Earnings Release | 2Q 2026

Disciplined execution driving sequential profitability improvement amid an unprecedented fuel environment

Mexico City, July 24th, 2026 - Grupo Viva Aerobus, S.A. de C.V. ("Viva"), the parent company of Aeroenlaces Nacionales S.A. de C.V., announced today its 2Q 2026 financial results.

US$ Million[1]	2Q 2026	2Q 2025	% Var	6M 2026	6M 2025	% Var
Financial Highlights						
Total Operating Revenue	609	549	10.9%	1,137	1,040	9.3%
Operating Profit (Loss) (EBIT)	-38	34	N/A	-98	17	N/A
EBIT margin	*-6.2%*	*6.3%*	*-12.5pp*	*-8.6%*	*1.6%*	*-10.2pp*
Net Income (Loss)	-59	7	N/A	-133	-34	289.0%
Net Income (Loss) Margin	*-9.7%*	*1.4%*	*-11.1pp*	*-11.7%*	*-3.3%*	*-8.4pp*
EBITDAR	141	180	-22.0%	262	329	-20.4%
EBITDAR margin	*23.1%*	*32.8%*	*-9.7pp*	*23.0%*	*31.6%*	*-8.6pp*
Operational Highlights						
ASMs (millions)	5,789	6,273	-7.7%	11,503	12,054	-4.6%
TRASM (US cents)	10.52	8.75	20.1%	9.89	8.63	14.6%
CASM (US cents)	11.18	8.21	36.2%	10.74	8.49	26.4%
CASM ex-fuel (US cents)	7.13	5.64	26.5%	7.23	5.81	24.6%
CASM fuel (US cents)	4.05	2.57	57.6%	3.50	2.69	30.4%
Load Factor (scheduled, RPM/ASM)	85.9%	85.8%	0.1pp	85.0%	85.3%	-0.3pp
Booked passengers (thousands)	7,208	7,482	-3.7%	14,131	14,316	-1.3%

(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:

"The second quarter was defined by an extraordinarily elevated fuel environment, reflecting the sustained impact of geopolitical disruptions that emerged during the end of the first quarter. Consumer behavior remained cautious and selective, with demand responding to promotional activity amid a softer macroeconomic backdrop, while demand patterns were also influenced by the FIFA World Cup. We responded through continued capacity adjustments, reducing capacity by 7.7%, maintaining a strict cost discipline, and executing consistently with our ULCC model, driving sequential improvements in profitability.

Revenue increased 10.9% YoY to US$609 million, benefiting from an 11.0% appreciation of the Mexican peso and disciplined revenue management, including capacity adjustments and ancillary-focused fuel recovery initiatives. This drove a 20.1% YoY improvement in TRASM to US¢10.52 amid a softer demand backdrop.

Unit costs remained pressured during the quarter with CASM increasing 36.2% YoY to US¢11.18, primarily reflecting a 57.6% rise in CASM fuel to US¢4.05. CASM ex-fuel grew 26.5% YoY to US¢7.13, driven by FX pressures from the stronger Mexican peso, capacity reductions and continued P&W engine disruptions. This weighed on profitability, with an EBITDAR margin of 23.1% and a net loss margin of 9.7%, though both metrics improved sequentially in absolute terms, reflecting the early results of our capacity and cost actions.

We ended the quarter with cash of US$754 million, representing 30.5% of last twelve months' revenue, while net leverage stood at 2.7x. This positions us with meaningful financial flexibility relative to the current environment, allowing us to navigate the elevated fuel costs while continuing to fund operations and strategic priorities. We remained focused on preserving a strong balance sheet that is consistent with our track record of financial discipline and resilience.

Our progress throughout the first half of the year reinforces our confidence in navigating the current environment while remaining focused on long-term profitability and financial strength. During the quarter, we accelerated the phase-out of our short-term leases (ACMIs), completing their exit as part of our capacity adjustments, reflecting the effectiveness of our fleet and network actions as we continue to mitigate the impact of P&W disruptions. As we move into the second half of the year, historically our strongest seasonal period, we will continue to maintain a disciplined approach to capacity and costs in this elevated fuel cost environment."

2Q 2026 Highlights

US$ Million[1]	2Q 2026	2Q 2025	% Var
Total Operating Revenue	609	549	10.9%
TRASM (US cents)	10.52	8.75	20.1%
ASMs (millions)	5,789	6,273	-7.7%
Load Factor (scheduled, RPM/ASM)	85.9%	85.8%	*0.1pp*
Total Operating Expenses	647	515	25.7%
CASM (US cents)	11.18	8.21	36.2%
CASM ex-fuel (US cents)	7.13	5.64	26.5%
CASM fuel (US cents)	4.05	2.57	57.6%
Operating Profit (Loss) (EBIT)	-38	34	N/A
EBIT margin	*-6.2%*	*6.3%*	*-12.5pp*
Income (Loss) before income tax (EBT)	-73	10	N/A
EBT margin	*-12.0%*	*1.9%*	*-13.9pp*
Net Income (Loss)	-59	7	N/A
Net Income (Loss) margin	*-9.7%*	*1.4%*	*-11.1pp*
EBITDAR	141	180	-22.0%
EBITDAR margin	*23.1%*	*32.8%*	*-9.7pp*

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

Total Operating Revenues increased 10.9% to US$609 million for the quarter, mainly driven by ancillary-focused fuel recovery initiatives, effective capacity adjustments and a favorable FX impact from Mexican peso appreciation. This performance was supported by a 20.1% increase in unit revenues, with TRASM reaching US¢10.52, reflecting targeted capacity adjustments, pricing strategies to offset fuel prices and the appreciation of the Mexican peso.

During the second quarter, Viva's total passengers decreased 3.7% to 7.2 million, while ancillary revenues increased 19.4% to US$327 million compared to 2Q 2025, representing 53.8% of total revenues.

Total Operating Expenses increased 25.7% to US$647 million during the quarter. This increase primarily reflects higher fuel prices, the strengthening of the Mexican peso and higher costs associated with our fleet expansion, while we continued to navigate persistent Pratt & Whitney engine challenges to sustain operations and maintain network reliability.

CASM increased 36.2% to US¢11.18 for the quarter, mainly driven by a 57.6% increase in CASM fuel to US¢4.05, coupled with a 26.5% growth in CASM ex-fuel to US¢7.13. The CASM ex-fuel mainly reflects an 11.0% appreciation of the Mexican peso, fleet-related costs from our operations' expansion, an unfavorable base of comparison due to lease extensions, and negative impacts in utilization from Pratt & Whitney disruptions.

Operating Loss stood at US$38 million for the quarter, resulting in an operating loss margin of 6.2%.

Net Loss was US$59 million for the quarter, with a net loss margin of 9.7%.

Financial Debt

US$ Million	Jun 2026	Dec 2025	% Var
Total Debt	1,399	1,305	7.2%
Lease liabilities	1,506	1,502	0.2%
Total Adj. Debt	**2,904**	**2,807**	**3.5%**
Cash & cash equivalents[1]	754	786	-4.1%
Net Adj. Debt[2]	**2,150**	**2,021**	**6.4%**
Net Adj. Debt / LTM EBITDAR	**2.7x**	**2.3x**	**0.4x**
Cash / LTM Total Operating Revenue	**30.5%**	**33.1%**	**-2.6pp**

(1) Cash and cash equivalents as of December 31, 2025, are presented in accordance with the IFRS 9 amendment, under which cash in transit is classified within accounts receivable and other receivables. Prior periods have not been adjusted for comparability.
(2) Net Adj. Debt: Total Debt (includes lease liabilities) – Cash & Cash equivalents.

Total Adj. Debt was US$2,904 million, reflecting US$1,399 million of financial debt and US$1,506 million of lease liabilities.

Total Cash and Cash Equivalents stood at US$754 million, representing 30.5% of LTM revenues with a net leverage of 2.7x.

Fleet

Aircraft*	Jun 2026	Mar 2026	Dec 2025	Jun 2025
Airbus 320ceo	32	33	32	29
Airbus 320neo	29	28	27	25
Airbus 321ceo	12	12	11	10
Airbus 321neo	36	35	34	32
EoP Total Fleet	**109**	**108**	**104**	**96**
A321 %	44.0%	43.5%	43.3%	43.8%
Neo %	59.6%	58.3%	58.7%	59.4%

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

During 2Q 2026, we added 13 net aircraft (3 Airbus 320ceo, 4 Airbus 320neo, 2 Airbus 321ceo, and 4 Airbus 321neo) relative to June 2025. Compared to December 2025, we added 5 net aircraft (2 Airbus 320neo, 1 Airbus 321ceo, and 2 Airbus 321neo). Our fleet ended 2Q 2026 with an average age of 7.9 years.

During 2Q 2026, we had an average of 27.9 A320neo family aircraft on ground related to the Pratt & Whitney GTF engines reliability issues.

Hedging

As of June 30, 2026, Viva has jet fuel and FX hedging to mitigate volatility and price shifts. We hedged 6.6% of our expected jet fuel for 2026 and, as for FX, our hedging is equivalent to 66.5% of our projected exposure for 2026.

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Recent Developments

In December 2025, Viva announced the proposed formation of a new Mexican airline group with Controladora Vuela Compañía de Aviación, S.A.B. de C.V. ("Volaris"), under a holding company structure, aimed at expanding access to affordable air travel across the region and strengthening the Mexican aviation industry. The airline group would enable two ultra-low-cost operators with complementary networks and shared customer value propositions to broaden access to point-to-point travel solutions, while retaining their independent operating certificates and brands, preserving existing passenger options. The proposed transaction was approved by the Board of Directors and the Shareholders' Meeting of each of Viva and Volaris. Closing is expected in 2026, subject to customary regulatory approvals and closing conditions. For more information, please visit www.anunciovivayvolaris.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 auditor's 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 costs low, consistent with our ultra-low-cost carrier ("ULCC") model; changes in Viva's fuel cost, the effectiveness of Viva's 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; 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; the ability of Viva and Volaris to obtain regulatory approvals from all requisite regulators in order to consummate the proposed formation of a new Mexican airline group and to realize the potential benefits thereof; 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' 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. Similarly, statements describing Viva's objectives, plans or goals, or actions Viva may take in the future, are forward-looking. 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 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, 2026 and 2025

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

Financial and Operational Indicators	2Q 2026	2Q 2025	% Var
Total operating revenue	**608,874**	**549,204**	**10.9%**
EBITDAR	**140,767**	**180,357**	**-22.0%**
EBITDAR margin	**23.1%**	**32.8%**	**-9.7pp**
EBITDA	**59,038**	**162,072**	**-63.6%**
EBITDA margin	**9.7%**	**29.5%**	**-19.8pp**
Traffic Metrics			
ASMs (millions)	**5,789**	**6,273**	**-7.7%**
Domestic	4,786	5,075	-5.7%
International	1,003	1,198	-16.2%
RPMs (millions)	**4,953**	**5,355**	**-7.5%**
Domestic	4,175	4,436	-5.9%
International	778	919	-15.3%
Load Factor (scheduled, RPM/ASM)	**85.9%**	**85.8%**	**0.1pp**
Domestic	87.3%	87.4%	-0.2pp
International	78.9%	78.4%	0.5pp
Booked Passengers (thousands)	**7,208**	**7,482**	**-3.7%**
Domestic	6,513	6,671	-2.4%
International	695	811	-14.4%
Operating Metrics			
TRASM (US cents)	10.52	8.75	20.1%
CASM (US cents)	11.18	8.21	36.2%
CASM ex-fuel (US cents)	7.13	5.64	26.5%
CASM fuel (US cents)	4.05	2.57	57.6%
Fare per Passenger (US$)	39.1	36.8	6.2%
Ancillary per Passenger (US$)	45.4	36.6	24.0%
Total Revenue per Passenger (US$)	84.5	73.4	15.1%
Total Revenue per Seat (US$)	72.3	63.0	14.9%
Total Cost per Seat (US$)	76.8	59.0	30.2%
Total Cost ex-fuel per Seat (US$)	49.0	40.5	20.9%
Seats (thousands)	8,421	8,724	-3.5%
Average Stage Length (miles)	687	716	-4.0%
Sectors	40,898	43,375	-5.7%
Block Hours	81,739	88,647	-7.8%
Average Operating Aircraft Utilization (Block Hours)	11.9	12.4	-4.1%
Average Total Aircraft Utilization (Block Hours)	8.1	8.5	-4.9%
Fuel gallons consumed (millions)	58.9	67.6	-12.9%
Macro Figures			
Average jet fuel[1] (US$/gal)	3.98	2.00	99.0%
Average exchange rate[2] (US$/MX$)	17.40	19.55	-11.0%
EoP exchange rate[2] (US$/MX$)	17.47	18.89	-7.5%

(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, 2026 and 2025

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

Financial and Operational Indicators	6M 2026	6M 2025	% Var
Total operating revenue	**1,137,349**	**1,040,378**	**9.3%**
EBITDAR	**261,910**	**328,905**	**-20.4%**
EBITDAR margin	**23.0%**	**31.6%**	**-8.6pp**
EBITDA	**123,049**	**275,941**	**-55.4%**
EBITDA margin	**10.8%**	**26.5%**	**-15.7pp**
Traffic Metrics			
ASMs (millions)	**11,503**	**12,054**	**-4.6%**
Domestic	9,425	9,717	-3.0%
International	2,078	2,338	-11.1%
RPMs (millions)	**9,745**	**10,233**	**-4.8%**
Domestic	8,141	8,431	-3.4%
International	1,604	1,802	-11.0%
Load Factor (scheduled, RPM/ASM)	**85.0%**	**85.3%**	**-0.3pp**
Domestic	86.4%	86.9%	-0.5pp
International	78.5%	78.5%	-0.1pp
Booked Passengers (thousands)	**14,131**	**14,316**	**-1.3%**
Domestic	12,716	12,732	-0.1%
International	1,415	1,583	-10.6%
Operating Metrics			
TRASM (US cents)	9.89	8.63	14.6%
CASM (US cents)	10.74	8.49	26.4%
CASM ex-fuel (US cents)	7.23	5.81	24.6%
CASM fuel (US cents)	3.50	2.69	30.4%
Fare per Passenger (US$)	39.0	36.8	6.1%
Ancillary per Passenger (US$)	41.5	35.9	15.5%
Total Revenue per Passenger (US$)	80.5	72.7	10.8%
Total Revenue per Seat (US$)	68.3	62.0	10.1%
Total Cost per Seat (US$)	74.1	61.0	21.5%
Total Cost ex-fuel per Seat (US$)	49.9	41.7	19.7%
Seats (thousands)	16,663	16,778	-0.7%
Average Stage Length (miles)	691	715	-3.4%
Sectors	81,243	83,741	-3.0%
Block Hours	162,981	171,350	-4.9%
Average Operating Aircraft Utilization (Block Hours)	11.7	12.3	-4.2%
Average Total Aircraft Utilization (Block Hours)	8.0	8.3	-4.1%
Fuel gallons consumed (millions)	119.7	130.0	-7.9%
Macro Figures			
Average jet fuel[1] (US$/gal)	3.39	2.11	60.6%
Average exchange rate[2] (US$/MX$)	17.48	19.98	-12.5%
EoP exchange rate[2] (US$/MX$)	17.47	18.89	-7.5%

(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, 2026 and 2025

(Thousands of U.S. Dollars)

US$ Thousand (unaudited)	2Q 2026	2Q 2025	% Var
Passenger revenue	281,561	275,138	2.3%
Ancillary revenue	327,313	274,066	19.4%
Total operating revenue	**608,874**	**549,204**	**10.9%**
Other income	-63,284	-34,595	82.9%
Fuel	234,194	161,064	45.4%
Depreciation and amortization	97,070	127,584	-23.9%
Landing, takeoff and navigation expenses	73,525	73,045	0.7%
Wages, salaries, and other benefits	96,296	77,657	24.0%
Operational support expenses	43,464	30,587	42.1%
Marketing and distribution expenses	38,324	30,749	24.6%
Maintenance	42,009	29,745	41.2%
Leases	81,729	18,285	347.0%
Other expenses	3,579	595	501.5%
Total operating expenses	**646,906**	**514,716**	**25.7%**
Operating profit (loss)	**-38,032**	**34,488**	**N/A**
EBIT Margin	-6.2%	6.3%	-12.5pp
Financial Income	29,234	27,803	5.1%
Financial costs	-64,561	-51,865	24.5%
Total finance costs, net	**-35,327**	**-24,062**	**46.8%**
Income (loss) before income tax	**-73,359**	**10,426**	**N/A**
EBT Margin	-12.0%	1.9%	-13.9pp
Income tax	-14,302	2,941	N/A
Net income (loss)	**-59,057**	**7,485**	**N/A**
Net income (loss) margin	-9.7%	1.4%	-11.1pp

Income Statement

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

Six-month period ended June 30, 2026 and 2025

(Thousands of U.S. Dollars)

US$ Thousand (unaudited)[1]	6M 2026	6M 2025	% Var
Passenger revenue	551,621	526,539	4.8%
Ancillary revenue	585,728	513,839	14.0%
Total operating revenue	**1,137,349**	**1,040,378**	**9.3%**
Other income	-95,360	-79,185	20.4%
Fuel	402,988	323,949	24.4%
Depreciation and amortization	220,900	259,383	-14.8%
Landing, takeoff and navigation expenses	142,712	139,530	2.3%
Wages, salaries, and other benefits	190,185	146,607	29.7%
Operational support expenses	78,455	56,559	38.7%
Marketing and distribution expenses	69,689	58,587	18.9%
Maintenance	81,826	63,977	27.9%
Leases	138,861	52,964	162.2%
Other expenses	4,944	1,449	241.2%
Total operating expenses	**1,235,200**	**1,023,820**	**20.6%**
Operating profit (loss)	**-97,851**	**16,558**	**N/A**
EBIT Margin	-8.6%	1.6%	-10.2pp
Financial Income	44,276	41,621	6.4%
Financial costs	-124,324	-105,119	18.3%
Total finance costs, net	**-80,048**	**-63,498**	**26.1%**
Loss before income tax	**-177,899**	**-46,940**	**279.0%**
EBT Margin	-15.6%	-4.5%	-11.1pp
Income tax	-44,619	-12,674	252.1%
Net loss	**-133,280**	**-34,266**	**289.0%**
Net loss margin	-11.7%	-3.3%	-8.4pp

(1) Our consolidated financial statements for the period ended June 30, 2026, 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, 2026, are finalized.

Balance Sheet

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Financial Position
As of June 30, 2026 and December 31, 2025
(Thousands of U.S. Dollars)

US$ Thousand (unaudited)[1]	Jun 2026	Dec 2025	% Var
Cash and cash equivalents	754,149	786,394	-4.1%
Derivative financial instruments	3,799	0	N/A
Accounts receivables and other	297,029	193,771	53.3%
Related parties	170,167	172,135	-1.1%
Inventories	41,620	37,709	10.4%
Guarantee deposits and prepaid expenses	93,075	62,080	49.9%
Total current assets	**1,359,839**	**1,252,089**	**8.6%**
Restricted cash	53,760	50,825	5.8%
Related parties	0	0	N/A
Long-term advance payments for maintenance	17,687	6,179	186.2%
Operating equipment, furniture and equipment	1,226,770	1,133,583	8.2%
Right of use assets	1,244,373	1,276,737	-2.5%
Intangible assets	20,060	20,839	-3.7%
Guarantee deposits and prepaid expenses	333,578	308,877	8.0%
Deferred income taxes	253,056	212,519	19.1%
Derivative financial instruments	505	0	N/A
Total assets	**4,509,628**	**4,261,648**	**5.8%**
Loans	259,912	186,756	39.2%
Derivative financial instruments	17,824	19,989	-10.8%
Lease liabilities	233,254	239,581	-2.6%
Trade accounts payable	171,302	122,412	39.9%
Accrued liabilities	253,090	239,532	5.7%
Provisions	224,504	169,151	32.7%
Employee statutory profit sharing	428	15,791	-97.3%
Related parties	644	738	-12.7%
Air traffic liability	283,008	189,111	49.7%
Advances for services	33,717	33,012	2.1%
Total current liabilities	**1,477,683**	**1,216,073**	**21.5%**
Loans	1,138,745	1,117,998	1.9%
Lease liabilities	1,272,414	1,262,650	0.8%
Derivative financial instruments	13,746	6,563	109.4%
Provisions	525,825	450,109	16.8%
Employee benefits	3,583	3,107	15.3%
Total liabilities	**4,431,996**	**4,056,500**	**9.3%**
Capital stock	51,866	51,866	0.0%
Legal reserve	10,373	10,373	0.0%
Compound instrument	8,263	8,263	0.0%
Share subscription reserve	-121	-121	0.0%
Additional paid in capital	18,270	16,461	11.0%
Other equity accounts	-2,316	-2,316	0.0%
Retained earnings	11,261	144,541	-92.2%
Accumulated comprehensive income	-19,964	-23,919	-16.5%
Total stockholders' equity	**77,632**	**205,148**	**-62.2%**
Total liabilities and stockholders' equity	**4,509,628**	**4,261,648**	**5.8%**

(1) Our consolidated financial statements for the period ended June 30, 2026, 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, 2026, 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, 2026 and 2025
(Thousands of U.S. Dollars)

US$ Thousand (unaudited)	2Q 2026	2Q 2025	% Var
Net cash flow from operating activities	88,818	115,500	-23.1%
Net cash flow from (used in) investing activities	18,548	-161,270	N/A
Net cash flow from (used in) financing activities	-75,535	-60,633	24.6%
Increase (decrease) in cash and equivalents	**31,832**	**-106,403**	**N/A**
Cash and cash equivalents at beginning of period	**722,317**	**779,889**	**-7.4%**
Cash and cash equivalents at end of period	**754,149**	**673,486**	**12.0%**

During 2Q 2026, the total cash outflows for lease payments amounted to US$87 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, 2026 and 2025
(Thousands of U.S. Dollars)

US$ Thousand (unaudited)[1]	6M 2026	6M 2025	% Var
Net cash flow from operating activities	192,078	175,086	9.7%
Net cash flow from (used in) investing activities	-78,950	-195,716	-59.7%
Net cash flow from (used in) financing activities	-145,374	-126,134	15.3%
Increase (decrease) in cash and equivalents	**-32,245**	**-146,764**	**-78.0%**
Cash and cash equivalents at beginning of period	**786,394**	**820,250**	**-4.1%**
Cash and cash equivalents at end of period	**754,149**	**673,486**	**12.0%**

(1) Our consolidated financial statements for the period ended June 30, 2026, 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, 2026, are finalized.

During the first six months of 2026, the total cash outflows for lease payments amounted to US$190 million. Lease payments are reflected in the net cash flow used in financing activities.