all our aeronautical revenues under a maximum rate system, which establishes the maximum amount of revenues per workload unit (one terminal passenger or 100kg of cargo) that may be earned by each airport each year from all regulated revenue sources. The concessionaire sets and registers the specific prices for services subject to regulation, which may be adjusted every six months as long as the combined revenue from regulated services per workload unit at an airport does not exceed the maximum rate. The SCT reviews compliance with maximum rates on an annual basis after the close of each year.

NH T2 hotel: The NH hotel in Terminal 2 of the Mexico City International Airport.

Non-aeronautical revenues: are revenues that are not subject to rate regulation. These include commercial services such as parking, advertising, car rentals, leasing of commercial space, freight management and handling, and other lease income, among others.

Passengers: all references to passenger traffic volumes are to terminal passengers.

Passenger charges (TUA, *Tarifa de Uso de Aeropuerto*): are paid by departing passengers (excluding connecting passengers, diplomats, and infants). Rates are established for each airport and are different for domestic and international travel.

Prior period comparisons: unless stated otherwise, all comparisons of operating or financial results are made with respect to the comparable prior year period. Percentage changes for passenger traffic or financial items are calculated based on actual numbers.

Strategic investments: refers only to those investments that are additional to those in the Master Development Plan.



Technical Assistance Fee: This fee is charged as the higher of US\$3.0 million per year or 5% of EBITDA before technical assistance. The operating results of the NH T2 hotel are not included in calculating the airport concession tax or the technical assistance fee.

Terminal passengers: includes passengers on the three types of aviation (commercial, charter, and general aviation), and excludes passengers in transit.

Unaudited financials: financial statements are unaudited statements for the periods covered by the report.

Workload Unit: one terminal passenger or one cargo unit.

Analyst Coverage: In accordance with the regulations of the Mexican Stock Exchange, the analysts who cover OMA are:

Citigroup - Stephen Trent
Santander - Rogelio Urrutia
HSBC - Francisco Suárez

This report contains forward-looking information and statements. Forward-looking statements are statements that are not historical facts. These statements are only predictions based on our current expectations and projections about future events. Forward-looking statements may be identified by the words “believe,” “expect,” “anticipate,” “target,” or similar expressions. While OMA’s management believes that the expectations reflected in such forward-looking statements are reasonable, investors are cautioned that forward-looking information and statements are subject to various risks and uncertainties, many of which are difficult to predict and are generally beyond the control of OMA, that could cause actual results and developments to differ materially from those expressed in, or implied or projected by, the forward-looking information and statements. These risks and uncertainties include, but are not limited to, those discussed in our most recent annual report filed on Form 20-F under the caption “Risk Factors.” OMA undertakes no obligation to publicly update its forward-looking statements, whether as a result of new information, future events, or otherwise.

About OMA

Grupo Aeroportuario del Centro Norte, S.A.B. de C.V., known as OMA, operates 13 international airports in nine states of central and northern Mexico. OMA’s airports serve Monterrey, Mexico’s third largest metropolitan area, the tourist destinations of Acapulco, Mazatlán, and Zihuatanejo, and nine other regional centers and border cities. OMA also operates a hotel and commercial areas inside Terminal 2 of the Mexico City airport. OMA employs over 1,000 persons in order to offer passengers and clients, airport and commercial services in facilities that comply with all applicable international safety, security standards, and ISO 9001:2008. OMA’s strategic shareholder members are ICA, Mexico’s largest engineering, procurement, and construction company, and Aéroports de Paris Management, subsidiary of Aéroports de Paris, the second largest European airports operator. OMA is listed on the Mexican Stock Exchange (OMA) and on the NASDAQ Global Select Market (OMAB). For more information, please visit us at:

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