

Earnings Release | 4Q & FY 2024

Resilient Top-Line and Profitability Performance Amid Challenging Operational Environment

Mexico City, February 27th, 2025 - Grupo Viva Aerobus, S.A. de C.V. ("Viva"), the parent company of Aeroenlaces Nacionales S.A. de C.V., announced today its 4Q and FY 2024 financial results.

US\$ Million ¹	4Q 2024	4Q 2023	% Var	12M 2024	12M 2023	% Var
Financial Highlights						
Total Operating Revenue	669	650	2.8%	2,565	2,024	26.7%
Operating Profit (EBIT)	138	105	32.1%	485	262	85.2%
EBIT margin	20.7%	16.1%	4.6pp	18.9%	12.9%	6.0pp
EBITDAR	283	221	28.3%	1,077	622	73.3%
EBITDAR margin	42.4%	33.9%	8.4pp	42.0%	30.7%	11.3pp
Operational Highlights						
ASMs (millions)	6,207	5,760	7.8%	23,358	21,085	10.8%
TRASM (US cents)	10.77	11.29	-4.6%	10.98	9.60	14.4%
CASM (US cents)	8.55	9.47	-9.8%	8.90	8.36	6.6%
CASM ex-fuel (US cents)	5.88	6.24	-5.7%	6.02	5.19	15.9%
CASM fuel (US cents)	2.67	3.23	-17.6%	2.88	3.16	-8.9%
Load Factor (%)²	87.4%	87.4%	0.0pp	87.3%	87.2%	0.1pp
Booked passengers (thousands)	7,452	6,783	9.9%	27,695	24,992	10.8%

(1) Figures in US\$ unless otherwise stated.

(2) Starting July 2024, the load factor will only include scheduled operations. Figures for 2023 also reflect this change.

Juan Carlos Zuazua, Chief Executive Officer, commented:

"2024 was one of the most challenging years we have faced, marked by the P&W engine recall crisis, extreme weather events, and a volatile macro environment. Despite these headwinds, our first-mover advantage in securing short-term leases (ACMIs) allowed us to maintain capacity and capitalize on demand in Mexico amid the P&W engine crisis. This situation underscored our ability to remain agile and diligent in navigating complex environments with a resilient business model and disciplined management.

We positioned Viva for a stronger future by focusing on three key priorities: protecting our customers, fostering Mexico's #1 employee culture¹, and driving profitability. For that, I am immensely proud of our Gente Viva.

In FY 2024, our revenues grew 26.7% to US\$2,565 million, 3.8x our pre-pandemic levels of 2019. Our EBITDAR and net income generation grew faster at 73.3% and 93.5%, respectively, while achieving an EBITDAR margin of 42.0% and a net income margin of 9.1%, reflecting a solid improvement compared to last year.

One of our biggest drivers of this robust performance was our ability to increase unit revenues by 14.4% on 10.8% capacity growth, effectively countering the impacts of the P&W engine crisis, cost pressures from ACMIs, and MXN depreciation. Our capacity mitigation strategy, which relied on ACMIs to mitigate AOGs, and efficient revenue management initiatives, proved successful in this unique operational environment. Our strategy remains flexible, as returning aircraft from P&W inspections allows us to phase out ACMIs, easing short-term cost pressures and restoring a normalized cost base.

We also strengthened our balance sheet, ending with US\$824 million in liquidity and a healthy net leverage of 1.5x.

In the first two months of 2025, the Mexican demand environment remains resilient. However, we remain cautious given the external factors impacting the industry as a portion of our fleet is grounded due to the P&W engine recall crisis and as we navigate the highly volatile and softer macro environment, primarily on the back of a seasonally slow first quarter.

I want to reiterate the significance of what we have accomplished this past year, driven by our resilient and flexible ultra-low-cost business model and disciplined capacity management."

1) <https://topcompaniesmexico.com/rankings/>



4Q & FY 2024 Highlights

US\$ Million ¹	4Q 2024	4Q 2023	% Var	12M 2024	12M 2023	% Var
Total Operating Revenue	669	650	2.8%	2,565	2,024	26.7%
TRASM (US cents)	10.77	11.29	-4.6%	10.98	9.60	14.4%
ASMs (millions)	6,207	5,760	7.8%	23,358	21,085	10.8%
Load Factor (%)	87.4%	87.4%	0.0pp	87.3%	87.2%	0.1pp
Total Operating Expenses	531	546	-2.8%	2,080	1,762	18.0%
CASM (US cents)	8.55	9.47	-9.8%	8.90	8.36	6.6%
CASM ex-fuel (US cents)	5.88	6.24	-5.7%	6.02	5.19	15.9%
CASM fuel (US cents)	2.67	3.23	-17.6%	2.88	3.16	-8.9%
Operating Profit (EBIT)	138	105	32.1%	485	262	85.2%
EBIT margin	20.7%	16.1%	4.6pp	18.9%	12.9%	6.0pp
Income before income tax (EBT)	104	98	5.4%	317	162	95.7%
EBT margin	15.5%	15.1%	0.4pp	12.3%	8.0%	4.4pp
Net Income	75	77	-2.7%	235	121	93.5%
Net Income margin	11.2%	11.8%	-0.6pp	9.1%	6.0%	3.2pp
EBITDAR	283	221	28.3%	1,077	622	73.3%
EBITDAR margin	42.4%	33.9%	8.4pp	42.0%	30.7%	11.3pp

(1) Figures in US\$ unless otherwise stated.

Total Operating Revenues increased 26.7% to US\$2,565 million for the year, reflecting higher unit revenues, healthy load factors, and disciplined capacity growth. This performance was mainly driven by fare and ancillary revenue growth, with TRASM increasing 14.4% to US¢10.98, coupled with ASMs growth of 10.8%, primarily due to aircraft deliveries and short-term leases (ACMLs).

During the year, Viva's total passengers increased 10.8% to 27.7 million, reflecting higher demand in the domestic and international markets. Ancillary revenues increased 21.8% to US\$1,122 million compared to FY 2023, representing 43.7% of total revenues.

Total Operating Expenses increased 18.0% to US\$2,080 million for the year, below revenue growth. This increase was mainly driven by a higher capacity of 10.8% in ASMs, higher costs related to AOGs, including short-term leases (ACMLs) to maintain capacity, coupled with inflationary pressures. The total operating expenses were partially offset by AOG compensation from Pratt & Whitney and lower fuel costs.

CASM increased 6.6% to US¢8.90 for the year, reflecting an increase of 15.9% in CASM ex-fuel to US¢6.02, partially offset by a decrease of 8.9% in CASM fuel to US¢2.88. The CASM ex-fuel increase was mainly driven by the negative impacts in utilization from AOGs related to the Pratt & Whitney GTF engines reliability issues, short-term leases (ACMLs) costs, and inflationary pressures. These effects were partially offset by continuous cost optimization initiatives and AOG compensation from Pratt & Whitney.

Operating Profit reached US\$485 million for the year, reflecting higher unit revenues. The EBIT margin increased by 6.0 percentage points, from 12.9% to 18.9%.

Net Income reached US\$235 million for the year, with a net margin of 9.1%.



Financial Debt

US\$ Million	Dec 2024	Dec 2023	% Var
Total Debt	734	459	59.8%
Lease liabilities	1,655	1,549	6.8%
Total Adj. Debt	2,388	2,008	18.9%
Cash & cash equivalents	824	888	-7.3%
Net Adj. Debt*	1,565	1,120	39.8%
Net Adj. Debt / LTM EBITDAR	1.5x	1.8x	-0.3x
Cash / LTM Total Operating Revenue	32.1%	43.9%	-11.8pp

*Net Adj. Debt: Total Debt (includes lease liabilities) - Cash (includes Restricted Cash).

Total Adj. Debt was US\$2,388 million, reflecting US\$734 million of financial debt and US\$1,655 million of lease liabilities.

Total Cash and Cash Equivalents was US\$824 million, representing 32.1% of LTM revenues, with a net leverage of 1.5x.

Fleet

Aircraft*	Dec 2024	Sep 2024	Jun 2024	Mar 2024	Dec 2023
Airbus 320ceo	28	25	24	23	23
Airbus 320neo	22	22	22	22	22
Airbus 321ceo	10	10	10	10	10
Airbus 321neo	30	29	28	28	26
EoP Total Fleet	90	86	84	83	81

A321 %	44.4%	45.3%	45.2%	45.8%	44.4%
Neo %	57.8%	59.3%	59.5%	60.2%	59.3%

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

During 4Q 2024, we added 4 net aircraft (3 Airbus 320ceo and 1 Airbus 321neo), and 9 net aircraft (5 Airbus 320ceo and 4 Airbus 321neo) compared to December 2023.

Our fleet ended 4Q 2024 with an average age of 6.7 years. Viva's fleet was recognized, once again, as the youngest in Mexico and the fifth youngest in North America by ch-aviation's Youngest Aircraft Fleet Award 2024.

During 4Q 2024, we had an average of 25.0 A320neo family aircraft on ground related to the Pratt & Whitney GTF engines reliability issues. To mitigate the impacts 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 December 31, 2024, Viva has jet fuel and FX hedging to mitigate volatility and price shifts. We hedged 49.2% of our expected jet fuel for 2025 and, as for FX, our hedging is equivalent to 15.9% of our projected exposure for 2025.



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

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

Change in Reporting Currency to U.S. Dollar

In 2020, Viva Aerobus 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 Aerobus 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 Aerobus' 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 Aerobus' 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 Aerobus' fuel cost, the effectiveness of Viva Aerobus' fuel cost, hedges and Viva Aerobus' 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 Aerobus 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 Aerobus' ability to execute Viva Aerobus' growth strategy; operational disruptions; Viva Aerobus' indebtedness; Viva Aerobus' liquidity; Viva Aerobus' 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 Aerobus, 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 Aerobus 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 Aerobus 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 Aerobus updates one or more forward-looking statements, no inference should be drawn that Viva Aerobus 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 December 31, 2024 and 2023

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

Financial and Operational Indicators	4Q 2024	4Q 2023	% Var
Total operating revenue	668,714	650,223	2.8%
EBITDAR	283,203	220,737	28.3%
EBITDAR margin	42.4%	33.9%	8.4pp
EBITDA	264,617	174,566	51.6%
EBITDA margin	39.6%	26.8%	12.7pp
Traffic Metrics			
ASMs (millions)	6,207	5,760	7.8%
Domestic	4,998	4,760	5.0%
International	1,209	1,000	20.9%
RPMs (millions)	5,406	4,993	8.3%
Domestic	4,422	4,198	5.4%
International	984	795	23.8%
Load Factor (%)	87.4%	87.4%	0.0pp
Domestic	88.6%	88.7%	-0.1pp
International	82.0%	80.4%	1.6pp
Booked Passengers (thousands)	7,452	6,783	9.9%
Domestic	6,587	6,086	8.2%
International	865	698	24.0%
Operating Metrics			
TRASM (US cents)	10.77	11.29	-4.6%
CASM (US cents)	8.55	9.47	-9.8%
CASM ex-fuel (US cents)	5.88	6.24	-5.7%
CASM fuel (US cents)	2.67	3.23	-17.6%
Fare per Passenger (US\$)	50.8	54.8	-7.2%
Ancillary per Passenger (US\$)	38.9	41.1	-5.3%
Total Revenue per Passenger (US\$)	89.7	95.9	-6.4%
Total Revenue per Seat (US\$)	78.2	82.7	-5.5%
Total Cost per Seat (US\$)	62.0	69.4	-10.6%
Total Cost ex-fuel per Seat (US\$)	42.7	45.7	-6.6%
Seats (thousands)	8,554	7,862	8.8%
Average Stage Length (miles)	723	737	-1.8%
Sectors	43,002	37,842	13.6%
Block Hours	88,399	79,747	10.8%
Average Operating Aircraft Utilization (Block Hours)	12.3	12.6	-2.3%
Average Total Aircraft Utilization (Block Hours)	8.8	10.7	-17.7%
Fuel gallons consumed (millions)	71.2	58.8	21.1%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	2.08	2.64	-21.4%
Average exchange rate ² (US\$/MX\$)	20.07	17.58	14.1%
EoP exchange rate ² (US\$/MX\$)	20.27	16.89	20.0%

(1) Bloomberg - JETIGCPR Index

(2) Banxico



Financial and Operational Indicators

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

Twelve-month period ended December 31, 2024 and 2023

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

Financial and Operational Indicators	12M 2024	12M 2023	% Var
Total operating revenue	2,564,884	2,023,934	26.7%
EBITDAR	1,077,423	621,832	73.3%
EBITDAR margin	42.0%	30.7%	11.3pp
EBITDA	957,732	506,500	89.1%
EBITDA margin	37.3%	25.0%	12.3pp
Traffic Metrics			
ASMs (millions)	23,358	21,085	10.8%
Domestic	19,122	17,361	10.1%
International	4,235	3,724	13.7%
RPMs (millions)	20,296	18,293	11.0%
Domestic	16,919	15,302	10.6%
International	3,378	2,991	12.9%
Load Factor (%)	87.3%	87.2%	0.1pp
Domestic	88.7%	88.3%	0.4pp
International	81.0%	81.6%	-0.6pp
Booked Passengers (thousands)	27,695	24,992	10.8%
Domestic	24,784	22,372	10.8%
International	2,910	2,620	11.1%
Operating Metrics			
TRASM (US cents)	10.98	9.60	14.4%
CASM (US cents)	8.90	8.36	6.6%
CASM ex-fuel (US cents)	6.02	5.19	15.9%
CASM fuel (US cents)	2.88	3.16	-8.9%
Fare per Passenger (US\$)	52.1	44.1	18.0%
Ancillary per Passenger (US\$)	40.5	36.8	10.0%
Total Revenue per Passenger (US\$)	92.6	81.0	14.4%
Total Revenue per Seat (US\$)	80.4	69.9	15.1%
Total Cost per Seat (US\$)	65.2	60.8	7.2%
Total Cost ex-fuel per Seat (US\$)	44.1	37.8	16.7%
Seats (thousands)	31,884	28,957	10.1%
Average Stage Length (miles)	729	731	-0.3%
Sectors	159,558	140,335	13.7%
Block Hours	329,929	293,327	12.5%
Average Operating Aircraft Utilization (Block Hours)	12.2	12.6	-3.3%
Average Total Aircraft Utilization (Block Hours)	8.8	10.8	-18.3%
Fuel gallons consumed (millions)	255.7	217.3	17.7%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	2.34	2.68	-13.0%
Average exchange rate ² (US\$/MX\$)	18.30	17.77	3.0%
EoP exchange rate ² (US\$/MX\$)	20.27	16.89	20.0%

(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 December 31, 2024 and 2023

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	4Q 2024	4Q 2023	% Var
Passenger revenue	378,869	371,718	1.9%
Ancillary revenue	289,845	278,505	4.1%
Total operating revenue	668,714	650,223	2.8%
Other income	-29,917	-318	9307.9%
Fuel	165,472	186,330	-11.2%
Depreciation and amortization	126,511	70,028	80.7%
Landing, takeoff and navigation expenses	69,582	73,667	-5.5%
Wages, salaries, and other benefits	80,680	90,928	-11.3%
Operational support expenses	32,958	28,824	14.3%
Marketing and distribution expenses	33,958	30,179	12.5%
Maintenance	29,162	18,547	57.2%
Leases	18,586	46,171	-59.7%
Other expenses	3,616	1,329	172.1%
Total operating expenses	530,608	545,685	-2.8%
Operating profit	138,106	104,538	32.1%
EBIT Margin	20.7%	16.1%	4.6pp
Financial Income	15,749	18,848	-16.4%
Financial costs	-50,283	-25,097	100.4%
Total finance costs, net	-34,534	-6,249	452.6%
Income before income tax	103,572	98,289	5.4%
EBT Margin	15.5%	15.1%	0.4pp
Income tax	28,833	21,515	34.0%
Net income	74,739	76,774	-2.7%
Net income margin	11.2%	11.8%	-0.6pp



Income Statement

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

Twelve-month period ended December 31, 2024 and 2023

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	12M 2024	12M 2023	% Var
Passenger revenue	1,443,138	1,103,282	30.8%
Ancillary revenue	1,121,746	920,652	21.8%
Total operating revenue	2,564,884	2,023,934	26.7%
Other income	-136,815	-34,576	295.7%
Fuel	673,159	666,879	0.9%
Depreciation and amortization	472,559	244,464	93.3%
Landing, takeoff and navigation expenses	280,925	250,279	12.2%
Wages, salaries, and other benefits	306,591	255,305	20.1%
Operational support expenses	104,573	80,740	29.5%
Marketing and distribution expenses	118,182	95,945	23.2%
Maintenance	134,606	82,279	63.6%
Leases	119,691	115,332	3.8%
Other expenses	6,240	5,251	18.8%
Total operating expenses	2,079,711	1,761,898	18.0%
Operating profit	485,173	262,036	85.2%
EBIT Margin	18.9%	12.9%	6.0pp
Financial Income	73,901	58,564	26.2%
Financial costs	-242,430	-158,805	52.7%
Total finance costs, net	-168,529	-100,241	68.1%
Income before income tax	316,644	161,795	95.7%
EBT Margin	12.3%	8.0%	4.4pp
Income tax	82,101	40,567	102.4%
Net income	234,543	121,228	93.5%
Net income margin	9.1%	6.0%	3.2pp

(1) Our consolidated financial statements for the period ended December 31, 2024 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 December 31, 2024 are finalized.



Balance Sheet

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Financial Position

As of December 31, 2024 and December 31, 2023

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	Dec 2024	Dec 2023	% Var
Cash and cash equivalents	820,250	883,600	-7.2%
Derivative financial instruments	22,477	74	30274.3%
Accounts receivables and other	43,072	45,468	-5.3%
Related parties	4,378	7,019	-37.6%
Inventories	30,591	24,578	24.5%
Guarantee deposits and prepaid expenses	62,759	46,437	35.1%
Total current assets	983,527	1,007,176	-2.3%
Restricted cash	3,260	4,654	-30.0%
Related parties	148,360	196,113	-24.3%
Long-term advance payments for maintenance	11,232	22,473	-50.0%
Operating equipment, furniture and equipment	812,211	304,220	167.0%
Right of use assets	1,440,485	1,368,820	5.2%
Intangible assets	13,737	10,026	37.0%
Guarantee deposits and prepaid expenses	235,051	182,846	28.6%
Deferred income taxes	189,277	151,218	25.2%
Derivative financial instruments	21	0	N/A
Total assets	3,837,161	3,247,546	18.2%
Loans	174,214	117,648	48.1%
Derivative financial instruments	12,195	15,362	-20.6%
Lease liabilities	346,612	199,774	73.5%
Trade accounts payable	168,879	127,140	32.8%
Accrued liabilities	190,231	236,389	-19.5%
Provisions	155,711	97,213	60.2%
Employee statutory profit sharing	31,738	31,094	2.1%
Related parties	221	264	-16.3%
Air traffic liability	216,326	193,824	11.6%
Advances for services	36,718	41,681	-11.9%
Total current liabilities	1,332,845	1,060,389	25.7%
Loans	559,422	341,493	63.8%
Lease liabilities	1,307,906	1,348,919	-3.0%
Derivative financial instruments	1,553	1,734	-10.4%
Provisions	291,970	237,631	22.9%
Employee benefits	1,946	1,899	2.5%
Total liabilities	3,495,642	2,992,065	16.8%
Capital stock	51,866	51,866	0.0%
Legal reserve	9,339	3,187	193.0%
Compound instrument	8,263	8,263	0.0%
Share subscription reserve	-121	-121	0.0%
Additional paid in capital	12,867	7,928	62.3%
Other equity accounts	-2,316	-2,316	0.0%
Retained earnings	253,979	198,002	28.3%
Accumulated comprehensive income	7,642	-11,328	N/A
Total stockholders' equity	341,519	255,481	33.7%
Total liabilities and stockholders' equity	3,837,161	3,247,546	18.2%

(1) Our consolidated financial statements for the period ended December 31, 2024 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 December 31, 2024 are finalized.



Cash Flow

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Cash Flows
Three-month period ended December 31, 2024 and 2023
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	4Q 2024	4Q 2023	% Var
Net cash flow from operating activities	288,786	256,325	12.7%
Net cash flow from (used in) investing activities	-164,331	-141,931	15.8%
Net cash flow used in financing activities	-148,295	11,042	N/A
Increase (decrease) in cash and equivalents	-23,840	125,436	N/A
Cash and cash equivalents at beginning of period	844,090	758,164	11.3%
Cash and cash equivalents at end of period	820,250	883,600	-7.2%

During 4Q 2024, the total cash outflows for lease payments amounted to US\$120 million. Lease payments are reflected in the net cash flow used in financing activities.

Consolidated Statement of Cash Flows
Twelve-month period ended December 31, 2024 and 2023
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	12M 2024	12M 2023	% Var
Net cash flow from operating activities	921,656	751,466	22.6%
Net cash flow from (used in) investing activities	-580,907	-193,295	200.5%
Net cash flow used in financing activities	-404,099	-189,254	113.5%
Increase (decrease) in cash and equivalents	-63,350	368,917	N/A
Cash and cash equivalents at beginning of period	883,600	514,683	71.7%
Cash and cash equivalents at end of period	820,250	883,600	-7.2%

(1) Our consolidated financial statements for the period ended December 31, 2024 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 December 31, 2024 are finalized.

During 2024, the total cash outflows for lease payments amounted to US\$498 million. Lease payments are reflected in the net cash flow used in financing activities.

