SECOND QUARTER AND FIRST HALF 2014 RESULTS

KEY RESULTS

During 2Q14 INTERJET total revenue reached Ps$ 3,191.9 million, representing an increase of 14.9% over revenues in 2Q13. In the 1S14 INTERJET total revenue reached Ps$ 6,050.2 million, representing an increase of 11.5 % of revenues generated in the 1S13.

The Yield increased by 12.1% in 2Q14, reaching Ps$ 1.41 pesos, compared to Ps$ 1.26 pesos in the same period of 2013. Yield rose 9.3% in the 1S14, reaching Ps$ 1.43 pesos, compared to Ps$ 1.31 pesos in the same period of 2013.

In the 2Q14 operating income decreased 133.9% to a loss of Ps$ 88.3 million pesos, compared to the same period of 2013. In the 1S14 operating income decreased 78.4% to a profit of $ 91.4 million pesos over the same period of 2013.

During the 2Q14 the EBITDAR decreased 36.2% compared to the same period in 2013, reaching Ps$ 435.0 million with a margin of 13.6% compared to total revenue. In the 1S14 the EBITDAR decreased 10.7% compared to the same period in 2013, reaching Ps$ 1,128.8 million, with a margin of 18.7% to total revenue.

INTERJET reported a net loss of Ps$ 164.1 million pesos in the 2Q14 and accumulated a net loss of Ps$ 61.4 million pesos in the 1S14.

Q2 = second quarter and 1S = first semester

Below is a summary of financial selected consolidated and operating information, which is derived from the comparison of internal unaudited consolidated financial statements of INTERJET the second quarter and first half of 2014 and 2013.
### SELECTED FINANCIAL AND OPERATING INFORMATION

<table>
<thead>
<tr>
<th>ITEM</th>
<th>2014</th>
<th>2013</th>
<th>% OF VAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASK (million)</td>
<td>2,969</td>
<td>2,737</td>
<td>8.5%</td>
</tr>
<tr>
<td>RPK (millon)</td>
<td>2,122</td>
<td>2,059</td>
<td>3.0%</td>
</tr>
<tr>
<td>LOAD FACTOR</td>
<td>71.5%</td>
<td>75.3%</td>
<td>-3.9 pp</td>
</tr>
<tr>
<td>PASSENGERS (thousand)</td>
<td>2,162</td>
<td>2,078</td>
<td>4.0%</td>
</tr>
<tr>
<td>TOTAL REVENUE (million)</td>
<td>3,192</td>
<td>2,778</td>
<td>14.9%</td>
</tr>
<tr>
<td>REVENUE PAX (million)</td>
<td>2,993</td>
<td>2,591</td>
<td>15.5%</td>
</tr>
<tr>
<td>YIELD (pesos)</td>
<td>1.411</td>
<td>1.258</td>
<td>12.1%</td>
</tr>
<tr>
<td>RASK (pesos)</td>
<td>1.075</td>
<td>1.015</td>
<td>5.9%</td>
</tr>
<tr>
<td>CASK (pesos)</td>
<td>1.105</td>
<td>0.920</td>
<td>20.1%</td>
</tr>
<tr>
<td>CASK (USD)</td>
<td>0.085</td>
<td>0.071</td>
<td>20.3%</td>
</tr>
<tr>
<td>CASK EXCLUDING FUEL (pesos)</td>
<td>0.713</td>
<td>0.579</td>
<td>23.2%</td>
</tr>
<tr>
<td>CASK EXCLUDING FUEL (USD)</td>
<td>0.055</td>
<td>0.044</td>
<td>23.4%</td>
</tr>
<tr>
<td>RASK - CASK (pesos)</td>
<td>(0.030)</td>
<td>0.095</td>
<td>(131.2%)</td>
</tr>
<tr>
<td>RASK - CASK (excluding fuel) (pesos)</td>
<td>0.362</td>
<td>0.437</td>
<td>(17.1%)</td>
</tr>
<tr>
<td>EBITDAR (million)</td>
<td>435</td>
<td>682</td>
<td>(36.2%)</td>
</tr>
<tr>
<td>EBITDAR MARGIN (as % of total revenues)</td>
<td>13.6%</td>
<td>24.5%</td>
<td>-10.9 pp</td>
</tr>
<tr>
<td>OPERATING INCOME (million)</td>
<td>(88)</td>
<td>261</td>
<td>(133.9%)</td>
</tr>
<tr>
<td>OPERATING MARGIN (as % of total revenues)</td>
<td>(2.8%)</td>
<td>9.4%</td>
<td>-12.1 pp</td>
</tr>
<tr>
<td>NET INCOME (million)</td>
<td>(164)</td>
<td>72</td>
<td>(327.4%)</td>
</tr>
<tr>
<td>NET MARGIN (as % of total revenues)</td>
<td>(5.1%)</td>
<td>2.6%</td>
<td>-7.7 pp</td>
</tr>
</tbody>
</table>
Market environment

Second quarter 2014 was characterized by the following factors:

- **Weak economic growth.** In the 2QT14 the Mexican economy continued to show a weaker pace of economic growth. The General Indicator of Economic Activity (IGAE) increased 1.4% in May 2014, compared to the same month of 2013.

- **Growth in passenger traffic in the domestic industry.** According to figures released by the DGAC, acceleration was observed in the growth of passenger traffic, which increased from 6.3% in the first 5 months of 2013 to 10.3% in the same period of 2014 as a result the growth of 10.0% in passenger traffic in the domestic market and 10.6% on international flights. This growth was significantly higher than the growth of the economy, reflecting an environment of competitive rates.

- **Depreciation of the average exchange rate.** During the second quarter of 2014 the peso lost 4.0% against the U.S. dollar, exchange rate from Ps$ 12.50 pesos per dollar in 2Q13 to an average of Ps$ 13.00 pesos per dollar in 2Q14. Meanwhile, the exchange rate at the end of the quarter showed an appreciation against the dollar of 0.5% compared to the end of the 1Q14, from Ps$ 13.06 pesos per dollar at the end of 1Q14 at Ps$ 12.99 pesos per dollar at the end of 2Q14.

- **Increase in fuel prices in pesos.** During the period April-June 2014 average fuel price per liter paid by INTERJET recorded an increase of 5.9% compared to the same period of 2013, reaching an average price per liter of Ps$ 10.85 compared to Ps$ 10.25 at 2Q13

Revenues

In 2Q14 INTERJET total revenues increased 14.9% from $ 2,778.5 million in 2Q13 to $ 3,191.9 million in the 2Q14. This increase was due to a 15.5% increase in passenger revenues compared to the same period in 2013, representing 93.8% of total revenues.

The seats supply (ASK’s) increased by 8.5% in the 2Q14 compared to the same
period in 2013, primarily by opening new routes and increased operations by the expansion plans of the company by incorporating new fleet.

The passenger revenues increased 15.5% from $2,591.3 million in 2Q13 to $2,993.5 million in the 2Q14 mainly due to: an increase of 4.0% in passengers and a 31.5% increase in international prices. As a result of the increase in ticket fares, the yield increased 12.1% in the 2Q14 compared to the same period in 2013. The Company is constantly reviewing ticket fares and routes to maximize revenue.

In the second half of 2013 the company restarted cargo domestic operations, representing 1.1% over the total revenues in the 2Q14.

**Operating expenses**

Operating expenses increased 30.3%, from $2,517.8 million in 2Q13 to $3,280.3 million in the 2Q14. This increase was primarily due to higher costs as a result of the growth of the company that originated the hiring and training crews, opening of new routes as a result of the incorporation of regional aircraft Superjet100 our operations since August 2013. At the end of 2Q14 the company operated eight SSJ100.

In 2Q14 the unit cost per ASK in pesos (CASK) increased 20.1% compared to 2Q13. As a result of the 5.9% increase in the jet fuel average price per liter in dollars paid by the company; higher maintenance costs due to the increment in the number of operations and aircraft; higher expenses for hired and trained crews; higher advertising expenses for the launch of new routes and increased rental expenses for additional leased aircraft. Meanwhile, the CASK excluding fuel increased 23.2% over the same period last year.

Fuel costs in the 2Q14 increased 24.5% mainly due to the increase in fuel consumption as a result of increase in operations by 18.3% from 18,444 flights in 2Q13 to 21,812 flights in the same period of 2014, also contributed to this increase the 5.9% increment in the fuel price per liter paid by the company. The cost per ASK's increased 14.7% compared to the same period in 2013.

Maintenance expenses increased 57.4%, from $257.8 million in 2Q13 to $405.9 million pesos in the 2Q14 as a result of an increase in major services to our fleet, as well as the recognition of maintenance reserves and return conditions of two
aircrafts caused by the termination of the lease term, as a result the cost per ASK’s 45.1% increase compared to the same period in 2013.

The costs for Airport operating and landing fees increased 8.3%, from $385.0 million in 2Q13 to $417.0 million in the 2Q14 as a result of an increase in the number of operations, rising from 18,444 operations in 2Q13 to 21,812 operations in the same period of 2014 the cost of ASK’s remained stable in both periods.

Expenses for crews salaries, wages and benefits increased 81% from $123.2 million in 2Q13 to $223.1 million pesos in the 2Q14 mainly due to a 13.8% increase in the average number of crews going from 914 in 2Q13 to 1,040 in the same period of 2014, which included training expenses as a result of additional aircraft that were leased and/or acquired, representing growth of 23.8% in operating fleet going from 37 to 48 aircraft. The cost per ASK’s increased 6.8% compared to the same period in 2013.

Selling and advertising expenses increased 57.5%, from $168.2 million in 2Q13 to $265.2 million pesos in the 2Q14 as a result of an increase in advertising to promote new routes and higher bank fees of passenger payments increased. The cost per ASK’s increased 45.3% compared to the same period in 2013.

Administrative expenses and technology increased 26.5%, from $197.4 million in 2Q13 to $249.7 million pesos in the 2Q14 as a result of an increase in administrative staff and spending on technology to support the operation and sales. The cost per ASK’s increased 16.6% compared to the same period in 2013.

Flight equipment rentals increased 34.2%, from $302.6 million in 2Q13 to $406.1 million pesos in the 214 as a result of an increase in the leased fleet. The cost per ASK’s increased 23.7% compared to the same period in 2013.

EBITDAR

The EBITDAR decreased 36.2% from $681.9 million pesos in 2Q13 to $435.0 million in the 2Q14. The EBITDAR margin was 13.6% in 2Q14, 10.9 percentage points lower than the same period of 2013.
Operating income

Operating income decreased 133.9% from a profit of $260.7 million pesos in 2Q13 to a loss of $88.3 million pesos in 2Q14.

Net income

INTERJET recorded a net loss of $164.1 million pesos in 2Q14 compared to the net income of $72.2 million generated in the 2Q13.

FIRST HALF OF 2014

Revenues

In 1S14 INTERJET total revenues increased 11.5% from $5,428.1 million in the 1S13 to $6,050.2 million in the 1S14. This increase was due to a 12.3% increase in passenger revenues compared to the same period in 2013, representing 94.1% of total revenues. This increase was offset by a slight decrease in ancillary income and other income.

During the first half of 2014 the number of seats supply (ASK’s) increased by 7.7% compared to the same period in 2013, mainly due to the opening of new routes and increased operations by the planned expansion of the company incorporating new fleet.

The passenger revenues increased 12.3% from $5,069.8 million in the 1S13 to $5,693.7 million in the 1S14 mainly due to: an increase of 3.3% in passengers and a 22.3% increase in international fares. As a result of the increase in the fares, Yield increased 9.3% in 1S14 compared to the same period in 2013. The company is constantly reviewing rates and itineraries to maximize revenue.

In the second half of 2013 the company restarted domestic cargo operations, representing 0.9% in 1S14, over total revenue.
Operating expenses
Operating expenses increased 19.1%, from $ 5,003.7 million in the 1S13 to $ 5,958.6 million in the 1S14. This increase was primarily due to higher costs originated by the hiring and training of new crews, and opening of new routes as a result of the incorporation of regional aircraft Superjet100 to our operations since August 2013. At the end of the semester the company operated eight SSJ100.

In 1S14 the unit cost per ASK in pesos (CASK) increased 10.6% compared to the 1S13. As a result of the increase of 2.9% from the average fuel price per liter in dollars paid by the company; higher expenses caused by hired and trained crews; higher advertising expenses for the launch of new routes and increased leasing expenses for additional aircraft. Meanwhile, the CASK excluding fuel increased 12.6% over the same period last year.

Fuel costs in 1S14 increased 15.4% mainly due to the increase in fuel consumption as a result of increased operations of approximately 16.3% from 35,630 operations in 1S13 to 41,447 operations in the same period of 2014. Likewise contributed to the rise the increment of 2.9% in the fuel price per liter paid by the company, as a result, the cost per ASK's increased 7.1% compared to the same period of 2013.

The costs for Airport operating and landing fees increased 23.1% from $ 612.0 million in 1S13 to $ 753.6 million pesos in 1S14 as a result of an increment in the number of operations by 16.3% from 35,630 flights in the 1S13 to 41,447 in the same period of 2014. ASK's cost increased 14.3% compared with the same period in 2013.

Expenses of crews salaries, wages and benefits increased 57.7% from $ 274.5 million in 1S13 to $ 432.8 million pesos in 1S14 mainly due to a 13.8% increase in the average number of crews going from 914 in 1S13 to 1,040 in the same period of 2014, which included training expenses, as a result of additional aircraft that were leased and/or acquired, representing 23.8% growth in operating fleet going from 37 to 48 aircraft. The cost per ASK's increased 46.4% compared to the same period in 2013.

Selling expenses and advertising increased 23.3%, from $ 350.1 million in 1S13 to $ 431.8 million pesos in 1S14 as a result of an increase in advertising to promote
new routes and higher bank fees payments due to an increase in the number of passengers. The cost per ASK's increased 14.5% compared to the same period in 2013.

Administrative and technology expenses increased 27.4%, from $ 346.5 million in 1S13 to $ 441.6 million pesos in 1S14 as a result of an increase in administrative staff and spending on technology to support the sales and operation. The cost per ASK’s increased 18.3% compared to the same period in 2013.

Flight equipment rentals increased 30%, from $ 629.4 million in 1S13 to $ 818.2 million pesos in the 2Q14 as a result of an increase in the leased fleet. The cost per ASK’s increased 20.7% compared to the same period in 2013.

**EBITDAR**

The EBITDAR decreased 10.7% from $ 1,263.8 million in the 1S13 to $ 1,128.8 million in the 1S14. The EBITDAR margin was 18.7% in 1S14, 4.6 percentage points lower than the same period of 2013.

**Operating Income**

Operating income decreased 78.4% from a profit of $ 424.4 million pesos in 1S13 to a profit of $ 91.5 million pesos in 1S14.

**Net income**

Interjet reported a net loss of $ 61.4 million in the 2Q14 compared to net income of $ 170.9 million pesos generated in 1S13.

**Comments on the statement of financial position and liquidity**

At 30 June 2014 the company had $ 1,847.0 million cash and cash equivalents.

Net cash provided by operating activities compared to the 2Q14 decreased by $ 230.3 million from increases in accounts receivable at the period end. Net cash provided by investing activities primarily reflects investments in aircraft and reserve maintenance payments.

Net cash used in financing activities reflects lower bank lending for the purchase of aircraft and working capital.