

Earnings Release | 3Q 2025

Continued profitability supported by a stable demand environment and operational discipline

Mexico City, October 28th, 2025 - Grupo Viva Aerobus, S.A. de C.V. ("Viva"), the parent company of Aeroenlaces Nacionales S.A. de C.V., announced today its 3Q 2025 financial results.

US\$ Million ¹	3Q 2025	3Q 2024	% Var	9M 2025	9M 2024	% Var
Financial Highlights						
Total Operating Revenue	656	665	-1.4%	1,696	1,896	-10.6%
Operating Profit (EBIT)	68	161	-57.9%	84	347	-75.7%
EBIT margin	10.4%	24.2%	-13.9pp	5.0%	18.3%	-13.3pp
EBITDAR	261	325	-19.6%	590	794	-25.7%
EBITDAR margin	39.8%	48.9%	-9.1pp	34.8%	41.9%	-7.1pp
Operational Highlights						
ASMs (millions)	6,334	6,014	5.3%	18,388	17,151	7.2%
TRASM (US cents)	10.35	11.05	-6.4%	9.22	11.06	-16.6%
CASM (US cents)	9.28	8.37	10.8%	8.76	9.03	-3.0%
CASM ex-fuel (US cents)	6.59	5.58	18.0%	6.08	6.07	0.1%
CASM fuel (US cents)	2.69	2.79	-3.7%	2.69	2.96	-9.2%
Load Factor (scheduled, RPM/ASM)	88.2%	89.8%	-1.6pp	86.3%	87.3%	-1.0pp
Booked passengers (thousands)	7,800	7,317	6.6%	22,116	20,243	9.3%

(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:

"After a challenging first half, the third quarter showed early signs of stabilization across the industry, supported by a more disciplined capacity environment. Consumer sentiment remained cautious, yet sequential improvements were visible, including a modest appreciation of the Mexican peso. Within this context, we continued to demonstrate the flexibility and resilience of our ultra low cost business model as well as the strength of our brand, maintaining a strict focus on profitability, balance sheet strength, and operational reliability.

Our network delivered solid results with load factors of 88.2%, supported by ongoing capacity adjustments and alignment with market demand. Utilization continued to be impacted by limited engine availability and planned reductions during off-peak periods, while an extended summer season contributed to traffic growth and a balanced mix between domestic and international markets.

Quarterly revenue decreased 1.4% YoY to US\$656 million, reflecting the continued normalization of fares and softer macroeconomic backdrop, but showing a sequential improvement. TRASM declined 6.4% to US\$10.35, while CASM rose 10.8% to US\$9.28. This increase reflects the delay in engine compensation from Pratt & Whitney in the third quarter, to be recovered in the fourth quarter, combined with lower utilization following capacity adjustments, partially offset by operational efficiencies and lower fuel expenses. EBITDAR margin improved sequentially to 39.8%, and net margin reached 4.6%, underscoring our ability to sustain profitability in a complex environment.

Our disciplined financial management continues to support a solid balance sheet, with net leverage at 2.2x and liquidity equivalent to 24.0% of the last twelve months' revenue. This strong position enables us to navigate challenging environments with flexibility while continuing to advance our strategic priorities.

As we approach the final months of the year, a period that typically drives travel demand, disciplined execution will remain essential. By focusing on factors within our control, we aim to sustain profitability, preserve financial strength, and ensure a reliable and efficient operation."



3Q 2025 Highlights

US\$ Million ¹	3Q 2025	3Q 2024	% Var
Total Operating Revenue	656	665	-1.4%
TRASM (US cents)	10.35	11.05	-6.4%
ASMs (millions)	6,334	6,014	5.3%
Load Factor (scheduled, RPM/ASM)	88.2%	89.8%	-1.6pp
Total Operating Expenses	588	504	16.7%
CASM (US cents)	9.28	8.37	10.8%
CASM ex-fuel (US cents)	6.59	5.58	18.0%
CASM fuel (US cents)	2.69	2.79	-3.7%
Operating Profit (EBIT)	68	161	-57.9%
EBIT margin	10.4%	24.2%	-13.9pp
Income before income tax (EBT)	41	93	-56.0%
EBT margin	6.3%	14.1%	-7.8pp
Net Income	30	70	-57.4%
Net Income margin	4.6%	10.6%	-6.0pp
EBITDAR	261	325	-19.6%
EBITDAR margin	39.8%	48.9%	-9.1pp

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

Total Operating Revenues decreased 1.4% to US\$656 million for the quarter, reflecting lower unit revenues due to a high comparison base, and a softer macro environment. This performance was mainly driven by fare declines, with TRASM decreasing 6.4% to US\$10.35.

During the quarter, Viva's total passengers increased 6.6% to 7.8 million, reflecting solid demand in the domestic and international markets. Ancillary revenues increased 8.1% to US\$313 million compared to 3Q 2024, representing 47.7% of total revenues.

Total Operating Expenses increased 16.7% to US\$588 million for the quarter. This increase mainly reflects the temporary effect of the Pratt & Whitney engine compensation's delay, combined with an unfavorable prior-year comparison, increased capacity, and higher costs related to AOGs.

CASM increased 10.8% to US\$ 9.28 for the quarter, reflecting a 18.0% increase in CASM ex-fuel to US\$6.59, coupled with a decrease of 3.7% in CASM fuel to US\$2.69. The CASM ex-fuel increase mainly reflects the temporary effect of the Pratt & Whitney engine compensation's delay, combined with an unfavorable prior-year comparison, along with negative impacts in utilization from AOGs related to the Pratt & Whitney GTF reliability issues.

Operating Profit stood at US\$68 million, reflecting a normalization from a high comparison base in 2024, resulting in an operating profit margin of 10.4%.

Net Income was US\$30 million for the quarter, with a net margin of 4.6%.



Financial Debt

US\$ Million	Sep 2025	Dec 2024	% Var
Total Debt	931	734	26.9%
Lease liabilities	1,520	1,655	-8.2%
Total Adj. Debt	2,451	2,388	2.6%
Cash & cash equivalents	568	820	-30.8%
Net Adj. Debt*	1,883	1,568	20.1%
Net Adj. Debt / LTM EBITDAR	2.2x	1.5x	0.7x
Cash / LTM Total Operating Revenue	24.0%	32.0%	-8.0pp

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

Total Adj. Debt was US\$2,451 million, reflecting US\$931 million of financial debt and US\$1,520 million of lease liabilities.

Total Cash and Cash Equivalents stood at US\$568 million, representing 24.0% of LTM revenues, with a net leverage of 2.2x.

Fleet

Aircraft*	Sep 2025	Jun 2025	Mar 2025	Dec 2024	Sep 2024
Airbus 320ceo	31	29	28	28	25
Airbus 320neo	25	25	25	22	22
Airbus 321ceo	10	10	10	10	10
Airbus 321neo	33	32	30	30	29
EoP Total Fleet	99	96	93	90	86
A321 %	43.4%	43.8%	43.0%	44.4%	45.3%
Neo %	58.6%	59.4%	59.1%	57.8%	59.3%

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

During 3Q 2025, we added 3 net aircraft (2 Airbus 320ceo and 1 Airbus 321neo), and 13 net aircraft (6 Airbus 320ceo, 3 Airbus 320neo, and 4 Airbus 321neo) compared to September 2024. Our fleet ended 3Q 2025 with an average age of 7.3 years.

During 3Q 2025, we had an average of 28.7 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 September 30, 2025, Viva has jet fuel and FX hedging to mitigate volatility and price shifts. We hedged 51.2% of our expected jet fuel for 2025 and, as for FX, our hedging is equivalent to 42.1% of our projected exposure for 2025.



Investor Relations Contact: Marcelo González / Luis Mario Martínez / ir@vivaaerobus.com

Media Relations Contact: Walfred Castro / walfred.castro@vivaaerobus.com

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 September 30, 2025 and 2024

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

Financial and Operational Indicators	3Q 2025	3Q 2024	% Var
Total operating revenue	655,564	664,694	-1.4%
EBITDAR	261,090	324,908	-19.6%
EBITDAR margin	39.8%	48.9%	-9.1pp
EBITDA	195,716	281,440	-30.5%
EBITDA margin	29.9%	42.3%	-12.5pp
Traffic Metrics			
ASMs (millions)	6,334	6,014	5.3%
Domestic	5,167	4,959	4.2%
International	1,167	1,055	10.6%
RPMs (millions)	5,563	5,375	3.5%
Domestic	4,626	4,500	2.8%
International	936	876	6.9%
Load Factor (scheduled, RPM/ASM)	88.2%	89.8%	-1.6pp
Domestic	89.5%	90.8%	-1.3pp
International	81.8%	84.5%	-2.7pp
Booked Passengers (thousands)	7,800	7,317	6.6%
Domestic	6,989	6,560	6.5%
International	811	757	7.2%
Operating Metrics			
TRASM (US cents)	10.35	11.05	-6.4%
CASM (US cents)	9.28	8.37	10.8%
CASM ex-fuel (US cents)	6.59	5.58	18.0%
CASM fuel (US cents)	2.69	2.79	-3.7%
Fare per Passenger (US\$)	43.9	51.3	-14.4%
Ancillary per Passenger (US\$)	40.1	39.5	1.4%
Total Revenue per Passenger (US\$)	84.0	90.8	-7.5%
Total Revenue per Seat (US\$)	73.8	81.0	-8.9%
Total Cost per Seat (US\$)	66.2	61.4	7.8%
Total Cost ex-fuel per Seat (US\$)	47.0	40.9	14.9%
Seats (thousands)	8,879	8,205	8.2%
Average Stage Length (miles)	710	729	-2.5%
Sectors	44,099	41,464	6.4%
Block Hours	89,776	85,202	5.4%
Average Operating Aircraft Utilization (Block Hours)	12.4	12.5	-0.6%
Average Total Aircraft Utilization (Block Hours)	8.4	8.9	-5.4%
Fuel gallons consumed (millions)	68.5	65.4	4.7%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	2.12	2.19	-3.4%
Average exchange rate ² (US\$/MX\$)	18.65	18.92	-1.5%
EoP exchange rate ² (US\$/MX\$)	18.38	19.63	-6.4%

(1) Bloomberg - JETIGCPR Index

(2) Banxico



Financial and Operational Indicators

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

Nine-month period ended September 30, 2025 and 2024

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

Financial and Operational Indicators	9M 2025	9M 2024	% Var
Total operating revenue	1,695,942	1,896,170	-10.6%
EBITDAR	589,995	794,220	-25.7%
EBITDAR margin	34.8%	41.9%	-7.1pp
EBITDA	471,657	693,115	-32.0%
EBITDA margin	27.8%	36.6%	-8.7pp
Traffic Metrics			
ASMs (millions)	18,388	17,151	7.2%
Domestic	14,884	14,125	5.4%
International	3,505	3,027	15.8%
RPMs (millions)	15,796	14,890	6.1%
Domestic	13,057	12,497	4.5%
International	2,738	2,394	14.4%
Load Factor (scheduled, RPM/ASM)	86.3%	87.3%	-1.0pp
Domestic	87.8%	88.7%	-0.9pp
International	79.6%	80.6%	-0.9pp
Booked Passengers (thousands)	22,116	20,243	9.3%
Domestic	19,722	18,197	8.4%
International	2,395	2,046	17.1%
Operating Metrics			
TRASM (US cents)	9.22	11.06	-16.6%
CASM (US cents)	8.76	9.03	-3.0%
CASM ex-fuel (US cents)	6.08	6.07	0.1%
CASM fuel (US cents)	2.69	2.96	-9.2%
Fare per Passenger (US\$)	39.3	52.6	-25.2%
Ancillary per Passenger (US\$)	37.4	41.1	-9.1%
Total Revenue per Passenger (US\$)	76.7	93.7	-18.1%
Total Revenue per Seat (US\$)	66.1	81.3	-18.7%
Total Cost per Seat (US\$)	62.8	66.4	-5.4%
Total Cost ex-fuel per Seat (US\$)	43.5	44.6	-2.5%
Seats (thousands)	25,657	23,330	10.0%
Average Stage Length (miles)	713	731	-2.4%
Sectors	127,840	116,556	9.7%
Block Hours	261,126	241,531	8.1%
Average Operating Aircraft Utilization (Block Hours)	12.3	12.2	0.7%
Average Total Aircraft Utilization (Block Hours)	8.4	8.9	-5.5%
Fuel gallons consumed (millions)	198.4	184.5	7.6%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	2.11	2.42	-12.6%
Average exchange rate ² (US\$/MX\$)	19.54	17.71	10.3%
EoP exchange rate ² (US\$/MX\$)	18.38	19.63	-6.4%

(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 September 30, 2025 and 2024

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	3Q 2025	3Q 2024	% Var
Passenger revenue	342,767	375,414	-8.7%
Ancillary revenue	312,797	289,280	8.1%
Total operating revenue	655,564	664,694	-1.4%
Other income	-30,506	-76,066	-59.9%
Fuel	170,293	167,856	1.5%
Depreciation and amortization	127,820	120,346	6.2%
Landing, takeoff and navigation expenses	71,803	71,560	0.3%
Wages, salaries, and other benefits	90,603	81,207	11.6%
Operational support expenses	34,656	23,896	45.0%
Marketing and distribution expenses	33,670	28,943	16.3%
Maintenance	17,903	40,581	-55.9%
Leases	65,374	43,468	50.4%
Other expenses	6,052	1,809	234.5%
Total operating expenses	587,668	503,600	16.7%
Operating profit	67,896	161,094	-57.9%
EBIT Margin	10.4%	24.2%	-13.9pp
Financial Income	22,779	19,401	17.4%
Financial costs	-49,551	-87,014	-43.1%
Total finance costs, net	-26,772	-67,613	-60.4%
Income before income tax	41,124	93,481	-56.0%
EBT Margin	6.3%	14.1%	-7.8pp
Income tax	11,104	23,013	-51.7%
Net income	30,020	70,468	-57.4%
Net income margin	4.6%	10.6%	-6.0pp



Income Statement

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

Nine-month period ended September 30, 2025 and 2024

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	9M 2025	9M 2024	% Var
Passenger revenue	869,306	1,064,269	-18.3%
Ancillary revenue	826,636	831,901	-0.6%
Total operating revenue	1,695,942	1,896,170	-10.6%
Other income	-109,691	-106,898	2.6%
Fuel	494,242	507,687	-2.6%
Depreciation and amortization	387,203	346,048	11.9%
Landing, takeoff and navigation expenses	211,333	211,343	0.0%
Wages, salaries, and other benefits	237,210	225,911	5.0%
Operational support expenses	91,215	71,615	27.4%
Marketing and distribution expenses	92,257	84,224	9.5%
Maintenance	81,880	105,444	-22.3%
Leases	118,338	101,105	17.0%
Other expenses	7,501	2,624	185.9%
Total operating expenses	1,611,488	1,549,103	4.0%
Operating profit	84,454	347,067	-75.7%
EBIT Margin	5.0%	18.3%	-13.3pp
Financial Income	64,400	58,152	10.7%
Financial costs	-154,670	-192,147	-19.5%
Total finance costs, net	-90,270	-133,995	-32.6%
Income (loss) before income tax	-5,816	213,072	N/A
EBT Margin	-0.3%	11.2%	-11.6pp
Income tax	-1,570	53,268	N/A
Net income (loss)	-4,246	159,804	N/A
Net income (loss) margin	-0.3%	8.4%	-8.7pp

(1) Our consolidated financial statements for the period ended September 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 September 30, 2025 are finalized.



Balance Sheet

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

US\$ Thousand (unaudited) ¹	Sep 2025	Dec 2024	% Var
Cash and cash equivalents	567,763	820,250	-30.8%
Derivative financial instruments	883	22,477	-96.1%
Accounts receivables and other	145,789	41,176	254.1%
Related parties	163,010	4,378	3623.4%
Inventories	35,350	30,591	15.6%
Guarantee deposits and prepaid expenses	71,549	62,759	14.0%
Total current assets	984,344	981,631	0.3%
Restricted cash	4,065	3,260	24.7%
Related parties	0	148,360	-100.0%
Long-term advance payments for maintenance	6,179	11,232	-45.0%
Operating equipment, furniture and equipment	1,038,215	812,211	27.8%
Right of use assets	1,281,171	1,443,994	-11.3%
Intangible assets	18,326	13,737	33.4%
Guarantee deposits and prepaid expenses	263,335	235,051	12.0%
Deferred income taxes	175,499	187,479	-6.4%
Derivative financial instruments	0	21	-100.0%
Total assets	3,771,134	3,836,976	-1.7%
Loans	159,166	174,214	-8.6%
Derivative financial instruments	18,392	12,195	50.8%
Lease liabilities	267,087	346,612	-22.9%
Trade accounts payable	143,480	168,879	-15.0%
Accrued liabilities	152,380	190,898	-20.2%
Provisions	190,398	155,711	22.3%
Employee statutory profit sharing	3,671	31,738	-88.4%
Related parties	368	221	66.5%
Air traffic liability	207,156	216,326	-4.2%
Advances for services	35,048	36,718	-4.5%
Total current liabilities	1,177,146	1,333,512	-11.7%
Loans	771,992	559,422	38.0%
Lease liabilities	1,252,413	1,307,906	-4.2%
Derivative financial instruments	3,767	1,553	142.6%
Provisions	383,192	298,195	28.5%
Employee benefits	2,537	1,946	30.4%
Total liabilities	3,591,047	3,502,534	2.5%
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	15,758	12,867	22.5%
Other equity accounts	-2,316	-2,316	0.0%
Retained earnings	109,552	246,902	-55.6%
Accumulated comprehensive income	-13,288	7,642	N/A
Total stockholders' equity	180,087	334,442	-46.2%
Total liabilities and stockholders' equity	3,771,134	3,836,976	-1.7%

(1) Our consolidated financial statements for the period ended September 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 September 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 September 30, 2025 and 2024
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	3Q 2025	3Q 2024	% Var
Net cash flow from operating activities	198,728	214,907	-7.5%
Net cash flow from (used in) investing activities	-72,889	-159,190	-54.2%
Net cash flow used in financing activities	-231,562	-174,758	32.5%
Increase (decrease) in cash and equivalents	-105,723	-119,041	-11.2%
Cash and cash equivalents at beginning of period	673,486	963,131	-30.1%
Cash and cash equivalents at end of period	567,763	844,090	-32.7%

During 3Q 2025, the total cash outflows for lease payments amounted to US\$135 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
Nine-month period ended September 30, 2025 and 2024
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	9M 2025	9M 2024	% Var
Net cash flow from operating activities	373,814	632,870	-40.9%
Net cash flow from (used in) investing activities	-268,605	-416,576	-35.5%
Net cash flow used in financing activities	-357,696	-255,804	39.8%
Increase (decrease) in cash and equivalents	-252,487	-39,510	539.0%
Cash and cash equivalents at beginning of period	820,250	883,600	-7.2%
Cash and cash equivalents at end of period	567,763	844,090	-32.7%

(1) Our consolidated financial statements for the period ended September 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 September 30, 2025 are finalized.

During the first nine months of 2025, the total cash outflows for lease payments amounted to US\$377 million. Lease payments are reflected in the net cash flow used in financing activities.

