

Earnings Release | 3Q 2026

Continued sequential improvements driven by a disciplined capacity execution amid a higher-than-expected jet fuel price environment

Mexico City, Oct 28th, 2026 - Grupo Viva Aerobus, S.A. de C.V. ("Viva"), the parent company of Aeroenlaces Nacionales, S.A. de C.V., announced today its 3Q 2026 financial results.

US\$ Million ¹	3Q 2026	3Q 2025	% Var	9M 2026	9M 2025	% Var
Financial Highlights						
Total Operating Revenue	696	656	6.1%	1,833	1,696	8.1%
Operating Profit (Loss) (EBIT)	8	68	-88.7%	-90	84	N/A
EBIT margin	1.1%	10.4%	-9.3pp	-4.9%	5.0%	-9.9pp
Net Income (Loss)	-27	30	N/A	-160	-4	3,671.1%
Net Income (Loss) margin	-3.9%	4.6%	-8.4pp	-8.7%	-0.3%	-8.5pp
EBITDAR	186	261	-28.6%	448	590	-24.0%
EBITDAR margin	26.8%	39.8%	-13.1pp	24.5%	34.8%	-10.3pp
Operational Highlights						
ASMs (millions)	6,055	6,334	-4.4%	17,558	18,388	-4.5%
TRASM (US cents)	11.49	10.35	11.0%	10.44	9.22	13.2%
CASM (US cents)	11.37	9.28	22.5%	10.95	8.76	25.0%
CASM ex-fuel (US cents)	7.37	6.59	11.9%	7.28	6.08	19.9%
CASM fuel (US cents)	3.99	2.69	48.6%	3.67	2.69	36.6%
Load Factor (scheduled, RPM/ASM)	89.2%	88.2%	1.0pp	86.5%	86.3%	0.1pp
Booked passengers (thousands)	7,639	7,800	-2.1%	21,770	22,116	-1.6%

(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 third quarter continued to be shaped by persistently elevated fuel costs, a softer macroeconomic environment, and a cautious consumer. Against this backdrop, we remained focused on protecting liquidity through disciplined capacity and cost management, alongside strong operational execution.

During the third quarter, we calibrated capacity to seasonal demand, with moderate reductions during the peak travel season in July and August, and a larger adjustment in September, mainly driven by unscheduled engine removals by Pratt & Whitney. Capacity declined 4.4% year over year, while load factor improved 1.0pp to 89.2%. We continue to manage our network with flexibility and adapt capacity with market conditions and engine availability.

Revenue increased 6.1% year over year to US\$696 million, with TRASM improving 11.0% to US¢11.49. Unit costs remained pressured, primarily by fuel, with CASM fuel increasing 48.6% to US¢3.99. CASM ex-fuel rose 11.9% to US¢7.37, while ongoing Pratt & Whitney disruptions continued to constrain fleet availability. Total CASM increased 22.5% to US¢11.37. Despite these pressures, we generated EBITDAR of US\$186 million, with a margin of 26.8%, and operating profit of US\$8 million. Our net loss margin was 3.9%, compared with 9.7% in the second quarter, reflecting continued improvement on a sequential basis.

We ended the quarter with US\$724 million of cash, representing 28.8% of last twelve months' revenue, while net leverage stood at 2.8x. Preserving liquidity and maintaining financial flexibility remain key priorities in the current environment.

As we approach the year-end travel period, we remain prudent in our operating and financial decisions. We will continue to align capacity with engine availability and demand, closely manage costs and cash, and maintain the flexibility to adapt as conditions evolve."



3Q 2026 Highlights

US\$ Million ¹	3Q 2026	3Q 2025	% Var
Total Operating Revenue	696	656	6.1%
TRASM (US cents)	11.49	10.35	11.0%
ASMs (millions)	6,055	6,334	-4.4%
Load Factor (scheduled, RPM/ASM)	89.2%	88.2%	1.0pp
Total Operating Expenses	688	588	17.1%
CASM (US cents)	11.37	9.28	22.5%
CASM ex-fuel (US cents)	7.37	6.59	11.9%
CASM fuel (US cents)	3.99	2.69	48.6%
Operating Profit (EBIT)	8	68	-88.7%
EBIT margin	1.1%	10.4%	-9.3pp
Income (Loss) before income tax (EBT)	-34	41	N/A
EBT margin	-4.8%	6.3%	-11.1pp
Net Income (Loss)	-27	30	N/A
Net Income (Loss) margin	-3.9%	4.6%	-8.4pp
EBITDAR	186	261	-28.6%
EBITDAR margin	26.8%	39.8%	-13.1pp

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

Total Operating Revenues rose 6.1% to US\$696 million in the quarter, driven by higher load factors, fuel recovery efforts centered on ancillaries and effective capacity management, coupled with the appreciation of the Mexican peso. Unit revenue performance improved, with TRASM up 11.0% to US\$11.49, supported by fuel-offsetting pricing initiatives, and peso appreciation.

In the third quarter, Viva carried 7.6 million passengers, down 2.1% YoY, while ancillary revenue per passenger increased 11.2% to US\$44.6. This brought total ancillary revenues to roughly US\$341 million, representing 49.0% of total revenues.

Total Operating Expenses increased 17.1% to US\$688 million during the quarter. The increase was attributable to higher fuel costs and expenses tied to our fleet expansion, as we continued to manage the ongoing Pratt & Whitney engine disruptions to protect operations and network reliability, and a stronger peso.

CASM increased 22.5% to US\$11.37 for the quarter, driven by a 48.6% increase in CASM fuel to US\$3.99 and an 11.9% rise in CASM ex-fuel to US\$7.37. Within CASM ex-fuel, the main drivers were fleet related costs from our expansion, utilization headwinds stemming from the Pratt & Whitney issues and the 7.5% appreciation of the Mexican peso.

Operating Profit stood at US\$8 million for the quarter, resulting in an operating margin of 1.1%.

Net Loss was US\$27 million for the quarter, with a net loss margin of 3.9%.



Financial Debt

US\$ Million	Sep 2026	Dec 2025	% Var
Total Debt	1,298	1,305	-0.5%
Lease liabilities	1,487	1,502	-1.0%
Total Adj. Debt	2,785	2,807	-0.8%
Cash & cash equivalents ¹	724	786	-8.0%
Net Adj. Debt²	2,061	2,021	2.0%
Net Adj. Debt / LTM EBITDAR	2.8x	2.3x	0.5x
Cash / LTM Total Operating Revenue	28.8%	33.1%	-4.3pp

(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\$2,785 million, reflecting US\$1,298 million of financial debt and US\$1,487 million of lease liabilities.

Total Cash and Cash Equivalents stood at US\$724 million, representing 28.8% of LTM revenues with a net leverage of 2.8x.

Fleet

Aircraft*	Sep 2026	Jun 2026	Mar 2026	Dec 2025	Sep 2025
Airbus 320ceo	31	32	33	32	31
Airbus 320neo	29	29	28	27	25
Airbus 321ceo	12	12	12	11	10
Airbus 321neo	37	36	35	34	33
EoP Total Fleet	109	109	108	104	99
A321 %	45.0%	44.0%	43.5%	43.3%	43.4%
Neo %	60.6%	59.6%	58.3%	58.7%	58.6%

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

As of September 2026, we added 10 net aircraft (4 Airbus 320neo, 2 Airbus 321ceo, and 4 Airbus 321neo) relative to September 2025. Compared to December 2025, we added 5 net aircraft (2 Airbus 320neo, 1 Airbus 321ceo, and 3 Airbus 321neo, and a redelivery of 1 Airbus 320ceo). Our fleet ended 3Q 2026 with an average age of 8.1 years.

During 3Q 2026, we had an average of 31.5 A320neo family aircraft on ground related to the Pratt & Whitney GTF engines reliability issues. This average was 2.8 higher than in 3Q 2025, 3.6 higher than in 2Q 2026, and 4.5 above our plan for the quarter at the beginning of the year. We are working closely with P&W to improve our predictability of engines in service and our flying lines.

Hedging

As of September 30, 2026, Viva has jet fuel and FX hedging to mitigate volatility and price shifts. We hedged 6.5% of our expected jet fuel consumption for 2026 and, as for FX, our hedging is equivalent to 60.2% of our projected exposure for 2026.



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

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

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'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. 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 September 30, 2026 and 2025

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

Financial and Operational Indicators	3Q 2026	3Q 2025	% Var
Total operating revenue	695,844	655,564	6.1%
EBITDAR	186,312	261,090	-28.6%
EBITDAR margin	26.8%	39.8%	-13.1pp
EBITDA	103,470	195,716	-47.1%
EBITDA margin	14.9%	29.9%	-15.0pp
Traffic Metrics			
ASMs (millions)	6,055	6,334	-4.4%
Domestic	4,900	5,167	-5.2%
International	1,155	1,167	-1.1%
RPMs (millions)	5,383	5,563	-3.2%
Domestic	4,431	4,626	-4.2%
International	953	936	1.7%
Load Factor (scheduled, RPM/ASM)	89.2%	88.2%	1.0pp
Domestic	90.4%	89.5%	0.9pp
International	83.6%	81.8%	1.8pp
Booked Passengers (thousands)	7,639	7,800	-2.1%
Domestic	6,807	6,989	-2.6%
International	832	811	2.6%
Operating Metrics			
TRASM (US cents)	11.49	10.35	11.0%
CASM (US cents)	11.37	9.28	22.5%
CASM ex-fuel (US cents)	7.37	6.59	11.9%
CASM fuel (US cents)	3.99	2.69	48.6%
Fare per Passenger (US\$)	46.5	43.9	5.8%
Ancillary per Passenger (US\$)	44.6	40.1	11.2%
Total Revenue per Passenger (US\$)	91.1	84.0	8.4%
Total Revenue per Seat (US\$)	80.8	73.8	9.4%
Total Cost per Seat (US\$)	79.9	66.2	20.7%
Total Cost ex-fuel per Seat (US\$)	51.8	47.0	10.2%
Seats (thousands)	8,616	8,879	-3.0%
Average Stage Length (miles)	701	710	-1.3%
Sectors	42,074	44,099	-4.6%
Block Hours	84,884	89,776	-5.4%
Average Operating Aircraft Utilization (Block Hours)	12.1	12.4	-2.4%
Average Total Aircraft Utilization (Block Hours)	8.1	8.4	-3.7%
Fuel gallons consumed (millions)	62.7	68.5	-8.4%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	3.82	2.12	80.6%
Average exchange rate ² (US\$/MX\$)	17.25	18.65	-7.5%
EoP exchange rate ² (US\$/MX\$)	17.84	18.38	-2.9%

(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, 2026 and 2025

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

Financial and Operational Indicators	9M 2026	9M 2025	% Var
Total operating revenue	1,833,193	1,695,942	8.1%
EBITDAR	448,222	589,995	-24.0%
EBITDAR margin	24.5%	34.8%	-10.3pp
EBITDA	226,519	471,657	-52.0%
EBITDA margin	12.4%	27.8%	-15.5pp
Traffic Metrics			
ASMs (millions)	17,558	18,388	-4.5%
Domestic	14,325	14,884	-3.8%
International	3,233	3,505	-7.8%
RPMs (millions)	15,128	15,796	-4.2%
Domestic	12,572	13,057	-3.7%
International	2,557	2,738	-6.6%
Load Factor (scheduled, RPM/ASM)	86.5%	86.3%	0.1pp
Domestic	87.8%	87.8%	0.0pp
International	80.3%	79.6%	0.7pp
Booked Passengers (thousands)	21,770	22,116	-1.6%
Domestic	19,523	19,722	-1.0%
International	2,247	2,395	-6.2%
Operating Metrics			
TRASM (US cents)	10.44	9.22	13.2%
CASM (US cents)	10.95	8.76	25.0%
CASM ex-fuel (US cents)	7.28	6.08	19.9%
CASM fuel (US cents)	3.67	2.69	36.6%
Fare per Passenger (US\$)	41.7	39.3	6.0%
Ancillary per Passenger (US\$)	42.6	37.4	13.9%
Total Revenue per Passenger (US\$)	84.2	76.7	9.8%
Total Revenue per Seat (US\$)	72.5	66.1	9.7%
Total Cost per Seat (US\$)	76.1	62.8	21.1%
Total Cost ex-fuel per Seat (US\$)	50.6	43.5	16.1%
Seats (thousands)	25,279	25,657	-1.5%
Average Stage Length (miles)	694	713	-2.7%
Sectors	123,317	127,840	-3.5%
Block Hours	247,865	261,126	-5.1%
Average Operating Aircraft Utilization (Block Hours)	11.7	12.3	-4.6%
Average Total Aircraft Utilization (Block Hours)	8.0	8.4	-3.9%
Fuel gallons consumed (millions)	182.4	198.4	-8.1%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	3.41	2.11	61.6%
Average exchange rate ² (US\$/MX\$)	17.41	19.54	-10.9%
EoP exchange rate ² (US\$/MX\$)	17.84	18.38	-2.9%

(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, 2026 and 2025

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	3Q 2026	3Q 2025	% Var
Passenger revenue	355,091	342,767	3.6%
Ancillary revenue	340,753	312,797	8.9%
Total operating revenue	695,844	655,564	6.1%
Other income	-36,299	-30,506	19.0%
Fuel	241,859	170,293	42.0%
Depreciation and amortization	95,830	127,820	-25.0%
Landing, takeoff and navigation expenses	73,818	71,803	2.8%
Wages, salaries, and other benefits	96,124	90,603	6.1%
Operational support expenses	43,530	34,656	25.6%
Marketing and distribution expenses	44,006	33,670	30.7%
Maintenance	39,193	17,903	118.9%
Leases	82,842	65,374	26.7%
Other expenses	7,301	6,052	20.6%
Total operating expenses	688,204	587,668	17.1%
Operating profit	7,640	67,896	-88.7%
EBIT Margin	1.1%	10.4%	-9.3pp
Financial Income	20,030	22,779	-12.1%
Financial costs	-61,328	-49,551	23.8%
Total finance costs, net	-41,298	-26,772	54.3%
Income (loss) before income tax	-33,658	41,124	N/A
EBT Margin	-4.8%	6.3%	-11.1pp
Income tax	-6,818	11,104	N/A
Net income (loss)	-26,840	30,020	N/A
Net income (loss) margin	-3.9%	4.6%	-8.4pp



Income Statement

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

Nine-month period ended September 30, 2026 and 2025

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	9M 2026	9M 2025	% Var
Passenger revenue	906,712	869,306	4.3%
Ancillary revenue	926,481	826,636	12.1%
Total operating revenue	1,833,193	1,695,942	8.1%
Other income	-131,659	-109,691	20.0%
Fuel	644,847	494,242	30.5%
Depreciation and amortization	316,730	387,203	-18.2%
Landing, takeoff and navigation expenses	216,530	211,333	2.5%
Wages, salaries, and other benefits	286,309	237,210	20.7%
Operational support expenses	121,985	91,215	33.7%
Marketing and distribution expenses	113,695	92,257	23.2%
Maintenance	121,019	81,880	47.8%
Leases	221,703	118,338	87.3%
Other expenses	12,245	7,501	63.2%
Total operating expenses	1,923,404	1,611,488	19.4%
Operating profit (loss)	-90,211	84,454	N/A
EBIT Margin	-4.9%	5.0%	-9.9pp
Financial Income	64,306	64,400	-0.1%
Financial costs	-185,652	-154,670	20.0%
Total finance costs, net	-121,346	-90,270	34.4%
Loss before income tax	-211,557	-5,816	3,537.5%
EBT Margin	-11.5%	-0.3%	-11.2pp
Income tax	-51,437	-1,570	3,176.2%
Net loss	-160,120	-4,246	3,671.1%
Net loss margin	-8.7%	-0.3%	-8.5pp

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



Balance Sheet

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

US\$ Thousand (unaudited) ¹	Sep 2026	Dec 2025	% Var
Cash and cash equivalents	723,527	786,394	-8.0%
Derivative financial instruments	14,748	0	N/A
Accounts receivable and other	290,618	193,771	50.0%
Related parties	172,040	172,135	-0.1%
Inventories	45,622	37,709	21.0%
Guarantee deposits and prepaid expenses	82,046	62,080	32.2%
Total current assets	1,328,601	1,252,089	6.1%
Restricted cash	54,039	50,825	6.3%
Related parties	0	0	N/A
Long-term advance payments for maintenance	10,589	6,179	71.4%
Operating equipment, furniture and equipment	1,226,617	1,133,583	8.2%
Right of use assets	1,217,913	1,276,737	-4.6%
Intangible assets	20,019	20,839	-3.9%
Guarantee deposits and prepaid expenses	311,054	308,877	0.7%
Deferred income taxes	293,640	212,519	38.2%
Derivative financial instruments	18,175	0	N/A
Total assets	4,480,647	4,261,648	5.1%
Loans	234,159	186,756	25.4%
Derivative financial instruments	4,576	19,989	-77.1%
Lease liabilities	238,024	239,581	-0.6%
Trade accounts payable	207,474	122,412	69.5%
Accrued liabilities	310,715	239,532	29.7%
Provisions	339,034	169,151	100.4%
Employee statutory profit sharing	612	15,791	-96.1%
Related parties	440	738	-40.4%
Air traffic liability	280,616	189,111	48.4%
Advances for services	33,766	33,012	2.3%
Total current liabilities	1,649,416	1,216,073	35.6%
Loans	1,063,664	1,117,998	-4.9%
Lease liabilities	1,248,677	1,262,650	-1.1%
Derivative financial instruments	18,538	6,563	182.5%
Provisions	442,614	450,109	-1.7%
Employee benefits	3,509	3,107	12.9%
Total liabilities	4,426,418	4,056,500	9.1%
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	-15,579	144,541	N/A
Accumulated comprehensive income	-16,527	-23,919	-30.9%
Total stockholders' equity	54,229	205,148	-73.6%
Total liabilities and stockholders' equity	4,480,647	4,261,648	5.1%

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

US\$ Thousand (unaudited)	3Q 2026	3Q 2025	% Var
Net cash flow from operating activities	215,579	198,728	8.5%
Net cash flow from (used in) investing activities	-31,204	-72,889	-57.2%
Net cash flow from (used in) financing activities	-214,997	-231,562	-7.2%
Increase (decrease) in cash and equivalents	-30,622	-105,723	-71.0%
Cash and cash equivalents at beginning of period	754,149	673,486	12.0%
Cash and cash equivalents at end of period	723,527	567,763	27.4%

During 3Q 2026, the total cash outflows for lease payments amounted to US\$88 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, 2026 and 2025
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	9M 2026	9M 2025	% Var
Net cash flow from operating activities	407,658	373,814	9.1%
Net cash flow from (used in) investing activities	-110,154	-268,605	-59.0%
Net cash flow from (used in) financing activities	-360,371	-357,696	0.7%
Increase (decrease) in cash and equivalents	-62,867	-252,487	-75.1%
Cash and cash equivalents at beginning of period	786,394	820,250	-4.1%
Cash and cash equivalents at end of period	723,527	567,763	27.4%

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

During the first nine months of 2026, the total cash outflows for lease payments amounted to US\$278 million. Lease payments are reflected in the net cash flow used in financing activities.

