Volaris Reports Financial Results for the Second Quarter 2026: Record Second-Quarter TRASM and Strong Cash Position

Mexico City, Mexico July 21, 2026 – Controladora Vuela Compañía de Aviación, S.A.B. de C.V. (NYSE: VLRS and BMV: VOLAR) (“Volaris” or “the Company”), the ultra-low-cost carrier (ULCC) serving Mexico, the United States, Central and South America, today reports its unaudited financial results for the second quarter 2026[1].

Enrique Beltranena, President & Chief Executive Officer, said: “Our second quarter results continued to highlight the strength and resilience of our model, our full focus on the variables within our control, and the consistency of our execution. We acted decisively, driving strong performance across our network and cash flow generation despite operating in one of the most challenging fuel environments in recent years. Not only did we achieve record second-quarter TRASM through fare increases and our disciplined actions across pricing, network, capacity and operations, we also benefited from sustained domestic and strong international demand, demonstrating the balance of our domestic and transborder strategies. Notably, every flight we operated in the second quarter generated positive cash contribution.

Our third-quarter capacity plan follows the same approach. ASM growth is concentrated in July and August as we capture peak demand, with a meaningful moderation beginning in September. As a result, we expect full-year ASM growth of approximately 5%. The actions taken during the first half are delivering tangible results, supporting stronger second-half earnings and the reinstatement of our full-year EBITDAR margin guidance.”

Second Quarter 2026 Highlights

(All figures are reported in U.S. dollars and compared to 2Q 2025, unless otherwise noted)

- **Net loss** of $127 million. Loss per American Depositary Share (ADS) of $1.11.
- **Total operating revenues** of $859 million, a 24% increase.
- **Total revenue per available seat mile (TRASM)** stood at 9.49 cents, increasing by 22%.
- **Available seat miles (ASMs)** increased by 2% to 9.1 billion.
- **Total operating expenses** of $958 million, compared with $715 million in the previous year.
- **Total operating expenses per available seat mile (CASM)** increased 31% to 10.58 cents.
- **Average economic fuel cost** increased 70% to $4.18 per gallon.
- **CASM ex fuel** increased 19% to 6.75 cents.
- **EBITDAR** of $141 million, decreasing by 27%.
- **EBITDAR margin** was 16.3%, down by 11.6 percentage points.
- **Total cash, cash equivalents, and short-term investments** totaled $824 million, representing 25% of the last twelve months’ total operating revenue.
- **Net debt-to-LTM EBITDAR**[2] ratio of 3.3x, compared to 3.2x in the previous quarter.

[1] The financial information, unless otherwise indicated, is presented in accordance with the International Financial Reporting Standards (IFRS).
[2] Includes short-term investments.

Second Quarter 2026 Consolidated Financial and Operating Highlights
(All figures are reported in U.S. dollars and compared to 2Q 2025, unless otherwise noted)

	Second Quarter		
Consolidated Financial Highlights	**2026**	**2025**	**Var.**
Total operating revenues (millions)	**859**	**693**	**24.0%**
TRASM (cents)	9.49	7.80	21.5%
ASMs (millions, scheduled & charter)	9,059	8,885	2.0%
Load Factor (scheduled, RPMs/ASMs)	84.8%	82.4%	2.4 pp
Passengers (thousands, scheduled & charter)	8,064	7,531	7.1%
Fleet (at the end of the period)	155	149	6
Total operating expenses (millions)	**958**	**715**	**34.0%**
CASM (cents)	10.58	8.05	31.3%
CASM ex fuel (cents)	6.75	5.69	18.6%
Operating loss (EBIT) (millions)	**(99)**	**(22)**	**>100.0%**
% EBIT Margin	(11.5%)	(3.2%)	(8.3 pp)
Net loss (millions)	**(127)**	**(63)**	**>100.0%**
% Net loss Margin	(14.8%)	(9.1%)	(5.7 pp)
EBITDAR (millions)	**141**	**194**	**(27.3%)**
% EBITDAR Margin	16.3%	27.9%	(11.6 pp)
Net debt-to-LTM EBITDAR[3]	**3.3x**	**2.9x**	**0.4x**

Note: Figures are rounded for convenience purposes. Further detail found in financial and operating indicators.
[3] Includes short-term investments.

Second Quarter 2026
(All figures are reported in U.S. dollars and compared to 2Q 2025, unless otherwise noted)

Total operating revenues for the quarter amounted to $859 million, up by 24.0%.

Total capacity, in terms of **available seat miles (ASMs**), was 9.1 billion, representing a 2.0% increase.

Booked **passengers** totaled 8.1 million, a 7.1% increase. Mexican domestic booked passengers increased 5.0%, while international booked passengers increased 13.5%.

TRASM increased 21.5% to 9.49 cents, primarily driven by a 25.1% increase in average base fare, which reached $47 during the quarter. The improvement was led by the international market, where strong demand supported growth in both capacity and base fares. TRASM was further supported by a 9.2% increase in total ancillary revenue per passenger, which stood at $59.

Total operating revenue per passenger totaled $107, increasing 15.7%. During the quarter, ancillary revenues represented 55.5% of total operating revenues.

The **load factor** for the quarter reached 84.8%, representing a 2.4 percentage point increase.

Total operating expenses were $958 million, compared with $715 million in the previous year.

CASM totaled 10.58 cents, up 31.3%.

The **average economic fuel cost** increased 70.0% to $4.18 per gallon.

CASM ex fuel stood at 6.75 cents, as anticipated, representing an 18.6% increase. This reflects temporary and non-recurring items, mainly associated with fleet expenses related to an increased number of major maintenance events, and the capacity reductions implemented during the quarter.

Comprehensive financing result represented an expense of $86 million, compared to a $65 million expense in the same period of 2025.

Income tax benefit was $58 million, compared with a $24 million benefit recorded in the second quarter of 2025. The Company expects the effective tax rate to be approximately in line with the statutory rate by the end of the fiscal year.

Net loss in the quarter was $127 million, with loss per ADS of $1.11.

EBITDAR for the quarter reached $141 million, a 27.3% decrease. **EBITDAR margin** stood at 16.3%, down 11.6 percentage points.

Balance Sheet, Liquidity, and Capital Allocation

As of June 30, 2026, cash, cash equivalents and short-term investments were $824 million, representing 25.0% of the last twelve months' total operating revenue.

Net cash flow provided by operating activities was $272 million. Net cash flow used in investing and financing activities was $63 million and $156 million, respectively.

The financial debt amounted to $692 million, reflecting a slight decrease of 1.6% compared to the end of 2025, while total lease liabilities remained essentially flat at $3,167 million.

Net debt-to-LTM EBITDAR[4] ratio stood at 3.3x, compared to 3.2x in the previous quarter, and 3.1x at the end of 2025.

The average exchange rate for the quarter was Ps.17.40 per U.S. dollar, reflecting a 10.9% appreciation of the Mexican peso. At the end of June, the exchange rate stood at Ps.17.47 per U.S. dollar, compared to Ps. 18.89 per U.S. dollar in the previous year, reflecting a 7.5% appreciation of the Mexican peso.

[4] Includes short-term investments.

Full-Year 2026 Guidance Reinstatement

Volaris is reinstating its full-year 2026 EBITDAR margin guidance. The outlook remains sensitive to geopolitical developments; however, Volaris remains confident in the pricing, capacity, and cost actions already underway to maintain a solid cash position as conditions evolve.

For the full year 2026, the Company expects:

	2026	2025 (1)
Full Year 2026 Guidance		
ASM growth (YoY)	~5%	6.3%
EBITDAR margin	~23%	32.5%
CAPEX (2)	~$350 million	$251 million
Average USD/MXN rate	~Ps. 17.60	Ps. 19.22
Average U.S. Gulf Coast jet fuel price	~$3.20	$2.12

(1) For convenience purposes, actual reported figures for 2025 are included.
(2) CAPEX net of financed fleet predelivery payments.

Third Quarter 2026 Guidance

For the third quarter of 2026, the Company expects:

	3Q'26	3Q'25 (3)
3Q'26 Guidance		
ASM growth (YoY)	~10%	4.6%
TRASM	~9.90 cents	8.65 cents
CASM ex fuel	~6.35 cents	5.48 cents
EBITDAR margin	~22%	33.6%
Average USD/MXN rate	~Ps. 17.60	Ps. 18.65
Average U.S. Gulf Coast jet fuel price	~$3.50	$2.11

(3) For convenience purposes, actual reported figures for 3Q'25 are included.

The full-year and third quarter 2026 outlook presented above includes the compensation that Volaris expects to receive for the projected grounded aircraft resulting from the GTF engine inspections, in accordance with the Company's agreement with Pratt & Whitney.

The Company's outlook is subject to unforeseen disruptions, macroeconomic factors, or other negative impacts that may affect its business and is based on several assumptions, including the foregoing, which are subject to change and may be outside the control of the Company and its management. The Company's expectations may change if actual results vary from these assumptions. There can be no assurances that Volaris will achieve these results.

Fleet

During the second quarter, Volaris retired four A320ceo’s and added two A320neo’s, and two A321neo’s to its fleet, with the total number of aircraft remaining at 155. At the end of the quarter, Volaris’ fleet had an average age of 6.8 years and an average seating capacity of 200 passengers per aircraft. Of the total fleet, 68% of the aircraft are New Engine Option (NEO) models.

	Second Quarter			First Quarter	
Total Fleet	**2026**	**2025**	**Var.**	**2026**	**Var.**
CEO					
A319	-	1	(1)	-	-
A320	39	44	(5)	43	(4)
A321	10	10	-	10	-
NEO					
A320	66	59	7	64	2
A321	40	35	5	38	2
Total aircraft at the end of the period	**155**	**149**	**6**	**155**	**-**

Proposed Airline Group Formation

In December 2025, Volaris announced the proposed formation of a new Mexican airline group with Viva, 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. Closing is expected in 2026, subject to customary regulatory approvals and closing conditions. For more information, please visit www.anunciovivayvolaris.com.

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Conference Call Details

Date:	**Wednesday, July 22, 2026**
Time:	**8:30 a.m. Mexico City / 10:30 a.m. New York (USA) (ET)**
Webcast link:	**Volaris Webcast** (View the live webcast)
Dial-in & Live Q&A link:	**Volaris Dial-in and Live Q&A**

1. Click on the call link and complete the online registration form.
2. Upon registering you will receive the dial-in info and a unique PIN to join the call, as well as an email confirmation with the details.
3. Select a method for joining the call:
   i. Dial-In: A dial-in number and unique PIN are displayed to connect directly from your phone.
   ii. Call Me: Enter your phone number and click "Call Me" for an immediate callback from the system.

About Volaris

*Controladora Vuela Compañía de Aviación, S.A.B. de C.V. ("Volaris" or "the Company") (NYSE: VLRS and BMV: VOLAR) is an ultra-low-cost carrier, with point-to-point operations, serving Mexico, the United States, Central and South America. Volaris offers low base fares to build its market, providing quality service and extensive customer choice. Since the beginning of operations in March 2006, Volaris has increased its routes from 5 to more than 244 and its fleet from 4 to 154 aircraft. Volaris offers more than 600 daily flight segments on routes that connect 46 cities in Mexico and 29 cities in the United States, Central and South America, with one of the youngest fleets in Mexico. Volaris targets passengers who are visiting friends and relatives, cost-conscious business and leisure travelers in Mexico, the United States, Central, and South America. For more information, please visit ir.volaris.com. Volaris routinely posts information that may be important to investors on its investor relations website. The Company encourages investors and potential investors to consult the Volaris website regularly for important information about Volaris.

Forward-Looking Statements

Statements in this release contain various forward-looking statements within the meaning of Section 27A of the U.S. Securities Act of 1933, as amended, and Section 21E of the U.S. Securities Exchange Act of 1934, as amended, which represent the Company's expectations, beliefs, or projections concerning future events and financial trends affecting the financial condition of our business. When used in this release, the words "expects," "intends," "estimates," "predicts," "plans," "anticipates," "indicates," "believes," "forecast," "guidance," "potential," "outlook," "may," "continue," "will," "should," "seeks," "targets" and similar expressions are intended to identify forward-looking statements. Similarly, statements describing the Company's objectives, plans or goals, or actions the Company may take in the future are forward-looking. Forward-looking statements include, without limitation, statements regarding the Company's outlook, the expectation of receiving certain compensation in connection with the GTF engine removals, and the anticipated execution of its business plan and focus on its 2025 priorities. Forward-looking statements should not be read as a guarantee or assurance of future performance or results. They 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 concerning 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. Forward-looking statements are subject to several factors that could cause the Company's actual results to differ materially from the Company's expectations, including the competitive environment in the airline industry, the Company's ability to keep costs low; changes in fuel costs, the impact of worldwide economic conditions on customer travel behavior; the Company's ability to generate non-ticket revenue; and government regulation. The Company's U.S. Securities and Exchange Commission filings contain additional information concerning these and other factors. All forward-looking statements attributable to us or persons acting on our 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 release. You should not put undue reliance on any forward-looking statements. We assume 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 we update one or more forward-looking statements, no inference should be drawn that we will make additional updates with respect to those or other forward-looking statements.

Supplemental Information on Non-IFRS Measures

We evaluate our financial performance by using various financial measures that are not performance measures under International Financial Reporting Standards ("non-IFRS measures"). These non-IFRS measures include CASM, CASM ex fuel, EBITDAR, Net debt-to-LTM EBITDAR, Total cash, cash equivalents and short-term investments. We define CASM as total operating expenses by available seat mile. We define CASM ex fuel as total operating expenses by available seat mile, excluding fuel expense. We define EBITDAR as earnings before interest, income tax, depreciation and amortization, depreciation of right of use assets and aircraft and engine variable lease expenses. We define Net debt-to-LTM EBITDAR as Net debt divided by LTM EBITDAR. We define Total cash, cash equivalents and short-term investments as the sum of cash, cash equivalents and short-term investments.

These non-IFRS measures are provided as supplemental information to the financial information presented in this release that is calculated and presented in accordance with International Financial Reporting Standards ("IFRS") because we believe that they, in conjunction with the IFRS financial information, provide useful information to management's, analysts and investors overall understanding of our operating performance.

Because non-IFRS measures are not calculated in accordance with IFRS, they should not be considered superior to and are not intended to be considered in isolation or as a substitute for the related IFRS measures presented in this release and may not be the same as or comparable to similarly titled measures presented by other companies due to possible differences in the method of calculation and the items being adjusted.

We encourage investors to review our financial statements and other filings with the Securities and Exchange Commission in their entirety for additional information regarding the Company and not to rely on any single financial measure.

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Controladora Vuela Compañía de Aviación, S.A.B. de C.V. and Subsidiaries

Financial and Operating Indicators

Unaudited (U.S. dollars, except otherwise indicated)	Three months ended June 30, 2026	Three months ended June 30, 2025	Variance
Total operating revenues (millions)	859	693	24.0%
Total operating expenses (millions)	958	715	34.0%
EBIT (millions)	(99)	(22)	>100.0%
EBIT margin	(11.5%)	(3.2%)	(8.3 pp)
Depreciation and amortization (millions)	175	160	9.4%
Aircraft and engine variable lease expenses (millions)	65	56	16.1%
Net loss (millions)	(127)	(63)	>100.0%
Net loss margin	(14.8%)	(9.1%)	(5.7 pp)
Loss per share (1):			
Basic	(0.11)	(0.06)	>100.0%
Diluted	(0.11)	(0.05)	>100.0%
Loss per ADS*:			
Basic	(1.11)	(0.55)	>100.0%
Diluted	(1.11)	(0.54)	>100.0%
Weighted average shares outstanding:			
Basic	1,149,185,968	1,149,340,345	(0.0%)
Diluted	1,149,185,968	1,162,826,854	(1.2%)
Financial Indicators			
Total operating revenue per ASM (TRASM) (cents) (2)	9.49	7.80	21.5%
Average base fare per passenger	47	38	25.1%
Total ancillary revenue per passenger (3)	59	54	9.2%
Total operating revenue per passenger	107	92	15.7%
Operating expenses per ASM (CASM) (cents) (2)	10.58	8.05	31.3%
CASM ex fuel (cents) (2)	6.75	5.69	18.6%
Operating Indicators			
Available seat miles (ASMs) (millions) (2)	9,059	8,885	2.0%
Domestic	5,188	5,286	(1.8%)
International	3,871	3,599	7.5%
Revenue passenger miles (RPMs) (millions) (2)	7,679	7,322	4.9%
Domestic	4,597	4,625	(0.6%)
International	3,082	2,696	14.3%
Load factor (4)	84.8%	82.4%	2.4 pp
Domestic	88.6%	87.5%	1.1 pp
International	79.6%	74.9%	4.7 pp
Booked passengers (thousands) (2)	8,064	7,531	7.1%
Domestic	5,959	5,675	5.0%
International	2,105	1,856	13.5%
Departures (2)	48,083	46,775	2.8%
Block hours (2)	120,598	118,450	1.8%
Aircraft at end of period	155	149	6
Average aircraft utilization (block hours)	11.93	13.24	(9.9%)
Fuel gallons accrued (millions)	82.43	84.90	(2.9%)
Average economic fuel cost per gallon (5)	4.18	2.46	70.0%
Average exchange rate	17.40	19.54	(10.9%)
Exchange rate at the end of the period	17.47	18.89	(7.5%)

*Each ADS represents ten CPOs and each CPO represents a financial interest in one Series A share

(1) The basic and diluted loss or earnings per share are calculated in accordance with IAS 33. Basic loss or earnings per share is calculated by dividing net loss or earnings by the average number of shares outstanding (excluding treasury shares). Diluted loss or earnings per share is calculated by dividing net loss or earnings by the average number of shares outstanding adjusted for dilutive effects.

(2) Includes scheduled and charter.
(3) Includes “Other passenger revenues” and “Non-passenger revenues”.
(4) Includes scheduled.
(5) Excludes Non-creditable VAT.

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Controladora Vuela Compañía de Aviación, S.A.B. de C.V. and Subsidiaries

Financial and Operating Indicators

Unaudited (U.S. dollars, except otherwise indicated)	Six months ended June 30, 2026	Six months ended June 30, 2025	Variance
Total operating revenues (millions)	1,630	1,371	18.9%
Total operating expenses (millions)	1,750	1,403	24.7%
EBIT (millions)	(120)	(32)	>100.0%
EBIT margin	(7.4%)	(2.4%)	(5.0 pp)
Depreciation and amortization (millions)	349	319	9.4%
Aircraft and engine variable lease expenses (millions)	89	110	(19.1%)
Net loss (millions)	(199)	(114)	74.6%
Net loss margin	(12.2%)	(8.3%)	(3.8 pp)
Loss per share (1):			
Basic	(0.17)	(0.10)	73.5%
Diluted	(0.17)	(0.10)	75.7%
Loss per ADS*:			
Basic	(1.73)	(1.00)	73.5%
Diluted	(1.73)	(0.98)	75.7%
Weighted average shares outstanding:			
Basic	1,148,871,183	1,149,570,080	(0.1%)
Diluted	1,148,871,183	1,163,700,155	(1.3%)
Financial Indicators			
Total operating revenue per ASM (TRASM) (cents) (2)	9.05	7.78	16.3%
Average base fare per passenger	45	38	17.6%
Total ancillary revenue per passenger (3)	58	54	8.5%
Total operating revenue per passenger	103	92	12.3%
Operating expenses per ASM (CASM) (cents) (2)	9.72	7.97	22.0%
CASM ex fuel (cents) (2)	6.40	5.54	15.4%
Operating Indicators			
Available seat miles (ASMs) (millions) (2)	17,999	17,622	2.1%
Domestic	10,110	10,394	(2.7%)
International	7,889	7,228	9.1%
Revenue passenger miles (RPMs) (millions) (2)	15,280	14,784	3.4%
Domestic	8,979	9,161	(2.0%)
International	6,301	5,623	12.1%
Load factor (4)	84.9%	83.9%	1.0 pp
Domestic	88.8%	88.1%	0.7 pp
International	79.9%	77.8%	2.1 pp
Booked passengers (thousands) (2)	15,814	14,949	5.8%
Domestic	11,472	11,083	3.5%
International	4,342	3,865	12.3%
Departures (2)	94,698	91,352	3.7%
Block hours (2)	239,515	234,584	2.1%
Aircraft at end of period	155	149	6
Average aircraft utilization (block hours)	12.39	13.12	(5.6%)
Fuel gallons accrued (millions)	164.08	166.46	(1.4%)
Average economic fuel cost per gallon (5)	3.62	2.54	42.4%
Average exchange rate	17.49	19.98	(12.5%)
Exchange rate at the end of the period	17.47	18.89	(7.5%)

*Each ADS represents ten CPOs and each CPO represents a financial interest in one Series A share

(1) The basic and diluted loss or earnings per share are calculated in accordance with IAS 33. Basic loss or earnings per share is calculated by dividing net loss or earnings by the average number of shares outstanding (excluding treasury shares). Diluted loss or earnings per share is calculated by dividing net loss or earnings by the average number of shares outstanding adjusted for dilutive effects.

(2) Includes scheduled and charter.
(3) Includes “Other passenger revenues” and “Non-passenger revenues”.
(4) Includes scheduled.
(5) Excludes Non-creditable VAT.

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Controladora Vuela Compañía de Aviación, S.A.B. de C.V. and Subsidiaries

Consolidated Statement of Operations

Unaudited (In millions of U.S. dollars)	Three months ended June 30, 2026	Three months ended June 30, 2025	Variance
Operating revenues:			
Passenger revenues	**826**	**655**	**26.1%**
Fare revenues	382	285	34.0%
Other passenger revenues	444	370	20.0%
Non-passenger revenues	**33**	**38**	**(13.2%)**
Cargo	7	5	40.0%
Other non-passenger revenues	26	33	(21.2%)
Total operating revenues	**859**	**693**	**24.0%**
Other operating income	(42)	(52)	(19.2%)
Fuel expense	347	210	65.2%
Aircraft and engine variable lease expenses	65	56	16.1%
Salaries and benefits	140	109	28.4%
Landing, take-off and navigation expenses	152	133	14.3%
Sales, marketing and distribution expenses	46	37	24.3%
Maintenance expenses	38	33	15.2%
Depreciation and amortization	54	51	5.9%
Depreciation of right of use assets	121	109	11.0%
Other operating expenses	37	29	27.6%
Total operating expenses	**958**	**715**	**34.0%**
Operating loss	**(99)**	**(22)**	**>100.0%**
Finance income	10	12	(16.7%)
Finance cost	(81)	(77)	5.2%
Exchange (loss) gain, net	(15)	-	N/A
Comprehensive financing result	**(86)**	**(65)**	**32.3%**
Loss before income tax	**(185)**	**(87)**	**>100.0%**
Income tax benefit	58	24	>100.0%
Net loss	**(127)**	**(63)**	**>100.0%**

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Controladora Vuela Compañía de Aviación, S.A.B. de C.V. and Subsidiaries

Consolidated Statement of Operations

Unaudited (In millions of U.S. dollars)	Six months ended June 30, 2026	Six months ended June 30, 2025	Variance
Operating revenues:			
Passenger revenues	**1,555**	**1,300**	**19.6%**
Fare revenues	711	571	24.5%
Other passenger revenues	844	729	15.8%
Non-passenger revenues	**75**	**71**	**5.6%**
Cargo	13	10	30.0%
Other non-passenger revenues	62	61	1.6%
Total operating revenues	**1,630**	**1,371**	**18.9%**
Other operating income	(88)	(103)	(14.6%)
Fuel expense	599	427	40.3%
Aircraft and engine variable lease expenses	89	110	(19.1%)
Salaries and benefits	275	213	29.1%
Landing, take-off and navigation expenses	307	255	20.4%
Sales, marketing and distribution expenses	79	71	11.3%
Maintenance expenses	71	61	16.4%
Depreciation and amortization	105	103	1.9%
Depreciation of right of use assets	244	216	13.0%
Other operating expenses	69	50	38.0%
Total operating expenses	**1,750**	**1,403**	**24.7%**
Operating loss	**(120)**	**(32)**	**>100%**
Finance income	19	24	(20.8%)
Finance cost	(156)	(157)	(0.6%)
Exchange (loss) gain, net	(18)	2	N/A
Comprehensive financing result	**(155)**	**(131)**	**18.3%**
Loss before income tax	**(275)**	**(163)**	**68.7%**
Income tax benefit	76	49	55.1%
Net loss	**(199)**	**(114)**	**74.6%**

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Reconciliation of Total Ancillary Revenue per Passenger

The following table provides additional details about the components of total ancillary revenue for the quarter:

Unaudited (In millions of U.S. dollars)	Three months ended June 30, 2026	Three months ended June 30, 2025	Variance
Other passenger revenues	444	370	20.0%
Non-passenger revenues	33	38	(13.2%)
Total ancillary revenues	**477**	**408**	**16.9%**
Booked passengers (thousands) (1)	8,064	7,531	7.1%
Total ancillary revenue per passenger	**59**	**54**	**9.2%**

(1) Includes scheduled and charter.

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Reconciliation of Total Ancillary Revenue per Passenger

The following table provides additional details about the components of total ancillary revenue for the first half of the year:

Unaudited (In millions of U.S. dollars)	Six months ended June 30, 2026	Six months ended June 30, 2025	Variance
Other passenger revenues	844	729	15.8%
Non-passenger revenues	75	71	5.6%
Total ancillary revenues	**919**	**800**	**14.9%**
Booked passengers (thousands) (1)	15,814	14,949	5.8%
Total ancillary revenue per passenger	**58**	**54**	**8.5%**

(1) Includes scheduled and charter.

Controladora Vuela Compañía de Aviación, S.A.B. de C.V. and Subsidiaries

Consolidated Statement of Financial Position

(In millions of U.S. dollars)	As of June 30, 2026 Unaudited	As of December 31, 2025 Audited
Assets		
Cash and cash equivalents	803	754
Short-term investments	21	20
Total cash, cash equivalents, and short-term investments (1)	**824**	**774**
Accounts receivable, net	320	262
Inventories	21	17
Guarantee deposits	228	278
Prepaid expenses and other current assets	115	63
Total current assets	**1,508**	**1,394**
Right of use assets, net	2,515	2,531
Rotable spare parts, furniture and equipment, net	1,004	948
Intangible assets, net	41	38
Deferred income taxes	460	360
Guarantee deposits	305	341
Other long-term assets	24	25
Total non-current assets	**4,349**	**4,243**
Total assets	**5,857**	**5,637**
Liabilities and equity		
Unearned transportation revenue	496	361
Accounts payable	255	192
Accrued liabilities	373	269
Other taxes and fees payable	323	269
Income taxes payable	18	11
Financial debt	231	262
Lease liabilities	454	409
Other liabilities	189	143
Total short-term liabilities	**2,339**	**1,916**
Financial debt	461	441
Accrued liabilities	5	7
Employee benefits	18	15
Deferred income taxes	5	12
Lease liabilities	2,713	2,744
Other liabilities	248	238
Total long-term liabilities	**3,450**	**3,457**
Total liabilities	**5,789**	**5,373**
Equity		
Capital stock	248	248
Treasury shares	(13)	(13)
Contributions for future capital increases	-	-
Legal reserve	17	17
Additional paid-in capital	284	283
Accumulated deficit	(325)	(126)
Accumulated other comprehensive loss	(143)	(145)
Total equity	**68**	**264**
Total liabilities and equity	**5,857**	**5,637**

(1) Non-GAAP measure.

Controladora Vuela Compañía de Aviación, S.A.B. de C.V. and Subsidiaries

Consolidated Statement of Cash Flows – Cash Flow Data Summary

Unaudited (In millions of U.S. dollars)	Three months ended June 30, 2026	Three months ended June 30, 2025
Net cash flow provided by operating activities	272	136
Net cash flow used in investing activities	(63)	(16)
Net cash flow used in financing activities*	(156)	(197)
Increase (decrease) in cash and cash equivalents	**53**	**(77)**
Net foreign exchange differences	4	2
Cash and cash equivalents at beginning of period	746	847
Cash and cash equivalents at end of period	**803**	**772**

*Includes aircraft rental payments of $170 million and $148 million for the three months ended June 30, 2026, and 2025, respectively.

Controladora Vuela Compañía de Aviación, S.A.B. de C.V. and Subsidiaries

Consolidated Statement of Cash Flows – Cash Flow Data Summary

Unaudited (In millions of U.S. dollars)	Six months ended June 30, 2026	Six months ended June 30, 2025
Net cash flow provided by operating activities	523	293
Net cash flow used in investing activities	(97)	(22)
Net cash flow used in financing activities*	(378)	(409)
Increase (decrease) in cash and cash equivalents	**48**	**(138)**
Net foreign exchange differences	1	2
Cash and cash equivalents at beginning of period	754	908
Cash and cash equivalents at end of period	**803**	**772**

*Includes aircraft rental payments of $336 million and $301 million for the six months ended June 30, 2026, and 2025, respectively.