

## Volaris Reports Financial Results for the Second Quarter 2025

**Mexico City, Mexico, July 21, 2025** – 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 2025<sup>1</sup>.

### Second Quarter 2025 Highlights

(All figures are reported in U.S. dollars and compared to 2Q 2024 unless otherwise noted)

- **Net loss** of \$63 million. Loss per American Depositary Shares (ADS) of \$55 cents.
- **Total operating revenues** of \$693 million, a 5% decrease.
- **Total revenue per available seat mile (TRASM)** decreased 12% to \$7.80 cents.
- **Available seat miles (ASMs)** increased by 9% to 8.9 billion.
- **Total operating expenses** of \$715 million, compared with \$660 million in the previous year.
- **Total operating expenses per available seat mile (CASM)** remained essentially flat at \$8.05 cents.
- **Average economic fuel cost** decreased 14% to \$2.46 per gallon.
- **CASM ex fuel** increased 7% to \$5.69 cents.
- **EBITDAR** of \$194 million, a 26% decrease.
- **EBITDAR margin** was 27.9%, a decrease of 8.0 percentage points.
- **Total cash, cash equivalents, and short-term investments** totaled \$788 million, representing 26% of the last twelve months’ total operating revenue.
- **Net debt-to-LTM EBITDAR<sup>2</sup>** ratio stood at 2.9x, compared to 2.7x in the previous quarter.

**Enrique Beltranena, President & Chief Executive Officer, said:** “With improved visibility into second-half demand drivers and ongoing capacity discipline, we are reinstating our full-year guidance for EBITDAR margin, which we now expect in the range of 32% to 33%. Despite external geopolitical headwinds, our flexible business model and resilient cost structure enable us to moderate growth, remaining prudent and aligned with market trends. Going forward, our capacity decisions will remain anchored in two guiding priorities – customer demand and sustained profitability, and we continue to see meaningful opportunities in our business model and our markets to generate long-term value.”

<sup>1</sup> The financial information, unless otherwise indicated, is presented in accordance with the International Financial Reporting Standards (IFRS).

<sup>2</sup> Includes short-term investments.

## Second Quarter 2025 Consolidated Financial and Operating Highlights

(All figures are reported in U.S. dollars and compared to 2Q 2024 unless otherwise noted)

| Consolidated Financial Highlights                | Second Quarter |             |                |
|--|----------------|-------------|----------------|
|  | 2025           | 2024        | Var.           |
| <b>Total operating revenues (millions)</b>       | <b>693</b>     | <b>726</b>  | <b>(4.5%)</b>  |
| TRASM (cents)                                    | 7.80           | 8.89        | (12.2%)        |
| ASMs (millions, scheduled & charter)             | 8,885          | 8,173       | 8.7%           |
| Load Factor (scheduled, RPMs/ASMs)               | 82.4%          | 85.5%       | (3.1 pp)       |
| Passengers (thousands, scheduled & charter)      | 7,531          | 7,087       | 6.3%           |
| Fleet (at the end of the period)                 | 149            | 136         | 13             |
| <b>Total operating expenses (millions)</b>       | <b>715</b>     | <b>660</b>  | <b>8.3%</b>    |
| CASM (cents)                                     | 8.05           | 8.08        | (0.3%)         |
| CASM ex fuel (cents)                             | 5.69           | 5.33        | 6.7%           |
| Adjusted CASM ex fuel (cents) <sup>3</sup>       | 5.11           | 4.86        | 5.2%           |
| <b>Operating (loss) income (EBIT) (millions)</b> | <b>(22)</b>    | <b>66</b>   | <b>N/A</b>     |
| <i>% EBIT Margin</i>                             | (3.2%)         | 9.1%        | (12.3 pp)      |
| <b>Net (loss) income (millions)</b>              | <b>(63)</b>    | <b>10</b>   | <b>N/A</b>     |
| <i>% Net (loss) income Margin</i>                | (9.1%)         | 1.4%        | (10.6 pp)      |
| <b>EBITDAR (millions)</b>                        | <b>194</b>     | <b>261</b>  | <b>(25.7%)</b> |
| <i>% EBITDAR Margin</i>                          | 27.9%          | 35.9%       | (8.0 pp)       |
| <b>Net debt-to-LTM EBITDAR<sup>4</sup></b>       | <b>2.9x</b>    | <b>2.9x</b> | -              |

### Reconciliation of CASM to Adjusted CASM ex fuel:

| Reconciliation of CASM                                   | Second Quarter |             |               |
|--|----------------|-------------|---------------|
|  | 2025           | 2024        | Var.          |
| <b>CASM (cents)</b>                                      | <b>8.05</b>    | <b>8.08</b> | <b>(0.3%)</b> |
| Fuel expense   | (2.36)         | (2.75)      | (14.4%)       |
| <b>CASM ex fuel</b>                                      | <b>5.69</b>    | <b>5.33</b> | <b>6.7%</b>   |
| Aircraft and engine variable lease expenses <sup>5</sup> | (0.63)         | (0.56)      | 13.4%         |
| Sale and lease back gains                                | 0.05           | 0.09        | (40.9%)       |
| <b>Adjusted CASM ex fuel</b>                             | <b>5.11</b>    | <b>4.86</b> | <b>5.2%</b>   |

Note: Figures are rounded for convenience purposes. Further detail found in financial and operating indicators.

<sup>3</sup> Excludes fuel expense, aircraft and engine variable lease expenses and sale and lease-back gains.

<sup>4</sup> Includes short-term investments.

<sup>5</sup> Aircraft redeliveries.



## Second Quarter 2025

(All figures are reported in U.S. dollars and compared to 2Q 2024 unless otherwise noted)

**Total operating revenues** for the quarter amounted to \$693 million, a 4.5% decrease, driven by lower unit revenues.

Total capacity, in terms of **available seat miles (ASMs)**, was 8.9 billion, representing an 8.7% increase.

Booked **passengers** totaled 7.5 million, a 6.3% increase. Mexican domestic booked passengers increased 6.6%, while international booked passengers increased 5.2%.

**TRASM** declined 12.2% to \$7.80 cents, mainly driven by the depreciation of the Mexican peso against the U.S. dollar. Total operating revenue per passenger stood at \$92, decreasing 10.2%.

The average base fare per passenger stood at \$38, a 23.2% decrease. The total ancillary revenue per passenger was \$54, reflecting a 1.9% increase. Ancillary revenues accounted for 58.9% of total operating revenues.

The **load factor** for the quarter reached 82.4%, representing a 3.1 percentage point decrease.

**Total operating expenses** were \$715 million, compared with \$660 million in the previous year.

**CASM** totaled \$8.05 cents, a slight decline of 0.3%.

The **average economic fuel cost** decreased by 14.0% to \$2.46 per gallon.

**CASM ex fuel** increased 6.7% to \$5.69 cents, reflecting strong cost control despite flying fewer ASMs than planned during the quarter, as well as higher maintenance events and aircraft and engine variable lease expenses related to redelivery accruals for scheduled aircraft returns.

**Comprehensive financing result** represented an expense of \$65 million, compared with a \$52 million expense in the same period of 2024.

**Income tax benefit** was \$24 million, compared with a \$4 million expense registered in the second quarter of 2024.

**Net loss** in the quarter was \$63 million, with a loss per ADS of \$55 cents.

**EBITDAR** for the quarter was \$194 million, a 25.7% decline. **EBITDAR margin** stood at 27.9%, down by 8.0 percentage points.



## Balance Sheet, Liquidity, and Capital Allocation

As of June 30, 2025, cash, cash equivalents and short-term investments were \$788 million, representing 26.1% of the last twelve months' total operating revenue.

Net cash flow provided by operating activities was \$136 million. Net cash flow used in investing and financing activities was \$16 million and \$197 million, respectively.

The financial debt amounted to \$742 million, reflecting an 8.4% decrease compared to the end of 2024, while total lease liabilities remained essentially flat at \$3,057 million.

**Net debt-to-LTM EBITDAR<sup>6</sup>** ratio stood at 2.9x, compared to 2.7x in the previous quarter and 2.6x at the end of 2024.

The average exchange rate for the period was Ps.19.54 per U.S. dollar, reflecting a depreciation of 13.6% of the Mexican peso. The end-of-period exchange rate stood at Ps.18.89 per U.S. dollar, compared with Ps. 20.32 per U.S. dollar at the end of the first quarter of 2025.

<sup>6</sup> Includes short-term investments.

## 2025 Updated Guidance

For the full year 2025, the Company expects:

|  | Updated Guidance | Prior Guidance |
|--|------------------|----------------|
| <b>Full Year 2025 Guidance</b>         |                  |                |
| ASM growth (YoY)                       | ~7%              | 8% to 9%       |
| EBITDAR margin                         | 32% to 33%       | -              |
| CAPEX <sup>(1)</sup>                   | ~\$250 million   | ~\$250 million |
| Average USD/MXN rate                   | ~Ps. 19.65       | -              |
| Average U.S. Gulf Coast jet fuel price | ~\$2.10          | -              |

(1) CAPEX net of financed fleet predelivery payments.

For the third quarter of 2025, the Company expects:

|  | 3Q'25        | 3Q'24 <sup>(2)</sup> |
|--|--------------|----------------------|
| <b>3Q'25 Guidance</b>                  |              |                      |
| ASM growth (YoY)                       | ~6%          | -14.4%               |
| TRASM                                  | ~\$8.6 cents | \$9.38 cents         |
| CASM ex fuel                           | ~\$5.5 cents | \$5.39 cents         |
| EBITDAR margin                         | 32% to 33%   | 38.7%                |
| Average USD/MXN rate                   | ~Ps. 19.00   | Ps. 18.92            |
| Average U.S. Gulf Coast jet fuel price | ~\$2.20      | \$2.24               |

(2) For convenience purposes, actual reported figures for 3Q'24 are included.

The full year and third quarter 2025 outlooks presented above include 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.

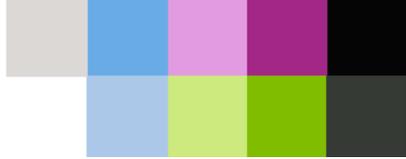


## Fleet

During the second quarter, Volaris retired one A319ceo aircraft and added four A320neo's, and one A321neo to its fleet, bringing the total number of aircraft to 149. At the end of the quarter, Volaris' fleet had an average age of 6.5 years and an average seating capacity of 198 passengers per aircraft. Of the total fleet, 63% of the aircraft are New Engine Option (NEO) models.

| Total Fleet                                    | Second Quarter |            |           | First Quarter |          |
|--|----------------|------------|-----------|---------------|----------|
|  | 2025           | 2024       | Var.      | 2025          | Var.     |
| <b>CEO</b>                                     |                |            |           |               |          |
| A319   | 1              | 3          | (2)       | 2             | (1)      |
| A320   | 44             | 42         | 2         | 44            | -        |
| A321   | 10             | 10         | -         | 10            | -        |
| <b>NEO</b>                                     |                |            |           |               |          |
| A320   | 59             | 51         | 8         | 55            | 4        |
| A321   | 35             | 30         | 5         | 34            | 1        |
| <b>Total aircraft at the end of the period</b> | <b>149</b>     | <b>136</b> | <b>13</b> | <b>145</b>    | <b>4</b> |

*Investors are urged to carefully read the Company's periodic reports filed with or provided to the Securities and Exchange Commission, for additional information regarding the Company.*



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## Conference Call Details

**Date:** Tuesday, July 22, 2025  
**Time:** 9:00 a.m. Mexico City / 11:00 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 221 and its fleet from 4 to 151 aircraft. Volaris offers more than 500 daily flight segments on routes that connect 44 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](http://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, Adjusted 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 Adjusted CASM ex fuel as total operating expenses by available seat mile, excluding fuel expense, aircraft and engine variable lease expenses and sale and lease back gains. 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.

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

### Financial and Operating Indicators

| Unaudited<br>(U.S. dollars, except otherwise indicated)        | Three months ended<br>June 30, 2025 | Three months ended<br>June 30, 2024 | Variance  |
|--|-------------------------------------|-------------------------------------|-----------|
| Total operating revenues (millions)                            | 693                                 | 726                                 | (4.5%)    |
| Total operating expenses (millions)                            | 715                                 | 660                                 | 8.3%      |
| EBIT (millions)  | (22)                                | 66                                  | N/A       |
| EBIT margin  | (3.2%)                              | 9.1%                                | (12.3 pp) |
| Depreciation and amortization (millions)                       | 160                                 | 150                                 | 6.7%      |
| Aircraft and engine variable lease expenses (millions)         | 56                                  | 45                                  | 24.4%     |
| Net (loss) income (millions)                                   | (63)                                | 10                                  | N/A       |
| Net (loss) income margin                                       | (9.1%)                              | 1.4%                                | (10.6 pp) |
| <b>(Loss) earnings per share <sup>(1)</sup>:</b>               |                                     |                                     |           |
| Basic  | (0.06)                              | 0.01                                | N/A       |
| Diluted  | (0.05)                              | 0.01                                | N/A       |
| <b>(Loss) earnings per ADS*:</b>                               |                                     |                                     |           |
| Basic  | (0.55)                              | 0.09                                | N/A       |
| Diluted  | (0.54)                              | 0.09                                | N/A       |
| <b>Weighted average shares outstanding:</b>                    |                                     |                                     |           |
| Basic  | 1,149,340,345                       | 1,150,766,440                       | (0.1%)    |
| Diluted  | 1,162,826,854                       | 1,165,976,677                       | (0.3%)    |
| <b>Financial Indicators</b>                                    |                                     |                                     |           |
| Total operating revenue per ASM (TRASM) (cents) <sup>(2)</sup> | 7.80                                | 8.89                                | (12.2%)   |
| Average base fare per passenger                                | 38                                  | 49                                  | (23.2%)   |
| Total ancillary revenue per passenger <sup>(3)</sup>           | 54                                  | 53                                  | 1.9%      |
| Total operating revenue per passenger                          | 92                                  | 102                                 | (10.2%)   |
| Operating expenses per ASM (CASM) (cents) <sup>(2)</sup>       | 8.05                                | 8.08                                | (0.3%)    |
| CASM ex fuel (cents) <sup>(2)</sup>                            | 5.69                                | 5.33                                | 6.7%      |
| Adjusted CASM ex fuel (cents) <sup>(2) (4)</sup>               | 5.11                                | 4.86                                | 5.2%      |
| <b>Operating Indicators</b>                                    |                                     |                                     |           |
| Available seat miles (ASMs) (millions) <sup>(2)</sup>          | 8,885                               | 8,173                               | 8.7%      |
| Domestic   | 5,286                               | 4,868                               | 8.6%      |
| International  | 3,599                               | 3,305                               | 8.9%      |
| Revenue passenger miles (RPMs) (millions) <sup>(2)</sup>       | 7,322                               | 6,988                               | 4.8%      |
| Domestic   | 4,625                               | 4,388                               | 5.4%      |
| International  | 2,696                               | 2,600                               | 3.7%      |
| Load factor <sup>(5)</sup>                                     | 82.4%                               | 85.5%                               | (3.1 pp)  |
| Domestic   | 87.5%                               | 90.1%                               | (2.6 pp)  |
| International  | 74.9%                               | 78.7%                               | (3.8 pp)  |
| Booked passengers (thousands) <sup>(2)</sup>                   | 7,531                               | 7,087                               | 6.3%      |
| Domestic   | 5,675                               | 5,324                               | 6.6%      |
| International  | 1,856                               | 1,763                               | 5.2%      |
| Departures <sup>(2)</sup>                                      | 46,775                              | 42,495                              | 10.1%     |
| Block hours <sup>(2)</sup>                                     | 118,450                             | 109,638                             | 8.0%      |
| Aircraft at end of period                                      | 149                                 | 136                                 | 13        |
| Average daily aircraft utilization (block hours)               | 13.24                               | 13.05                               | 1.4%      |
| Fuel gallons accrued (millions)                                | 84.90                               | 77.93                               | 9.0%      |
| Average economic fuel cost per gallon <sup>(6)</sup>           | 2.46                                | 2.86                                | (14.0%)   |
| Average exchange rate  | 19.54                               | 17.21                               | 13.6%     |
| Exchange rate at the end of the period                         | 18.89                               | 18.38                               | 2.8%      |

\*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) Excludes fuel expense, aircraft and engine variable lease expenses and sale and lease-back gains.

(5) Includes scheduled.

(6) Excludes Non-creditable VAT.

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

### Financial and Operating Indicators

| Unaudited<br>(U.S. dollars, except otherwise indicated)        | Six months ended<br>June 30, 2025 | Six months ended<br>June 30, 2024 | Variance  |
|--|-----------------------------------|-----------------------------------|-----------|
| Total operating revenues (millions)                            | 1,371                             | 1,494                             | (8.2%)    |
| Total operating expenses (millions)                            | 1,403                             | 1,324                             | 6.0%      |
| EBIT (millions)  | (32)                              | 170                               | N/A       |
| EBIT margin  | (2.4%)                            | 11.4%                             | (13.7 pp) |
| Depreciation and amortization (millions)                       | 319                               | 283                               | 12.7%     |
| Aircraft and engine variable lease expenses (millions)         | 110                               | 42                                | >100.0%   |
| Net (loss) income (millions)                                   | (114)                             | 44                                | N/A       |
| Net (loss) income margin                                       | (8.3%)                            | 2.9%                              | (11.3 pp) |
| <b>(Loss) earnings per share <sup>(1)</sup>:</b>               |                                   |                                   |           |
| Basic  | (0.10)                            | 0.04                              | N/A       |
| Diluted  | (0.10)                            | 0.04                              | N/A       |
| <b>(Loss) earnings per ADS*:</b>                               |                                   |                                   |           |
| Basic  | (1.00)                            | 0.38                              | N/A       |
| Diluted  | (0.98)                            | 0.37                              | N/A       |
| <b>Weighted average shares outstanding:</b>                    |                                   |                                   |           |
| Basic  | 1,149,570,080                     | 1,151,108,712                     | (0.1%)    |
| Diluted  | 1,163,700,155                     | 1,165,976,677                     | (0.2%)    |
| <b>Financial Indicators</b>                                    |                                   |                                   |           |
| Total operating revenue per ASM (TRASM) (cents) <sup>(2)</sup> | 7.78                              | 9.12                              | (14.6%)   |
| Average base fare per passenger                                | 38                                | 52                                | (26.1%)   |
| Total ancillary revenue per passenger <sup>(3)</sup>           | 54                                | 55                                | (2.6%)    |
| Total operating revenue per passenger                          | 92                                | 107                               | (14.0%)   |
| Operating expenses per ASM (CASM) (cents) <sup>(2)</sup>       | 7.97                              | 8.08                              | (1.4%)    |
| CASM ex fuel (cents) <sup>(2)</sup>                            | 5.54                              | 5.25                              | 5.6%      |
| Adjusted CASM ex fuel (cents) <sup>(2) (4)</sup>               | 4.99                              | 5.09                              | (2.0%)    |
| <b>Operating Indicators</b>                                    |                                   |                                   |           |
| Available seat miles (ASMs) (millions) <sup>(2)</sup>          | 17,622                            | 16,390                            | 7.5%      |
| Domestic   | 10,394                            | 9,636                             | 7.9%      |
| International  | 7,228                             | 6,754                             | 7.0%      |
| Revenue passenger miles (RPMs) (millions) <sup>(2)</sup>       | 14,784                            | 14,134                            | 4.6%      |
| Domestic   | 9,161                             | 8,717                             | 5.1%      |
| International  | 5,623                             | 5,417                             | 3.8%      |
| Load factor <sup>(5)</sup>                                     | 83.9%                             | 86.2%                             | (2.3 pp)  |
| Domestic   | 88.1%                             | 90.5%                             | (2.3 pp)  |
| International  | 77.8%                             | 80.2%                             | (2.4 pp)  |
| Booked passengers (thousands) <sup>(2)</sup>                   | 14,949                            | 14,010                            | 6.7%      |
| Domestic   | 11,083                            | 10,309                            | 7.5%      |
| International  | 3,865                             | 3,702                             | 4.4%      |
| Departures <sup>(2)</sup>                                      | 91,352                            | 82,923                            | 10.2%     |
| Block hours <sup>(2)</sup>                                     | 234,584                           | 219,001                           | 7.1%      |
| Aircraft at end of period                                      | 149                               | 136                               | 13        |
| Average daily aircraft utilization (block hours)               | 13.12                             | 12.89                             | 1.8%      |
| Fuel gallons accrued (millions)                                | 166.46                            | 157.15                            | 5.9%      |
| Average economic fuel cost per gallon <sup>(6)</sup>           | 2.54                              | 2.93                              | (13.3%)   |
| Average exchange rate  | 19.98                             | 17.10                             | 16.8%     |
| Exchange rate at the end of the period                         | 18.89                             | 18.38                             | 2.8%      |

\*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) Excludes fuel expense, aircraft and engine variable lease expenses and sale and lease-back gains.

(5) Includes scheduled.

(6) Excludes Non-creditable VAT.

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

### Consolidated Statement of Operations

| Unaudited<br>(In millions of U.S. dollars)  | Three months ended<br>June 30, 2025 | Three months ended<br>June 30, 2024 | Variance      |
|---|-------------------------------------|-------------------------------------|---------------|
| <b>Operating revenues:</b>                  |                                     |                                     |               |
| <b>Passenger revenues</b>                   | <b>655</b>                          | <b>693</b>                          | <b>(5.5%)</b> |
| Fare revenues                               | 285                                 | 349                                 | (18.3%)       |
| Other passenger revenues                    | 370                                 | 344                                 | 7.6%          |
| <b>Non-passenger revenues</b>               | <b>38</b>                           | <b>33</b>                           | <b>15.2%</b>  |
| Cargo                                       | 5                                   | 5                                   | 0.0%          |
| Other non-passenger revenues                | 33                                  | 28                                  | 17.9%         |
| <b>Total operating revenues</b>             | <b>693</b>                          | <b>726</b>                          | <b>(4.5%)</b> |
| Other operating income                      | (52)                                | (48)                                | 8.3%          |
| Fuel expense                                | 210                                 | 224                                 | (6.3%)        |
| Aircraft and engine variable lease expenses | 56                                  | 45                                  | 24.4%         |
| Salaries and benefits                       | 109                                 | 99                                  | 10.1%         |
| Landing, take-off and navigation expenses   | 133                                 | 117                                 | 13.7%         |
| Sales, marketing and distribution expenses  | 37                                  | 32                                  | 15.6%         |
| Maintenance expenses                        | 33                                  | 11                                  | >100.0%       |
| Depreciation and amortization               | 51                                  | 50                                  | 2.0%          |
| Depreciation of right of use assets         | 109                                 | 100                                 | 9.0%          |
| Other operating expenses                    | 29                                  | 30                                  | (3.3%)        |
| <b>Total operating expenses</b>             | <b>715</b>                          | <b>660</b>                          | <b>8.3%</b>   |
| <b>Operating (loss) income</b>              | <b>(22)</b>                         | <b>66</b>                           | <b>N/A</b>    |
| Finance income                              | 12                                  | 12                                  | 0.0%          |
| Finance cost                                | (77)                                | (72)                                | 6.9%          |
| Exchange gain, net                          | -                                   | 8                                   | (100.0%)      |
| <b>Comprehensive financing result</b>       | <b>(65)</b>                         | <b>(52)</b>                         | <b>25.0%</b>  |
| <b>(Loss) income before income tax</b>      | <b>(87)</b>                         | <b>14</b>                           | <b>N/A</b>    |
| Income tax benefit (expense)                | 24                                  | (4)                                 | N/A           |
| <b>Net (loss) income</b>                    | <b>(63)</b>                         | <b>10</b>                           | <b>N/A</b>    |

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

### Consolidated Statement of Operations

| Unaudited<br>(In millions of U.S. dollars)  | Six months ended<br>June 30, 2025 | Six months ended<br>June 30, 2024 | Variance      |
|---|-----------------------------------|-----------------------------------|---------------|
| <b>Operating revenues:</b>                  |                                   |                                   |               |
| <b>Passenger revenues</b>                   | <b>1,300</b>                      | <b>1,425</b>                      | <b>(8.8%)</b> |
| Fare revenues                               | 571                               | 724                               | (21.1%)       |
| Other passenger revenues                    | 729                               | 701                               | 4.0%          |
| <b>Non-passenger revenues</b>               | <b>71</b>                         | <b>69</b>                         | <b>2.9%</b>   |
| Cargo                                       | 10                                | 11                                | (9.1%)        |
| Other non-passenger revenues                | 61                                | 58                                | 5.2%          |
| <b>Total operating revenues</b>             | <b>1,371</b>                      | <b>1,494</b>                      | <b>(8.2%)</b> |
| Other operating income                      | (103)                             | (93)                              | 10.8%         |
| Fuel expense                                | 427                               | 464                               | (8.0%)        |
| Aircraft and engine variable lease expenses | 110                               | 42                                | >100.0%       |
| Salaries and benefits                       | 213                               | 201                               | 6.0%          |
| Landing, take-off and navigation expenses   | 255                               | 244                               | 4.5%          |
| Sales, marketing and distribution expenses  | 71                                | 78                                | (9.0%)        |
| Maintenance expenses                        | 61                                | 48                                | 27.1%         |
| Depreciation and amortization               | 103                               | 85                                | 21.2%         |
| Depreciation of right of use assets         | 216                               | 198                               | 9.1%          |
| Other operating expenses                    | 50                                | 57                                | (12.3%)       |
| <b>Total operating expenses</b>             | <b>1,403</b>                      | <b>1,324</b>                      | <b>6.0%</b>   |
| <b>Operating (loss) income</b>              | <b>(32)</b>                       | <b>170</b>                        | <b>N/A</b>    |
| Finance income                              | 24                                | 24                                | 0.0%          |
| Finance cost                                | (157)                             | (134)                             | 17.2%         |
| Exchange gain, net                          | 2                                 | 2                                 | 0.0%          |
| <b>Comprehensive financing result</b>       | <b>(131)</b>                      | <b>(108)</b>                      | <b>21.3%</b>  |
| <b>(Loss) income before income tax</b>      | <b>(163)</b>                      | <b>62</b>                         | <b>N/A</b>    |
| Income tax benefit (expense)                | 49                                | (18)                              | N/A           |
| <b>Net (loss) income</b>                    | <b>(114)</b>                      | <b>44</b>                         | <b>N/A</b>    |

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

### Reconciliation of Total Ancillary Revenue per Passenger

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

| Unaudited<br>(In millions of U.S. dollars)   | Three months ended<br>June 30, 2025 | Three months ended<br>June 30, 2024 | Variance    |
|--|-------------------------------------|-------------------------------------|-------------|
| Other passenger revenues                     | 370                                 | 344                                 | 7.6%        |
| Non-passenger revenues                       | 38                                  | 33                                  | 15.2%       |
| <b>Total ancillary revenues</b>              | <b>408</b>                          | <b>377</b>                          | <b>8.2%</b> |
| Booked passengers (thousands) <sup>(1)</sup> | 7,531                               | 7,087                               | 6.3%        |
| <b>Total ancillary revenue per passenger</b> | <b>54</b>                           | <b>53</b>                           | <b>1.9%</b> |

(1) Includes scheduled and charter.

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

### 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<br>(In millions of U.S. dollars)   | Six months ended<br>June 30, 2025 | Six months ended<br>June 30, 2024 | Variance      |
|--|-----------------------------------|-----------------------------------|---------------|
| Other passenger revenues                     | 729                               | 701                               | 4.0%          |
| Non-passenger revenues                       | 71                                | 69                                | 2.9%          |
| <b>Total ancillary revenues</b>              | <b>800</b>                        | <b>770</b>                        | <b>3.9%</b>   |
| Booked passengers (thousands) <sup>(1)</sup> | 14,949                            | 14,010                            | 6.7%          |
| <b>Total ancillary revenue per passenger</b> | <b>54</b>                         | <b>55</b>                         | <b>(2.6%)</b> |

(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, 2025<br>Unaudited | As of December 31, 2024<br>Audited |
|--|----------------------------------|------------------------------------|
| <b>Assets</b>  |                                  |                                    |
| Cash and cash equivalents  | 772                              | 908                                |
| Short-term investments   | 16                               | 46                                 |
| <b>Total cash, cash equivalents, and short-term investments <sup>(1)</sup></b> | <b>788</b>                       | <b>954</b>                         |
| Accounts receivable, net   | 230                              | 139                                |
| Inventories  | 16                               | 17                                 |
| Guarantee deposits   | 252                              | 227                                |
| Derivative financial instruments   | 1                                | -                                  |
| Prepaid expenses and other current assets                                      | 49                               | 45                                 |
| <b>Total current assets</b>  | <b>1,336</b>                     | <b>1,382</b>                       |
| Right of use assets  | 2,436                            | 2,470                              |
| Rotable spare parts, furniture and equipment, net                              | 1,012                            | 1,070                              |
| Intangible assets, net   | 26                               | 26                                 |
| Derivatives financial instruments  | -                                | -                                  |
| Deferred income taxes  | 365                              | 286                                |
| Guarantee deposits   | 397                              | 426                                |
| Other long-term assets   | 37                               | 43                                 |
| <b>Total non-current assets</b>  | <b>4,273</b>                     | <b>4,321</b>                       |
| <b>Total assets</b>  | <b>5,609</b>                     | <b>5,703</b>                       |
| <b>Liabilities and equity</b>  |                                  |                                    |
| Unearned transportation revenue  | 395                              | 343                                |
| Accounts payable   | 179                              | 164                                |
| Accrued liabilities  | 232                              | 222                                |
| Other taxes and fees payable   | 285                              | 274                                |
| Income taxes payable   | 5                                | 29                                 |
| Financial debt   | 302                              | 284                                |
| Lease liabilities  | 419                              | 391                                |
| Other liabilities  | 118                              | 63                                 |
| <b>Total short-term liabilities</b>  | <b>1,935</b>                     | <b>1,770</b>                       |
| Financial debt   | 440                              | 526                                |
| Accrued liabilities  | 8                                | 8                                  |
| Employee benefits  | 15                               | 13                                 |
| Deferred income taxes  | 15                               | 18                                 |
| Lease liabilities  | 2,638                            | 2,670                              |
| Other liabilities  | 304                              | 333                                |
| <b>Total long-term liabilities</b>   | <b>3,420</b>                     | <b>3,568</b>                       |
| <b>Total liabilities</b>   | <b>5,355</b>                     | <b>5,338</b>                       |
| <b>Equity</b>  |                                  |                                    |
| Capital stock  | 248                              | 248                                |
| Treasury shares  | (13)                             | (13)                               |
| Contributions for future capital increases                                     | -                                | -                                  |
| Legal reserve  | 17                               | 17                                 |
| Additional paid-in capital   | 285                              | 283                                |
| Accumulated deficit  | (136)                            | (22)                               |
| Accumulated other comprehensive loss   | (147)                            | (148)                              |
| <b>Total equity</b>  | <b>254</b>                       | <b>365</b>                         |
| <b>Total liabilities and equity</b>  | <b>5,609</b>                     | <b>5,703</b>                       |

(1) Unaudited 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<br>(In millions of U.S. dollars)              | Three months ended<br>June 30, 2025 | Three months ended<br>June 30, 2024 |
|---|-------------------------------------|-------------------------------------|
| Net cash flow provided by operating activities          | 136                                 | 304                                 |
| Net cash flow used in investing activities              | (16)                                | (141)                               |
| Net cash flow used in financing activities*             | (197)                               | (149)                               |
| <b>(Decrease) increase in cash and cash equivalents</b> | <b>(77)</b>                         | <b>14</b>                           |
| Net foreign exchange differences                        | 2                                   | (8)                                 |
| Cash and cash equivalents at beginning of period        | 847                                 | 752                                 |
| <b>Cash and cash equivalents at end of period</b>       | <b>772</b>                          | <b>758</b>                          |

\*Includes aircraft rental payments of \$148 million and \$143 million for the three months ended June 30, 2025, and 2024, respectively.

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

### Consolidated Statement of Cash Flows – Cash Flow Data Summary

| Unaudited<br>(In millions of U.S. dollars)        | Six months ended<br>June 30, 2025 | Six months ended<br>June 30, 2024 |
|---|-----------------------------------|-----------------------------------|
| Net cash flow provided by operating activities    | 293                               | 549                               |
| Net cash flow used in investing activities        | (22)                              | (238)                             |
| Net cash flow used in financing activities*       | (409)                             | (320)                             |
| <b>Decrease in cash and cash equivalents</b>      | <b>(138)</b>                      | <b>(9)</b>                        |
| Net foreign exchange differences                  | 2                                 | (7)                               |
| Cash and cash equivalents at beginning of period  | 908                               | 774                               |
| <b>Cash and cash equivalents at end of period</b> | <b>772</b>                        | <b>758</b>                        |

\*Includes aircraft rental payments of \$301 million and \$284 million for the six months ended June 30, 2025, and 2024, respectively.