

Earnings Release | 2Q 2025

Solid Operational and Financial Performance Amid Challenging Backdrop

Mexico City, July 24th, 2025 - Grupo Viva Aerobus, S.A. de C.V. ("Viva"), the parent company of Aeroenlaces Nacionales S.A. de C.V., announced today its 2Q 2025 financial results.

US\$ Million ¹	2Q 2025	2Q 2024	% Var	6M 2025	6M 2024	% Var
Financial Highlights						
Total Operating Revenue	549	612	-10.3%	1,040	1,231	-15.5%
Operating Profit (EBIT)	34	82	-58.1%	17	186	-91.1%
EBIT margin	6.3%	13.4%	-7.2pp	1.6%	15.1%	-13.5pp
EBITDAR	180	234	-22.9%	329	469	-29.9%
EBITDAR margin	32.8%	38.2%	-5.4pp	31.6%	38.1%	-6.5pp
Operational Highlights						
ASMs (millions)	6,273	5,816	7.9%	12,054	11,137	8.2%
TRASM (US cents)	8.75	10.53	-16.8%	8.63	11.06	-21.9%
CASM (US cents)	8.21	9.11	-9.9%	8.49	9.39	-9.5%
CASM ex-fuel (US cents)	5.64	6.12	-7.9%	5.81	6.34	-8.4%
CASM fuel (US cents)	2.57	2.99	-14.1%	2.69	3.05	-11.9%
Load Factor (scheduled, RPM/ASM)	85.8%	86.0%	-0.2pp	85.3%	86.0%	-0.6pp
Booked passengers (thousands)	7,482	6,757	10.7%	14,316	12,925	10.8%

(1) Figures in US\$ unless otherwise stated. Viva's functional and reporting currency is the U.S. Dollar.

Juan Carlos Zuazua, Chief Executive Officer, commented:

"During the second quarter, we observed a continuation of the trends seen earlier this year, with demand shaped by a cautious consumer and macroeconomic uncertainty. Against this backdrop, we remained focused on variables within our control, including diligent capacity management and sustained operational reliability.

While a 13.6% depreciation of the Mexican peso weighed on our unit revenues, performance in local currency remained solid, supported by yield management strategies and capacity adjustments reflected in a solid 85.8% load factor.

Throughout the quarter, we focused on aligning capacity with demand by adjusting our network, primarily during off-peak periods. While these adjustments, coupled with the ongoing impact of the P&W groundings, pressured utilization and unit costs, our disciplined cost management limited EBITDAR margin erosion.

In the second quarter, revenue declined 10.3% YoY to US\$549 million, reflecting a normalization from last year's exceptionally strong fare environment and a softer macroeconomic backdrop, with TRASM at US\$8.75. CASM decreased 9.9% to US\$8.21, with CASM ex-fuel down 7.9% on cost efficiencies and positive currency impact, and CASM fuel down 14.1% reflecting lower fuel prices. As a result, we achieved an EBITDAR margin of 32.8%, while our net margin reached 1.4%, underscoring the resilience of our operating model under persistent macroeconomic headwinds.

Our prudent financial management enabled us to maintain a robust balance sheet, with a net leverage of 1.9x and a liquidity position covering 28% of the last twelve months' revenue. This positions us to navigate uncertainty without compromising our strategic priorities.

Historically, the back half of the year has seen stronger seasonal demand, emphasizing the importance of disciplined execution in an uncertain and challenging environment. Our focus remains on delivering profitability, preserving financial strength, and ensuring operational reliability."



2Q 2025 Highlights

US\$ Million ¹	2Q 2025	2Q 2024	% Var
Total Operating Revenue	549	612	-10.3%
TRASM (US cents)	8.75	10.53	-16.8%
ASMs (millions)	6,273	5,816	7.9%
Load Factor (scheduled, RPM/ASM)	85.8%	86.0%	-0.2pp
Total Operating Expenses	515	530	-2.9%
CASM (US cents)	8.21	9.11	-9.9%
CASM ex-fuel (US cents)	5.64	6.12	-7.9%
CASM fuel (US cents)	2.57	2.99	-14.1%
Operating Profit (EBIT)	34	82	-58.1%
EBIT margin	6.3%	13.4%	-7.2pp
Income before income tax (EBT)	10	45	-77.0%
EBT margin	1.9%	7.4%	-5.5pp
Net Income	7	34	-77.7%
Net Income margin	1.4%	5.5%	-4.1pp
EBITDAR	180	234	-22.9%
EBITDAR margin	32.8%	38.2%	-5.4pp

(1) Figures in US\$ unless otherwise stated. Viva's functional and reporting currency is the U.S. Dollar.

Total Operating Revenues decreased 10.3% to US\$549 million for the quarter, reflecting lower unit revenues due to a high comparison base, the Mexican peso depreciation, and a softer macro environment. This performance was mainly driven by fare and ancillary revenue decline, with TRASM decreasing 16.8% to US\$8.75.

During the quarter, Viva's total passengers increased 10.7% to 7.5 million, reflecting solid demand in the domestic and international markets. Ancillary revenues decreased 3.3% to US\$274 million compared to 2Q 2024, representing 49.9% of total revenues.

Total Operating Expenses decreased 2.9% to US\$515 million for the quarter. This contraction was mainly driven by lower fuel costs, positive FX impact due to Mexican peso depreciation, AOG compensation from Pratt & Whitney, and operational efficiencies. The total operating expenses were partially offset by higher capacity.

CASM declined 9.9% to US\$8.21 for the quarter, reflecting a 7.9% reduction in CASM ex-fuel to US\$5.64, coupled with a decrease of 14.1% in CASM fuel to US\$2.57. The CASM ex-fuel contraction was mainly driven by a positive FX impact due to Mexican peso depreciation, P&W compensation, and operational efficiencies, which were partially offset by negative impacts in utilization from AOGs related to the Pratt & Whitney GTF engines reliability issues.

Operating Profit stood at US\$34 million, reflecting a normalization from a high comparison base in 2024, resulting in an operating profit margin of 6.3%.

Net Income was US\$7 million for the quarter, with a net margin of 1.4%.



Financial Debt

US\$ Million	Jun 2025	Dec 2024	% Var
Total Debt	877	734	19.5%
Lease liabilities	1,561	1,655	-5.7%
Total Adj. Debt	2,438	2,388	2.1%
Cash & cash equivalents	673	820	-17.9%
Net Adj. Debt*	1,764	1,568	12.5%
Net Adj. Debt / LTM EBITDAR	1.9x	1.5x	0.4x
Cash / LTM Total Operating Revenue	28.4%	32.0%	-3.6pp

*Net Adj. Debt: Total Debt (includes lease liabilities) – Cash & Cash equivalents.

Total Adj. Debt was US\$2,438 million, reflecting US\$877 million of financial debt and US\$1,561 million of lease liabilities.

Total Cash and Cash Equivalents stood at US\$673 million, representing 28.4% of LTM revenues, with a net leverage of 1.9x.

Fleet

Aircraft*	Jun 2025	Mar 2025	Dec 2024	Jun 2024
Airbus 320ceo	29	28	28	24
Airbus 320neo	25	25	22	22
Airbus 321ceo	10	10	10	10
Airbus 321neo	32	30	30	28
EoP Total Fleet	96	93	90	84

A321 %	43.8%	43.0%	44.4%	45.2%
Neo %	59.4%	59.1%	57.8%	59.5%

*Total Fleet at EoP excludes short term leases (ACMLs)

During 2Q 2025, we added 3 net aircraft (1 Airbus 320ceo and 2 Airbus 321neo), and 12 net aircraft (5 Airbus 320ceo, 3 Airbus 320neo, and 4 Airbus 321neo) compared to June 2024. Our fleet ended 2Q 2025 with an average age of 7.1 years.

During 2Q 2025, we had an average of 26.4 A320neo family aircraft on ground related to the Pratt & Whitney GTF engines reliability issues. To mitigate the impact of the P&W engine recall on our network, we are extending leases, taking contracted new deliveries, and sourcing short- and medium-term capacity.

Hedging

As of June 30, 2025, Viva has jet fuel and FX hedging to mitigate volatility and price shifts. We hedged 48.3% of our expected jet fuel for 2025 and, as for FX, our hedging is equivalent to 64.9% of our projected exposure for 2025.



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Change in Reporting Currency to U.S. Dollar

In 2020, Viva determined that its functional currency was the U.S. Dollar. Effective October 1st, 2022, Viva decided to change its reporting currency from Mexican Pesos ("MX\$") to U.S. Dollar ("US\$") based on International Accounting Standard 21, "The Effects of Changes in Foreign Exchange Rates" ("IAS 21") under International Financial Reporting Standards ("IFRS"), having the authorization of Grupo Viva Aerobus, S.A. de C.V. Board of Directors, considering the previous favorable opinion of the Audit Committee. KPMG's auditors letter acknowledges Viva's change in reporting currency to comply with the Comisión Nacional Bancaria y de Valores ("CNBV") requirements.

Viva believes that the use of the U.S. Dollar for the reporting of its consolidated financial information will improve and facilitate the analysis of its consolidated financial statements for a wide range of users (rating agencies, analysts, investors, and creditors, among others).

Forward-looking Statements

This earnings release includes forward-looking statements. Viva has based these forward-looking statements largely on its current expectations and projections about future events and financial trends affecting the financial condition of Viva business. Forward-looking statements should not be read as a guarantee or assurance of future performance or results and will not necessarily be accurate indications of the times at, or by, which such performance or results will be achieved. Forward-looking statements are based on information available at the time those statements are made and/or management's good faith belief as of that time with respect to future events and are subject to risks and uncertainties that could cause actual performance or results to differ materially from those expressed in or suggested by the forward-looking statements. Important factors that could cause such differences include, but are not limited to, the competitive environment in Viva's industry, including those arising from non-air travel substitutes; ability to respond to global health crises, such as the COVID-19 pandemic, as well as the potential outbreak of other diseases and pandemics; ability to keep cost low, consistent with our ultra-low-cost carrier ("ULCC") model; changes in Viva's fuel cost, the effectiveness of Viva fuel cost, hedges and Viva's ability to hedge fuel costs through options, swaps and other financial instruments; the impact of Mexican and worldwide economic conditions on customer travel behavior; actual or threatened terrorist attacks, global instability and potential U.S. military actions or activities; ability to generate non-ticket revenues; external conditions, including weather conditions and natural disasters; air traffic congestion, outbreak of disease and a further outbreak or escalation of COVID-19 or any related/mutated form of COVID-19; ability to maintain slots in the airports that we operate and service provided by airport operators; ability to operate at new airports on terms that are consistent with our business strategy and ULCC model; the ability of Viva and Allegiant to obtain regulatory approval from all requisite regulators in order to realize the potential benefits of the alliance, labor disputes, employee strikes and other labor-related disruptions, including in connection with our negotiations with our union; loss of any of our key personnel and ability to attract and retain qualified personnel; aircraft-related fixed obligations; dependence on cash balances and operating cash flows; aircraft maintenance costs; reliance on automated systems and the risks associated with changes made to those systems; use of personal data and the effect of potential data privacy breaches and cyber-attacks; government regulation, changes in laws and interpretation and supervision of compliance thereof and ability to comply with applicable law; maintaining and renewing permits and concessions; Viva's ability to execute Viva's growth strategy; operational disruptions; Viva's indebtedness; Viva's liquidity; Viva's reliance on third-party vendors and partners; reliance on a single jet fuel provider in Mexico; an aircraft accident or incident; aircraft and engine suppliers; changes in the Mexican market; insurance costs; and costs to comply with environmental regulations; and currency fluctuations, especially the devaluation and depreciation of the Mexican peso.

In addition, in this press release, the words "believe", "may", "estimate", "continue", "anticipate", "intend", "expect", "will", "predict", "potential" and similar expressions, as they relate to Viva, its business and its management, are intended to identify forward-looking statements. In light of these risks and uncertainties, the forward-looking events and circumstances discussed in this press release may not occur and actual results could differ materially from those anticipated or implied in the forward-looking statements.

All forward-looking statements attributable to Viva or persons acting on its behalf are expressly qualified in their entirety by the cautionary statements set forth above. Forward-looking statements speak only as of the date of this press release. You should not put undue reliance on any forward-looking statements. Viva assumes no obligation to update forward-looking statements to reflect actual results, changes in assumptions or changes in other factors affecting forward-looking information, except to the extent required by applicable law. If Viva updates one or more forward-looking statements, no inference should be drawn that Viva will make additional updates with respect to those or other forward-looking statements.



Glossary

ASMs: Stands for "available seat miles" and represents the number of seats available for passengers multiplied by the number of miles.

Average operating aircraft utilization is calculated by **block hours per aircraft per day**, meaning the total number of block hours divided by the average operating fleet and divided by the number of days in the period.

Average total aircraft utilization is calculated by **block hours per aircraft per day**, meaning the total number of block hours divided by the average total fleet and divided by the number of days in the period.

CASM: Stands for "cost per available seat mile" and represents total operating expenses divided by available seat miles (ASMs).

CASM ex-fuel: Represents total operating expenses excluding fuel expense divided by available seat miles (ASMs).

EBITDA: Stands for "Earnings before interest, taxes, depreciation and amortization" and it is calculated as consolidated Net Income (loss) for the year adding back income taxes, financial income and financial costs and depreciation and amortization. Financial income includes interest income on cash and cash equivalents, interest paid by related parties and exchange gains. Financial costs include interest expense on financial liabilities, interest on lease liabilities, valuation of financial instruments and exchange loss. EBITDA is a non-International Financial Reporting Standards ("IFRS") financial measure. A non-IFRS financial measure is generally defined as one that purports to measure financial performance but excludes amounts that would not be so adjusted in the most comparable IFRS measure.

EBITDAR: Stands for "Earnings before interest, taxes, depreciation, amortization and rent expense" and it is calculated as consolidated net income (loss) for the year adding back income taxes, financial income and financial costs, depreciation and amortization, and leases. EBITDAR is a non-IFRS financial measure, as defined above.

Load Factor: Represents the number of miles flown by scheduled passengers (RPMs) divided by scheduled available seat miles (ASMs) and expressed as a percentage.

TRASM: Stands for "total operating revenue per available seat mile" and represents our total operating revenue divided by our total available seat miles.

RPMs: Stands for "revenue passenger miles" and represents the number of miles flown by passengers.

Passengers: Customers who purchased their plane ticket to fly during the month referred in the report, regardless of whether they flew or not.

Yield: Defined as total operating revenues divided by revenue passenger miles (RPMs).

*Starting on January 1, 2020, the Company determined the US Dollar (USD) as its functional currency.
Starting October 1, 2022, the Company determined the US Dollar (USD) as its reporting currency.*



Financial and Operational Indicators

Financial and Operational Indicators

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries

Three-month period ended June 30, 2025 and 2024

(Financial Information in Thousands of U.S. Dollars, unless otherwise stated)

Financial and Operational Indicators	2Q 2025	2Q 2024	% Var
Total operating revenue	549,204	612,177	-10.3%
EBITDAR	180,357	233,852	-22.9%
EBITDAR margin	32.8%	38.2%	-5.4pp
EBITDA	162,072	202,110	-19.8%
EBITDA margin	29.5%	33.0%	-3.5pp
Traffic Metrics			
ASMs (millions)	6,273	5,816	7.9%
Domestic	5,075	4,808	5.6%
International	1,198	1,007	18.9%
RPMs (millions)	5,355	4,957	8.0%
Domestic	4,436	4,182	6.1%
International	919	774	18.7%
Load Factor (scheduled, RPM/ASM)	85.8%	86.0%	-0.2pp
Domestic	87.4%	87.4%	0.0pp
International	78.4%	78.6%	-0.2pp
Booked Passengers (thousands)	7,482	6,757	10.7%
Domestic	6,671	6,093	9.5%
International	811	664	22.2%
Operating Metrics			
TRASM (US cents)	8.75	10.53	-16.8%
CASM (US cents)	8.21	9.11	-9.9%
CASM ex-fuel (US cents)	5.64	6.12	-7.9%
CASM fuel (US cents)	2.57	2.99	-14.1%
Fare per Passenger (US\$)	36.8	48.7	-24.4%
Ancillary per Passenger (US\$)	36.6	41.9	-12.7%
Total Revenue per Passenger (US\$)	73.4	90.6	-19.0%
Total Revenue per Seat (US\$)	63.0	77.0	-18.3%
Total Cost per Seat (US\$)	59.0	66.7	-11.5%
Total Cost ex-fuel per Seat (US\$)	40.5	44.8	-9.5%
Seats (thousands)	8,724	7,948	9.8%
Average Stage Length (miles)	716	727	-1.5%
Sectors	43,375	39,898	8.7%
Block Hours	88,647	82,429	7.5%
Average Operating Aircraft Utilization (Block Hours)	12.4	12.3	0.7%
Average Total Aircraft Utilization (Block Hours)	8.5	8.9	-4.3%
Fuel gallons consumed (millions)	67.6	62.9	7.4%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	2.00	2.46	-18.7%
Average exchange rate ² (US\$/MX\$)	19.55	17.21	13.6%
EoP exchange rate ² (US\$/MX\$)	18.89	18.38	2.8%

(1) Bloomberg - JETIGCPR Index

(2) Banxico



Financial and Operational Indicators

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries

Six-month period ended June 30, 2025 and 2024

(Financial Information in Thousands of U.S. Dollars, unless otherwise stated)

Financial and Operational Indicators	6M 2025	6M 2024	% Var
Total operating revenue	1,040,378	1,231,476	-15.5%
EBITDAR	328,905	469,312	-29.9%
EBITDAR margin	31.6%	38.1%	-6.5pp
EBITDA	275,941	411,675	-33.0%
EBITDA margin	26.5%	33.4%	-6.9pp
Traffic Metrics			
ASMs (millions)	12,054	11,137	8.2%
Domestic	9,717	9,165	6.0%
International	2,338	1,972	18.6%
RPMs (millions)	10,233	9,515	7.6%
Domestic	8,431	7,997	5.4%
International	1,802	1,518	18.7%
Load Factor (scheduled, RPM/ASM)	85.3%	86.0%	-0.6pp
Domestic	86.9%	87.5%	-0.6pp
International	78.5%	78.4%	0.1pp
Booked Passengers (thousands)	14,316	12,925	10.8%
Domestic	12,732	11,637	9.4%
International	1,583	1,289	22.9%
Operating Metrics			
TRASM (US cents)	8.63	11.06	-21.9%
CASM (US cents)	8.49	9.39	-9.5%
CASM ex-fuel (US cents)	5.81	6.34	-8.4%
CASM fuel (US cents)	2.69	3.05	-11.9%
Fare per Passenger (US\$)	36.8	53.3	-31.0%
Ancillary per Passenger (US\$)	35.9	42.0	-14.5%
Total Revenue per Passenger (US\$)	72.7	95.3	-23.7%
Total Revenue per Seat (US\$)	62.0	81.4	-23.8%
Total Cost per Seat (US\$)	61.0	69.1	-11.7%
Total Cost ex-fuel per Seat (US\$)	41.7	46.7	-10.6%
Seats (thousands)	16,778	15,125	10.9%
Average Stage Length (miles)	715	732	-2.3%
Sectors	83,741	75,092	11.5%
Block Hours	171,350	156,328	9.6%
Average Operating Aircraft Utilization (Block Hours)	12.3	12.0	1.9%
Average Total Aircraft Utilization (Block Hours)	8.3	8.8	-5.5%
Fuel gallons consumed (millions)	130.0	119.1	9.1%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	2.11	2.54	-17.0%
Average exchange rate ² (US\$/MX\$)	19.98	17.10	16.8%
EoP exchange rate ² (US\$/MX\$)	18.89	18.38	2.8%

(1) Bloomberg - JETIGCPR Index

(2) Banxico



Financial Statements

Income Statement

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Comprehensive Income

Three-month period ended June 30, 2025 and 2024

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	2Q 2025	2Q 2024	% Var
Passenger revenue	275,138	328,776	-16.3%
Ancillary revenue	274,066	283,401	-3.3%
Total operating revenue	549,204	612,177	-10.3%
Other income	-34,595	-23,108	49.7%
Fuel	161,064	173,901	-7.4%
Depreciation and amortization	127,584	119,825	6.5%
Landing, takeoff and navigation expenses	73,045	74,113	-1.4%
Wages, salaries, and other benefits	77,657	68,644	13.1%
Operational support expenses	30,587	24,135	26.7%
Marketing and distribution expenses	30,749	26,962	14.0%
Maintenance	29,745	33,597	-11.5%
Leases	18,285	31,742	-42.4%
Other expenses	595	81	634.6%
Total operating expenses	514,716	529,892	-2.9%
Operating profit	34,488	82,285	-58.1%
EBIT Margin	6.3%	13.4%	-7.2pp
Financial Income	27,803	17,299	60.7%
Financial costs	-51,865	-54,342	-4.6%
Total finance costs, net	-24,062	-37,043	-35.0%
Income before income tax	10,426	45,242	-77.0%
EBT Margin	1.9%	7.4%	-5.5pp
Income tax	2,941	11,620	-74.7%
Net income	7,485	33,622	-77.7%
Net income margin	1.4%	5.5%	-4.1pp



Income Statement

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Comprehensive Income

Six-month period ended June 30, 2025 and 2024

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	6M 2025	6M 2024	% Var
Passenger revenue	526,539	688,855	-23.6%
Ancillary revenue	513,839	542,621	-5.3%
Total operating revenue	1,040,378	1,231,476	-15.5%
Other income	-79,185	-30,832	156.8%
Fuel	323,949	339,831	-4.7%
Depreciation and amortization	259,383	225,702	14.9%
Landing, takeoff and navigation expenses	139,530	139,783	-0.2%
Wages, salaries, and other benefits	146,607	144,704	1.3%
Operational support expenses	56,559	47,719	18.5%
Marketing and distribution expenses	58,587	55,281	6.0%
Maintenance	63,977	64,863	-1.4%
Leases	52,964	57,637	-8.1%
Other expenses	1,449	815	77.8%
Total operating expenses	1,023,820	1,045,503	-2.1%
Operating profit	16,558	185,973	-91.1%
EBIT Margin	1.6%	15.1%	-13.5pp
Financial Income	41,621	38,751	7.4%
Financial costs	-105,119	-105,133	0.0%
Total finance costs, net	-63,498	-66,382	-4.3%
Income (loss) before income tax	-46,940	119,591	N/A
EBT Margin	-4.5%	9.7%	-14.2pp
Income tax	-12,674	30,255	N/A
Net income (loss)	-34,266	89,336	N/A
Net income (loss) margin	-3.3%	7.3%	-10.5pp

(1) Our consolidated financial statements for the period ended June 30, 2025 are not yet available. These figures are preliminary, based on the information available to us as of the date of this earnings release, and are subject to change. Our actual results may vary from these estimated preliminary results presented here due to the completion of our financial closing procedures, final adjustments and other developments that may arise between now and the time the financial results and the review procedures for the period ended June 30, 2025 are finalized.



Balance Sheet

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Financial Position
As of June 30, 2025 and December 31, 2024
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	Jun 2025	Dec 2024	% Var
Cash and cash equivalents	673,486	820,250	-17.9%
Derivative financial instruments	440	22,477	-98.0%
Accounts receivables and other	124,634	41,176	202.7%
Related parties	174,400	4,378	3883.6%
Inventories	31,493	30,591	2.9%
Guarantee deposits and prepaid expenses	75,804	62,759	20.8%
Total current assets	1,080,257	981,631	10.0%
Restricted cash	4,613	3,260	41.5%
Related parties	0	148,360	-100.0%
Long-term advance payments for maintenance	5,287	11,232	-52.9%
Operating equipment, furniture and equipment	959,219	812,211	18.1%
Right of use assets	1,323,099	1,443,994	-8.4%
Intangible assets	16,799	13,737	22.3%
Guarantee deposits and prepaid expenses	265,219	235,051	12.8%
Deferred income taxes	176,085	187,479	-6.1%
Derivative financial instruments	0	21	-100.0%
Total assets	3,830,578	3,836,976	-0.2%
Loans	172,643	174,214	-0.9%
Derivative financial instruments	22,624	12,195	85.5%
Lease liabilities	312,656	346,612	-9.8%
Trade accounts payable	118,813	168,879	-29.6%
Accrued liabilities	193,885	190,898	1.6%
Provisions	158,298	155,711	1.7%
Employee statutory profit sharing	470	31,738	-98.5%
Related parties	451	221	104.1%
Air traffic liability	231,904	216,326	7.2%
Advances for services	39,251	36,718	6.9%
Total current liabilities	1,250,995	1,333,512	-6.2%
Loans	704,319	559,422	25.9%
Lease liabilities	1,247,929	1,307,906	-4.6%
Derivative financial instruments	2,777	1,553	78.8%
Provisions	344,820	298,195	15.6%
Employee benefits	2,343	1,946	20.4%
Total liabilities	3,553,183	3,502,534	1.4%
Capital stock	51,866	51,866	0.0%
Legal reserve	10,373	9,339	11.1%
Compound instrument	8,263	8,263	0.0%
Share subscription reserve	-121	-121	0.0%
Additional paid in capital	14,075	12,867	9.4%
Other equity accounts	-2,316	-2,316	0.0%
Retained earnings	211,602	246,902	-14.3%
Accumulated comprehensive income	-16,347	7,642	N/A
Total stockholders' equity	277,395	334,442	-17.1%
Total liabilities and stockholders' equity	3,830,578	3,836,976	-0.2%

(1) Our consolidated financial statements for the period ended June 30, 2025 are not yet available. These figures are preliminary, based on the information available to us as of the date of this earnings release, and are subject to change. Our actual results may vary from these estimated preliminary results presented here due to the completion of our financial closing procedures, final adjustments and other developments that may arise between now and the time the financial results and the review procedures for the period ended June 30, 2025 are finalized.



Cash Flow

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Cash Flows
Three-month period ended June 30, 2025 and 2024
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	2Q 2025	2Q 2024	% Var
Net cash flow from operating activities	115,500	130,389	-11.4%
Net cash flow from (used in) investing activities	-161,270	-138,115	16.8%
Net cash flow used in financing activities	-60,633	-64,013	-5.3%
Increase (decrease) in cash and equivalents	-106,403	-71,739	48.3%
Cash and cash equivalents at beginning of period	779,889	1,034,870	-24.6%
Cash and cash equivalents at end of period	673,486	963,131	-30.1%

During 2Q 2025, the total cash outflows for lease payments amounted to US\$132 million. Lease payments are reflected in the net cash flow used in financing activities.

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Cash Flows
Six-month period ended June 30, 2025 and 2024
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	6M 2025	6M 2024	% Var
Net cash flow from operating activities	175,086	417,963	-58.1%
Net cash flow from (used in) investing activities	-195,716	-257,386	-24.0%
Net cash flow used in financing activities	-126,134	-81,046	55.6%
Increase (decrease) in cash and equivalents	-146,764	79,531	N/A
Cash and cash equivalents at beginning of period	820,250	883,600	-7.2%
Cash and cash equivalents at end of period	673,486	963,131	-30.1%

(1) Our consolidated financial statements for the period ended June 30, 2025 are not yet available. These figures are preliminary, based on the information available to us as of the date of this earnings release, and are subject to change. Our actual results may vary from these estimated preliminary results presented here due to the completion of our financial closing procedures, final adjustments and other developments that may arise between now and the time the financial results and the review procedures for the period ended June 30, 2025 are finalized.

During the first six months of 2025, the total cash outflows for lease payments amounted to US\$242 million. Lease payments are reflected in the net cash flow used in financing activities.

