



AVIANCA GROUP INTERNATIONAL LIMITED

1Q 2022 RESULTS

May 2022

A large white Air Europa A350-900 aircraft is parked on a tarmac under a blue sky with light clouds. The aircraft features the airline's red livery, including the 'Air Europa' name and a red tail fin. A diagonal red graphic element separates the aircraft image from the text on the right.

SECTION I

Recent Announcements

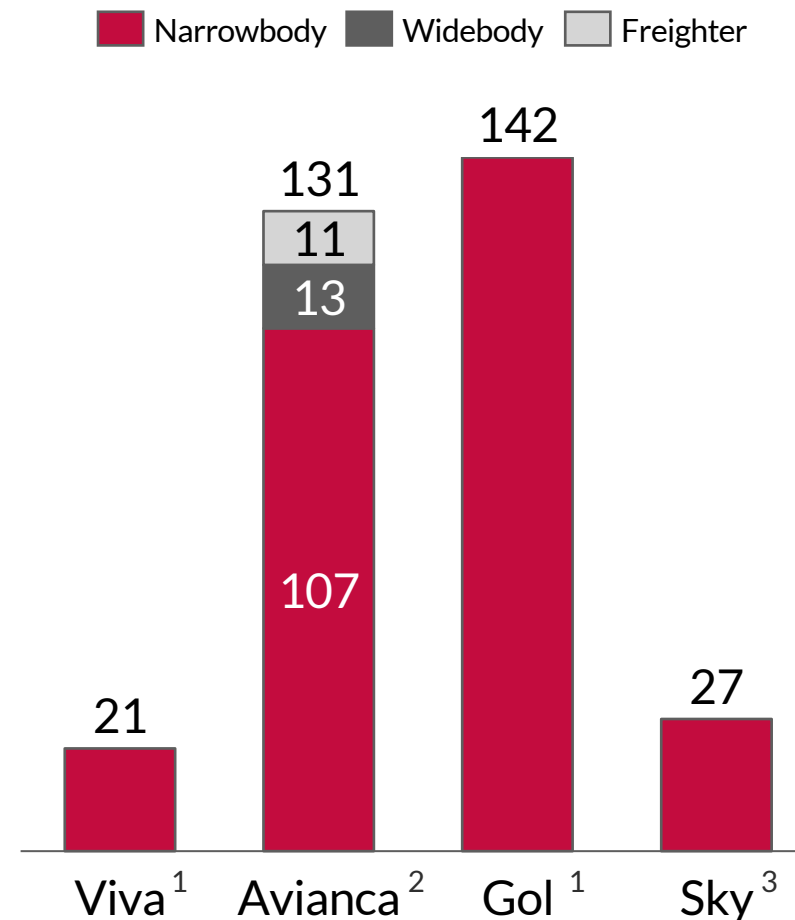


ABRA TRANSACTION SUMMARY

New holding company Abra has economic ownership in Avianca and GOL

- Subject to customary regulatory approvals and closing conditions, Abra will control Avianca and GOL and bring together their iconic brands under a single group
- Together, Avianca and GOL will anchor a pan-Latin American network of airlines that will have the lowest unit cost in their respective markets, the leading loyalty programs across the region, and other synergistic businesses
- Through recent investments made by Avianca's and Viva's shareholders, Abra group will also own a non controlling 100% economic interest in Viva's operations in Colombia and Peru, as well as a convertible debt representing a minority interest investment in Chile's Sky Airlines
- Avianca and GOL will maintain independent brands, talent, teams, and culture while benefiting from greater efficiencies and investments under common aligned ownership
- This partnership is expected to drive significant value for existing shareholders and lenders, while providing a unique opportunity for future business partners and potential investors
- Abra Group will be co-controlled by the principal shareholders of Avianca and the controlling shareholder of GOL
- Certain financial investors have committed to invest up to 350 million in shares of Abra Group upon closing, further strengthening the group's balance sheet and liquidity position

ABRA



(1) As of March 31, 2022

(2) Number of aircraft in operation as of April 29, 2022

(3) Investment Vehicle 1 owns convertible debt for a minority interest in SKY



SECTION II

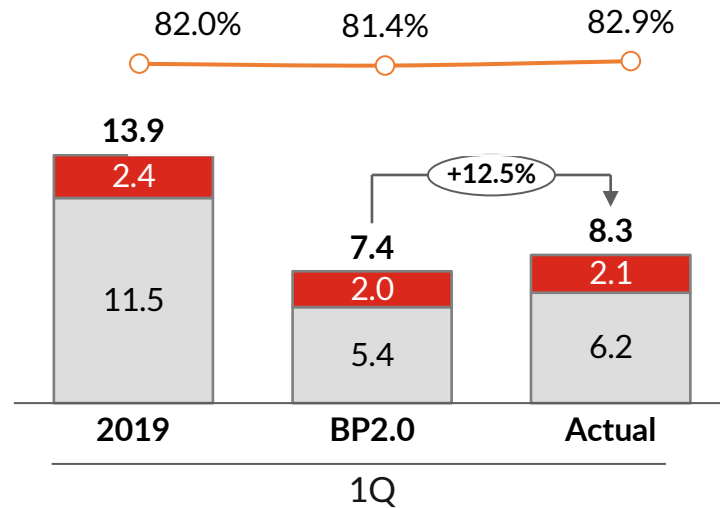
1Q'22 RESULTS

AVIANCA GROUP CONTINUED TO RAMP UP ITS CAPACITY IN 1Q'22



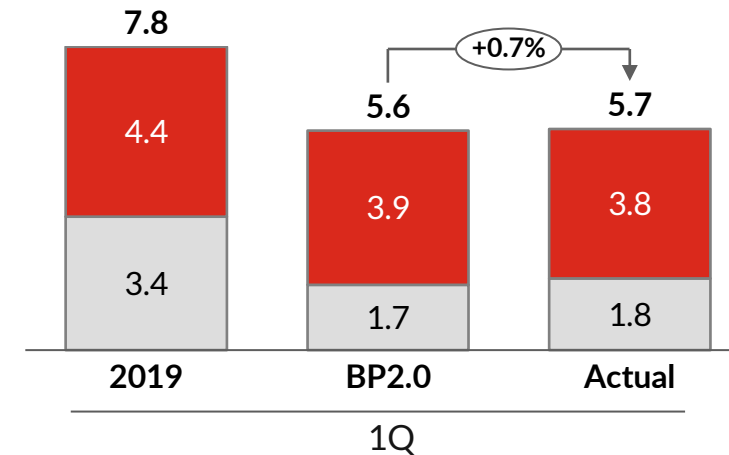
Capacity in ASK (mm) / Load Factor

Domestic International Load Factor



Transported Passengers (M)

Domestic International



- ❑ The Group operated its **domestic network** and **international network** at **88%** and **54%** of pre-Covid capacity
 - Total capacity was 12.5% above the business plan
- ❑ **Load factors improve 150 bps** against business plan despite continued capacity deployment

AVIANCA GROUP 1Q'22 REVENUE UNIT ECONOMICS AHEAD OF PROJECTIONS



Comments

- Despite a **12.5% capacity increase** vs business plan in 1Q,
 - Average fares were **26.4% above** the BP
 - Passenger yields were **11.2 above BP** to 7.9 cents

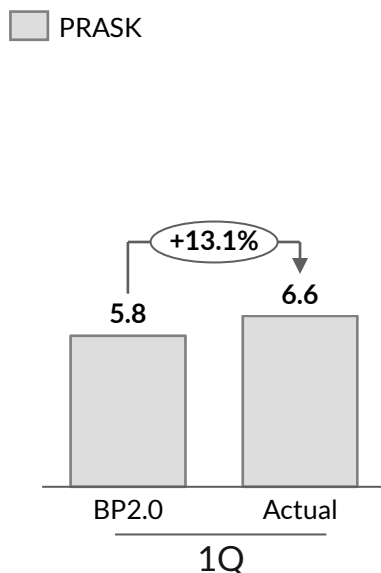
Resulting in a **PRASK improvement of 13.1%** to 6.6 cents

- Passenger **CASK** increase mainly driven by **~42% rise in fuel CASK**

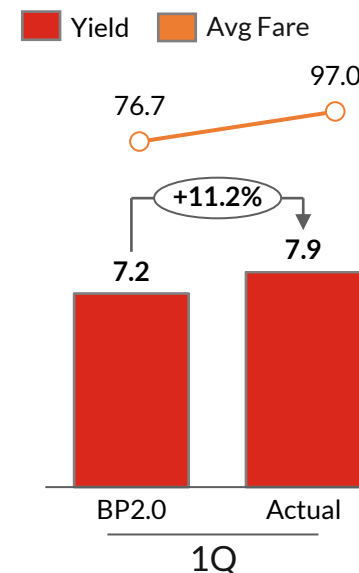
- PRASK 0.77 cents/ ASK** higher than business plan while **FCASK increases 0.75 cents/ ASK** vs business plan

* The change in previous figures reflects the decision of AGIL's Board of Directors to divest Servicios Aeroportuarios Integrados SAI S.A.S. a ground handling subsidiary located in Colombia. Accordingly, the company presents SAI as held for sale in its balance sheet and records a loss from discontinuing operations in its P&L in line with IFRS 5.

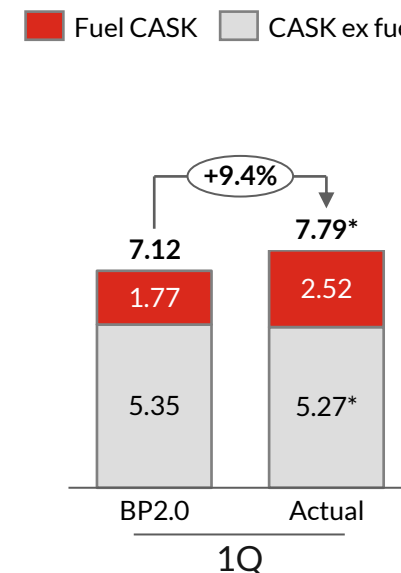
PRASK



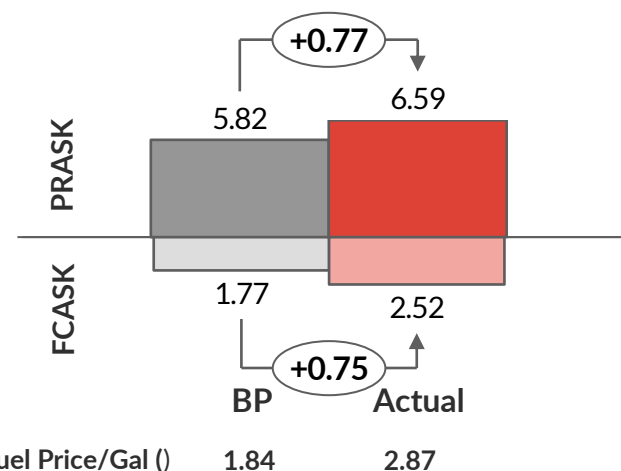
Yield



PAX CASK/ CASK ex fuel



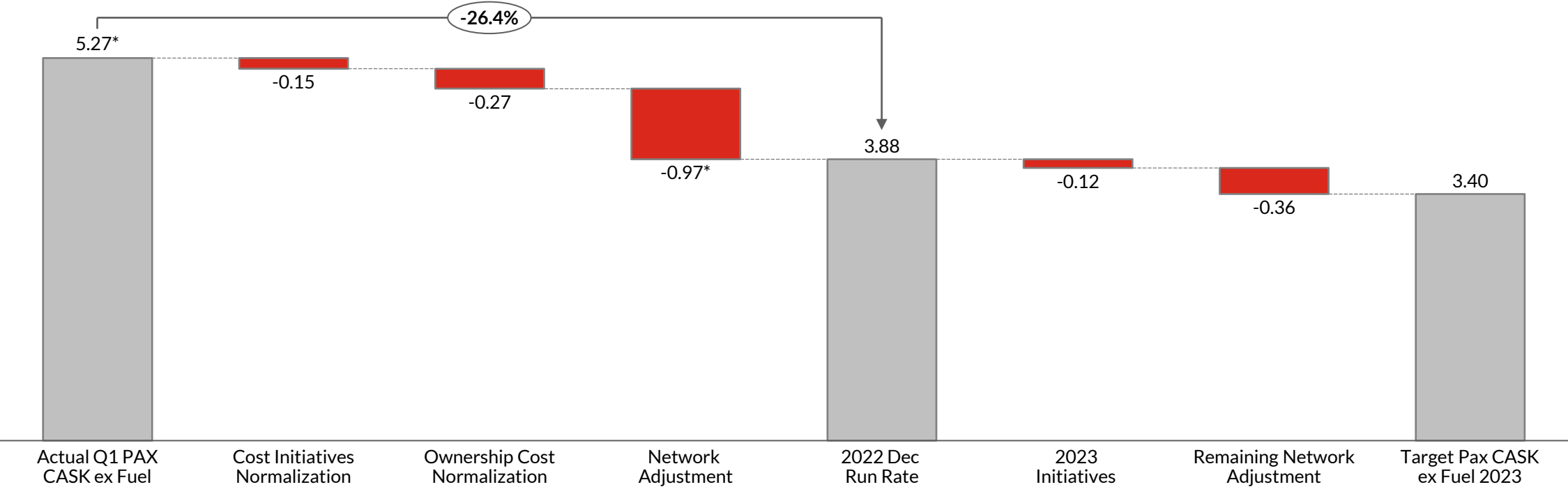
PRASK vs FCASK comparison (cents/ ASK)



AVIANCA ON TRACK TO ACHIEVE CASK EX FUEL TARGET



Evolution of Passenger CASK ex fuel (US¢/ ASK)



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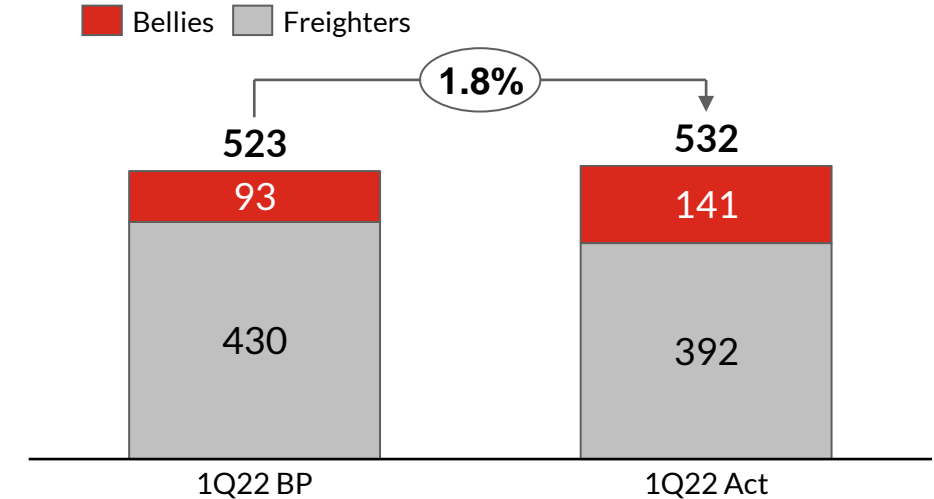
AVIANCA CARGO REVENUE OUTPERFORMED DUE TO INCREASED DEMAND AND A RENNVIGORATED COMMERCIAL EFFORT



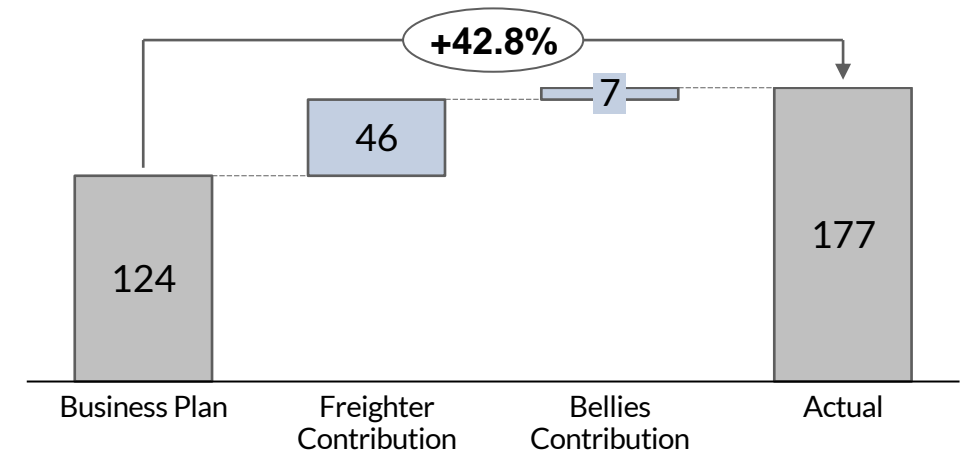
Comments

- ❑ Avianca Cargo's 1Q'22 capacity was in line with Business Plan projections despite unexpected maintenance events
- ❑ Avianca Cargo improved the utilization of its freighter aircraft by 8.0% vs BP forecast to 13.0 hours/day throughout 1Q'22
- ❑ Cargo revenues improved 42.8% to 177M for 1Q'22 when compared to BP projections mainly as a result of a 48.0% increase in the average airwaybill, driven by fuel surcharges as well as an increase in charter operations.

Capacity



1Q22 Revenue (M)



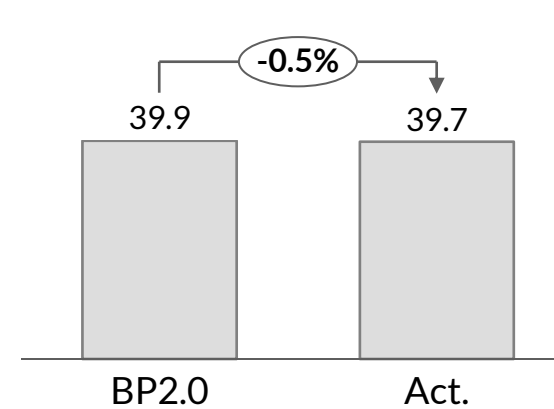
LIFEMILES CONTINUES STEADY Q-on-Q RECOVERY



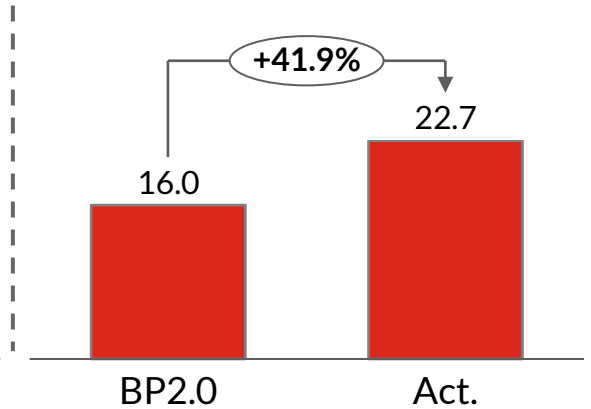
Comments

- ❑ Despite a 0.5% decline in third party gross billings vs business plan, cash EBITDA to AGIL improves 41.9% as redemptions on Avianca network increase ~34% against BP projections
- ❑ Contribution of air redemptions has continued to increase quarter over quarter
 - Healthy recovery of redemptions in Avianca, as air travel demand continues to recover as well as closer cooperation the Avianca commercial and the LifeMiles team
 - Redemptions on Avianca's network continue to outgrow redemptions on partner airlines and non-air rewards, allowing for an improved cash retention within the Group

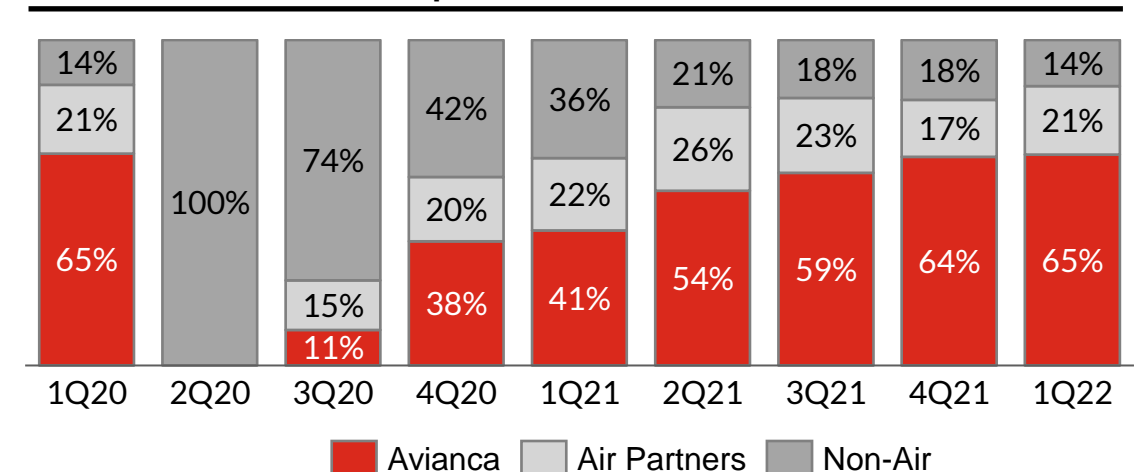
Third Party Gross Billings



LM cash EBITDA to AGIL*



Redemption Mix Air vs non Air



AVIANCA GROUP Q1-22 RESULTS



1Q'22 P&L Comparison

	Q1-22 Act	Q1-22 BP v2.0	
Passenger	596.3	484.0	112.3
Cargo and Other Revenues	214.4	150.3	64.1
Total Operating Revenues	810.7	634.3	176.4
Aircraft Fuel	255.6	167.0	88.6
Air Traffic	41.2	35.2	6.0
Flight Operations	18.6	12.6	6.1
Ground Operations	84.3	84.3	0.0
Maintenance And Repairs	36.7	47.0	-10.3
Passenger Services	17.2	7.0	10.1
Salaries, Wages And Benefits	103.1	90.8	12.4
Selling Expenses	68.2	60.8	7.4
Fees and Other Expenses	46.7	39.7	7.0
Total Operating Costs (ex D&A+Rentals)	671.7	544.5	127.2
EBITDAR	139.0	89.8	49.1
Aircraft Rentals	70.5	45.2	25.3
Depreciation and amortization	77.7	94.5	-16.8
EBIT	-9.2	-49.9	40.7
Interest Expense	88.1	83.6	4.5
Interest Income	-0.9	-0.4	-0.5
Foreign Exchange	1.5	0.0	1.5
Equity Method	-0.2	0.0	-0.2
Loss before Income Tax	-97.8	-133.1	35.4
Income Tax	1.6	5.6	-4.0
Net Income***	-99.3³	-138.7	39.4

Statistics/Indicators

	Q1-22 Act	Q1-22 BP v2.0	%
Departures	45,480.0	39,971.0	13.8%
Block Hours	96,391.2	79,836.7	20.7%
ASKs (M)	8,319.6	7,395.2	12.5%
RPKs (M)	6,895.0	6,023.3	14.5%
Passengers (K)	5,651.0	5,612.0	0.7%
Load Factor	82.9%	81.4%	1.4 p.p.
Yield ¹	7.9	7.2	11.2%
Average Fare ¹	97.0	76.7	26.4%
PRASK ²	6.6	5.8	13.1%
CASK ³	7.8	7.1	9.4%
CASK ex Fuel ³	5.3	5.4	-1.4%

1. Unit Metric includes passenger “flown” revenue, expired tickets and ancillary revenue

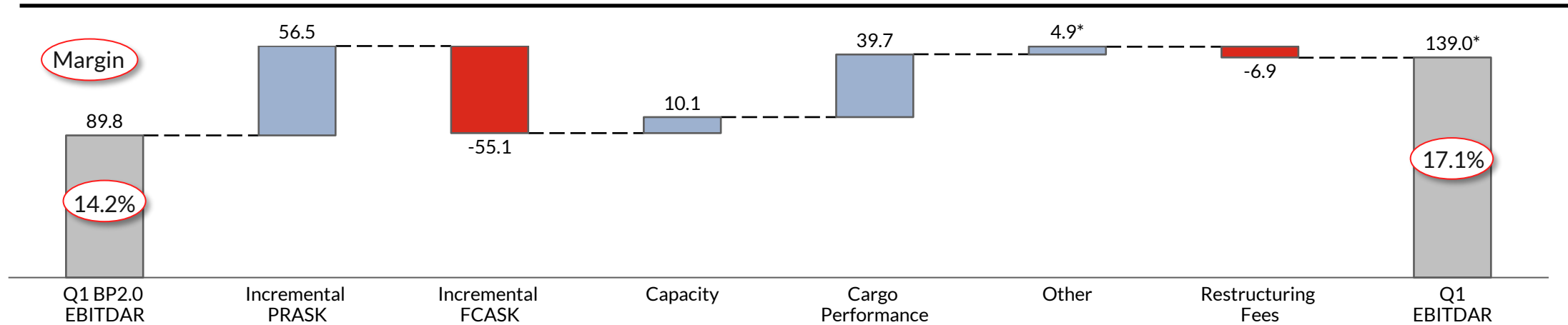
2. Unit metrics exclude costs related to freighter operation, loyalty and other non passenger operations

3. The change in previous figures reflects the decision of AGIL's Board of Directors to divest Servicios Aeroportuarios Integrados SAI S.A.S. a ground handling subsidiary located in Colombia. Accordingly, the company presents SAI as held for sale in its balance sheet and records a loss from discontinuing operations in its P&L in line with IFRS 5.

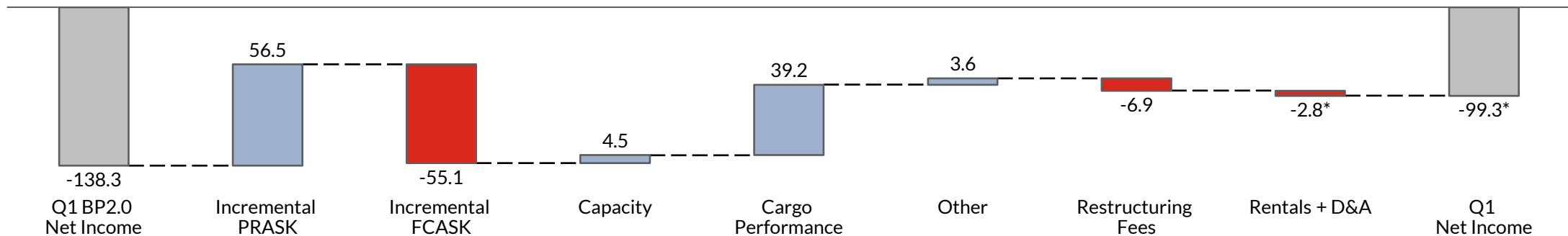
AVIANCA GROUP – 1Q'22 PROFITABILITY



Avianca Group EBITDAR (M)



Avianca Group Net Income (M)



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AVIANCA GROUP 1Q'22 CASH FLOW



Avianca 1Q'22 Ending Cash Balance at U1.2B ~U300M ahead of plan

	Q1-22 Act	Q1-22 BP v2.0	Δ
EBITDAR	139.0	89.8	49.2
Add-back of non-cash items	0.6	6.7	-6.1
Working capital (net)	-14.7	-43.2	28.5
Net Cash Flows Provided by Operations	124.9	53.3	71.6
CAPEX	-53.0	-48.5	-4.5
Other Cash Flows provided by Investing	-12.2	-0.9	-11.3
Net Cash Flows Provided by Investing	-65.2	-49.4	-15.8
Debt/PBH	-101.7	-81.7	-20.0
Other Cash Flows provided by Financing*	-18.8	0.0	-18.8
Net Cash Flows Used in Financing	-120.5	-81.7	-38.8
Total Net Cash Flow	-60.8	-77.6	16.8
Starting Cash Balance (consolidated)	1271.0	991.6	279.4
Ending Cash Balance (consolidated)*	1210.2	914.0	296.2

- ① Working capital, variation related to ATL above plan due to incremental sales partially compensated by AP payments (mainly insurance premiums)
- ② Timing difference, plan assumed payments for security deposits in Dec 2021
- ③ Plan assumed Quarterly Interest payments for Exit Financing and final agreement had Semi Annual payments.
- ④ Additional maintenance PBH expense and difference in Capital PBH due to timing in aircraft restructuring execution and change in fleet assumption.

Note: 1210.2M Ending cash balance comprises, Cash and Cash equivalents 1,138.5M + Restricted Cash 32.4M + Short term investments+ 44.0M - AVH professional fees escrow account 4.7M

*Related to ECAS and Engines S&LB transactions

AVIANCA GROUP 1Q'22 BALANCE SHEET



Avianca Group Consolidated Statement of Financial positions (in millions)

Consolidated Statement of Financial Position (M)	Mar-21	Dec-21	Δ%
Assets			
Current assets:			
Cash and cash equivalents	1,138.5	1,201.8	-5.3%
Restricted cash	32.4	76.6	-57.7%
Short term investments	44.0	42.3	4.1%
Accounts receivable, net	218.0	207.6	5.0%
Accounts receivable from related parties	0.0	-	N.A.
Current tax assets	202.1	168.9	19.6%
Expendable spare parts and supplies, net	92.8	87.3	6.3%
Prepaid expenses	37.3	35.1	6.3%
Deposits and other assets	19.8	17.9	10.6%
	1,784.8	1,837.3	-2.9%
Assets held for sale	A 20.8*	322.9	-93.6%
Total current assets	1,805.5	2,160.2	-16.4%
Non-current assets:			
Deposits and other assets	64.8	35.9	80.4%
Accounts receivable, net	0.0	-	N.A.
Non-current tax assets	-	-	N.A.
Intangibles	2,984.8	2,997.9	-0.4%
Net defined benefit asset	33.0	14.6	125.3%
Deferred tax assets	39.7	42.5	-6.5%
Property and equipment, net	B 2,439.9	1,659.5	47.0%
Total non-current assets	5,562.2	4,750.4	17.1%
Total assets	7,367.7	6,910.6	6.6%

A- AGIL executed sale and leaseback agreement for 15 Aircraft (5 Airbus A330F, 6 Airbus A319, 2 Airbus A320 and 2 Airbus A321), 21 M in association with management decision to sell SAI business unit

B- Increase relates to finalization of Sale and Leaseback agreements as well as provision for return conditions

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AVIANCA GROUP 1Q'22 BALANCE SHEET



Avianca Group Consolidated Statement of Financial positions (in millions)

Consolidated Statement of Financial Position (M)	Mar-21	Dec-21	Δ%
Liabilities and equity			
Current liabilities:			
Loans and current portion of long-term debt	A 299.0	196.8	52.0%
Accounts payable	476.7	536.9	-11.2%
Accounts payable to related parties	0.1	-	N.A.
Accrued expenses	40.7	23.0	77.2%
Current tax liabilities	48.6	54.7	-11.1%
Provisions for legal claims	73.7	71.7	2.8%
Provisions for return conditions	-	-	N.A.
Employee benefits	77.3	90.0	-14.1%
Air traffic liability	B 616.5	522.9	17.9%
Frequent flyer deferred revenue	149.1	146.7	1.6%
Other liabilities	2.2	2.0	9.3%
	1,783.8	1,644.5	8.5%
Debt - assets held for sale	8.9*	317.7	-97.2%
Total current liabilities	1,792.8	1,962.1	-8.6%
Non-current liabilities:			
Long-term debt	A 3,281.9	2,862.4	14.7%
Accounts payable	-	-	N.A.
Provisions for return conditions	C 590.4	272.8	116.4%
Employee benefits	51.8	53.1	-2.4%
Deferred tax liabilities	326.5	331.7	-1.6%
Frequent flyer deferred revenue	252.9	262.1	-3.5%
Other liabilities	2.2	3.4	-34.6%
Total non-current liabilities	4,505.7	3,785.6	19.0%
Total liabilities	6,298.5	5,747.7	9.6%
Equity:			
Common stock	0.0	0.0	0.0%
Preferred stock	-	-	N.A.
Additional paid-in capital	1,146.0	1,146.0	0.0%
Additional paid-in capital on preferred stock	-	-	N.A.
Retained earnings	- 113.0	- 12.6	N.A.
Other Comprehensive Income	25.9	15.0	73.3%
Total equity attributable to AGIL	1,058.8	1,148.4	-7.8%
Noncontrolling interest	10.4	14.5	-28.6%
Total equity	1,069.2	1,162.9	-8.1%
Total liabilities and equity	7,367.7	6,910.6	6.6%

A-Increase primarily in association with obligations of newly signed lease agreements

B- Increase related to rise in forward sales

C- Includes a provision of 308M related to lease return conditions for newly signed leases

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Thank you