

Solid Revenue Growth of 25.4% with a Robust EBITDAR Margin Expansion of 13.9pp, Reaching 32.3% for the quarter

Mexico City, July 27th, 2023 - Grupo Viva Aerobus, S.A. de C.V. ("Viva Aerobus" or "Viva"), the parent company of Aeroenlaces Nacionales S.A. de C.V., announced today its 2Q 2023 financial results.

Effective October 1st, 2022, Viva Aerobus changed its reporting currency from Mexican Pesos ("MX\$") to U.S. Dollar ("US\$"). Please refer to the section "Change in Reporting Currency to U.S. Dollar" for further detail.

US\$ Million ¹	2Q 2023	2Q 2022	% Var	6M 2023	6M 2022	% Var
Financial Highlights						
Total Operating Revenue	456	363	25.4%	803	622	29.0%
Operating Profit (EBIT)	66	29	124.7%	45	6	612.8%
EBIT margin	14.5%	8.1%	6.4pp	5.6%	1.0%	4.6pp
EBITDAR	147	67	120.6%	193	106	81.3%
EBITDAR margin	32.3%	18.4%	13.9pp	24.0%	17.1%	6.9pp
Operational Highlights						
ASMs (millions)	5,164	4,325	19.4%	9,659	8,088	19.4%
TRASM (US cents)	8.83	8.40	5.1%	8.31	7.69	8.0%
CASM (US cents)	7.54	7.72	-2.3%	7.85	7.61	3.0%
CASM ex-fuel (US cents)	4.73	3.42	38.2%	4.70	3.88	21.1%
CASM fuel (US cents)	2.82	4.30	-34.5%	3.15	3.74	-15.8%
Load Factor (%)	87.1%	88.2%	-1.1pp	85.8%	85.9%	0.0pp
Booked passengers (thousands)	6,142	5,177	18.7%	11,340	9,431	20.2%

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

Juan Carlos Zuazua, Chief Executive Officer, commented:

"We delivered a solid double-digit revenue growth of 25.4%, reaching US\$456 million in 2Q 2023, supported by a healthy demand environment despite Mexico's Category 2 status. In the first half of 2023, we surpassed the total revenue of the full year 2019, effectively leveraging our diversified revenue streams, including low fares of US\$36.5 to stimulate demand, and a high ancillary mix of 48.4%. As we launch new ancillary revenue products, our new digital initiatives mature, and our loyalty program "Doters" continues its aggressive growth, we expect further benefits from our revenue streams.

Across our six operating bases, we continue to see healthy fundamentals, supporting our 2Q 2023 passenger growth of 18.7% with an 87.1% load factor and reflecting the double-digit growth of the domestic market, according to the Mexican Federal Civil Aviation Agency (AFAC).

During the quarter, we reported an EBITDAR margin of 32.3% and an operating margin (EBIT) of 14.5% while delivering a profitable second quarter on a net income basis. This result was largely driven by our strong revenue generation of US\$456 million and lower fuel costs during the quarter. In the face of supply chain headwinds, which continue to impact our optimal levels for aircraft utilization, and persisting inflationary pressures, we remain focused on managing the variables we control. In addition, we ended the quarter with a strong cash position of US\$641 million, equivalent to 39.0% of our LTM revenues, and a net leverage of 2.8x.

I'm extremely proud of our Gente Viva for their hard work in a challenging operational environment. In the third quarter, our primary focus is improving our operational reliability to serve the strong summer demand.

Given the continued growth of the Mexican market and the exciting opportunities ahead with the Allegiant JV, we recently placed an order for 90 Airbus A321neo aircraft. This agreement will help us improve fuel consumption efficiency and productivity, enhancing our position as one of the leading ULCCs in the Americas."



2Q 2023 Highlights

US\$ Million ¹	2Q 2023	2Q 2022	% Var
Total Operating Revenue	456	363	25.4%
TRASM (US cents)	8.83	8.40	5.1%
ASMs (millions)	5,164	4,325	19.4%
Load Factor (%)	87.1%	88.2%	-1.1pp
Total Operating Expenses	390	334	16.7%
CASM (US cents)	7.54	7.72	-2.3%
CASM ex-fuel (US cents)	4.73	3.42	38.2%
CASM fuel (US cents)	2.82	4.30	-34.5%
Operating Profit (EBIT)	66	29	124.7%
EBIT margin	14.5%	8.1%	6.4pp
Net Income	24	0.4	6127.4%
Net Income margin	5.3%	0.1%	5.2pp
EBITDAR	147	67	120.6%
EBITDAR margin	32.3%	18.4%	13.9pp

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

Total Operating Revenues increased 25.4% to US\$456 million, reflecting higher unit revenues, healthy load factors, and capacity growth. These figures were mainly driven by ancillary revenue growth, with TRASM increasing 5.1% to US\$8.83, coupled with ASMs growing 19.4%.

During the quarter, Viva's total passengers increased 18.7% to 6.1 million, reflecting higher demand in the domestic and international markets, despite Mexico's Category 2 status. Ancillary revenues increased 44.7% to US\$224 million compared to 2Q 2022, representing 49.1% of total revenues.

Total Operating Expenses increased 16.7% to US\$390 million, below revenue growth, reflecting lower jet fuel prices. This increase was mainly driven by a higher capacity of 19.4% in ASMs and a negative FX impact due to the appreciation of the Mexican peso versus the U.S. Dollar, coupled with inflationary pressures.

CASM decreased 2.3% to US\$7.54, reflecting a decrease of 34.5% in CASM fuel to US\$2.82 and an increase of 38.2% in CASM ex-fuel to US\$4.73. The CASM ex-fuel increase was mainly driven by the appreciation of the Mexican peso versus the U.S. Dollar, inflationary pressures, coupled with the negative impacts in utilization from delayed deliveries in aircraft, engines, and spare parts. These effects were partially offset by continuous cost optimization initiatives and a higher seat density.

Operating Profit reached US\$66 million, an increase of 124.7% compared to 2Q 2022, reflecting higher unit revenues and lower fuel prices. The operating margin increased 6.4 percentage points from 8.1% to 14.5%.

Net Income reached US\$24 million, with a margin of 5.3%.



Financial Debt

US\$ Million	Jun 2023	Dec 2022	% Var
Total Debt	357	337	6.0%
Lease liabilities	1,450	1,368	6.0%
Total Adj. Debt	1,807	1,704	6.0%
Cash & cash equivalents	641	519	23.6%
Net Adj. Debt*	1,166	1,186	-1.7%
Net Adj. Debt / LTM EBITDAR	2.8x	3.7x	
Cash / LTM Total Operating Revenue	39.0%	35.5%	3.6pp

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

Total Adj. Debt was US\$1,807 million in 2Q 2023, reflecting US\$357 million of financial debt and US\$1,450 million of lease liabilities.

Total Cash and Cash Equivalents was US\$641 million in 2Q 2023, representing 39.0% of LTM revenues, with a net leverage of 2.8x.

Fleet

Aircraft	Jun 2023	Mar 2023	Dec 2022	Jun 2022
Airbus 320ceo	22	22	23	20
Airbus 320neo	21	20	20	20
Airbus 321ceo	9	9	9	9
Airbus 321neo	21	19	17	12
EoP Total Fleet	73	70	69	61

A321 %	41.1%	40.0%	37.7%	34.4%
Neo %	57.5%	55.7%	53.6%	52.5%

During 2Q 2023, we added 3 net aircraft (1 Airbus 320neo and 2 Airbus 321neo), and 12 net aircraft (2 Airbus 320ceo, 1 Airbus 320neo, and 9 Airbus 321neo) compared to June 2022.

Our fleet ended 2Q 2023 with an average age of 5.2 years. Viva's fleet was recognized as the youngest in Mexico and the fourth youngest in North America by ch-aviation's Youngest Aircraft Fleet Award 2023.

Hedging

As of June 30, 2023, Viva has jet fuel and FX hedging to mitigate volatility and price shifts. We hedged 11.2% of our expected jet fuel for the rest of the year and, as for FX, our hedging is equivalent to 55.5% of our projected exposure for the rest of the year.



Investor Relations Contact: Ernesto Hernández / Marcelo González / ir@vivaaerobus.com

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

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 June 30, 2023 and 2022

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

Financial and Operational Indicators	2Q 2023	2Q 2022	% Var
Total operating revenue	455,715	363,282	25.4%
EBITDAR	147,234	66,729	120.6%
EBITDAR margin	32.3%	18.4%	13.9pp
EBITDA	123,431	71,499	72.6%
EBITDA margin	27.1%	19.7%	7.4pp
Traffic Metrics			
ASMs (millions)	5,164	4,325	19.4%
Domestic	4,249	3,467	22.6%
International	914	859	6.5%
RPMs (millions)	4,497	3,813	17.9%
Domestic	3,773	3,154	19.6%
International	724	659	9.8%
Load Factor (%)	87.1%	88.2%	-1.1pp
Domestic	88.8%	91.0%	-2.2pp
International	79.2%	76.8%	2.4pp
Booked Passengers (thousands)	6,142	5,177	18.7%
Domestic	5,509	4,604	19.7%
International	633	572	10.6%
Operating Metrics			
TRASM (US cents)	8.83	8.40	5.1%
CASM (US cents)	7.54	7.72	-2.3%
CASM ex-fuel (US cents)	4.73	3.42	38.2%
CASM fuel (US cents)	2.82	4.30	-34.5%
Fare per Passenger (US\$)	37.8	40.3	-6.3%
Ancillary per Passenger (US\$)	36.4	29.8	22.0%
Total Revenue per Passenger (US\$)	74.2	70.2	5.7%
Average Stage Length (miles)	733	732	0.1%
Sectors	34,412	29,607	16.2%
Block Hours	72,001	61,985	16.2%
Average Operating Aircraft Utilization (Block Hours)	12.9	13.2	-2.0%
Average Total Aircraft Utilization (Block Hours)	11.2	11.9	-6.2%
Fuel gallons consumed (millions)	53.7	45.2	18.6%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	2.26	3.89	-42.0%
Average exchange rate ² (US\$/MX\$)	17.72	20.04	-11.6%
EoP exchange rate ² (US\$/MX\$)	17.07	19.98	-14.6%

(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, 2023 and 2022

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

Financial and Operational Indicators	6M 2023	6M 2022	% Var
Total operating revenue	802,569	622,080	29.0%
EBITDAR	192,727	106,311	81.3%
EBITDAR margin	24.0%	17.1%	6.9pp
EBITDA	156,622	92,411	69.5%
EBITDA margin	19.5%	14.9%	4.7pp
Traffic Metrics			
ASMs (millions)	9,659	8,088	19.4%
Domestic	7,907	6,480	22.0%
International	1,751	1,607	9.0%
RPMs (millions)	8,291	6,946	19.4%
Domestic	6,911	5,746	20.3%
International	1,380	1,200	15.0%
Load Factor (%)	85.8%	85.9%	0.0pp
Domestic	87.4%	88.7%	-1.3pp
International	78.8%	74.6%	4.2pp
Booked Passengers (thousands)	11,340	9,431	20.2%
Domestic	10,151	8,348	21.6%
International	1,189	1,083	9.8%
Operating Metrics			
TRASM (US cents)	8.31	7.69	8.0%
CASM (US cents)	7.85	7.61	3.0%
CASM ex-fuel (US cents)	4.70	3.88	21.1%
CASM fuel (US cents)	3.15	3.74	-15.8%
Fare per Passenger (US\$)	36.5	36.9	-1.1%
Ancillary per Passenger (US\$)	34.2	29.0	17.9%
Total Revenue per Passenger (US\$)	70.8	66.0	7.3%
Average Stage Length (miles)	730	731	-0.2%
Sectors	64,679	55,614	16.3%
Block Hours	135,120	115,971	16.5%
Average Operating Aircraft Utilization (Block Hours)	12.4	12.8	-2.7%
Average Total Aircraft Utilization (Block Hours)	10.7	11.5	-7.2%
Fuel gallons consumed (millions)	100.2	84.3	18.9%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	2.62	3.39	-22.9%
Average exchange rate ² (US\$/MX\$)	18.21	20.28	-10.2%
EoP exchange rate ² (US\$/MX\$)	17.07	19.98	-14.6%

(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, 2023 and 2022

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	2Q 2023	2Q 2022	% Var
Passenger revenue	232,146	208,798	11.2%
Ancillary revenue	223,569	154,484	44.7%
Total operating revenue	455,715	363,282	25.4%
Other income	-14,025	-4,294	226.6%
Fuel	145,398	185,845	-21.8%
Depreciation and amortization	57,309	42,075	36.2%
Landing, takeoff and navigation expenses	60,185	42,052	43.1%
Wages, salaries, and other benefits	54,857	32,472	68.9%
Operational support expenses	14,291	12,720	12.4%
Marketing and distribution expenses	26,245	15,814	66.0%
Maintenance	20,047	11,924	68.1%
Leases	23,803	-4,770	N/A
Other expenses	1,483	20	7315.0%
Total operating expenses	389,593	333,858	16.7%
Operating profit	66,122	29,424	124.7%
EBIT Margin	14.5%	8.1%	6.4pp
Financial Income	13,915	774	1697.8%
Financial costs	-45,342	-29,582	53.3%
Total finance costs, net	-31,427	-28,808	9.1%
Income before income tax	34,695	616	5532.3%
EBT Margin	7.6%	0.2%	7.4pp
Income tax	10,408	226	4505.3%
Net income	24,287	390	6127.4%



Income Statement

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

Six-month period ended June 30, 2023 and 2022

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	6M 2023	6M 2022	% Var
Passenger revenue	414,252	348,247	19.0%
Ancillary revenue	388,317	273,833	41.8%
Total operating revenue	802,569	622,080	29.0%
Other income	-24,441	-5,387	353.7%
Fuel	304,109	302,257	0.6%
Depreciation and amortization	111,801	86,123	29.8%
Landing, takeoff and navigation expenses	110,570	78,103	41.6%
Wages, salaries, and other benefits	102,811	64,914	58.4%
Operational support expenses	34,136	24,811	37.6%
Marketing and distribution expenses	40,452	26,873	50.5%
Maintenance	40,686	24,102	68.8%
Leases	36,105	13,900	159.7%
Other expenses	1,519	96	1482.3%
Total operating expenses	757,748	615,792	23.1%
Operating profit	44,821	6,288	612.8%
EBIT Margin	5.6%	1.0%	4.6pp
Financial Income	23,967	6,497	268.9%
Financial costs	-85,121	-52,153	63.2%
Total finance costs, net	-61,154	-45,656	33.9%
Loss before income tax	-16,333	-39,368	-58.5%
EBT Margin	-2.0%	-6.3%	4.3pp
Income tax	-4,900	-11,810	-58.5%
Net loss	-11,433	-27,558	-58.5%

(1) Our consolidated financial statements for the period ended June 30, 2023 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, 2023 are finalized.



Balance Sheet

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Financial Position
As of June 30, 2023 and December 31, 2022
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	Jun 2023	Dec 2022	% Var
Cash and cash equivalents	636,506	514,683	23.7%
Derivative financial instruments	0	44	N/A
Accounts receivables and other	34,966	20,956	66.9%
Related parties	5,071	4,699	7.9%
Inventories	23,025	16,111	42.9%
Guarantee deposits and prepaid expenses	96,317	37,934	153.9%
Total current assets	795,885	594,427	33.9%
Restricted cash	4,534	3,991	13.6%
Related parties	179,450	147,588	21.6%
Derivative financial instruments	0	0	N/A
Long-term advance payments for maintenance	22,957	32,576	-29.5%
Operating equipment, furniture and equipment	79,977	69,438	15.2%
Right of use assets	1,304,711	1,204,629	8.3%
Intangible assets	9,240	8,984	2.8%
Guarantee deposits and prepaid expenses	206,198	221,697	-7.0%
Deferred income taxes	115,897	102,266	13.3%
Total assets	2,718,849	2,385,596	14.0%
Loans	28,725	161,628	-82.2%
Derivative financial instruments	40,917	6,966	487.4%
Lease liabilities	166,044	162,701	2.1%
Trade accounts payable	99,794	92,659	7.7%
Accrued liabilities	158,876	114,138	39.2%
Provisions	58,485	56,243	4.0%
Employee statutory profit sharing	266	8,999	-97.0%
Related parties	262	231	13.4%
Air traffic liability	212,668	140,726	51.1%
Advances for services	31,233	6,658	369.1%
Total current liabilities	797,270	750,949	6.2%
Loans	328,138	175,025	87.5%
Lease liabilities	1,283,652	1,204,901	6.5%
Derivative financial instruments	2,234	1,973	13.2%
Advances for services	1,214	1,588	-23.6%
Provisions	200,213	114,057	75.5%
Employee benefits	1,525	1,195	27.6%
Total liabilities	2,614,246	2,249,688	16.2%
Capital stock	51,866	51,866	0.0%
Legal reserve	3,187	3,187	0.0%
Compound instrument	8,423	8,321	1.2%
Share subscription reserve	-121	-121	0.0%
Additional paid in capital	8,720	7,224	20.7%
Other equity accounts	-2,316	-2,316	0.0%
Retained earnings	65,341	76,774	-14.9%
Accumulated comprehensive income	-30,497	-9,027	237.8%
Total stockholders' equity	104,603	135,908	-23.0%
Total liabilities and stockholders' equity	2,718,849	2,385,596	14.0%

(1) Our consolidated financial statements for the period ended June 30, 2023 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, 2023 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, 2023 and 2022
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	2Q 2023	2Q 2022	% Var
Net cash flow from operating activities	180,964	87,730	106.3%
Net cash flow from (used in) investing activities	11,130	-2,332	N/A
Net cash flow used in financing activities	-87,327	-43,239	102.0%
Increase (decrease) in cash and equivalents	104,767	42,159	148.5%
Cash and cash equivalents at beginning of period	531,739	429,585	23.8%
Cash and cash equivalents at end of period	636,506	471,744	34.9%

During 2Q 2023, lease payments amounted to US\$68 million. Lease payments are reflected in net cash used in financing activities.

Consolidated Statement of Cash Flows
Six-month period ended June 30, 2023 and 2022
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	6M 2023	6M 2022	% Var
Net cash flow from operating activities	253,997	139,657	81.9%
Net cash flow from (used in) investing activities	7,686	-10,934	N/A
Net cash flow used in financing activities	-139,860	-85,790	63.0%
Increase (decrease) in cash and equivalents	121,823	42,933	183.8%
Cash and cash equivalents at beginning of period	514,683	428,811	20.0%
Cash and cash equivalents at end of period	636,506	471,744	34.9%

(1) Our consolidated financial statements for the period ended June 30, 2023 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, 2023 are finalized.

During the first six months of 2023, lease payments amounted to US\$134 million. Lease payments are reflected in net cash used in financing activities.

