

Passengers increased 34% for the quarter, while generating a positive EBITDAR of Mx\$1,320 million

Mexico City, July 28th, 2022 - Grupo Viva Aerobus, S.A. de C.V. ("Grupo Viva"), the parent company of Aeroenlaces Nacionales S.A. de C.V. ("Viva Aerobus"), announced today its 2Q 2022 financial results.

For reference and to facilitate the assessment of our figures mentioned below, we provide the following table that includes variations versus 2019.

MXN Million ¹	2Q 2022	2Q 2021	% Var vs. '21	2Q 2019	% Var vs. '19	6M 2022	6M 2021	% Var vs. '21	6M 2019	% Var vs. '19
Financial Highlights										
Total Operating Revenue	7,281	5,194	40.2%	2,971	145.1%	12,594	7,798	61.5%	5,182	143.0%
Operating Profit (Loss) (EBIT)	582	1,146	-49.2%	359	62.0%	112	412	-72.7%	23	388.9%
EBIT margin	8.0%	22.1%	-14.1pp	12.1%	-4.1pp	0.9%	5.3%	-4.4pp	0.5%	0.4pp
EBITDAR	1,320	2,273	-41.9%	1,020	29.5%	2,134	2,542	-16.1%	1,234	72.9%
EBITDAR margin	18.1%	43.8%	-25.6pp	34.3%	-16.2pp	16.9%	32.6%	-15.7pp	23.8%	-6.9pp
Operational Highlights										
ASMs (millions)	4,325	3,184	35.8%	2,296	88.4%	8,088	5,518	46.6%	4,138	95.4%
TRASM (cents)	168.3	163.1	3.2%	129.4	30.1%	155.7	141.3	10.2%	125.2	24.3%
CASM (cents)	154.9	127.1	21.8%	113.7	36.2%	154.3	133.8	15.3%	124.7	23.8%
CASM ex-fuel (cents)	68.8	83.6	-17.8%	61.8	11.2%	78.7	91.2	-13.7%	72.9	8.0%
CASM fuel (cents)	86.1	43.5	98.0%	51.9	65.9%	75.6	42.7	77.3%	51.8	45.9%
Load Factor (%)	88.2%	86.4%	1.7pp	90.4%	-2.2pp	85.9%	82.9%	2.9pp	89.8%	-3.9pp
Booked passengers (thousands)	5,177	3,868	33.8%	2,993	72.9%	9,431	6,436	46.5%	5,391	74.9%

(1) Figures in MXN unless otherwise stated

Juan Carlos Zuazua, Chief Executive Officer, commented:

"While we continue to rely on the strength and adaptability of our ultra low-cost business model, our second quarter performance is a testament to Viva's resilience. We cannot ignore the unprecedented times the world has been going through, and to a varying degree, the airline industry. We face significant external headwinds, with a 14-year record high jet fuel prices of US\$4.40 per gallon and supply chain disruptions impacting new aircraft, engines and spare parts deliveries. As we navigate through these headwinds, it is important to remain agile and disciplined, with a focus on driving operational excellence. Despite the challenges, we have been able to remain profitable, levered by our outstanding operational effort, and by strong demand in both domestic and international markets.

During the quarter, we reached 5.2 million passengers, a 34% increase compared to 2Q 2021 and a 73% increase compared to pre-covid 2Q 2019, driven by positive demand in leisure and VFR markets, with a very strong recovery in SME's business passengers. As a result, our revenues grew 40% to Mx\$7,281 million, reflecting an increase of 3.2% in unit revenues (TRASM) to Mx\$168.3 cents, driven by an 18% increase in domestic fares, partially offset by an 8% decrease in international fares. These figures reflect an unfavorable comparison base due to vaccine tourism and a faster recovery in the Mexican market in 2021, contrary to the slow, uneven recovery seen in 2021 in other markets. Compared to pre-covid 2Q 2019 our revenues and unit revenues (TRASM) increased 145% and 30%, respectively, resulting in a fuel pass through¹ of 114%.

On the cost side, we continue to drive efficiencies in our controllable costs, decreasing our CASM ex-fuel by 17.8% to Mx\$68.8 cents. As a result, we managed to deliver a positive EBITDAR of Mx\$1,320 million, with margins of 18.1%, ending the quarter with a strong cash position of Mx\$9,561 million, equivalent to 38.1% of our LTM revenues.

In our constant effort to advance in our ESG commitments, we partnered with leading SAF producer Neste, and performed the first US-Mexico SAF flight from LAX to GDL in July.

Looking ahead to the second half of the year, our team continues its focus on improving our customer experience, supporting our operations to meet growing demand during peak summer travel and protect profitability, while maintaining a cautious approach towards external factors volatility. Also, we continue to strengthen our financial position, leading to a ratings upgrade by Verum of our short and long-term public bonds to 2/M and AA, respectively.

Most importantly, I want to thank our **Gente Viva** for going the extra mile every day, overcoming adversity, and for their passion and commitment to our passengers and stakeholders."

¹ Fuel Pass Through is calculated as the change in TRASM divided by change in CASM Fuel for the corresponding period

2Q22 Highlights

MXN Million ¹	2Q 2022 (USD)*	2Q 2022	2Q 2021	% Var
Total Operating Revenue	364.3	7,281	5,194	40.2%
TRASM (cents)	8.4	168.3	163.1	3.2%
ASMs (millions)	-	4,325	3,184	35.8%
Load Factor (%)	-	88.2%	86.4%	1.7pp
Total Operating Expenses	335.2	6,699	4,048	65.5%
CASM (cents)	7.7	154.9	127.1	21.8%
CASM ex-fuel (cents)	3.4	68.8	83.6	-17.8%
CASM fuel (cents)	4.3	86.1	43.5	98.0%
Operating Profit (Loss) (EBIT)	29.1	582	1,146	-49.2%
EBIT margin	8.0%	8.0%	22.1%	-14.1pp
Net Income (Loss)	3.9	78	652	-88.0%
EBITDAR	66.1	1,320	2,273	-41.9%
EBITDAR margin	18.1%	18.1%	43.8%	-25.6pp

*Amounts in USD were converted from MXN using the end of period exchange rate and are disclosed for informational purposes only.
(1) Figures in MXN unless otherwise stated.

Total Operating Revenues increased 40.2% to Mx\$7,281 million, reflecting higher unit revenues per passenger, load factor recovery and capacity growth. These figures were mainly driven by strong growth in fare and ancillary revenue, with TRASM increasing 3.2% to Mx\$168.3 (US\$8.4) cents and ASMs growing 35.8%, coupled with load factors increasing 1.7 p.p. to 88.2%.

During the quarter, Viva's total passengers increased 33.8% to 5.2 million, reflecting higher demand in the domestic market. These were partially offset by a decline in the international market, mainly due to an unfavorable comparison base from vaccination traffic in 2Q 2021. Ancillary revenues per passenger increased 10.8% to Mx\$598 compared to 2Q 2021, representing 42.5% of total revenues.

Total Operating Expenses increased 65.5% to Mx\$6,699 million, mainly driven by an increase in capacity of 35.8% in ASMs and a higher jet fuel consumption, impacted by an average increase of 122% in jet fuel prices.

CASM increased 21.8% to Mx\$154.9 (US\$7.7) cents, reflecting a higher CASM Fuel of Mx\$86.1 (US\$4.3) cents, an increase of 98.0% compared to 2Q 2021. These were partially offset by a decrease of 17.8% in CASM ex-fuel to Mx\$68.8 (US\$3.4) cents, reflecting higher utilization and gauge, and strict operational and administrative cost controls.

Operating Profit reached Mx\$582 million, with an operating margin of 8.0% compared to 22.1% in 2Q 2021. This was driven by a more than double increase in jet fuel prices, representing 56% of our total expenses in 2Q 2022 compared to 34% in 2Q 2021.

Net Income remained positive at Mx\$78 million.



Financial Debt

MXN Million	Jun 2022 (USD)*	Jun 2022	Dec 2021	% Var
Total Debt	334	6,671	6,197	7.6%
Lease liabilities	1,246	24,907	23,075	7.9%
Total Adj. Debt	1,580	31,578	29,272	7.9%
Cash & cash equivalents	478	9,561	8,966	6.6%
Net Adj. Debt**	1,102	22,017	20,307	8.4%
Net Adj. Debt / LTM EBITDAR	3.0x	3.0x	2.6x	
Cash / LTM Total Operating Revenue	38.1%	38.1%	44.2%	-6.1pp

*Amounts in USD were converted from MXN using the end of period exchange rate and are disclosed for informational purposes only.

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

Total Adj. Debt was Mx\$31,578 million in 2Q 2022, reflecting Mx\$6,671 million of financial debt and Mx\$24,907 million of lease liabilities.

Total Cash and Cash Equivalents was Mx\$9,561 million in 2Q 2022, representing 38.1% of LTM revenues, with a net leverage of 3.0x.

Fleet

Aircraft	Jun 2022	Mar 2022	Jun 2021
Airbus 320ceo	20	20	20
Airbus 320neo	20	20	20
Airbus 321ceo	9	8	4
Airbus 321neo	12	9	4
Total Fleet	61	57	48

During 2Q 2022, we added 4 aircraft (1 Airbus 321ceo and 3 Airbus 321neo) on a sequential basis and 13 aircraft (5 Airbus 321ceo and 8 Airbus 321neo) compared to 2Q 2021. Our fleet comprises of 20 Airbus 320ceo, 20 Airbus 320neo, 9 Airbus 321ceo and 12 Airbus 321neo, averaging an age of 5.0 years for 2Q 2022, making it one of the youngest fleets in North America.

Hedging

As of June 30, 2022, Viva has Jet Fuel and FX hedging to mitigate volatility and price shifts. We hedged 8.5% of our expected jet fuel consumption for the rest of the year and, as for FX, our hedging is equivalent to 45% of our USD expected expenditures for the rest of the year.



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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 ongoing 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, weather conditions, 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 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 passenger (RPMs) divided by 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.

Starting on January 1, 2020, the Company determined the US Dollar (USD) as its functional 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, 2022 and 2021

(Financial Information in Thousands of Mexican Pesos, unless otherwise stated)

Financial and Operational Indicators	2Q 2022 (USD)*	2Q 2022	2Q 2021	% Var
Total operating revenue	364,308	7,280,579	5,193,557	40.2%
EBITDAR	66,075	1,320,472	2,273,198	-41.9%
EBITDAR margin	18.1%	18.1%	43.8%	-25.6pp
EBITDA	71,608	1,431,045	1,896,344	-24.5%
EBITDA margin	19.7%	19.7%	36.5%	-16.9pp
Traffic metrics				
ASMs (millions)		4,325	3,184	35.8%
Domestic		3,466	2,592	33.7%
International		859	592	45.1%
RPMs (millions)		3,813	2,752	38.5%
Domestic		3,154	2,272	38.8%
International		659	480	37.3%
Load Factor (%)		88.2%	86.4%	1.7pp
Domestic		91.0%	87.7%	3.3pp
International		76.8%	81.1%	-4.4pp
Booked Passengers (thousands)		5,177	3,868	33.8%
Domestic		4,604	3,276	40.5%
International		572	592	-3.3%
Operating metrics				
TRASM (cents)	8.4	168.3	163.1	3.2%
CASM (cents)	7.7	154.9	127.1	21.8%
CASM ex-fuel (cents)	3.4	68.8	83.6	-17.8%
CASM fuel (cents)	4.3	86.1	43.5	98.0%
Fare per Passenger	40.3	808.3	802.6	0.7%
Ancillary per Passenger	29.8	598.1	540.0	10.8%
Total Revenue per Passenger	70.2	1,406.5	1,342.6	4.8%
Average Stage Length (miles)		732	684	7.1%
Sectors		29,607	23,977	23.5%
Block Hours		61,985	47,068	31.7%
Average Aircraft Utilization (Block Hours)		11.5	11.2	3.4%
Fuel gallons consumed (millions)		106.4	79.3	34.2%
Macro figures				
Average Jet Fuel ¹ (US\$/gal)		3.89	1.76	121.6%
Average exchange rate ² (US\$/MX\$)		20.04	20.05	0.0%
EoP exchange rate ² (US\$/MX\$)		19.98	19.80	0.9%

*Amounts in USD for financial figures were converted from MXN using the end of period exchange rate and are disclosed for informational purposes only.

(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, 2022 and 2021

(Financial Information in Thousands of Mexican Pesos, unless otherwise stated)

Financial and Operational Indicators	6M 2022 (USD)*	6M 2022	6M 2021	% Var
Total operating revenue	630,174	12,593,838	7,797,567	61.5%
EBITDAR	106,771	2,133,810	2,542,192	-16.1%
EBITDAR margin	16.9%	16.9%	32.6%	-15.7pp
EBITDA	93,875	1,876,091	1,858,209	1.0%
EBITDA margin	14.9%	14.9%	23.8%	-8.9pp
Traffic metrics				
ASMs (millions)		8,088	5,518	46.6%
Domestic		6,480	4,685	38.3%
International		1,607	833	93.1%
RPMs (millions)		6,946	4,577	51.8%
Domestic		5,746	3,932	46.1%
International		1,200	645	86.1%
Load Factor (%)		85.9%	82.9%	2.9pp
Domestic		88.7%	83.9%	4.8pp
International		74.6%	77.4%	-2.8pp
Booked Passengers (thousands)		9,431	6,436	46.5%
Domestic		8,348	5,644	47.9%
International		1,083	792	36.8%
Operating metrics				
TRASM (cents)	7.7	155.7	141.3	10.2%
CASM (cents)	7.6	154.3	133.8	15.3%
CASM ex-fuel (cents)	3.9	78.7	91.2	-13.7%
CASM fuel (cents)	3.7	75.6	42.7	77.3%
Fare per Passenger	36.8	747.3	667.4	12.0%
Ancillary per Passenger	29.0	588.1	544.2	8.1%
Total Revenue per Passenger	65.8	1,335.4	1,211.5	10.2%
Average Stage Length (miles)		731	684	7.0%
Sectors		55,614	41,665	33.5%
Block Hours		115,971	81,351	42.6%
Average Aircraft Utilization (Block Hours)		11.1	10.0	11.2%
Fuel gallons consumed (millions)		198.3	135.5	46.4%
Macro figures				
Average Jet Fuel ¹ (US\$/gal)		3.39	1.66	104.1%
Average exchange rate ² (US\$/MX\$)		20.28	20.18	0.5%
EoP exchange rate ² (US\$/MX\$)		19.98	19.80	0.9%

*Amounts in USD for financial figures were converted from MXN using the end of period exchange rate and are disclosed for informational purposes only

(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, 2022 and 2021

(Thousands of Mexican Pesos)

MXN Thousand (unaudited)	2Q 2022 (USD)*	2Q 2022	2Q 2021	% Var
Passenger revenue	209,374	4,184,274	3,104,666	34.8%
Ancillary revenue	154,934	3,096,305	2,088,891	48.2%
Total operating revenue	364,308	7,280,579	5,193,557	40.2%
Other income	-4,297	-85,876	-61,394	39.9%
Fuel	186,377	3,724,690	1,384,768	169.0%
Depreciation and amortization	42,507	849,486	750,678	13.2%
Landing, takeoff and navigation expenses	42,171	842,778	522,314	61.4%
Selling, administrative & advertising expenses	28,614	571,834	323,218	76.9%
Wages, salaries, and other benefits	33,358	666,656	510,730	30.5%
Maintenance	12,005	239,920	232,431	3.2%
Leases	-5,533	-110,573	376,854	N/A
Other expenses	5	105	8,292	-98.7%
Total operating expenses	335,207	6,699,020	4,047,891	65.5%
Operating profit (loss)	29,101	581,559	1,145,666	-49.2%
EBIT Margin	8.0%	8.0%	22.1%	-14.1pp
Financial Income	2,253	45,027	153,594	-70.7%
Financial costs	-25,749	-514,578	-386,270	33.2%
Total finance costs, net	-23,496	-469,551	-232,676	101.8%
Income (loss) before income tax	5,605	112,008	912,990	-87.7%
EBT Margin	1.5%	1.5%	17.6%	-16.0pp
Income tax	1,679	33,558	261,434	-87.2%
Net income (loss)	3,926	78,450	651,556	-88.0%

*Amounts in USD were converted from MXN using the end of period exchange rate and are disclosed for informational purposes only.



Income Statement

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

Six-month period ended June 30, 2022 and 2021

(Thousands of Mexican Pesos)

MXN Thousand (unaudited) ¹	6M 2022 (USD)*	6M 2022	6M 2021	% Var
Passenger revenue	352,645	7,047,510	4,295,107	64.1%
Ancillary revenue	277,529	5,546,328	3,502,460	58.4%
Total operating revenue	630,174	12,593,838	7,797,567	61.5%
Other income	-5,417	-108,267	-72,839	48.6%
Fuel	305,977	6,114,862	2,353,667	159.8%
Depreciation and amortization	88,250	1,763,646	1,445,733	22.0%
Landing, takeoff and navigation expenses	79,197	1,582,721	865,342	82.9%
Selling, administrative & advertising expenses	52,389	1,046,971	665,163	57.4%
Wages, salaries, and other benefits	66,660	1,332,174	944,390	41.1%
Maintenance	24,514	489,899	431,680	13.5%
Leases	12,896	257,719	683,983	-62.3%
Other expenses	83	1,668	67,972	-97.5%
Total operating expenses	624,549	12,481,393	7,385,091	69.0%
Operating profit (loss)	5,625	112,445	412,476	-72.7%
EBIT Margin	0.9%	0.9%	5.3%	-4.4pp
Financial Income	6,622	132,345	494,189	-73.2%
Financial costs	-49,520	-989,647	-731,028	35.4%
Total finance costs, net	-42,898	-857,302	-236,839	262.0%
Income (loss) before income tax	-37,273	-744,857	175,637	N/A
EBT Margin	-5.9%	-5.9%	2.3%	-8.2pp
Income tax	-11,192	-223,627	52,692	N/A
Net income (loss)	-26,081	-521,230	122,945	N/A

*Amounts in USD were converted from MXN using the end of period exchange rate and are disclosed for informational purposes only.

(1) Our consolidated financial statements for the three months ended June 30, 2022 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 three months ended June 30, 2022 are finalized.



Balance Sheet

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Financial Position
As of June 30, 2022 and December 31, 2021
(Thousands of Mexican Pesos)

MXN Thousand (unaudited) ¹	Jun 2022 (USD)*	Jun 2022	Dec 2021	% Var
Cash and cash equivalents	471,744	9,427,667	8,826,441	6.8%
Derivative financial instruments	1,221	24,399	72,535	-66.4%
Accounts receivables and other	39,407	787,537	246,505	219.5%
Related parties	4,140	82,728	68,961	20.0%
Inventories	13,235	264,499	217,386	21.7%
Guarantee deposits and prepaid expenses	39,932	798,028	377,600	111.3%
Total current assets	569,679	11,384,858	9,809,428	16.1%
Restricted cash	6,658	133,053	139,313	-4.5%
Related parties	130,856	2,615,114	2,595,839	0.7%
Derivative financial instruments	132	2,630	1,294	103.2%
Long-term advance payments for maintenance	43,556	870,451	857,633	1.5%
Operating equipment, furniture and equipment	68,841	1,375,767	1,380,529	-0.3%
Right of use assets	1,077,507	21,533,648	19,677,309	9.4%
Intangible assets	7,607	152,033	160,618	-5.3%
Guarantee deposits and prepaid expenses	250,206	5,000,297	5,020,307	-0.4%
Deferred income taxes	93,418	1,866,929	1,687,276	10.6%
Total assets	2,248,460	44,934,780	41,329,546	8.7%
Loans	114,013	2,278,521	1,761,967	29.3%
Derivative financial instruments	3,041	60,769	0	N/A
Lease liabilities	149,781	2,993,338	2,848,449	5.1%
Trade accounts payable	97,982	1,958,134	1,666,609	17.5%
Accrued liabilities	153,111	3,059,880	2,409,763	27.0%
Provisions	80,636	1,611,478	1,755,404	-8.2%
Employee statutory profit sharing	187	3,729	194,160	-98.1%
Related parties	223	4,463	3,866	15.4%
Air traffic liability	148,364	2,965,017	1,816,598	63.2%
Advances for services	18,135	362,417	451,196	-19.7%
Total current liabilities	765,473	15,297,746	12,908,012	18.5%
Loans	219,779	4,392,215	4,435,086	-1.0%
Lease liabilities	1,096,523	21,913,686	20,226,880	8.3%
Derivative financial instruments	1,513	30,240	35,092	-13.8%
Advances for services	2,725	54,455	55,118	-1.2%
Provisions	59,452	1,188,133	889,580	33.6%
Employee benefits	1,176	23,495	20,544	14.4%
Total liabilities	2,146,641	42,899,970	38,570,312	11.2%
Capital stock	49,204	983,327	983,327	0.0%
Legal reserve	3,010	60,153	60,153	0.0%
Compound instrument	8,416	168,188	164,328	2.3%
Share subscription reserve	-114	-2,279	-2,279	0.0%
Retained earnings (loss)	50,843	1,016,087	1,537,317	-33.9%
Other comprehensive income	-9,540	-190,666	16,388	N/A
Total equity attributable to controlling interest	101,819	2,034,810	2,759,234	-26.3%
Non-controlling interest	0	0	0	N/A
Total stockholders' equity	101,819	2,034,810	2,759,234	-26.3%
Total liabilities and stockholders' equity	2,248,460	44,934,780	41,329,546	8.7%

*Amounts in USD were converted from MXN using the end of period exchange rate and are disclosed for informational purposes only

(1) Our consolidated financial statements for the three months ended June 30, 2022 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 three months ended June 30, 2022 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, 2022 and 2021
(Thousands of Mexican Pesos)

MXN Thousand (unaudited)	2Q 2022 (USD)*	2Q 2022	2Q 2021	% Var.
Cash flow from operating activities	88,539	1,769,430	3,361,648	-47.4%
Cash flow used in investing activities	-770	-15,392	-683,654	-97.7%
Cash flow used in financing activities	-43,707	-873,480	2,205,798	N/A
Effects of exchange rate fluctuations on cash and cash equivalents	-2,418	-48,331	-22,698	112.9%
Increase (decrease) in cash and equivalents	41,644	832,227	4,861,094	-82.9%
Cash and cash equivalents at beginning of period	436,758	8,728,493	3,038,327	187.3%
Cash and cash equivalents at end of period	478,402	9,560,720	7,899,421	21.0%

*Amounts in USD were converted from MXN using the end of period exchange rate and are disclosed for informational purposes only

During 2Q 2022, lease payments amounted to Mx\$1,105 million. Lease payments are reflected in cash flow used in financing activities.

Consolidated Statement of Cash Flows
Six-month period ended June 30, 2022 and 2021
(Thousands of Mexican Pesos)

MXN Thousand (unaudited) ¹	6M 2022 (USD)*	6M 2022	6M 2021	% Var.
Cash flow from operating activities	129,497	2,587,963	4,230,639	-38.8%
Cash flow used in investing activities	-12,042	-240,650	-1,074,131	-77.6%
Cash flow used in financing activities	-87,424	-1,747,146	1,783,812	N/A
Effects of exchange rate fluctuations on cash and cash equivalents	-260	-5,201	-8,218	-36.7%
Increase (decrease) in cash and equivalents	29,771	594,966	4,932,102	-87.9%
Cash and cash equivalents at beginning of period	448,631	8,965,754	2,967,319	202.1%
Cash and cash equivalents at end of period	478,402	9,560,720	7,899,421	21.0%

*Amounts in USD were converted from MXN using the end of period exchange rate and are disclosed for informational purposes only

(1) Our consolidated financial statements for the three months ended June 30, 2022 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 three months ended June 30, 2022 are finalized.

During the first six months, lease payments amounted to Mx\$2,151 million.