

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
ABQ-LAS	NK	0.0	0.0	59.0	76.8			0.17	0.21			58%	66%			0.11	0.15			-53%	-39%
ABQ-LAS	F9	0.0	2.7	8.9	0.0		0.18	0.16			72%	60%			0.16	0.12			-13%	-34%	
ABQ-LAS	G4	11.0	11.4	0.0	0.0	0.11	0.14			46%	65%			0.08	0.13			-41%	-3%		
ABQ-LAS	WN	106.5	151.7	198.3	249.9	0.19	0.18	0.20	0.23	63%	86%	81%	72%	0.15	0.26	0.23	0.24	-23%	29%	12%	5%
ACY-ATL	NK	21.8	17.1	13.6	0.0	0.11	0.13	0.15		52%	70%	72%		0.05	0.10	0.11		-110%	-37%	-35%	
ACY-BOS	NK	0.0	1.5	2.9	0.0		0.24	0.22			35%	43%		0.11	0.15			-119%	-46%		
ACY-FLL	NK	200.8	199.2	185.0	230.6	0.09	0.11	0.12	0.14	61%	76%	81%	76%	0.05	0.07	0.10	0.10	-78%	-43%	-17%	-46%
ACY-MCO	NK	155.5	235.6	274.1	305.4	0.10	0.11	0.13	0.15	67%	83%	79%	75%	0.07	0.11	0.11	0.12	-52%	-7%	-12%	-26%
ACY-MIA	NK	0.0	65.7	19.9	0.0		0.11	0.12			56%	74%		0.05	0.07			-110%	-74%		
ACY-MYR	NK	46.8	60.0	63.9	49.6	0.14	0.15	0.18	0.21	54%	68%	68%	76%	0.07	0.12	0.14	0.18	-87%	-32%	-27%	-19%
ACY-PBI	NK	54.8	78.4	54.7	119.4	0.10	0.11	0.12	0.14	70%	79%	81%	80%	0.07	0.09	0.13	0.11	-43%	-18%	11%	-28%
ACY-RSW	NK	137.3	148.1	122.8	159.8	0.09	0.11	0.13	0.15	66%	83%	79%	75%	0.06	0.10	0.12	0.11	-58%	-10%	0%	-36%
ACY-SJU	NK	0.0	40.7	12.9	0.0		0.09	0.10			66%	89%		0.05	0.09			-72%	-13%		
ACY-TPA	NK	92.9	101.3	107.5	135.1	0.10	0.11	0.13	0.15	62%	83%	79%	76%	0.06	0.09	0.13	0.11	-66%	-16%	-1%	-32%
ATL-ACY	NK	21.8	17.1	13.6	0.0	0.11	0.13	0.15		52%	70%	72%		0.05	0.10	0.11		-110%	-37%	-35%	
ATL-AUS	NK	41.7	21.1	0.0	0.0	0.10	0.10			66%	73%			0.06	0.07			-61%	-45%		
ATL-AUS	DL	605.3	827.8	825.8	908.1	0.20	0.24	0.27	0.26	54%	80%	83%	83%	0.14	0.23	0.27	0.26	-40%	-6%	3%	2%
ATL-AUS	WN	117.9	203.5	277.8	353.5	0.14	0.14	0.15	0.18	62%	83%	74%	70%	0.09	0.14	0.13	0.15	-61%	-1%	-13%	-23%
ATL-BNA	NK	0.0	0.0	0.0	0.2				0.24				91%				0.50				51%
ATL-BNA	DL	148.3	212.3	238.0	213.3	0.44	0.52	0.58	0.56	56%	83%	84%	89%	0.38	0.65	0.73	0.80	-16%	20%	21%	30%
ATL-BNA	SY	0.0	0.0	0.0	0.2				0.32				8%				0.05				-611%
ATL-BNA	WN	58.2	56.7	59.5	54.8	0.29	0.29	0.32	0.36	51%	73%	58%	53%	0.17	0.29	0.25	0.29	-76%	-2%	-26%	-27%
ATL-BOS	NK	23.3	11.5	89.2	122.2	0.10	0.13	0.12	0.14	67%	84%	77%	90%	0.05	0.12	0.10	0.17	-92%	-10%	-20%	14%
ATL-BOS	B6	82.7	144.0	198.0	187.1	0.20	0.18	0.18	0.20	53%	79%	83%	89%	0.10	0.15	0.16	0.19	-98%	-19%	-10%	-4%
ATL-BOS	DL	930.2	1,344.5	1,328.7	1,284.4	0.19	0.22	0.25	0.24	55%	85%	86%	90%	0.14	0.23	0.27	0.30	-33%	4%	9%	21%
ATL-BWI	NK	76.4	132.3	193.6	126.8	0.12	0.14	0.15	0.17	79%	80%	79%	86%	0.13	0.14	0.12	0.16	6%	1%	-24%	-8%
ATL-BWI	DL	397.4	559.5	602.6	640.4	0.25	0.29	0.33	0.32	58%	84%	86%	86%	0.21	0.30	0.33	0.33	-19%	4%	1%	5%
ATL-BWI	F9	0.0	32.6	87.1	147.1		0.15	0.14	0.17		73%	83%	82%		0.14	0.14	0.20		-7%	-4%	15%
ATL-BWI	WN	253.8	221.6	329.8	404.6	0.17	0.17	0.18	0.21	63%	83%	75%	73%	0.12	0.20	0.17	0.20	-39%	14%	-5%	-6%
ATL-CLE	NK	65.9	92.9	113.8	47.8	0.13	0.14	0.15	0.15	80%	77%	73%	74%	0.14	0.12	0.12	0.09	9%	-17%	-27%	-63%
ATL-CLE	DL	351.4	410.0	406.3	449.4	0.26	0.30	0.33	0.32	55%	79%	86%	86%	0.19	0.29	0.34	0.33	-32%	-4%	3%	4%
ATL-CLE	F9	2.5	16.2	22.0	62.6	0.13	0.15	0.15	0.17	82%	76%	79%	71%	0.15	0.12	0.13	0.17	15%	-20%	-11%	0%
ATL-CLE	WN	30.2	54.4	60.6	62.9	0.16	0.17	0.19	0.21	73%	81%	72%	72%	0.12	0.15	0.14	0.17	-34%	-12%	-30%	-28%
ATL-DEN	NK	3.1	23.1	0.0	0.0	0.08	0.09			92%	71%			0.08	0.05			-3%	-91%		
ATL-DEN	AA	0.0	13.2	0.0	0.0		0.15				89%				0.14				-10%		
ATL-DEN	DL	1,045.0	1,190.8	1,315.4	1,317.7	0.17	0.20	0.21	0.21	59%	89%	89%	88%	0.12	0.21	0.23	0.22	-45%	5%	9%	4%
ATL-DEN	F9	274.6	244.9	314.2	323.6	0.10	0.10	0.10	0.11	79%	85%	89%	86%	0.07	0.09	0.11	0.11	-44%	-6%	7%	-2%
ATL-DEN	UA	285.2	302.2	340.4	378.8	0.23	0.19	0.20	0.20	77%	87%	88%	85%	0.14	0.19	0.21	0.20	-63%	1%	5%	-3%
ATL-DEN	WN	511.4	438.0	497.5	584.4	0.11	0.11	0.12	0.14	70%	90%	86%	83%	0.07	0.12	0.12	0.12	-71%	4%	-1%	-15%
ATL-DFW	NK	108.1	140.5	184.2	126.0	0.11	0.12	0.14	0.16	77%	80%	80%	88%	0.08	0.10	0.11	0.15	-42%	-15%	-21%	-3%

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ATL-DFW	AA	463.5	617.7	623.3	702.0	0.27	0.25	0.26	0.26	81%	84%	83%	79%	0.18	0.23	0.28	0.26	-53%	-8%	6%	-1%	
ATL-DFW	DL	630.3	721.3	686.5	737.2	0.22	0.25	0.28	0.27	54%	82%	85%	84%	0.14	0.25	0.32	0.31	-52%	-2%	12%	13%	
ATL-DFW	F9	3.0	49.1	118.9	132.3	0.11	0.12	0.13	0.16	74%	71%	83%	84%	0.09	0.10	0.13	0.19	-19%	-21%	-1%	17%	
ATL-DTW	NK	159.9	188.3	271.8	256.3	0.12	0.13	0.15	0.18	80%	81%	80%	86%	0.12	0.14	0.13	0.15	0%	8%	-10%	-14%	
ATL-DTW	9E	0.0	0.0	0.6	0.0			0.23				58%				0.08					-185%	
ATL-DTW	DL	839.4	814.2	829.5	857.3	0.25	0.31	0.33	0.32	56%	83%	86%	87%	0.20	0.35	0.41	0.38	-27%	14%	20%	17%	
ATL-DTW	F9	0.0	15.6	52.1	84.5		0.14	0.14	0.16		81%	82%	75%		0.14	0.14	0.15			-1%	-4%	-2%
ATL-DTW	OO	0.0	0.0	0.3	0.0			0.23				18%				0.02						-907%
ATL-EWR	NK	112.6	178.3	170.3	148.3	0.11	0.12	0.14	0.17	81%	83%	83%	86%	0.09	0.12	0.13	0.17	-14%	-1%	-3%	1%	
ATL-EWR	B6	40.3	52.1	0.0	0.0	0.21	0.20			89%	80%			0.14	0.14			-45%	-38%			
ATL-EWR	DL	586.0	678.7	633.9	639.2	0.21	0.25	0.28	0.28	62%	87%	89%	92%	0.17	0.27	0.32	0.33	-22%	7%	13%	15%	
ATL-EWR	F9	10.9	60.9	0.0	0.0	0.11	0.11			82%	82%			0.14	0.13			20%	10%			
ATL-EWR	UA	161.3	337.6	476.6	472.8	0.29	0.25	0.27	0.26	79%	83%	84%	87%	0.17	0.21	0.24	0.26	-78%	-16%	-9%	-2%	
ATL-FLL	NK	345.3	354.9	408.6	406.7	0.12	0.13	0.15	0.18	84%	84%	85%	87%	0.09	0.11	0.14	0.14	-27%	-18%	-10%	-24%	
ATL-FLL	B6	82.6	51.6	49.1	83.2	0.24	0.23	0.22	0.24	69%	82%	75%	62%	0.11	0.15	0.16	0.14	-121%	-54%	-33%	-71%	
ATL-FLL	DL	823.4	893.4	907.0	965.8	0.25	0.30	0.33	0.32	57%	89%	89%	88%	0.17	0.29	0.35	0.32	-45%	-2%	6%	0%	
ATL-FLL	F9	0.0	27.8	85.8	114.8		0.16	0.14	0.15		83%	86%	79%		0.13	0.13	0.13			-20%	-9%	-14%
ATL-FLL	SY	1.0	0.6	0.0	0.0	0.17	0.20			17%	17%			0.04	0.03			-322%	-502%			
ATL-FLL	WN	191.7	196.5	204.7	234.7	0.17	0.17	0.18	0.21	66%	85%	86%	79%	0.10	0.14	0.17	0.18	-71%	-16%	-6%	-20%	
ATL-IAH	NK	87.6	88.3	165.0	157.9	0.11	0.13	0.14	0.17	80%	85%	81%	85%	0.10	0.13	0.13	0.16	-13%	4%	-12%	-8%	
ATL-IAH	DL	412.1	556.0	534.4	582.2	0.23	0.26	0.29	0.28	59%	84%	89%	85%	0.17	0.27	0.32	0.31	-30%	5%	9%	7%	
ATL-IAH	F9	0.0	14.3	66.8	90.4		0.12	0.13	0.17		70%	81%	83%		0.12	0.13	0.20			2%	-4%	17%
ATL-IAH	UA	161.3	184.2	297.9	291.3	0.28	0.22	0.27	0.27	80%	86%	85%	81%	0.21	0.24	0.26	0.27	-35%	8%	-1%	2%	
ATL-LAS	NK	434.7	454.7	508.6	456.8	0.07	0.08	0.09	0.10	79%	85%	84%	81%	0.06	0.08	0.08	0.08	-20%	0%	-8%	-20%	
ATL-LAS	DL	1,715.1	1,911.3	1,996.4	2,240.9	0.14	0.18	0.18	0.17	62%	91%	91%	90%	0.10	0.21	0.23	0.21	-43%	13%	22%	19%	
ATL-LAS	F9	209.8	318.5	387.9	351.1	0.08	0.08	0.08	0.09	76%	86%	91%	84%	0.06	0.08	0.09	0.09	-35%	0%	7%	4%	
ATL-LAS	WN	377.9	344.7	262.4	391.2	0.09	0.09	0.10	0.11	73%	88%	91%	88%	0.06	0.09	0.11	0.11	-49%	6%	11%	-1%	
ATL-LAX	NK	512.5	465.6	491.9	619.7	0.07	0.07	0.08	0.10	80%	86%	86%	88%	0.06	0.08	0.09	0.09	-8%	9%	12%	-1%	
ATL-LAX	AA	69.4	424.8	259.0	348.0	0.12	0.14	0.15	0.15	85%	84%	87%	86%	0.11	0.13	0.17	0.15	-8%	-8%	14%	-2%	
ATL-LAX	DL	2,661.4	3,034.5	3,126.9	3,360.0	0.13	0.15	0.17	0.17	61%	90%	90%	90%	0.11	0.19	0.22	0.20	-15%	21%	23%	16%	
ATL-LAX	F9	17.3	5.8	0.0	0.0	0.07	0.07			88%	92%			0.08	0.12			13%	44%			
ATL-LAX	WN	60.5	0.0	12.9	33.4	0.10		0.09	0.11	55%		95%	92%	0.05		0.10	0.10	-110%		10%	-7%	
ATL-LGA	NK	0.0	0.0	0.0	65.5				0.17			86%				0.16						-7%
ATL-LGA	AA	6.7	161.7	126.1	0.0	0.21	0.19	0.20		89%	69%	86%		0.22	0.16	0.21		6%	-21%	4%		
ATL-LGA	B6	0.0	0.0	50.8	300.5			0.18	0.21			88%	80%			0.17	0.18				-3%	-22%
ATL-LGA	DL	679.1	1,199.6	1,206.5	1,275.4	0.21	0.25	0.28	0.27	55%	79%	86%	88%	0.16	0.26	0.32	0.32	-29%	2%	13%	16%	
ATL-LGA	F9	86.2	112.9	144.3	156.1	0.12	0.13	0.13	0.15	75%	87%	91%	90%	0.14	0.15	0.16	0.21	12%	18%	22%	28%	
ATL-LGA	WN	215.2	269.6	325.6	339.5	0.15	0.15	0.16	0.18	61%	79%	86%	87%	0.09	0.13	0.14	0.17	-67%	-14%	-14%	-10%	
ATL-MCO	NK	63.3	63.6	130.3	134.9	0.15	0.17	0.18	0.22	82%	81%	79%	82%	0.12	0.17	0.18	0.19	-21%	4%	-3%	-15%	
ATL-MCO	B6	3.7	0.0	0.0	0.0	0.30				46%				0.10				-188%				

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		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
ATL-MCO	DL	679.7	821.5	863.2	902.6	0.32	0.39	0.43	0.41	59%	89%	89%	88%	0.24	0.45	0.49	0.47	-33%	14%	13%	14%
ATL-MCO	F9	76.8	109.5	121.4	171.3	0.17	0.17	0.17	0.19	70%	75%	81%	76%	0.12	0.17	0.18	0.20	-39%	2%	3%	6%
ATL-MCO	SY	0.5	0.0	0.0	0.0	0.19				12%				0.05				-263%			
ATL-MCO	WN	175.8	170.9	195.6	228.6	0.21	0.20	0.22	0.26	65%	83%	79%	73%	0.13	0.22	0.22	0.23	-57%	8%	-1%	-12%
ATL-MIA	NK	0.0	61.8	122.6	86.7		0.14	0.16	0.16		78%	82%	83%		0.11	0.12	0.11		-32%	-28%	-43%
ATL-MIA	9E	0.0	0.0	0.0	0.2				0.22				41%				0.06				-260%
ATL-MIA	AA	241.3	344.6	311.0	343.6	0.28	0.27	0.28	0.29	80%	82%	84%	82%	0.18	0.22	0.29	0.27	-62%	-25%	2%	-8%
ATL-MIA	DL	725.8	680.4	687.3	748.8	0.24	0.29	0.32	0.31	60%	89%	90%	90%	0.19	0.32	0.40	0.36	-28%	9%	19%	13%
ATL-MIA	F9	84.0	111.9	93.3	137.2	0.13	0.13	0.14	0.16	73%	74%	87%	81%	0.11	0.11	0.14	0.15	-26%	-24%	1%	-7%
ATL-MIA	WN	37.8	151.4	140.1	155.8	0.15	0.17	0.18	0.21	78%	75%	81%	75%	0.11	0.12	0.16	0.16	-35%	-35%	-16%	-28%
ATL-MSP	NK	115.7	68.2	182.3	161.1	0.10	0.11	0.12	0.14	67%	84%	76%	79%	0.06	0.12	0.12	0.12	-49%	11%	-5%	-18%
ATL-MSP	DL	1,192.3	1,199.5	1,082.3	1,102.8	0.20	0.23	0.25	0.25	57%	84%	85%	86%	0.15	0.26	0.34	0.33	-39%	11%	24%	25%
ATL-MSP	F9	0.0	0.0	0.0	15.7				0.23				69%				0.17				-35%
ATL-MSP	OO	0.0	0.0	0.4	0.0			0.18				30%				0.03					-538%
ATL-MSP	SY	0.0	0.0	0.0	6.2				0.23			59%					0.12				-91%
ATL-MSY	NK	39.2	48.9	82.0	67.5	0.14	0.16	0.19	0.20	73%	75%	73%	75%	0.13	0.16	0.16	0.20	-9%	-2%	-14%	-2%
ATL-MSY	DL	327.9	416.0	495.9	505.1	0.29	0.35	0.39	0.38	58%	83%	85%	87%	0.25	0.40	0.44	0.42	-18%	12%	11%	10%
ATL-MSY	F9	0.0	16.0	22.5	10.3		0.17	0.17	0.25		55%	56%	54%		0.13	0.12	0.20		-35%	-39%	-24%
ATL-MSY	WN	111.3	100.0	111.3	133.8	0.21	0.20	0.22	0.25	63%	83%	81%	74%	0.13	0.21	0.22	0.23	-53%	5%	-1%	-7%
ATL-ORD	NK	96.1	94.2	180.2	102.8	0.12	0.13	0.15	0.17	78%	82%	79%	86%	0.10	0.13	0.13	0.15	-20%	0%	-21%	-14%
ATL-ORD	AA	85.1	131.4	128.7	121.2	0.30	0.25	0.26	0.28	82%	81%	77%	76%	0.19	0.23	0.26	0.27	-61%	-9%	-3%	-4%
ATL-ORD	DL	392.4	584.7	532.3	546.4	0.25	0.28	0.32	0.31	58%	83%	86%	87%	0.18	0.29	0.38	0.37	-34%	3%	16%	18%
ATL-ORD	F9	0.0	11.3	55.0	97.9		0.12	0.14	0.16		63%	73%	75%		0.09	0.11	0.17		-27%	-20%	8%
ATL-ORD	OO	0.0	20.4	14.0	0.0		0.22	0.23			91%	88%			0.28	0.27			21%	16%	
ATL-ORD	UA	64.1	125.8	217.2	273.3	0.31	0.28	0.31	0.30	74%	84%	83%	79%	0.20	0.27	0.31	0.30	-57%	-3%	3%	2%
ATL-ORD	YX	94.9	15.6	11.8	0.0	0.27	0.22	0.23		82%	89%	87%		0.19	0.30	0.31		-37%	29%	26%	
ATL-PHL	NK	81.6	84.4	128.3	86.5	0.11	0.13	0.14	0.17	78%	84%	80%	87%	0.09	0.11	0.12	0.14	-22%	-13%	-22%	-17%
ATL-PHL	AA	112.7	163.2	147.5	163.5	0.29	0.23	0.24	0.27	81%	77%	79%	77%	0.17	0.21	0.26	0.27	-67%	-9%	7%	0%
ATL-PHL	DL	472.7	637.4	653.6	728.5	0.23	0.26	0.30	0.29	60%	87%	86%	88%	0.19	0.28	0.35	0.32	-24%	7%	14%	10%
ATL-PHL	F9	102.6	139.2	197.0	230.3	0.13	0.13	0.13	0.16	77%	80%	85%	82%	0.11	0.13	0.14	0.17	-20%	-2%	7%	8%
ATL-PHL	WN	105.5	78.0	113.7	141.6	0.16	0.15	0.17	0.19	66%	86%	82%	77%	0.09	0.16	0.15	0.16	-74%	1%	-12%	-23%
ATL-RSW	NK	0.0	0.0	0.0	25.0				0.17				53%				0.10				-66%
ATL-RSW	DL	522.3	534.7	495.9	523.4	0.26	0.32	0.35	0.34	53%	86%	87%	88%	0.20	0.35	0.40	0.38	-34%	9%	13%	12%
ATL-RSW	WN	129.1	101.1	73.2	96.1	0.18	0.18	0.20	0.23	55%	73%	67%	68%	0.10	0.15	0.14	0.16	-84%	-18%	-39%	-41%
ATL-SJU	NK	0.0	0.0	32.3	191.3			0.08	0.11			77%	81%			0.08	0.10			-9%	-7%
ATL-SJU	DL	620.1	651.1	668.9	935.9	0.15	0.19	0.18	0.18	64%	89%	93%	91%	0.11	0.21	0.23	0.19	-33%	9%	20%	5%
ATL-SJU	F9	0.0	0.0	81.0	186.6			0.08	0.09			86%	75%			0.09	0.09			10%	-7%
ATL-TPA	NK	52.1	56.6	78.8	51.3	0.15	0.16	0.18	0.22	74%	80%	77%	82%	0.12	0.15	0.15	0.19	-26%	-8%	-19%	-16%
ATL-TPA	DL	570.4	613.2	668.6	696.1	0.31	0.37	0.40	0.39	57%	89%	89%	90%	0.24	0.42	0.49	0.48	-26%	13%	17%	18%
ATL-TPA	F9	5.4	51.4	56.5	100.7	0.16	0.17	0.17	0.20	61%	67%	83%	75%	0.10	0.14	0.17	0.20	-56%	-22%	-3%	1%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
ATL-TPA	WN	167.4	160.5	172.9	199.5	0.21	0.20	0.22	0.26	64%	76%	72%	68%	0.14	0.19	0.20	0.22	-53%	-6%	-13%	-16%
AUS-ATL	NK	41.7	21.1	0.0	0.0	0.10	0.10			66%	73%			0.06	0.07			-61%	-45%		
AUS-ATL	DL	605.3	827.8	825.8	908.1	0.20	0.24	0.27	0.26	54%	80%	83%	83%	0.14	0.23	0.27	0.26	-40%	-6%	3%	2%
AUS-ATL	WN	117.9	203.5	277.8	353.5	0.14	0.14	0.15	0.18	62%	83%	74%	70%	0.09	0.14	0.13	0.15	-61%	-1%	-13%	-23%
AUS-BWI	NK	12.2	0.0	59.5	23.2	0.08		0.10	0.10	36%		73%	84%	0.02		0.08	0.09	-245%		-27%	-15%
AUS-BWI	WN	293.3	417.2	537.7	575.0	0.11	0.11	0.12	0.13	56%	84%	81%	75%	0.07	0.12	0.12	0.13	-60%	14%	2%	-3%
AUS-DEN	NK	9.6	0.0	0.0	0.0	0.11				78%				0.06				-69%			
AUS-DEN	AA	0.0	41.8	60.2	0.0		0.25	0.24			66%	74%			0.15	0.17			-59%	-44%	
AUS-DEN	DL	0.0	10.7	0.0	0.0		0.19				86%				0.18				-5%		
AUS-DEN	F9	101.5	81.9	60.5	76.3	0.12	0.11	0.12	0.16	76%	78%	82%	82%	0.09	0.10	0.13	0.18	-41%	-12%	1%	13%
AUS-DEN	UA	251.6	360.6	354.3	402.0	0.29	0.25	0.26	0.26	74%	81%	85%	83%	0.19	0.23	0.27	0.27	-53%	-9%	3%	5%
AUS-DEN	WN	368.6	492.5	558.2	630.1	0.14	0.14	0.16	0.18	66%	81%	77%	73%	0.10	0.15	0.15	0.16	-46%	3%	-5%	-11%
AUS-DFW	NK	0.0	0.5	0.0	0.0		0.25				76%				0.46				46%		
AUS-DFW	AA	186.4	269.9	277.3	269.1	0.58	0.53	0.54	0.55	71%	73%	75%	80%	0.42	0.51	0.59	0.62	-37%	-4%	8%	11%
AUS-DFW	DL	0.4	0.9	0.3	0.2	0.47	0.51	0.62	0.65	63%	74%	89%	81%	0.35	0.39	0.54	0.53	-33%	-33%	-15%	-23%
AUS-DFW	UA	0.0	0.0	0.2	0.0			0.60				72%				0.43				-40%	
AUS-DTW	NK	21.7	39.4	60.9	16.3	0.09	0.09	0.10	0.10	53%	60%	67%	74%	0.05	0.06	0.07	0.07	-79%	-57%	-42%	-42%
AUS-DTW	DL	170.4	367.2	407.5	418.9	0.16	0.21	0.22	0.21	58%	77%	80%	80%	0.14	0.19	0.21	0.21	-14%	-11%	-5%	0%
AUS-EWR	NK	37.8	166.7	199.5	145.1	0.08	0.09	0.09	0.11	52%	84%	83%	87%	0.03	0.08	0.09	0.10	-135%	-6%	-5%	-8%
AUS-EWR	B6	98.4	113.8	0.0	0.0	0.13	0.12			65%	74%			0.07	0.10			-90%	-15%		
AUS-EWR	DL	0.0	15.1	0.0	0.0		0.13				89%				0.13				-4%		
AUS-EWR	UA	199.6	518.8	679.3	738.4	0.20	0.17	0.18	0.18	72%	82%	84%	87%	0.11	0.16	0.19	0.19	-82%	-6%	5%	8%
AUS-FLL	NK	132.9	134.6	171.3	159.1	0.09	0.10	0.11	0.12	82%	80%	83%	86%	0.06	0.07	0.09	0.11	-44%	-47%	-18%	-15%
AUS-FLL	B6	56.8	90.1	17.9	108.7	0.15	0.15	0.15	0.17	59%	75%	84%	68%	0.07	0.08	0.14	0.11	-120%	-85%	-1%	-55%
AUS-FLL	WN	50.3	228.4	230.2	227.7	0.11	0.12	0.13	0.14	77%	80%	84%	82%	0.09	0.10	0.13	0.13	-25%	-22%	0%	-11%
AUS-LAS	NK	109.7	138.2	159.0	123.0	0.09	0.10	0.11	0.13	73%	78%	77%	82%	0.07	0.08	0.08	0.11	-24%	-22%	-36%	-17%
AUS-LAS	AA	31.0	268.8	304.4	228.9	0.16	0.19	0.20	0.20	79%	79%	75%	70%	0.13	0.16	0.17	0.16	-27%	-15%	-18%	-25%
AUS-LAS	DL	0.0	0.0	0.0	90.6				0.22				71%			0.17					-32%
AUS-LAS	F9	89.6	110.1	63.7	49.3	0.10	0.10	0.11	0.14	70%	81%	77%	79%	0.07	0.09	0.09	0.15	-45%	-13%	-17%	3%
AUS-LAS	G4	31.0	52.6	49.4	33.2	0.08	0.10	0.11	0.15	67%	79%	85%	84%	0.06	0.09	0.10	0.11	-30%	-15%	-19%	-30%
AUS-LAS	WN	286.4	517.2	607.3	720.1	0.12	0.12	0.13	0.15	66%	88%	84%	81%	0.09	0.13	0.13	0.15	-32%	12%	3%	-3%
AUS-LAX	NK	151.2	106.2	135.8	73.2	0.08	0.09	0.10	0.10	79%	83%	83%	87%	0.06	0.07	0.08	0.08	-38%	-26%	-26%	-24%
AUS-LAX	AA	107.7	540.2	413.4	446.4	0.16	0.18	0.18	0.19	85%	81%	83%	72%	0.10	0.13	0.16	0.16	-59%	-33%	-13%	-20%
AUS-LAX	AS	10.6	98.6	79.0	0.0	0.16	0.15	0.17		82%	78%	87%		0.11	0.10	0.12		-48%	-62%	-49%	
AUS-LAX	B6	116.0	100.0	0.0	0.0	0.14	0.13			73%	70%			0.05	0.08			-160%	-77%		
AUS-LAX	DL	265.0	402.6	397.3	472.4	0.16	0.19	0.21	0.20	56%	78%	87%	82%	0.10	0.14	0.19	0.18	-60%	-31%	-11%	-11%
AUS-LAX	OO	38.1	35.9	0.0	0.0	0.16	0.14			84%	85%			0.10	0.10			-66%	-37%		
AUS-LAX	SY	0.0	1.5	0.0	0.0		0.14				17%				0.03				-304%		
AUS-LAX	UA	34.9	137.6	151.2	238.9	0.19	0.17	0.18	0.19	80%	76%	83%	70%	0.13	0.11	0.14	0.14	-51%	-59%	-26%	-35%
AUS-LAX	WN	187.0	298.6	393.6	465.5	0.12	0.11	0.12	0.14	68%	88%	88%	82%	0.07	0.10	0.11	0.12	-75%	-10%	-15%	-17%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

Yearend at each quarter:																							
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin					
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024		
AUS-MCO	NK	125.8	147.9	208.8	108.8	0.09	0.10	0.11	0.13	78%	84%	80%	85%	0.06	0.09	0.09	0.12	-56%	-18%	-27%	-11%		
AUS-MCO	AA	20.5	215.8	311.8	167.0	0.17	0.20	0.21	0.22	87%	82%	79%	77%	0.14	0.17	0.17	0.17	-24%	-19%	-19%	-25%		
AUS-MCO	B6	46.2	0.0	0.0	0.0	0.16				66%				0.08				-95%					
AUS-MCO	DL	0.0	0.0	0.0	82.5				0.23				73%			0.17					-38%		
AUS-MCO	F9	40.5	11.4	0.0	0.0	0.11	0.09			69%	71%			0.05	0.06			-102%	-56%				
AUS-MCO	WN	130.7	354.0	459.4	556.4	0.12	0.12	0.14	0.16	74%	89%	86%	83%	0.09	0.14	0.14	0.14	-38%	10%	-1%	-15%		
AUS-MIA	NK	0.0	0.0	14.7	0.0			0.11								0.06					-84%		
AUS-MIA	AA	237.8	538.5	503.7	484.3	0.20	0.20	0.19	0.20	74%	82%	86%	85%	0.12	0.14	0.20	0.20	-69%	-36%	5%	2%		
AUS-MIA	WN	9.4	126.6	130.5	130.7	0.11	0.12	0.13	0.15	71%	76%	86%	85%	0.08	0.08	0.11	0.12	-36%	-40%	-12%	-17%		
AUS-MSY	NK	3.6	0.0	0.0	0.0	0.14				44%				0.06				-117%					
AUS-MSY	AA	3.5	33.8	59.5	43.6	0.30	0.26	0.27	0.29	84%	75%	71%	67%	0.31	0.22	0.21	0.21	4%	-19%	-33%	-39%		
AUS-MSY	DL	0.0	5.9	0.0	0.0		0.26				74%				0.21						-28%		
AUS-MSY	WN	47.2	123.8	187.7	208.5	0.20	0.20	0.21	0.24	62%	81%	72%	69%	0.16	0.23	0.19	0.22	-25%	13%	-12%	-11%		
AUS-ORD	NK	12.4	0.0	0.0	0.0	0.10				52%				0.04				-171%					
AUS-ORD	AA	160.9	373.1	371.9	391.1	0.23	0.19	0.20	0.21	72%	77%	81%	75%	0.13	0.17	0.21	0.20	-69%	-13%	2%	-4%		
AUS-ORD	F9	1.8	0.0	0.0	0.0	0.11				25%				0.03				-340%					
AUS-ORD	OO	0.0	11.7	0.0	0.0		0.16				90%				0.19						13%		
AUS-ORD	UA	164.7	396.4	374.0	380.9	0.24	0.21	0.23	0.22	71%	78%	79%	82%	0.15	0.18	0.22	0.23	-58%	-22%	-4%	4%		
AUS-ORD	WN	6.6	127.0	176.1	162.8	0.12	0.13	0.14	0.16	73%	68%	66%	66%	0.10	0.10	0.11	0.12	-19%	-29%	-30%	-30%		
AUS-PNS	NK	2.1	4.4	0.0	0.0	0.11	0.12			39%	33%			0.04	0.03			-215%	-292%				
AUS-PNS	AA	0.0	0.0	0.4	0.7			0.22	0.21			92%	78%			0.17	0.15				-25%	-43%	
AUS-PNS	WN	1.3	3.4	0.6	2.7	0.15	0.15	0.17	0.20	83%	75%	93%	85%	0.15	0.13	0.21	0.21	0%	-14%	20%	6%		
AUS-SMF	NK	0.0	0.0	13.0	36.0			0.08	0.09			52%	52%			0.05	0.04				-86%	-148%	
AUS-SMF	AA	0.0	0.0	11.7	40.9			0.13	0.13			84%	79%			0.12	0.11				-11%	-20%	
AUS-SMF	MQ	0.0	0.0	0.7	0.0			0.14				48%				0.04						-239%	
AUS-SMF	WN	27.4	188.1	171.6	197.1	0.09	0.10	0.11	0.13	87%	90%	92%	91%	0.10	0.12	0.13	0.15	6%	18%	18%	13%		
BDL-FLL	NK	114.0	83.9	0.0	74.2	0.09	0.09		0.13	78%	82%		83%	0.05	0.07		0.12	-58%	-45%		-10%		
BDL-FLL	B6	157.6	230.7	183.6	183.2	0.16	0.14	0.15	0.17	73%	84%	88%	86%	0.10	0.12	0.16	0.16	-63%	-14%	6%	-6%		
BDL-FLL	WN	3.5	2.2	8.9	8.6	0.10	0.12	0.13	0.15	72%	91%	82%	83%	0.07	0.10	0.10	0.12	-55%	-17%	-28%	-27%		
BDL-MCO	NK	145.6	171.3	218.0	63.1	0.09	0.10	0.11	0.13	81%	90%	84%	86%	0.07	0.11	0.09	0.12	-26%	6%	-21%	-10%		
BDL-MCO	B6	160.9	240.6	286.4	271.6	0.16	0.16	0.17	0.18	76%	88%	86%	89%	0.10	0.18	0.17	0.18	-58%	12%	1%	0%		
BDL-MCO	F9	49.1	112.8	164.3	175.7	0.10	0.11	0.11	0.12	74%	82%	84%	80%	0.07	0.10	0.09	0.13	-52%	-5%	-11%	8%		
BDL-MCO	MX	0.0	0.0	0.0	4.9				0.21				69%			0.15						-38%	
BDL-MCO	SY	0.0	5.1	0.0	0.0		0.13				67%				0.08						-61%		
BDL-MCO	WN	162.0	166.4	182.7	223.0	0.12	0.12	0.13	0.15	52%	92%	91%	91%	0.07	0.14	0.14	0.15	-73%	17%	3%	-3%		
BDL-MIA	NK	0.0	90.4	54.3	0.0		0.10	0.11			78%	83%			0.07	0.07					-45%	-52%	
BDL-MIA	AA	126.4	299.3	149.4	147.7	0.18	0.18	0.19	0.19	74%	81%	89%	90%	0.10	0.13	0.20	0.20	-72%	-37%	8%	2%		
BDL-MIA	B6	2.1	95.3	52.6	65.3	0.13	0.14	0.15	0.16	80%	74%	82%	77%	0.09	0.10	0.13	0.13	-48%	-42%	-13%	-23%		
BDL-MIA	F9	2.7	8.0	0.0	0.0	0.09	0.09			65%	72%			0.03	0.05			-210%	-82%				
BDL-MYR	NK	72.6	103.1	88.5	57.1	0.11	0.13	0.14	0.20	56%	72%	73%	83%	0.07	0.11	0.11	0.19	-53%	-25%	-26%	-3%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																						
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin						
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24			
BDL-MYR	MX	0.0	0.0	0.0	4.8				0.27				57%				0.15				-73%			
BDL-RSW	NK	25.8	35.1	14.9	0.0	0.08	0.10	0.12		63%	83%	56%		0.05	0.10	0.05	0.15	-73%	8%	-143%				
BDL-RSW	B6	89.4	84.8	75.8	70.6	0.16	0.14	0.15	0.16	66%	88%	83%	84%	0.10	0.18	0.14	0.15	-61%	20%	-8%	-3%			
BDL-RSW	MX	0.0	0.0	3.9	70.1			0.14	0.15			87%	78%			0.10	0.15				-33%	2%		
BDL-RSW	WN	20.2	9.4	13.1	5.9	0.11	0.11	0.13	0.13	69%	88%	78%	88%	0.08	0.12	0.10	0.12	-29%	10%	-21%	-11%			
BDL-SJU	NK	0.0	0.0	6.2	47.0			0.08	0.09			79%	80%			0.08	0.07				-2%	-23%		
BDL-SJU	B6	186.2	306.3	300.4	330.9	0.13	0.12	0.12	0.14	74%	83%	89%	89%	0.11	0.14	0.13	0.13	-12%	13%	9%	-7%			
BDL-SJU	F9	0.0	0.0	113.3	253.4			0.08	0.10			89%	80%			0.10	0.12				23%	17%		
BDL-TPA	NK	30.2	39.1	7.0	0.0	0.09	0.10	0.10		72%	85%	77%		0.06	0.10	0.10		-44%	-3%	-3%				
BDL-TPA	B6	94.5	117.6	116.6	131.4	0.16	0.15	0.15	0.17	68%	88%	92%	91%	0.11	0.16	0.16	0.16	-47%	8%	5%	-9%			
BDL-TPA	F9	0.0	0.0	0.0	25.5				0.17				65%				0.15						-16%	
BDL-TPA	MX	0.0	0.0	4.9	37.4			0.14	0.16			84%	79%			0.09	0.12				-56%	-25%		
BDL-TPA	WN	69.5	115.0	130.5	145.7	0.12	0.12	0.13	0.15	68%	91%	92%	91%	0.09	0.14	0.13	0.14	-25%	17%	1%	-3%			
BNA-ATL	NK	0.0	0.0	0.0	0.2				0.24				91%				0.50						51%	
BNA-ATL	DL	148.3	212.3	238.0	213.3	0.44	0.52	0.58	0.56	56%	83%	84%	89%	0.38	0.65	0.73	0.80	-16%	20%	21%	30%			
BNA-ATL	SY	0.0	0.0	0.0	0.2				0.32				8%				0.05						-611%	
BNA-ATL	WN	58.2	56.7	59.5	54.8	0.29	0.29	0.32	0.36	51%	73%	58%	53%	0.17	0.29	0.25	0.29	-76%	-2%	-26%	-27%			
BNA-BOS	NK	0.0	0.0	0.0	88.0				0.15				69%				0.12						-29%	
BNA-BOS	B6	52.6	134.6	167.4	163.6	0.19	0.17	0.17	0.20	52%	81%	85%	83%	0.11	0.19	0.20	0.21	-75%	13%	13%	1%			
BNA-BOS	DL	54.6	102.5	156.5	158.5	0.20	0.18	0.24	0.24	47%	70%	83%	86%	0.13	0.20	0.26	0.28	-61%	10%	6%	13%			
BNA-BOS	UA	0.0	51.6	0.0	0.0		0.17				75%				0.17						-1%			
BNA-BOS	WN	187.9	189.1	242.9	251.1	0.13	0.13	0.14	0.16	57%	88%	85%	86%	0.08	0.15	0.15	0.18	-61%	15%	4%	7%			
BNA-BWI	NK	7.2	0.0	0.0	0.0	0.13				35%				0.04				-249%						
BNA-BWI	WN	241.0	231.9	320.2	374.7	0.17	0.17	0.18	0.21	53%	81%	76%	71%	0.11	0.22	0.20	0.23	-53%	23%	10%	8%			
BNA-CLT	NK	0.0	0.0	7.0	4.5			0.18	0.19			34%	40%			0.08	0.09				-114%	-107%		
BNA-CLT	AA	166.8	197.0	272.0	264.3	0.41	0.38	0.38	0.39	74%	84%	80%	84%	0.31	0.43	0.42	0.46	-33%	12%	9%	16%			
BNA-CLT	AS	0.0	4.5	0.0	0.0		0.32				76%				0.28						-13%			
BNA-CLT	DL	0.0	10.3	0.0	0.0		0.32				93%				0.43						26%			
BNA-CLT	WN	17.1	40.0	66.2	61.2	0.23	0.23	0.25	0.29	61%	74%	74%	74%	0.15	0.24	0.24	0.29	-49%	4%	-4%	2%			
BNA-DFW	NK	0.0	0.0	0.0	18.5				0.27				61%				0.15						-80%	
BNA-DFW	AA	454.4	531.6	550.2	709.7	0.29	0.27	0.28	0.28	68%	86%	86%	81%	0.18	0.29	0.34	0.29	-61%	10%	18%	4%			
BNA-DFW	F9	2.1	14.3	0.0	9.3	0.12	0.12		0.27	51%	57%		57%	0.08	0.08		0.16	-59%	-57%		-67%			
BNA-DTW	NK	0.0	0.0	0.0	0.7				0.32				62%				0.31						-4%	
BNA-DTW	DL	125.9	168.6	170.0	165.7	0.30	0.35	0.38	0.37	53%	80%	83%	87%	0.25	0.42	0.51	0.54	-21%	17%	25%	32%			
BNA-DTW	WN	102.1	91.9	102.9	109.1	0.20	0.19	0.21	0.24	65%	82%	83%	82%	0.13	0.20	0.22	0.26	-55%	6%	4%	7%			
BNA-EWR	NK	24.6	69.5	88.8	90.5	0.11	0.12	0.14	0.16	56%	72%	76%	82%	0.05	0.09	0.11	0.15	-136%	-30%	-19%	-7%			
BNA-EWR	DL	0.0	11.2	0.0	0.0		0.20				92%				0.23						15%			
BNA-EWR	UA	105.5	292.3	348.9	341.9	0.26	0.24	0.26	0.26	68%	77%	80%	86%	0.17	0.21	0.25	0.28	-57%	-11%	-3%	7%			
BNA-FLL	NK	98.9	98.2	131.0	184.1	0.10	0.12	0.13	0.15	76%	78%	81%	81%	0.06	0.09	0.11	0.11	-61%	-31%	-16%	-41%			
BNA-FLL	B6	50.7	50.4	56.3	84.3	0.19	0.20	0.18	0.21	60%	73%	71%	65%	0.07	0.13	0.13	0.12	-166%	-55%	-39%	-72%			

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
BNA-FLL	G4	0.0	0.0	0.0	19.7				0.18				67%				0.09				-102%	
BNA-FLL	SY	0.0	0.0	0.0	1.3				0.17				33%				0.09				-95%	
BNA-FLL	WN	271.2	263.0	283.7	311.4	0.14	0.14	0.16	0.18	61%	82%	86%	84%	0.09	0.14	0.18	0.19	-63%	0%	12%	7%	
BNA-LAS	NK	115.3	155.3	225.9	213.5	0.07	0.08	0.09	0.11	63%	76%	81%	80%	0.05	0.07	0.08	0.09	-59%	-11%	-20%	-23%	
BNA-LAS	F9	64.5	79.5	191.7	43.9	0.08	0.08	0.09	0.08	69%	82%	80%	71%	0.05	0.08	0.08	0.06	-64%	1%	-13%	-21%	
BNA-LAS	WN	403.2	475.2	564.5	771.8	0.10	0.10	0.10	0.12	65%	90%	88%	85%	0.07	0.13	0.13	0.14	-46%	26%	22%	16%	
BNA-LAX	NK	193.3	168.8	220.4	224.4	0.07	0.08	0.09	0.10	68%	84%	78%	78%	0.04	0.07	0.07	0.08	-64%	-4%	-17%	-35%	
BNA-LAX	AA	81.5	330.9	211.7	223.1	0.12	0.14	0.15	0.15	88%	88%	84%	82%	0.10	0.13	0.15	0.15	-31%	-9%	5%	2%	
BNA-LAX	DL	300.7	377.2	485.3	523.6	0.12	0.15	0.17	0.16	54%	88%	89%	84%	0.09	0.18	0.21	0.18	-42%	17%	19%	11%	
BNA-LAX	WN	385.2	350.1	325.5	407.5	0.09	0.09	0.10	0.11	67%	91%	90%	85%	0.06	0.10	0.12	0.11	-60%	15%	15%	-1%	
BNA-LGA	NK	15.9	86.0	24.7	28.4	0.10	0.12	0.14	0.25	67%	67%	82%	78%	0.10	0.09	0.10	0.20	-1%	-36%	-37%	-23%	
BNA-LGA	AA	0.0	130.1	49.7	114.1		0.21	0.24	0.26		69%	75%	78%		0.15	0.19	0.20		-40%	-29%	-27%	
BNA-LGA	B6	0.0	30.8	185.0	38.6		0.22	0.20	0.22		74%	63%	80%		0.14	0.13	0.18		-55%	-57%	-25%	
BNA-LGA	DL	89.6	89.1	170.3	126.7	0.23	0.23	0.21	0.21	35%	64%	85%	89%	0.12	0.15	0.22	0.25	-97%	-48%	9%	14%	
BNA-LGA	WN	156.7	253.4	356.6	374.2	0.15	0.15	0.16	0.18	49%	76%	77%	83%	0.08	0.12	0.13	0.17	-98%	-20%	-24%	-8%	
BNA-LGA	YX	38.1	144.9	61.1	81.8	0.22	0.19	0.20	0.19	73%	66%	76%	86%	0.18	0.15	0.19	0.19	-20%	-22%	-8%	1%	
BNA-MCO	NK	74.5	100.1	213.4	209.7	0.12	0.13	0.15	0.18	73%	81%	74%	81%	0.08	0.13	0.12	0.14	-39%	-1%	-29%	-22%	
BNA-MCO	AA	0.4	1.2	0.0	0.0	0.24	0.22			66%	50%			0.14	0.10			-74%	-118%			
BNA-MCO	F9	35.1	51.2	37.3	30.2	0.13	0.13	0.14	0.12	68%	77%	67%	75%	0.08	0.12	0.10	0.10	-67%	-12%	-40%	-23%	
BNA-MCO	SY	0.0	0.0	0.0	0.7				0.18				32%				0.09				-98%	
BNA-MCO	WN	336.3	315.0	353.9	401.7	0.16	0.16	0.18	0.20	64%	87%	85%	80%	0.12	0.23	0.24	0.26	-33%	31%	25%	23%	
BNA-MIA	NK	0.0	0.0	0.0	61.5				0.15				72%				0.09				-70%	
BNA-MIA	AA	140.2	291.9	283.0	331.1	0.25	0.23	0.23	0.23	78%	79%	87%	83%	0.15	0.18	0.25	0.23	-64%	-25%	10%	-3%	
BNA-MIA	UA	0.0	18.0	0.0	0.0		0.19				84%				0.17				-11%			
BNA-MIA	WN	51.4	175.6	179.0	180.1	0.13	0.14	0.15	0.18	78%	74%	79%	76%	0.09	0.10	0.13	0.15	-45%	-40%	-13%	-16%	
BNA-PHL	NK	0.0	10.0	80.3	84.9		0.15	0.14	0.17		73%	70%	76%		0.13	0.11	0.14		-18%	-26%	-16%	
BNA-PHL	AA	104.8	142.0	189.8	223.5	0.28	0.23	0.24	0.26	61%	79%	81%	81%	0.17	0.27	0.31	0.30	-67%	16%	21%	14%	
BNA-PHL	F9	17.9	41.1	51.9	47.4	0.13	0.13	0.13	0.15	55%	71%	71%	64%	0.09	0.13	0.12	0.12	-36%	1%	-14%	-26%	
BNA-PHL	SY	0.0	0.8	0.0	0.0		0.16				14%				0.03				-525%			
BNA-PHL	UA	0.0	54.0	0.0	0.0		0.21				87%				0.24				14%			
BNA-PHL	WN	151.5	140.6	150.3	179.4	0.16	0.15	0.17	0.19	61%	85%	87%	80%	0.10	0.18	0.19	0.19	-58%	14%	11%	0%	
BNA-RSW	NK	0.0	0.0	0.0	26.3				0.13				48%				0.06				-105%	
BNA-RSW	WN	58.5	83.2	84.8	110.3	0.15	0.15	0.16	0.19	70%	84%	84%	84%	0.12	0.19	0.19	0.23	-25%	22%	16%	16%	
BNA-TPA	NK	7.8	0.0	0.0	4.2	0.12			0.18	39%			72%	0.05			0.14	-160%			-30%	
BNA-TPA	AA	0.0	39.6	57.5	65.4		0.21	0.23	0.24		74%	84%	72%		0.25	0.21	0.22		14%	-6%	-9%	
BNA-TPA	WN	198.9	223.9	285.0	301.0	0.17	0.16	0.18	0.21	66%	84%	78%	75%	0.14	0.21	0.18	0.22	-17%	20%	2%	7%	
BOI-LAS	NK	0.0	0.0	61.2	103.6				0.16	0.20			67%	69%			0.13	0.14			-25%	-44%
BOI-LAS	AS	0.0	1.2	23.1	17.1		0.24	0.25	0.25		81%	78%	68%		0.26	0.22	0.20		7%	-14%	-24%	
BOI-LAS	G4	18.6	17.6	19.5	12.7	0.11	0.14	0.15	0.20	60%	77%	66%	64%	0.10	0.17	0.13	0.14	-5%	21%	-14%	-47%	
BOI-LAS	SY	0.6	0.0	0.0	0.0	0.17				24%				0.07				-133%				

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																						
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin						
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024			
BOI-LAS	WN	114.8	118.7	108.6	164.7	0.18	0.18	0.20	0.22	69%	86%	87%	84%	0.14	0.22	0.22	0.24	-32%	20%	9%	9%			
BOS-ACY	NK	0.0	1.5	2.9	0.0		0.24	0.22			35%	43%			0.11	0.15			-119%	-46%				
BOS-ATL	NK	23.3	11.5	89.2	122.2	0.10	0.13	0.12	0.14	67%	84%	77%	90%	0.05	0.12	0.10	0.17	-92%	-10%	-20%	14%			
BOS-ATL	B6	82.7	144.0	198.0	187.1	0.20	0.18	0.18	0.20	53%	79%	83%	89%	0.10	0.15	0.16	0.19	-98%	-19%	-10%	-4%			
BOS-ATL	DL	930.2	1,344.5	1,328.7	1,284.4	0.19	0.22	0.25	0.24	55%	85%	86%	90%	0.14	0.23	0.27	0.30	-33%	4%	9%	21%			
BOS-BNA	NK	0.0	0.0	0.0	88.0				0.15				69%			0.12					-29%			
BOS-BNA	B6	52.6	134.6	167.4	163.6	0.19	0.17	0.17	0.20	52%	81%	85%	83%	0.11	0.19	0.20	0.21	-75%	13%	13%	1%			
BOS-BNA	DL	54.6	102.5	156.5	158.5	0.20	0.18	0.24	0.24	47%	70%	83%	86%	0.13	0.20	0.26	0.28	-61%	10%	6%	13%			
BOS-BNA	UA	0.0	51.6	0.0	0.0		0.17				75%				0.17				-1%					
BOS-BNA	WN	187.9	189.1	242.9	251.1	0.13	0.13	0.14	0.16	57%	88%	85%	86%	0.08	0.15	0.15	0.18	-61%	15%	4%	7%			
BOS-BWI	NK	25.6	6.0	0.0	13.8	0.16	0.16		0.36	48%	66%		83%	0.07	0.14		0.41	-134%	-14%		12%			
BOS-BWI	9E	0.0	0.0	2.3	0.0			0.31				74%				0.22					-41%			
BOS-BWI	B6	0.0	0.0	74.7	42.0			0.32	0.35			67%	74%			0.26	0.31				-24%	-15%		
BOS-BWI	DL	0.0	0.0	36.2	43.4			0.30	0.32			69%	83%			0.26	0.35				-17%	8%		
BOS-BWI	WN	178.7	199.4	272.6	307.3	0.22	0.21	0.23	0.27	57%	83%	78%	84%	0.15	0.30	0.23	0.31	-50%	28%	-3%	13%			
BOS-BWI	YX	0.0	0.0	9.9	0.0			0.31				60%				0.20						-55%		
BOS-CHS	NK	0.0	0.0	0.0	24.1				0.24				58%				0.18					-34%		
BOS-CHS	AA	0.0	23.5	0.0	0.0		0.19				76%				0.17						-7%			
BOS-CHS	B6	83.3	104.5	112.2	119.4	0.20	0.20	0.19	0.23	55%	82%	86%	87%	0.14	0.22	0.23	0.25	-40%	10%	18%	10%			
BOS-CHS	DL	20.0	58.2	63.0	83.0	0.21	0.19	0.23	0.27	60%	71%	83%	85%	0.17	0.22	0.27	0.30	-24%	13%	15%	11%			
BOS-CLE	NK	5.1	0.0	0.0	0.0	0.13				39%				0.04							-243%			
BOS-CLE	B6	31.0	73.4	125.9	100.1	0.27	0.24	0.24	0.28	57%	79%	76%	79%	0.17	0.24	0.22	0.28	-58%	0%	-10%	-2%			
BOS-CLE	DL	23.1	54.0	72.2	71.2	0.28	0.23	0.24	0.25	48%	69%	76%	85%	0.17	0.20	0.22	0.30	-63%	-14%	-6%	17%			
BOS-CLE	UA	0.0	17.9	0.0	0.0		0.23				70%				0.21						-10%			
BOS-CLT	NK	0.0	0.0	5.4	87.4			0.12	0.16			70%	77%			0.11	0.12				-5%	-33%		
BOS-CLT	9E	0.0	0.0	0.4	0.0			0.21				90%				0.18						-13%		
BOS-CLT	AA	587.7	747.1	723.4	717.6	0.27	0.24	0.26	0.26	70%	85%	85%	90%	0.16	0.23	0.26	0.27	-69%	-8%	1%	4%			
BOS-CLT	B6	34.5	92.6	114.6	107.7	0.23	0.21	0.21	0.24	46%	72%	85%	78%	0.12	0.16	0.22	0.20	-94%	-28%	2%	-20%			
BOS-CLT	DL	0.0	75.5	96.9	133.0		0.20	0.20	0.22		54%	76%	82%		0.12	0.19	0.19				-65%	-6%	-13%	
BOS-CLT	UA	0.0	0.9	0.0	0.0		0.20				90%				0.26						24%			
BOS-CMH	NK	0.0	0.0	0.0	6.1				0.27				61%				0.19						-46%	
BOS-CMH	AA	0.0	0.4	11.7	33.2		0.21	0.22	0.22		90%	75%	77%		0.26	0.22	0.26				17%	1%	15%	
BOS-CMH	DL	9.9	0.0	0.3	0.0	0.24		0.22		64%		87%		0.25		0.32			3%		30%			
BOS-CMH	OO	0.0	25.8	0.0	0.0		0.21				69%				0.22						4%			
BOS-CMH	YX	0.0	113.1	127.7	115.8		0.21	0.22	0.23		56%	70%	76%		0.19	0.28	0.29				-8%	22%	20%	
BOS-DFW	NK	19.6	0.0	13.3	121.2	0.08		0.08	0.12	45%		82%	86%	0.01		0.09	0.10				-446%	11%	-21%	
BOS-DFW	AA	857.5	1,283.0	1,281.4	1,277.3	0.17	0.16	0.17	0.17	65%	87%	88%	92%	0.10	0.16	0.20	0.19				-67%	2%	16%	13%
BOS-DFW	B6	111.2	156.5	164.8	160.5	0.14	0.13	0.13	0.15	55%	78%	86%	81%	0.06	0.10	0.13	0.12				-131%	-22%	4%	-24%
BOS-DFW	DL	0.0	159.4	221.2	352.2		0.19	0.19	0.19		71%	86%	85%		0.12	0.18	0.16				-54%	-7%	-13%	
BOS-DTW	NK	3.9	0.0	0.0	6.0	0.12			0.27	51%			76%	0.06			0.24				-95%			-16%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
BOS-DTW	B6	29.8	65.1	140.0	128.5	0.25	0.23	0.23	0.25	48%	79%	77%	78%	0.12	0.21	0.21	0.23	-100%	-6%	-9%	-11%
BOS-DTW	DL	263.5	388.9	389.8	386.9	0.24	0.28	0.31	0.30	50%	81%	81%	87%	0.18	0.30	0.35	0.37	-34%	7%	11%	19%
BOS-EWR	NK	5.5	9.2	0.0	7.6	0.20	0.21		0.48	26%	47%		66%	0.06	0.16		0.53	-224%	-30%		8%
BOS-EWR	AA	0.0	4.6	0.0	0.0		0.42				88%				0.67					38%	
BOS-EWR	B6	12.0	25.4	29.9	1.4	0.45	0.43	0.45	0.54	55%	61%	56%	65%	0.31	0.32	0.38	0.32	-42%	-34%	-18%	-69%
BOS-EWR	DL	0.7	13.6	25.5	14.4	0.47	0.42	0.44	0.50	26%	64%	60%	81%	0.14	0.33	0.41	0.58	-241%	-28%	-6%	13%
BOS-EWR	UA	45.1	144.5	172.9	169.9	0.62	0.56	0.57	0.56	65%	75%	78%	82%	0.49	0.54	0.66	0.75	-26%	-4%	13%	25%
BOS-EWR	YX	0.0	2.3	11.6	15.6		0.41	0.43	0.42		72%	61%	79%		0.46	0.39	0.50		11%	-11%	17%
BOS-FLL	NK	286.3	306.8	303.4	349.5	0.08	0.09	0.11	0.12	79%	87%	85%	87%	0.05	0.08	0.11	0.12	-68%	-13%	2%	-1%
BOS-FLL	AA	78.1	157.9	0.0	0.0	0.15	0.17			88%	88%			0.10	0.13			-57%	-24%		
BOS-FLL	B6	595.3	609.8	667.9	604.4	0.16	0.14	0.17	0.17	69%	88%	89%	87%	0.08	0.14	0.16	0.16	-96%	1%	-1%	-5%
BOS-FLL	DL	246.3	214.8	220.7	326.1	0.16	0.19	0.21	0.20	52%	88%	89%	84%	0.08	0.17	0.21	0.20	-92%	-9%	4%	0%
BOS-FLL	UA	51.2	0.0	0.0	0.0	0.22				69%				0.07				-222%			
BOS-FLL	WN	5.2	0.0	0.0	0.0	0.10				70%				0.05				-108%			
BOS-IAH	NK	0.0	0.0	0.0	47.5				0.17				87%				0.14				-19%
BOS-IAH	B6	66.5	130.8	185.3	214.1	0.14	0.12	0.13	0.15	52%	80%	86%	86%	0.08	0.12	0.13	0.12	-86%	-5%	0%	-18%
BOS-IAH	UA	317.0	663.7	664.7	723.6	0.20	0.16	0.17	0.17	69%	87%	89%	90%	0.15	0.18	0.21	0.20	-35%	9%	17%	16%
BOS-LAS	NK	49.8	210.5	83.7	163.3	0.06	0.07	0.07	0.07	68%	81%	86%	82%	0.03	0.07	0.08	0.06	-142%	-6%	13%	-14%
BOS-LAS	B6	429.4	620.1	667.5	715.8	0.12	0.11	0.11	0.13	59%	81%	87%	87%	0.06	0.12	0.12	0.13	-100%	5%	9%	5%
BOS-LAS	DL	83.9	400.4	333.2	516.1	0.10	0.13	0.14	0.14	62%	85%	89%	87%	0.08	0.15	0.19	0.16	-22%	10%	24%	11%
BOS-LAX	NK	0.0	0.0	0.0	65.1				0.07				84%				0.07				-3%
BOS-LAX	AA	128.2	770.0	627.3	487.6	0.11	0.12	0.12	0.13	86%	87%	86%	92%	0.09	0.15	0.19	0.21	-20%	19%	33%	38%
BOS-LAX	B6	922.7	1,179.8	1,351.0	1,268.5	0.12	0.11	0.12	0.12	57%	84%	90%	91%	0.08	0.13	0.14	0.14	-58%	13%	16%	13%
BOS-LAX	DL	679.6	1,028.0	966.0	996.4	0.10	0.12	0.14	0.13	51%	88%	92%	93%	0.07	0.15	0.17	0.17	-36%	17%	22%	22%
BOS-LAX	UA	108.7	564.4	639.5	663.8	0.15	0.12	0.13	0.13	51%	86%	87%	91%	0.07	0.12	0.14	0.14	-107%	-2%	6%	11%
BOS-MCO	NK	228.9	286.2	411.1	528.0	0.09	0.10	0.11	0.12	81%	88%	83%	85%	0.05	0.11	0.11	0.11	-61%	9%	1%	-12%
BOS-MCO	B6	582.3	752.4	848.3	793.9	0.17	0.17	0.17	0.18	70%	86%	84%	86%	0.09	0.19	0.18	0.18	-93%	7%	6%	1%
BOS-MCO	DL	266.2	415.3	492.0	499.1	0.16	0.20	0.22	0.22	54%	90%	90%	91%	0.10	0.22	0.25	0.24	-71%	11%	12%	12%
BOS-MCO	F9	106.7	152.5	127.7	136.1	0.10	0.10	0.10	0.11	73%	84%	83%	81%	0.06	0.10	0.10	0.11	-68%	-1%	2%	-1%
BOS-MCO	UA	45.1	0.0	0.0	0.0	0.23				73%				0.07				-247%			
BOS-MCO	WN	12.1	15.8	13.9	3.0	0.11	0.12	0.13	0.12	88%	89%	88%	96%	0.09	0.14	0.14	0.12	-23%	14%	7%	-1%
BOS-MIA	NK	0.0	103.3	193.3	166.0		0.10	0.10	0.12		83%	83%	85%		0.08	0.09	0.11		-26%	-13%	-3%
BOS-MIA	AA	589.6	1,074.2	1,012.1	1,011.5	0.19	0.18	0.19	0.19	80%	88%	90%	90%	0.11	0.17	0.22	0.21	-67%	-7%	13%	11%
BOS-MIA	B6	205.4	264.2	173.3	166.2	0.14	0.14	0.16	0.16	76%	79%	84%	82%	0.07	0.10	0.14	0.15	-87%	-38%	-15%	-10%
BOS-MIA	DL	93.7	276.5	222.8	281.6	0.15	0.18	0.20	0.20	58%	81%	89%	87%	0.08	0.14	0.20	0.19	-86%	-31%	-5%	-3%
BOS-MIA	F9	56.2	68.9	44.9	0.0	0.09	0.10	0.10		69%	80%	83%		0.06	0.07	0.11		-46%	-45%	8%	
BOS-MSY	NK	9.1	23.9	0.0	0.0	0.08	0.10			42%	71%			0.02	0.07			-413%	-31%		
BOS-MSY	B6	69.7	170.5	180.3	165.1	0.16	0.14	0.14	0.16	52%	78%	85%	84%	0.08	0.13	0.14	0.14	-96%	-10%	-2%	-13%
BOS-MSY	DL	0.0	39.7	132.7	155.3		0.22	0.20	0.19		88%	86%	85%		0.23	0.20	0.19		5%	1%	-1%
BOS-MYR	NK	104.7	144.6	117.0	152.8	0.11	0.12	0.14	0.17	64%	76%	75%	79%	0.08	0.11	0.14	0.17	-34%	-11%	3%	-2%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
BOS-MYR	AA	0.0	1.4	0.0	0.4		0.20		0.26		80%		56%		0.23		0.17		15%		-51%	
BOS-MYR	DL	1.8	0.0	1.6	7.0	0.22		0.29	0.26	64%		88%	81%	0.15		0.32	0.28		-44%	8%	5%	
BOS-ORD	NK	21.9	0.0	0.0	7.4	0.10			0.23	62%			80%	0.03			0.16		-254%		-49%	
BOS-ORD	AA	239.8	502.3	619.5	465.6	0.25	0.21	0.22	0.23	71%	85%	84%	90%	0.13	0.20	0.22	0.25		-96%	-4%	-2%	7%
BOS-ORD	B6	85.1	108.5	81.6	118.5	0.21	0.18	0.19	0.21	57%	75%	79%	84%	0.07	0.14	0.16	0.19		-192%	-24%	-16%	-15%
BOS-ORD	DL	0.0	135.4	156.3	237.0		0.20	0.24	0.23		67%	83%	86%		0.15	0.21	0.24		-38%	-15%	3%	
BOS-ORD	UA	240.0	567.5	570.7	600.5	0.29	0.22	0.24	0.24	66%	85%	87%	89%	0.14	0.21	0.25	0.27		-104%	-5%	2%	12%
BOS-ORD	YX	77.2	59.6	107.2	43.8	0.22	0.18	0.19	0.22	88%	79%	75%	90%	0.19	0.17	0.17	0.23		-17%	-6%	-8%	4%
BOS-ORF	NK	0.0	0.0	0.0	12.6				0.32				59%				0.26				-22%	
BOS-ORF	AA	0.0	6.4	0.0	0.0		0.26				61%				0.23				-12%			
BOS-ORF	DL	2.8	8.9	7.0	13.3	0.29	0.25	0.26	0.27	62%	72%	83%	82%	0.26	0.26	0.39	0.38		-10%	4%	33%	30%
BOS-ORF	G4	1.5	3.7	4.9	3.5	0.11	0.14	0.16	0.23	78%	82%	83%	73%	0.13	0.17	0.16	0.19		17%	17%	1%	-23%
BOS-PHX	NK	0.0	0.0	0.0	21.3				0.07				63%				0.03				-136%	
BOS-PHX	AA	474.6	908.0	1,119.5	1,143.7	0.14	0.13	0.13	0.14	68%	92%	87%	91%	0.08	0.15	0.16	0.14		-70%	16%	13%	6%
BOS-PHX	B6	149.5	278.6	252.5	268.2	0.11	0.11	0.11	0.12	65%	83%	87%	81%	0.07	0.10	0.11	0.09		-56%	-10%	0%	-35%
BOS-PHX	DL	0.0	0.0	158.8	345.3			0.15	0.14			80%	78%			0.12	0.11			-21%	-28%	
BOS-PIT	NK	0.0	0.0	0.0	4.7				0.31				62%				0.23				-35%	
BOS-PIT	B6	33.3	70.1	144.8	108.1	0.28	0.26	0.27	0.30	52%	73%	68%	78%	0.21	0.30	0.26	0.35		-32%	14%	-5%	14%
BOS-PIT	DL	18.2	71.4	70.1	61.9	0.30	0.24	0.26	0.27	45%	66%	72%	84%	0.19	0.25	0.26	0.34		-58%	2%	3%	20%
BOS-RSW	NK	61.8	54.5	86.9	134.8	0.08	0.10	0.10	0.13	68%	85%	80%	82%	0.05	0.12	0.10	0.14		-86%	21%	-3%	3%
BOS-RSW	B6	509.4	547.4	492.2	453.6	0.16	0.15	0.17	0.17	69%	88%	88%	88%	0.11	0.21	0.20	0.21		-48%	26%	14%	17%
BOS-RSW	DL	56.3	77.3	146.0	199.6	0.15	0.20	0.21	0.20	45%	88%	85%	89%	0.08	0.24	0.22	0.26		-95%	16%	5%	23%
BOS-RSW	F9	20.4	0.0	0.0	0.0	0.09				59%				0.07					-32%			
BOS-RSW	UA	37.8	0.0	0.0	0.0	0.22				64%				0.08					-179%			
BOS-SJU	NK	176.9	242.5	251.0	236.1	0.07	0.08	0.09	0.11	75%	84%	82%	83%	0.06	0.09	0.10	0.11		-18%	11%	9%	0%
BOS-SJU	B6	516.2	566.8	640.5	695.2	0.14	0.14	0.14	0.15	67%	87%	88%	81%	0.08	0.14	0.14	0.13		-75%	2%	2%	-14%
BOS-SJU	DL	0.0	0.0	116.3	243.0			0.17	0.17			87%	86%			0.20	0.17			11%	-1%	
BOS-SJU	F9	0.0	0.0	0.0	9.7				0.17				70%				0.14				-19%	
BOS-TPA	NK	49.6	60.0	109.8	114.0	0.09	0.10	0.10	0.13	75%	85%	81%	85%	0.05	0.11	0.10	0.12		-71%	11%	-2%	-3%
BOS-TPA	B6	412.2	457.3	562.3	549.1	0.15	0.16	0.17	0.18	69%	88%	89%	90%	0.09	0.18	0.18	0.17		-70%	12%	9%	-7%
BOS-TPA	DL	198.6	297.6	310.6	364.7	0.16	0.20	0.22	0.21	55%	89%	88%	90%	0.10	0.21	0.23	0.22		-64%	5%	4%	8%
BOS-TPA	F9	17.5	0.0	0.0	0.0	0.09				51%				0.05					-96%			
BOS-TPA	UA	21.4	0.0	0.0	0.0	0.22				62%				0.06					-289%			
BQN-FLL	NK	27.6	126.3	135.9	44.6	0.09	0.11	0.12	0.11	84%	85%	76%	76%	0.09	0.10	0.10	0.08		-4%	-5%	-11%	-40%
BQN-FLL	B6	0.0	4.6	9.7	97.0		0.15	0.16	0.19		79%	83%	75%		0.18	0.15	0.12		14%	-8%	-56%	
BQN-MCO	NK	31.3	140.0	162.7	66.4	0.08	0.10	0.12	0.10	88%	88%	83%	84%	0.10	0.11	0.10	0.08		16%	11%	-15%	-20%
BQN-MCO	B6	48.9	208.1	177.5	173.8	0.14	0.15	0.16	0.17	80%	81%	87%	85%	0.12	0.14	0.15	0.14		-10%	-6%	-8%	-23%
BQN-MCO	F9	0.0	0.0	39.6	226.4			0.09	0.12			90%	81%			0.11	0.13			14%	5%	
BQN-PHL	NK	0.0	11.8	0.0	0.0		0.10				60%				0.05				-90%			
BUR-LAS	NK	15.5	26.8	61.1	80.9	0.20	0.23	0.24	0.30	47%	69%	70%	74%	0.15	0.23	0.24	0.32		-30%	3%	-1%	7%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																					
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin					
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24		
BUR-LAS	F9	0.0	24.6	10.0	0.0		0.23	0.24			66%	66%			0.20	0.19			-11%	-26%			
BUR-LAS	WN	101.3	201.7	220.9	209.7	0.29	0.29	0.32	0.36	57%	71%	70%	70%	0.24	0.34	0.34	0.47		-23%	17%	7%	23%	
BUR-LAS	XP	0.0	0.0	0.0	1.3				0.46				53%				0.61					24%	
BUR-OAK	NK	0.0	0.0	0.0	9.6				0.38				53%				0.27					-41%	
BUR-OAK	WN	128.0	320.0	356.1	285.4	0.24	0.24	0.26	0.29	44%	58%	60%	67%	0.15	0.19	0.22	0.34		-62%	-25%	-18%	13%	
BUR-PDX	NK	0.0	0.0	0.0	7.4				0.24				72%				0.17					-40%	
BUR-PDX	AS	49.9	117.6	148.2	205.1	0.21	0.20	0.22	0.23	65%	85%	86%	84%	0.20	0.24	0.24	0.23		-5%	15%	11%	2%	
BUR-PDX	DL	0.0	2.9	0.0	0.0		0.19						83%				0.17					-7%	
BUR-PDX	WN	0.0	0.0	30.1	65.3			0.15	0.17				68%	72%			0.12	0.14				-26%	-27%
BWI-ATL	NK	76.4	132.3	193.6	126.8	0.12	0.14	0.15	0.17	79%	80%	79%	86%	0.13	0.14	0.12	0.16		6%	1%	-24%	-8%	
BWI-ATL	DL	397.4	559.5	602.6	640.4	0.25	0.29	0.33	0.32	58%	84%	86%	86%	0.21	0.30	0.33	0.33		-19%	4%	1%	5%	
BWI-ATL	F9	0.0	32.6	87.1	147.1		0.15	0.14	0.17		73%	83%	82%		0.14	0.14	0.20				-7%	-4%	15%
BWI-ATL	WN	253.8	221.6	329.8	404.6	0.17	0.17	0.18	0.21	63%	83%	75%	73%	0.12	0.20	0.17	0.20		-39%	14%	-5%	-6%	
BWI-AUS	NK	12.2	0.0	59.5	23.2	0.08		0.10	0.10	36%		73%	84%	0.02		0.08	0.09		-245%		-27%	-15%	
BWI-AUS	WN	293.3	417.2	537.7	575.0	0.11	0.11	0.12	0.13	56%	84%	81%	75%	0.07	0.12	0.12	0.13		-60%	14%	2%	-3%	
BWI-BNA	NK	7.2	0.0	0.0	0.0	0.13				35%				0.04					-249%				
BWI-BNA	WN	241.0	231.9	320.2	374.7	0.17	0.17	0.18	0.21	53%	81%	76%	71%	0.11	0.22	0.20	0.23		-53%	23%	10%	8%	
BWI-BOS	NK	25.6	6.0	0.0	13.8	0.16	0.16		0.36	48%	66%		83%	0.07	0.14		0.41		-134%	-14%		12%	
BWI-BOS	9E	0.0	0.0	2.3	0.0			0.31				74%				0.22						-41%	
BWI-BOS	B6	0.0	0.0	74.7	42.0			0.32	0.35			67%	74%			0.26	0.31					-24%	-15%
BWI-BOS	DL	0.0	0.0	36.2	43.4			0.30	0.32			69%	83%			0.26	0.35					-17%	8%
BWI-BOS	WN	178.7	199.4	272.6	307.3	0.22	0.21	0.23	0.27	57%	83%	78%	84%	0.15	0.30	0.23	0.31		-50%	28%	-3%	13%	
BWI-BOS	YX	0.0	0.0	9.9	0.0			0.31				60%				0.20						-55%	
BWI-DEN	NK	26.4	28.8	0.0	0.0	0.08	0.08			73%	70%			0.05	0.05				-67%	-52%			
BWI-DEN	F9	103.2	119.4	123.4	117.5	0.09	0.09	0.09	0.11	75%	77%	81%	82%	0.05	0.08	0.10	0.10		-90%	-6%	7%	-11%	
BWI-DEN	UA	281.9	306.2	362.9	476.7	0.20	0.17	0.18	0.17	74%	89%	90%	87%	0.12	0.19	0.21	0.18		-76%	9%	16%	4%	
BWI-DEN	WN	764.0	702.7	761.1	985.0	0.10	0.10	0.11	0.13	64%	90%	91%	86%	0.06	0.12	0.13	0.13		-71%	19%	18%	4%	
BWI-DFW	NK	89.2	131.9	160.3	163.4	0.08	0.10	0.10	0.12	76%	83%	84%	87%	0.06	0.10	0.10	0.11		-42%	3%	-1%	-10%	
BWI-DFW	AA	435.7	425.5	400.0	439.2	0.20	0.17	0.18	0.19	79%	90%	89%	86%	0.13	0.19	0.22	0.21		-54%	9%	17%	9%	
BWI-DFW	F9	0.0	0.0	11.7	113.1			0.09	0.13			93%	84%			0.12	0.14					25%	10%
BWI-DTW	NK	5.2	5.7	9.5	0.0	0.15	0.15	0.19		55%	70%	68%		0.08	0.16	0.14			-85%	7%	-30%		
BWI-DTW	DL	98.2	145.6	137.3	128.6	0.32	0.37	0.40	0.39	53%	69%	76%	78%	0.22	0.31	0.39	0.42		-44%	-18%	-2%	7%	
BWI-DTW	F9	0.0	0.0	0.0	7.1				0.34				71%				0.31						-9%
BWI-DTW	UA	0.0	7.9	0.0	0.0		0.28					91%			0.33							15%	
BWI-DTW	WN	95.9	91.9	98.1	105.1	0.21	0.20	0.22	0.26	56%	75%	78%	78%	0.11	0.19	0.22	0.27		-84%	-5%	-2%	4%	
BWI-FLL	NK	339.0	363.8	338.3	380.4	0.10	0.11	0.12	0.14	83%	85%	86%	87%	0.09	0.10	0.12	0.13		-8%	-6%	2%	-8%	
BWI-FLL	WN	592.9	711.7	801.0	870.2	0.13	0.13	0.14	0.16	57%	77%	78%	71%	0.08	0.12	0.13	0.14		-63%	-5%	-5%	-15%	
BWI-IAH	NK	111.2	144.5	218.7	206.5	0.08	0.09	0.10	0.13	77%	88%	80%	87%	0.07	0.11	0.10	0.13		-21%	13%	-9%	-1%	
BWI-IAH	AA	0.0	14.0	0.0	0.0		0.15					93%			0.19							24%	
BWI-IAH	UA	99.1	229.6	263.0	267.5	0.19	0.19	0.20	0.19	80%	82%	85%	83%	0.15	0.18	0.20	0.19		-30%	-4%	3%	-3%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																							
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin							
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24				
BWI-JAX	NK	16.1	0.0	0.0	0.0	0.12				43%				0.05							-149%				
BWI-JAX	WN	204.3	199.9	275.6	302.9	0.16	0.16	0.17	0.20	64%	88%	85%	77%	0.12	0.19	0.19	0.21				-36%	18%	10%	4%	
BWI-LAS	NK	222.9	260.4	414.0	330.5	0.06	0.07	0.08	0.10	75%	80%	84%	83%	0.06	0.08	0.07	0.10				-9%	12%	-12%	-5%	
BWI-LAS	F9	0.0	0.0	224.0	0.0			0.08				84%				0.07							-12%		
BWI-LAS	WN	826.1	856.0	769.0	961.6	0.08	0.08	0.09	0.10	62%	91%	93%	89%	0.06	0.11	0.12	0.13				-51%	24%	27%	19%	
BWI-LAX	NK	247.8	273.2	352.3	469.4	0.06	0.07	0.08	0.09	78%	89%	88%	88%	0.05	0.08	0.08	0.08				-24%	16%	11%	-13%	
BWI-LAX	UA	16.8	270.0	293.1	339.8	0.13	0.13	0.14	0.13	90%	89%	91%	86%	0.13	0.13	0.15	0.13				3%	-3%	11%	-5%	
BWI-LAX	WN	367.9	412.6	325.4	620.3	0.08	0.08	0.08	0.10	66%	92%	94%	91%	0.06	0.10	0.11	0.11				-38%	23%	25%	7%	
BWI-MCO	NK	274.7	305.1	319.7	352.0	0.10	0.12	0.13	0.15	78%	81%	84%	84%	0.08	0.10	0.12	0.13				-37%	-13%	-10%	-19%	
BWI-MCO	F9	58.3	183.7	208.6	214.1	0.12	0.12	0.12	0.13	73%	79%	86%	77%	0.08	0.11	0.12	0.12				-52%	-12%	1%	-9%	
BWI-MCO	WN	693.7	753.3	843.0	965.2	0.14	0.14	0.15	0.18	57%	85%	84%	77%	0.09	0.18	0.19	0.18				-62%	21%	17%	3%	
BWI-MIA	NK	0.0	81.9	141.7	105.7		0.11	0.13	0.15		76%	78%	84%		0.08	0.10	0.12					-34%	-20%	-25%	
BWI-MIA	AA	108.4	185.1	119.5	141.7	0.21	0.21	0.21	0.22	81%	82%	86%	85%	0.14	0.19	0.27	0.25				-49%	-7%	22%	12%	
BWI-MIA	F9	55.2	97.4	64.4	112.9	0.11	0.11	0.11	0.13	69%	77%	84%	78%	0.08	0.08	0.11	0.12				-40%	-31%	-4%	-10%	
BWI-MIA	WN	224.3	402.3	419.2	405.5	0.12	0.13	0.14	0.16	73%	75%	79%	75%	0.08	0.11	0.13	0.15				-49%	-20%	-5%	-7%	
BWI-MSP	NK	11.9	0.0	0.0	0.0	0.10				54%				0.04								-135%			
BWI-MSP	DL	193.4	263.8	280.4	283.2	0.19	0.22	0.25	0.24	48%	74%	83%	81%	0.11	0.19	0.24	0.22				-68%	-18%	-1%	-6%	
BWI-MSP	SY	25.9	40.2	56.2	57.6	0.13	0.14	0.16	0.17	62%	78%	86%	90%	0.09	0.12	0.16	0.17				-44%	-13%	-1%	1%	
BWI-MSP	WN	27.4	123.7	119.6	149.9	0.12	0.13	0.14	0.16	74%	76%	85%	79%	0.09	0.11	0.14	0.15				-35%	-16%	-2%	-9%	
BWI-MSY	NK	18.5	78.0	36.5	14.5	0.09	0.11	0.13	0.22	60%	71%	72%	76%	0.07	0.08	0.10	0.20				-24%	-26%	-30%	-10%	
BWI-MSY	WN	184.7	228.8	253.5	295.4	0.13	0.12	0.14	0.16	54%	84%	85%	78%	0.08	0.14	0.16	0.17				-68%	12%	13%	4%	
BWI-MYR	NK	43.3	53.7	11.1	12.4	0.15	0.16	0.20	0.34	60%	62%	78%	52%	0.11	0.10	0.16	0.21				-37%	-56%	-20%	-64%	
BWI-MYR	WN	13.7	117.5	120.9	132.7	0.19	0.21	0.23	0.26	66%	74%	81%	81%	0.15	0.18	0.22	0.27				-26%	-13%	-3%	4%	
BWI-ORD	NK	7.9	0.0	0.0	0.0	0.12				76%				0.06								-96%			
BWI-ORD	AA	38.3	84.3	99.8	100.9	0.28	0.23	0.26	0.27	76%	81%	80%	77%	0.18	0.22	0.25	0.24				-51%	-7%	-4%	-11%	
BWI-ORD	DL	0.0	21.2	0.0	0.0		0.22				90%				0.25							13%			
BWI-ORD	OO	36.3	0.0	5.2	0.0	0.25		0.23		66%		90%		0.14		0.27						-74%		16%	
BWI-ORD	UA	89.5	175.4	188.4	194.5	0.33	0.28	0.30	0.29	68%	82%	82%	84%	0.19	0.26	0.31	0.31				-77%	-7%	3%	5%	
BWI-ORD	WN	77.5	225.4	205.4	213.3	0.15	0.16	0.18	0.20	41%	64%	65%	60%	0.07	0.13	0.14	0.15				-119%	-30%	-28%	-35%	
BWI-ORD	YX	18.3	1.3	0.0	0.0	0.24	0.21			89%	87%			0.21	0.22							-17%	4%		
BWI-PDX	NK	0.0	0.0	0.0	42.9				0.14			67%				0.07								-90%	
BWI-RSW	NK	5.7	21.1	0.0	0.0	0.09	0.11			59%	63%			0.05	0.07							-85%	-64%		
BWI-RSW	WN	412.1	348.5	377.2	427.4	0.13	0.13	0.14	0.16	62%	81%	77%	75%	0.09	0.15	0.14	0.16				-45%	14%	0%	-2%	
BWI-SAN	NK	0.0	0.0	0.0	38.4				0.14			70%				0.10								-37%	
BWI-SAN	WN	459.5	376.8	314.9	602.9	0.08	0.08	0.08	0.10	61%	90%	94%	84%	0.05	0.10	0.13	0.11				-49%	26%	33%	9%	
BWI-SAT	NK	0.0	0.0	56.0	59.5			0.09	0.09			62%	76%			0.05	0.06						-61%	-44%	
BWI-SAT	WN	285.2	249.5	277.2	356.0	0.10	0.10	0.11	0.13	58%	87%	91%	79%	0.07	0.12	0.14	0.14				-52%	19%	18%	6%	
BWI-SJC	NK	0.0	0.0	0.0	15.3				0.14			68%				0.09								-60%	
BWI-SJC	WN	34.1	0.0	0.0	0.0	0.09				40%				0.03								-228%			
BWI-SJU	NK	223.4	252.5	253.3	283.1	0.07	0.08	0.09	0.11	63%	80%	82%	82%	0.06	0.09	0.10	0.10				-31%	3%	7%	-9%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
BWI-SJU	F9	0.0	0.0	33.8	147.9			0.08	0.09			86%	72%			0.09	0.09			8%	-4%
BWI-SJU	WN	244.9	397.7	390.7	408.8	0.10	0.09	0.10	0.12	73%	87%	91%	89%	0.08	0.11	0.13	0.14	-23%	16%	20%	9%
BWI-SMF	NK	0.0	0.0	0.0	11.8				0.14				55%			0.08					-79%
BWI-SMF	WN	31.9	0.0	0.0	0.0	0.09				55%				0.04				-116%			
BWI-TPA	NK	83.3	102.7	87.5	114.8	0.10	0.11	0.13	0.15	65%	78%	84%	83%	0.07	0.10	0.13	0.12	-39%	-16%	2%	-21%
BWI-TPA	F9	0.0	0.0	0.0	71.1				0.15				75%				0.16				3%
BWI-TPA	WN	578.5	564.0	688.2	708.5	0.14	0.14	0.15	0.17	60%	83%	79%	73%	0.09	0.15	0.15	0.16	-52%	7%	-1%	-7%
CAK-MCO	NK	61.3	65.1	0.0	0.0	0.10	0.12			60%	77%			0.06	0.09			-75%	-35%		
CAK-MCO	MX	0.0	0.0	9.8	78.9			0.18	0.18			85%	77%			0.14	0.13			-23%	-34%
CAK-MYR	NK	4.1	10.2	0.0	0.0	0.12	0.14			63%	41%			0.10	0.05			-29%	-151%		
CAK-MYR	G4	0.0	0.0	1.5	3.6			0.14	0.22			86%	83%			0.19	0.24			25%	9%
CAK-MYR	MX	0.0	0.0	0.0	0.8				0.30				71%				0.24				-26%
CAK-RSW	NK	9.7	19.2	0.0	0.0	0.09	0.11			55%	77%			0.07	0.09			-39%	-28%		
CAK-RSW	MX	0.0	0.0	0.0	21.2				0.16				84%				0.16				2%
CAK-TPA	NK	9.3	25.8	0.0	0.0	0.10	0.11			58%	67%			0.07	0.06			-48%	-72%		
CAK-TPA	MX	0.0	11.0	26.2	36.5		0.20	0.19	0.18		67%	82%	81%	0.08	0.13	0.14		-147%	-41%	-22%	
CHS-BOS	NK	0.0	0.0	0.0	24.1				0.24				58%			0.18					-34%
CHS-BOS	AA	0.0	23.5	0.0	0.0		0.19					76%			0.17					-7%	
CHS-BOS	B6	83.3	104.5	112.2	119.4	0.20	0.20	0.19	0.23	55%	82%	86%	87%	0.14	0.22	0.23	0.25	-40%	10%	18%	10%
CHS-BOS	DL	20.0	58.2	63.0	83.0	0.21	0.19	0.23	0.27	60%	71%	83%	85%	0.17	0.22	0.27	0.30	-24%	13%	15%	11%
CHS-EWR	NK	0.0	0.0	18.8	78.4			0.13	0.18			60%	82%			0.10	0.16			-36%	-11%
CHS-EWR	AA	0.0	25.1	0.0	0.0		0.22					90%			0.23					7%	
CHS-EWR	B6	24.9	33.9	0.0	0.0	0.23	0.22			47%	68%			0.13	0.17			-78%	-30%		
CHS-EWR	UA	72.2	141.7	217.6	194.2	0.29	0.25	0.29	0.28	70%	79%	76%	79%	0.24	0.24	0.25	0.28	-24%	-6%	-14%	0%
CHS-FLL	NK	0.0	0.0	14.5	58.7			0.15	0.20			63%	75%			0.11	0.14			-37%	-47%
CHS-FLL	B6	15.6	31.9	46.0	56.5	0.28	0.26	0.25	0.28	56%	71%	72%	65%	0.17	0.20	0.21	0.18	-64%	-29%	-17%	-54%
CHS-LAS	NK	0.0	0.0	0.0	132.1				0.09				72%			0.06					-65%
CHS-LAS	MX	0.0	0.0	3.0	0.0			0.12				73%				0.08				-64%	
CHS-LGA	NK	0.0	0.0	0.0	22.6				0.27				57%				0.20				-33%
CHS-LGA	AA	0.0	15.3	0.0	0.0		0.21					75%			0.19				-14%		
CHS-LGA	B6	0.0	95.7	154.7	31.8		0.21	0.22	0.23		62%	62%	67%		0.14	0.16	0.18		-45%	-40%	-30%
CHS-LGA	DL	18.0	76.7	121.6	142.5	0.25	0.21	0.23	0.25	62%	79%	86%	86%	0.21	0.21	0.23	0.28	-15%	-1%	0%	11%
CHS-PHL	NK	0.0	0.0	16.6	24.1			0.14	0.15			53%	58%			0.11	0.09			-23%	-62%
CHS-PHL	AA	67.0	75.1	116.7	138.9	0.28	0.24	0.29	0.30	66%	85%	80%	81%	0.24	0.33	0.39	0.37	-17%	27%	24%	18%
CHS-PHL	DL	0.0	15.3	0.0	0.0		0.23					84%			0.25				6%		
CHS-PHL	F9	22.1	21.2	20.5	25.7	0.14	0.14	0.15	0.20	53%	66%	68%	65%	0.10	0.14	0.15	0.17	-42%	-3%	0%	-17%
CHS-RSW	NK	0.0	0.0	0.0	5.8				0.17				31%				0.04				-281%
CHS-RSW	MX	0.0	0.6	11.1	13.0		0.41	0.27	0.24		58%	61%	54%		0.12	0.11	0.13		-249%	-146%	-95%
CHS-TPA	NK	0.0	0.0	0.0	9.1				0.19				46%				0.08				-146%
CHS-TPA	MX	0.0	15.3	25.8	38.3		0.31	0.30	0.27		66%	71%	70%		0.16	0.20	0.24		-90%	-51%	-13%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
CLE-ATL	NK	65.9	92.9	113.8	47.8	0.13	0.14	0.15	0.15	80%	77%	73%	74%	0.14	0.12	0.12	0.09	9%	-17%	-27%	-63%
CLE-ATL	DL	351.4	410.0	406.3	449.4	0.26	0.30	0.33	0.32	55%	79%	86%	86%	0.19	0.29	0.34	0.33	-32%	-4%	3%	4%
CLE-ATL	F9	2.5	16.2	22.0	62.6	0.13	0.15	0.15	0.17	82%	76%	79%	71%	0.15	0.12	0.13	0.17	15%	-20%	-11%	0%
CLE-ATL	WN	30.2	54.4	60.6	62.9	0.16	0.17	0.19	0.21	73%	81%	72%	72%	0.12	0.15	0.14	0.17	-34%	-12%	-30%	-28%
CLE-BOS	NK	5.1	0.0	0.0	0.0	0.13				39%				0.04				-243%			
CLE-BOS	B6	31.0	73.4	125.9	100.1	0.27	0.24	0.24	0.28	57%	79%	76%	79%	0.17	0.24	0.22	0.28	-58%	0%	-10%	-2%
CLE-BOS	DL	23.1	54.0	72.2	71.2	0.28	0.23	0.24	0.25	48%	69%	76%	85%	0.17	0.20	0.22	0.30	-63%	-14%	-6%	17%
CLE-BOS	UA	0.0	17.9	0.0	0.0		0.23				70%				0.21				-10%		
CLE-DFW	NK	35.9	11.8	30.5	0.0	0.09	0.12	0.11		66%	65%	65%		0.05	0.11	0.10		-89%	-12%	-8%	
CLE-DFW	AA	273.4	422.4	518.3	577.4	0.23	0.20	0.20	0.21	69%	81%	82%	79%	0.14	0.21	0.23	0.21	-57%	7%	12%	1%
CLE-DFW	F9	0.0	0.0	11.2	63.8			0.10	0.13			80%	70%			0.11	0.12			5%	-12%
CLE-DTW	NK	0.0	0.0	0.0	0.2				0.36				83%				0.85				58%
CLE-DTW	AA	0.0	0.9	0.0	0.0		0.66				73%				0.69				4%		
CLE-DTW	DL	20.3	21.0	21.2	21.1	0.78	0.75	0.76	0.74	48%	69%	78%	78%	0.50	0.62	0.74	0.75	-56%	-20%	-3%	1%
CLE-DTW	UA	0.0	3.2	0.0	0.0		0.65				82%				0.56				-17%		
CLE-EWR	NK	8.0	0.0	0.0	0.0	0.15				47%				0.07					-119%		
CLE-EWR	AA	0.0	2.6	0.0	0.0		0.29				88%				0.38				23%		
CLE-EWR	DL	0.0	3.4	0.6	0.3		0.29	0.41	0.39		84%	47%	43%		0.36	0.17	0.15		19%	-133%	-162%
CLE-EWR	UA	87.6	191.5	197.8	219.1	0.42	0.35	0.36	0.37	59%	67%	74%	75%	0.26	0.31	0.40	0.40	-64%	-15%	9%	9%
CLE-FLL	NK	208.6	220.5	176.4	218.0	0.09	0.10	0.11	0.12	83%	82%	85%	85%	0.07	0.07	0.11	0.09	-36%	-37%	0%	-46%
CLE-FLL	B6	71.6	50.7	0.0	0.0	0.16	0.16			72%	79%			0.07	0.10			-139%	-61%		
CLE-FLL	DL	0.0	13.4	0.0	0.0		0.16				87%				0.15				-7%		
CLE-FLL	F9	0.0	0.0	62.1	124.6			0.10	0.11			79%	72%			0.09	0.09			-11%	-22%
CLE-FLL	UA	70.7	104.9	127.7	181.7	0.23	0.21	0.21	0.21	79%	89%	86%	73%	0.13	0.20	0.25	0.21	-80%	-6%	14%	-4%
CLE-FLL	WN	1.2	2.9	0.0	0.0	0.11	0.11			81%	70%			0.07	0.07			-68%	-59%		
CLE-LAS	NK	232.8	233.7	243.0	159.8	0.07	0.08	0.09	0.09	77%	87%	84%	76%	0.06	0.08	0.08	0.06	-20%	1%	-11%	-53%
CLE-LAS	F9	295.3	283.9	285.0	416.6	0.08	0.08	0.08	0.10	71%	82%	89%	85%	0.05	0.08	0.09	0.11	-49%	5%	15%	11%
CLE-LAS	UA	0.0	56.4	0.0	37.5		0.16		0.16		65%		55%		0.09		0.09		-67%		-78%
CLE-LAS	WN	19.3	33.5	31.3	34.1	0.08	0.09	0.10	0.11	69%	93%	93%	92%	0.06	0.10	0.12	0.12	-42%	11%	20%	13%
CLE-LAX	NK	217.9	216.5	274.4	171.0	0.06	0.07	0.08	0.10	72%	81%	78%	69%	0.06	0.08	0.07	0.07	-7%	4%	-17%	-52%
CLE-LAX	UA	16.4	240.7	262.7	404.5	0.14	0.14	0.15	0.14	91%	86%	84%	81%	0.15	0.15	0.14	0.14	9%	5%	-2%	-1%
CLE-MCO	NK	172.7	199.8	182.0	160.5	0.10	0.11	0.12	0.13	81%	82%	82%	80%	0.07	0.09	0.10	0.09	-40%	-19%	-19%	-54%
CLE-MCO	DL	0.0	0.0	0.4	0.6			0.26	0.23			48%	92%			0.08	0.17			-227%	-39%
CLE-MCO	F9	299.0	373.2	338.4	414.4	0.11	0.11	0.11	0.13	73%	82%	87%	80%	0.07	0.10	0.12	0.12	-72%	-12%	8%	-8%
CLE-MCO	UA	82.3	142.1	122.5	183.6	0.25	0.23	0.24	0.24	72%	80%	87%	76%	0.14	0.20	0.29	0.22	-81%	-16%	18%	-8%
CLE-MCO	WN	19.7	22.7	22.7	34.8	0.12	0.13	0.14	0.17	69%	87%	93%	86%	0.08	0.14	0.19	0.18	-50%	9%	22%	6%
CLE-MIA	NK	0.0	82.9	131.6	78.9		0.11	0.11	0.11		77%	80%	74%		0.07	0.10	0.06		-47%	-19%	-91%
CLE-MIA	AA	92.9	149.2	119.5	123.0	0.19	0.18	0.19	0.20	72%	78%	87%	79%	0.09	0.13	0.21	0.19	-104%	-43%	9%	-7%
CLE-MIA	F9	37.3	35.2	0.0	72.6	0.10	0.10		0.15	75%	69%		72%	0.08	0.06		0.13	-21%	-60%		-13%
CLE-MSY	NK	14.3	23.9	0.0	0.0	0.10	0.11			70%	67%			0.08	0.08			-20%	-33%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

Yearend at each quarter:																					
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
CLE-MSY	F9	0.0	0.0	0.0	7.0				0.23				40%			0.12				-87%	
CLE-MYR	NK	42.4	61.0	41.9	44.3	0.12	0.14	0.16	0.20	66%	62%	70%	71%	0.10	0.09	0.13	0.17	-23%	-50%	-25%	-23%
CLE-MYR	AA	0.0	1.6	0.0	0.0		0.24				74%				0.14				-72%		
CLE-MYR	F9	0.0	0.0	0.0	3.9				0.29				54%			0.17				-66%	
CLE-MYR	G4	4.8	2.7	0.0	0.0	0.10	0.12			61%	70%			0.08	0.10			-38%	-20%		
CLE-MYR	UA	0.8	0.0	0.0	0.0	0.27				65%				0.16				-67%			
CLE-RSW	NK	69.8	83.6	19.7	0.0	0.09	0.10	0.11		79%	75%	67%		0.07	0.08	0.07		-24%	-19%	-46%	
CLE-RSW	B6	17.7	0.0	0.0	0.0	0.16				54%				0.05				-208%			
CLE-RSW	F9	180.4	242.1	216.6	263.0	0.10	0.10	0.11	0.11	78%	85%	83%	80%	0.09	0.10	0.14	0.13	-18%	-1%	23%	15%
CLE-RSW	UA	78.5	117.5	62.3	121.4	0.23	0.21	0.22	0.22	83%	77%	82%	68%	0.16	0.19	0.28	0.20	-44%	-13%	21%	-8%
CLE-RSW	WN	13.5	12.9	1.0	1.4	0.12	0.12	0.13	0.14	72%	76%	95%	88%	0.08	0.10	0.18	0.17	-43%	-18%	24%	19%
CLE-TPA	NK	107.6	109.1	70.7	23.6	0.10	0.11	0.13	0.11	80%	79%	79%	41%	0.08	0.09	0.10	0.02	-20%	-25%	-31%	-441%
CLE-TPA	F9	130.4	206.5	240.6	332.8	0.11	0.11	0.11	0.12	79%	82%	85%	74%	0.09	0.10	0.13	0.12	-31%	-11%	15%	-3%
CLE-TPA	UA	19.8	47.8	0.0	64.5	0.23	0.23		0.23	75%	70%		62%	0.14	0.16		0.17	-64%	-47%		-41%
CLE-TPA	WN	10.3	13.1	5.6	14.2	0.12	0.12	0.13	0.16	83%	80%	95%	81%	0.10	0.10	0.18	0.16	-19%	-17%	26%	-4%
CLT-BNA	NK	0.0	0.0	7.0	4.5			0.18	0.19			34%	40%			0.08	0.09			-114%	-107%
CLT-BNA	AA	166.8	197.0	272.0	264.3	0.41	0.38	0.38	0.39	74%	84%	80%	84%	0.31	0.43	0.42	0.46	-33%	12%	9%	16%
CLT-BNA	AS	0.0	4.5	0.0	0.0		0.32				76%				0.28				-13%		
CLT-BNA	DL	0.0	10.3	0.0	0.0		0.32				93%				0.43				26%		
CLT-BNA	WN	17.1	40.0	66.2	61.2	0.23	0.23	0.25	0.29	61%	74%	74%	74%	0.15	0.24	0.24	0.29	-49%	4%	-4%	2%
CLT-BOS	NK	0.0	0.0	5.4	87.4			0.12	0.16			70%	77%			0.11	0.12			-5%	-33%
CLT-BOS	9E	0.0	0.0	0.4	0.0			0.21				90%				0.18				-13%	
CLT-BOS	AA	587.7	747.1	723.4	717.6	0.27	0.24	0.26	0.26	70%	85%	85%	90%	0.16	0.23	0.26	0.27	-69%	-8%	1%	4%
CLT-BOS	B6	34.5	92.6	114.6	107.7	0.23	0.21	0.21	0.24	46%	72%	85%	78%	0.12	0.16	0.22	0.20	-94%	-28%	2%	-20%
CLT-BOS	DL	0.0	75.5	96.9	133.0		0.20	0.20	0.22		54%	76%	82%		0.12	0.19	0.19		-65%	-6%	-13%
CLT-BOS	UA	0.0	0.9	0.0	0.0		0.20				90%				0.26				24%		
CLT-DFW	NK	0.0	0.0	16.5	105.5			0.11	0.15			74%	79%			0.10	0.13			-10%	-16%
CLT-DFW	AA	1,052.0	1,286.3	1,227.8	1,272.5	0.24	0.22	0.23	0.23	73%	84%	85%	86%	0.16	0.23	0.28	0.27	-50%	3%	20%	15%
CLT-DFW	F9	0.0	0.0	0.0	19.3				0.22				68%				0.16				-39%
CLT-EWR	NK	10.4	0.0	0.0	15.6	0.13			0.30	61%			80%	0.07			0.31	-96%			4%
CLT-EWR	AA	334.2	423.9	455.8	375.3	0.32	0.29	0.30	0.31	83%	81%	84%	89%	0.21	0.29	0.32	0.34	-54%	2%	4%	7%
CLT-EWR	DL	0.6	0.8	0.3	0.0	0.25	0.33	0.35		49%	59%	76%		0.30	0.16	0.23		17%	-113%	-54%	
CLT-EWR	UA	64.8	102.9	205.9	240.9	0.31	0.26	0.31	0.32	73%	71%	75%	78%	0.20	0.25	0.27	0.32	-54%	-3%	-12%	0%
CLT-EWR	YX	7.0	0.0	0.0	0.0	0.32				84%				0.27				-20%			
CLT-FLL	NK	58.8	74.9	158.2	233.9	0.12	0.13	0.15	0.18	75%	79%	69%	74%	0.08	0.14	0.15	0.15	-40%	7%	4%	-18%
CLT-FLL	AA	504.5	542.6	508.8	594.1	0.29	0.27	0.28	0.29	78%	82%	88%	82%	0.16	0.23	0.30	0.26	-84%	-18%	6%	-10%
CLT-IAH	NK	0.0	0.0	0.0	10.8				0.23				86%				0.16				-44%
CLT-IAH	AA	377.9	452.8	421.8	540.1	0.23	0.21	0.22	0.23	75%	85%	89%	88%	0.15	0.21	0.25	0.23	-49%	1%	12%	-2%
CLT-IAH	F9	0.0	0.0	0.0	10.0				0.23				70%				0.18				-26%
CLT-IAH	UA	131.6	125.7	226.5	242.3	0.23	0.19	0.23	0.22	72%	86%	87%	86%	0.16	0.20	0.24	0.23	-43%	8%	5%	2%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
CLT-LAS	NK	0.0	186.9	208.4	237.1		0.08	0.08	0.10			83%	83%	86%		0.06	0.08	0.09		-21%	-3%	-15%
CLT-LAS	AA	1,200.6	1,395.9	1,510.2	1,638.7	0.16	0.14	0.15	0.15	76%	91%	89%	88%	0.09	0.15	0.16	0.16	-76%	3%	9%	4%	
CLT-LAS	F9	14.9	194.2	205.9	154.4	0.07	0.07	0.08	0.07	81%	78%	86%	82%	0.06	0.06	0.08	0.07	-17%	-26%	-2%	-5%	
CLT-LAX	NK	0.0	0.0	44.6	307.9			0.07	0.09			85%	77%			0.08	0.08			7%	-24%	
CLT-LAX	AA	1,631.5	1,882.2	1,832.1	2,072.8	0.15	0.14	0.14	0.14	78%	90%	89%	89%	0.09	0.14	0.16	0.15	-65%	-1%	11%	1%	
CLT-LGA	NK	0.0	0.0	40.6	138.2			0.16	0.19			74%	84%			0.17	0.20			5%	7%	
CLT-LGA	AA	329.7	563.6	598.9	559.6	0.32	0.29	0.30	0.31	71%	72%	78%	84%	0.20	0.25	0.29	0.32	-60%	-14%	-2%	4%	
CLT-LGA	DL	72.9	118.2	143.3	146.0	0.28	0.23	0.24	0.25	40%	53%	73%	77%	0.16	0.17	0.22	0.25	-74%	-38%	-8%	-3%	
CLT-LGA	F9	0.0	0.0	0.0	17.5				0.29				86%				0.37				21%	
CLT-MCO	NK	50.2	91.8	150.0	154.5	0.14	0.16	0.17	0.19	81%	77%	79%	80%	0.11	0.16	0.15	0.15	-29%	0%	-13%	-31%	
CLT-MCO	AA	491.2	605.9	709.5	725.2	0.35	0.32	0.34	0.34	77%	86%	84%	85%	0.21	0.33	0.36	0.35	-67%	3%	6%	1%	
CLT-MCO	DL	0.0	0.0	0.5	0.0			0.37				55%				0.19				-94%		
CLT-MCO	F9	32.0	37.2	88.7	120.9	0.15	0.16	0.16	0.17	70%	78%	77%	67%	0.12	0.16	0.14	0.15	-28%	-1%	-13%	-17%	
CLT-MIA	NK	0.0	0.0	72.9	116.4			0.14	0.16			62%	65%			0.12	0.12			-17%	-32%	
CLT-MIA	AA	612.0	669.0	628.4	745.9	0.29	0.26	0.27	0.28	80%	86%	90%	86%	0.18	0.27	0.38	0.33	-61%	4%	28%	15%	
CLT-MIA	DL	0.0	0.7	0.0	0.5		0.28		0.29		34%		57%		0.08		0.16		-260%		-86%	
CLT-ORD	NK	0.0	0.0	0.0	58.4				0.18				67%				0.12				-45%	
CLT-ORD	AA	549.2	661.6	609.4	652.2	0.30	0.27	0.28	0.29	68%	80%	83%	84%	0.18	0.27	0.34	0.32	-70%	0%	18%	10%	
CLT-ORD	F9	0.0	0.0	0.0	9.4				0.28				66%				0.21				-35%	
CLT-ORD	UA	72.1	80.9	160.5	209.9	0.28	0.24	0.30	0.30	69%	85%	86%	80%	0.18	0.24	0.32	0.27	-55%	2%	7%	-13%	
CLT-TPA	NK	0.0	0.0	0.0	46.0				0.21				70%				0.17				-20%	
CLT-TPA	AA	455.7	516.4	576.0	650.5	0.33	0.31	0.32	0.33	76%	86%	84%	82%	0.21	0.30	0.34	0.32	-56%	-1%	5%	-3%	
CLT-TPA	DL	0.3	0.0	0.0	0.0	0.26				43%				0.13				-106%				
CMH-BOS	NK	0.0	0.0	0.0	6.1				0.27				61%				0.19				-46%	
CMH-BOS	AA	0.0	0.4	11.7	33.2		0.21	0.22	0.22		90%	75%	77%		0.26	0.22	0.26		17%	1%	15%	
CMH-BOS	DL	9.9	0.0	0.3	0.0	0.24		0.22		64%		87%		0.25		0.32		3%		30%		
CMH-BOS	OO	0.0	25.8	0.0	0.0		0.21				69%				0.22				4%			
CMH-BOS	YX	0.0	113.1	127.7	115.8		0.21	0.22	0.23		56%	70%	76%		0.19	0.28	0.29		-8%	22%	20%	
CMH-EWR	NK	0.0	0.0	0.0	4.0				0.32				52%				0.24				-31%	
CMH-EWR	AA	0.0	11.0	0.0	0.0		0.26				90%				0.38				30%			
CMH-EWR	UA	38.3	88.5	127.0	133.9	0.32	0.26	0.27	0.28	68%	75%	65%	84%	0.28	0.31	0.29	0.35	-12%	15%	6%	19%	
CMH-FLL	NK	150.7	137.8	149.5	243.2	0.09	0.11	0.12	0.14	80%	83%	85%	82%	0.07	0.09	0.13	0.13	-31%	-15%	10%	-10%	
CMH-FLL	WN	54.2	114.5	126.4	144.5	0.12	0.13	0.14	0.16	72%	82%	87%	77%	0.10	0.14	0.17	0.17	-17%	9%	17%	9%	
CMH-LAS	NK	162.4	203.9	233.1	229.2	0.07	0.08	0.09	0.10	65%	76%	78%	78%	0.05	0.08	0.08	0.08	-29%	-1%	-9%	-22%	
CMH-LAS	WN	252.9	376.4	312.0	427.8	0.10	0.09	0.10	0.11	61%	90%	92%	89%	0.06	0.11	0.13	0.13	-55%	20%	27%	15%	
CMH-LAX	NK	16.0	202.6	221.2	312.5	0.06	0.07	0.08	0.09	86%	77%	78%	78%	0.07	0.07	0.08	0.07	11%	-7%	-4%	-39%	
CMH-LGA	NK	0.0	0.0	0.0	9.4				0.31				70%				0.28				-13%	
CMH-LGA	AA	0.0	33.0	0.0	0.0		0.25				78%				0.30				15%			
CMH-LGA	DL	38.6	2.1	7.4	4.1	0.31	0.25	0.26	0.25	30%	45%	75%	79%	0.16	0.16	0.30	0.27	-92%	-55%	12%	7%	
CMH-LGA	YX	25.7	180.7	225.3	204.3	0.28	0.25	0.26	0.27	72%	53%	62%	75%	0.29	0.20	0.25	0.26	1%	-26%	-3%	-4%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
CMH-MCO	NK	114.7	131.2	160.8	179.4	0.10	0.12	0.13	0.16	77%	83%	81%	80%	0.08	0.11	0.13	0.13	-32%	-5%	-5%	-20%
CMH-MCO	F9	19.8	42.2	52.6	49.6	0.12	0.12	0.12	0.11	70%	78%	79%	71%	0.07	0.11	0.12	0.10	-55%	-8%	-5%	-12%
CMH-MCO	WN	203.2	268.5	317.3	375.6	0.14	0.14	0.15	0.18	63%	85%	82%	74%	0.11	0.18	0.19	0.19	-32%	22%	18%	7%
CMH-MSY	NK	0.0	2.4	0.0	0.0		0.13				46%				0.05				-153%		
CMH-MSY	F9	0.0	0.0	0.0	4.8				0.24				34%				0.13				-85%
CMH-MSY	MX	0.0	12.5	1.5	0.0		0.19	0.23			58%	72%		0.07	0.14			-168%	-60%		
CMH-MYR	NK	3.5	10.7	0.0	5.5	0.13	0.15		0.31	71%	63%		45%	0.10	0.08		0.16	-27%	-76%		-96%
CMH-MYR	WN	2.4	13.4	2.9	5.2	0.17	0.18	0.19	0.22	66%	61%	83%	76%	0.15	0.12	0.24	0.21	-14%	-43%	18%	-5%
CMH-PNS	NK	2.8	9.9	0.0	0.0	0.11	0.11			43%	41%			0.04	0.04			-175%	-188%		
CMH-RSW	NK	61.3	62.6	0.0	15.2	0.10	0.11		0.12	74%	75%		71%	0.07	0.09		0.08	-34%	-24%		-40%
CMH-RSW	MX	0.0	0.0	0.0	16.4				0.17				74%				0.13				-30%
CMH-RSW	UA	10.4	1.8	0.0	0.0	0.22	0.17			71%	79%			0.15	0.22			-49%	23%		
CMH-RSW	WN	175.9	169.3	159.6	177.0	0.13	0.13	0.14	0.16	68%	85%	80%	80%	0.11	0.17	0.17	0.19	-17%	23%	16%	18%
CMH-TPA	NK	34.7	70.7	0.0	20.8	0.10	0.11		0.13	78%	76%		66%	0.09	0.09		0.10	-14%	-33%		-29%
CMH-TPA	F9	0.0	8.3	0.0	0.0		0.12				59%				0.07				-66%		
CMH-TPA	MX	0.0	6.8	0.0	3.8		0.19		0.16		54%		76%		0.07		0.08		-166%		-106%
CMH-TPA	WN	120.0	177.6	201.8	233.3	0.14	0.14	0.15	0.17	63%	86%	77%	72%	0.11	0.15	0.16	0.18	-28%	10%	8%	0%
CRW-MCO	NK	16.9	35.3	29.1	0.0	0.11	0.13	0.15		57%	63%	71%		0.05	0.08	0.10		-130%	-67%	-41%	
CRW-MCO	MX	0.0	0.0	1.7	29.5			0.18	0.20			80%	69%			0.13	0.15			-37%	-35%
CRW-MYR	NK	3.2	2.8	0.0	0.0	0.15	0.16			47%	52%			0.07	0.08			-116%	-103%		
CRW-MYR	MX	0.0	0.0	0.0	1.6				0.36				62%				0.30				-20%
DEN-ATL	NK	3.1	23.1	0.0	0.0	0.08	0.09			92%	71%			0.08	0.05			-3%	-91%		
DEN-ATL	AA	0.0	13.2	0.0	0.0		0.15				89%				0.14				-10%		
DEN-ATL	DL	1,045.0	1,190.8	1,315.4	1,317.7	0.17	0.20	0.21	0.21	59%	89%	89%	88%	0.12	0.21	0.23	0.22	-45%	5%	9%	4%
DEN-ATL	F9	274.6	244.9	314.2	323.6	0.10	0.10	0.10	0.11	79%	85%	89%	86%	0.07	0.09	0.11	0.11	-44%	-6%	7%	-2%
DEN-ATL	UA	285.2	302.2	340.4	378.8	0.23	0.19	0.20	0.20	77%	87%	88%	85%	0.14	0.19	0.21	0.20	-63%	1%	5%	-3%
DEN-ATL	WN	511.4	438.0	497.5	584.4	0.11	0.11	0.12	0.14	70%	90%	86%	83%	0.07	0.12	0.12	0.12	-71%	4%	-1%	-15%
DEN-AUS	NK	9.6	0.0	0.0	0.0	0.11				78%				0.06				-69%			
DEN-AUS	AA	0.0	41.8	60.2	0.0		0.25	0.24			66%	74%			0.15	0.17			-59%	-44%	
DEN-AUS	DL	0.0	10.7	0.0	0.0		0.19				86%				0.18				-5%		
DEN-AUS	F9	101.5	81.9	60.5	76.3	0.12	0.11	0.12	0.16	76%	78%	82%	82%	0.09	0.10	0.13	0.18	-41%	-12%	1%	13%
DEN-AUS	UA	251.6	360.6	354.3	402.0	0.29	0.25	0.26	0.26	74%	81%	85%	83%	0.19	0.23	0.27	0.27	-53%	-9%	3%	5%
DEN-AUS	WN	368.6	492.5	558.2	630.1	0.14	0.14	0.16	0.18	66%	81%	77%	73%	0.10	0.15	0.15	0.16	-46%	3%	-5%	-11%
DEN-BWI	NK	26.4	28.8	0.0	0.0	0.08	0.08			73%	70%			0.05	0.05			-67%	-52%		
DEN-BWI	F9	103.2	119.4	123.4	117.5	0.09	0.09	0.09	0.11	75%	77%	81%	82%	0.05	0.08	0.10	0.10	-90%	-6%	7%	-11%
DEN-BWI	UA	281.9	306.2	362.9	476.7	0.20	0.17	0.18	0.17	74%	89%	90%	87%	0.12	0.19	0.21	0.18	-76%	9%	16%	4%
DEN-BWI	WN	764.0	702.7	761.1	985.0	0.10	0.10	0.11	0.13	64%	90%	91%	86%	0.06	0.12	0.13	0.13	-71%	19%	18%	4%
DEN-DFW	NK	0.0	0.0	0.0	1.4				0.14				84%				0.10				-33%
DEN-DFW	AA	650.1	719.3	656.4	719.8	0.30	0.27	0.28	0.28	79%	85%	84%	85%	0.18	0.26	0.31	0.30	-69%	-1%	11%	6%
DEN-DFW	F9	172.8	177.9	248.5	312.3	0.13	0.13	0.14	0.16	75%	83%	85%	82%	0.10	0.14	0.15	0.17	-40%	3%	12%	7%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
DEN-DFW	UA	233.9	276.6	314.5	348.9	0.33	0.27	0.29	0.28	75%	84%	86%	85%	0.20	0.27	0.31	0.31	-65%	-2%	6%	9%
DEN-DTW	NK	96.6	85.2	23.1	0.0	0.09	0.09	0.12		74%	72%	72%		0.05	0.06	0.08		-69%	-50%	-52%	
DEN-DTW	AA	0.0	26.3	0.0	0.0		0.15				92%				0.21				25%		
DEN-DTW	DL	479.4	593.7	583.2	548.2	0.17	0.20	0.22	0.21	53%	84%	83%	83%	0.11	0.20	0.22	0.21	-59%	-1%	1%	-2%
DEN-DTW	F9	88.6	100.3	111.4	179.7	0.10	0.10	0.10	0.12	76%	86%	89%	82%	0.07	0.10	0.14	0.12	-51%	3%	26%	-1%
DEN-DTW	UA	104.5	132.1	228.3	235.6	0.20	0.19	0.21	0.21	78%	88%	88%	88%	0.14	0.20	0.22	0.22	-37%	5%	8%	6%
DEN-DTW	WN	164.9	145.0	130.6	225.1	0.12	0.11	0.13	0.15	66%	92%	94%	87%	0.07	0.13	0.15	0.14	-67%	13%	16%	-4%
DEN-FLL	NK	412.7	444.1	261.4	130.1	0.07	0.08	0.09	0.08	86%	87%	85%	88%	0.05	0.06	0.07	0.07	-53%	-26%	-17%	-20%
DEN-FLL	UA	445.8	607.4	504.3	588.4	0.17	0.16	0.16	0.16	81%	87%	89%	88%	0.10	0.16	0.21	0.18	-64%	3%	21%	12%
DEN-FLL	WN	294.5	282.8	182.5	237.6	0.09	0.09	0.10	0.11	71%	84%	92%	90%	0.06	0.08	0.12	0.12	-62%	-9%	12%	4%
DEN-IAH	NK	106.5	101.1	48.6	0.0	0.10	0.11	0.13		80%	77%	76%		0.06	0.08	0.10		-56%	-32%	-27%	
DEN-IAH	C5	0.0	0.0	0.0	0.6				0.19				17%				0.02				-673%
DEN-IAH	F9	232.5	135.6	142.8	173.0	0.12	0.11	0.12	0.15	80%	86%	85%	84%	0.08	0.10	0.12	0.16	-51%	-10%	1%	7%
DEN-IAH	OO	0.6	2.3	0.0	0.0	0.24	0.18			19%	16%			0.05	0.02			-419%	-650%		
DEN-IAH	UA	1,007.4	1,151.0	1,218.2	1,241.6	0.30	0.25	0.26	0.25	72%	85%	86%	88%	0.19	0.25	0.29	0.29	-60%	1%	11%	16%
DEN-IAH	WN	46.6	260.7	253.7	269.4	0.12	0.13	0.15	0.17	70%	76%	75%	69%	0.08	0.11	0.12	0.12	-65%	-23%	-24%	-38%
DEN-LAS	NK	94.6	155.2	163.8	93.5	0.12	0.13	0.15	0.14	76%	75%	76%	76%	0.09	0.11	0.10	0.10	-32%	-19%	-43%	-46%
DEN-LAS	B6	0.0	0.0	0.0	0.7				0.28				92%				0.28				0%
DEN-LAS	DL	1.1	0.4	1.0	0.3	0.23	0.26	0.31	0.33	56%	54%	41%	31%	0.13	0.12	0.12	0.08	-72%	-125%	-172%	-312%
DEN-LAS	F9	317.1	370.6	424.6	481.3	0.13	0.13	0.14	0.17	73%	83%	83%	79%	0.10	0.13	0.13	0.18	-34%	-1%	-5%	6%
DEN-LAS	G4	0.0	0.0	0.7	0.0			0.14				53%				0.20				27%	
DEN-LAS	UA	276.4	452.7	509.4	568.9	0.32	0.28	0.29	0.29	72%	83%	81%	82%	0.20	0.29	0.31	0.31	-62%	2%	5%	5%
DEN-LAS	WN	486.8	555.1	784.0	828.0	0.16	0.16	0.18	0.20	64%	85%	76%	72%	0.10	0.19	0.17	0.17	-57%	14%	-5%	-17%
DEN-LAX	NK	52.6	64.1	54.1	0.0	0.10	0.11	0.13		85%	83%	80%		0.06	0.08	0.10		-63%	-26%	-30%	
DEN-LAX	AA	111.6	170.5	45.9	113.4	0.21	0.20	0.18	0.20	71%	69%	82%	77%	0.10	0.12	0.16	0.16	-112%	-67%	-12%	-24%
DEN-LAX	DL	279.3	135.1	179.1	264.4	0.20	0.20	0.27	0.26	42%	71%	80%	76%	0.07	0.14	0.21	0.20	-164%	-48%	-28%	-26%
DEN-LAX	F9	210.0	19.1	0.0	26.2	0.12	0.10		0.23	74%	85%		90%	0.07	0.10		0.30	-64%	-5%		22%
DEN-LAX	OO	20.4	98.4	87.8	0.0	0.20	0.18	0.19		81%	87%	84%		0.14	0.16	0.17		-44%	-15%	-11%	
DEN-LAX	SY	0.0	0.0	0.8	0.0			0.16				40%				0.04				-249%	
DEN-LAX	UA	603.7	866.0	993.0	1,010.9	0.28	0.24	0.25	0.24	69%	84%	87%	86%	0.14	0.21	0.24	0.24	-96%	-14%	-7%	-4%
DEN-LAX	WN	410.6	500.3	531.9	606.1	0.14	0.13	0.15	0.17	62%	84%	82%	79%	0.07	0.12	0.13	0.14	-85%	-9%	-17%	-20%
DEN-MCO	NK	22.6	1.7	7.7	0.0	0.07	0.08	0.09		91%	97%	71%		0.05	0.19	0.08		-42%	56%	-12%	
DEN-MCO	DL	1.1	0.0	0.0	0.0	0.16				21%				0.03				-494%			
DEN-MCO	F9	491.8	491.4	565.2	598.2	0.08	0.08	0.09	0.10	79%	88%	90%	88%	0.06	0.10	0.10	0.11	-45%	12%	15%	8%
DEN-MCO	UA	628.2	940.2	934.7	1,058.5	0.19	0.17	0.18	0.17	83%	88%	87%	86%	0.12	0.17	0.19	0.17	-52%	0%	8%	0%
DEN-MCO	WN	747.2	702.4	770.7	937.9	0.10	0.10	0.11	0.12	76%	91%	90%	88%	0.07	0.11	0.12	0.12	-48%	16%	13%	-5%
DEN-MIA	NK	0.0	145.1	275.2	115.8		0.08	0.09	0.08		86%	81%	86%		0.07	0.07	0.06		-19%	-31%	-48%
DEN-MIA	AA	356.7	421.0	449.0	513.6	0.15	0.15	0.16	0.16	82%	91%	87%	86%	0.08	0.14	0.17	0.16	-81%	-6%	10%	0%
DEN-MIA	DL	0.0	0.0	2.6	0.0			0.17				71%				0.15				-14%	
DEN-MIA	F9	249.0	229.0	231.0	276.4	0.08	0.08	0.08	0.11	81%	87%	92%	90%	0.05	0.07	0.08	0.11	-63%	-24%	-3%	0%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
DEN-MIA	UA	146.7	208.5	304.7	449.0	0.17	0.16	0.16	0.16	85%	90%	89%	86%	0.10	0.17	0.20	0.17	-67%	7%	16%	3%
DEN-MIA	WN	105.1	290.5	118.6	142.6	0.09	0.09	0.10	0.12	78%	79%	87%	88%	0.05	0.07	0.10	0.11	-68%	-32%	-5%	-14%
DEN-MSP	NK	36.3	11.6	0.0	0.0	0.11	0.11			81%	82%			0.07	0.09			-68%	-25%		
DEN-MSP	DL	399.9	490.4	465.2	452.3	0.22	0.27	0.30	0.29	53%	83%	83%	82%	0.13	0.26	0.30	0.27	-67%	-1%	3%	-5%
DEN-MSP	F9	114.6	87.4	97.5	179.9	0.13	0.13	0.13	0.16	73%	81%	90%	81%	0.08	0.12	0.17	0.14	-71%	-10%	22%	-11%
DEN-MSP	SY	74.1	89.2	91.0	106.1	0.15	0.16	0.19	0.20	66%	82%	88%	86%	0.11	0.17	0.21	0.19	-41%	5%	9%	-6%
DEN-MSP	UA	153.0	229.0	263.7	348.7	0.31	0.27	0.28	0.28	70%	90%	88%	83%	0.18	0.27	0.30	0.26	-73%	1%	6%	-8%
DEN-MSP	WN	262.2	263.8	430.1	515.4	0.16	0.15	0.17	0.19	64%	86%	79%	74%	0.08	0.16	0.15	0.14	-87%	3%	-9%	-37%
DEN-ORD	NK	66.5	0.0	0.0	0.0	0.10				74%				0.05				-81%			
DEN-ORD	AA	293.3	406.1	313.1	280.1	0.23	0.21	0.22	0.23	76%	85%	81%	82%	0.12	0.19	0.22	0.21	-98%	-11%	0%	-9%
DEN-ORD	F9	164.6	94.5	0.0	30.6	0.11	0.11		0.23	74%	86%		84%	0.07	0.10		0.21	-67%	-3%		-9%
DEN-ORD	OO	0.0	1.7	0.0	0.0		0.18				49%				0.08				-135%		
DEN-ORD	UA	1,007.2	1,174.6	1,348.1	1,335.9	0.30	0.24	0.26	0.25	68%	87%	86%	87%	0.15	0.24	0.26	0.26	-97%	-1%	-1%	4%
DEN-ORD	WN	157.7	479.7	492.5	527.0	0.13	0.13	0.15	0.16	59%	78%	76%	70%	0.06	0.11	0.12	0.11	-123%	-21%	-23%	-43%
DFW-ATL	NK	108.1	140.5	184.2	126.0	0.11	0.12	0.14	0.16	77%	80%	80%	88%	0.08	0.10	0.11	0.15	-42%	-15%	-21%	-3%
DFW-ATL	AA	463.5	617.7	623.3	702.0	0.27	0.25	0.26	0.26	81%	84%	83%	79%	0.18	0.23	0.28	0.26	-53%	-8%	6%	-1%
DFW-ATL	DL	630.3	721.3	686.5	737.2	0.22	0.25	0.28	0.27	54%	82%	85%	84%	0.14	0.25	0.32	0.31	-52%	-2%	12%	13%
DFW-ATL	F9	3.0	49.1	118.9	132.3	0.11	0.12	0.13	0.16	74%	71%	83%	84%	0.09	0.10	0.13	0.19	-19%	-21%	-1%	17%
DFW-AUS	NK	0.0	0.5	0.0	0.0		0.25				76%				0.46				46%		
DFW-AUS	AA	186.4	269.9	277.3	269.1	0.58	0.53	0.54	0.55	71%	73%	75%	80%	0.42	0.51	0.59	0.62	-37%	-4%	8%	11%
DFW-AUS	DL	0.4	0.9	0.3	0.2	0.47	0.51	0.62	0.65	63%	74%	89%	81%	0.35	0.39	0.54	0.53	-33%	-33%	-15%	-23%
DFW-AUS	UA	0.0	0.0	0.2	0.0			0.60				72%				0.43				-40%	
DFW-BNA	NK	0.0	0.0	0.0	18.5				0.27				61%				0.15				-80%
DFW-BNA	AA	454.4	531.6	550.2	709.7	0.29	0.27	0.28	0.28	68%	86%	86%	81%	0.18	0.29	0.34	0.29	-61%	10%	18%	4%
DFW-BNA	F9	2.1	14.3	0.0	9.3	0.12	0.12		0.27	51%	57%		57%	0.08	0.08		0.16	-59%	-57%		-67%
DFW-BOS	NK	19.6	0.0	13.3	121.2	0.08		0.08	0.12	45%		82%	86%	0.01		0.09	0.10	-446%		11%	-21%
DFW-BOS	AA	857.5	1,283.0	1,281.4	1,277.3	0.17	0.16	0.17	0.17	65%	87%	88%	92%	0.10	0.16	0.20	0.19	-67%	2%	16%	13%
DFW-BOS	B6	111.2	156.5	164.8	160.5	0.14	0.13	0.13	0.15	55%	78%	86%	81%	0.06	0.10	0.13	0.12	-131%	-22%	4%	-24%
DFW-BOS	DL	0.0	159.4	221.2	352.2		0.19	0.19	0.19		71%	86%	85%		0.12	0.18	0.16		-54%	-7%	-13%
DFW-BWI	NK	89.2	131.9	160.3	163.4	0.08	0.10	0.10	0.12	76%	83%	84%	87%	0.06	0.10	0.10	0.11	-42%	3%	-1%	-10%
DFW-BWI	AA	435.7	425.5	400.0	439.2	0.20	0.17	0.18	0.19	79%	90%	89%	86%	0.13	0.19	0.22	0.21	-54%	9%	17%	9%
DFW-BWI	F9	0.0	0.0	11.7	113.1			0.09	0.13			93%	84%			0.12	0.14			25%	10%
DFW-CLE	NK	35.9	11.8	30.5	0.0	0.09	0.12	0.11		66%	65%	65%		0.05	0.11	0.10		-89%	-12%	-8%	
DFW-CLE	AA	273.4	422.4	518.3	577.4	0.23	0.20	0.20	0.21	69%	81%	82%	79%	0.14	0.21	0.23	0.21	-57%	7%	12%	1%
DFW-CLE	F9	0.0	0.0	11.2	63.8			0.10	0.13			80%	70%			0.11	0.12			5%	-12%
DFW-CLT	NK	0.0	0.0	16.5	105.5			0.11	0.15			74%	79%			0.10	0.13			-10%	-16%
DFW-CLT	AA	1,052.0	1,286.3	1,227.8	1,272.5	0.24	0.22	0.23	0.23	73%	84%	85%	86%	0.16	0.23	0.28	0.27	-50%	3%	20%	15%
DFW-CLT	F9	0.0	0.0	0.0	19.3				0.22				68%				0.16				-39%
DFW-DEN	NK	0.0	0.0	0.0	1.4				0.14				84%				0.10				-33%
DFW-DEN	AA	650.1	719.3	656.4	719.8	0.30	0.27	0.28	0.28	79%	85%	84%	85%	0.18	0.26	0.31	0.30	-69%	-1%	11%	6%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
DFW-DEN	F9	172.8	177.9	248.5	312.3	0.13	0.13	0.14	0.16	75%	83%	85%	82%	0.10	0.14	0.15	0.17	-40%	3%	12%	7%
DFW-DEN	UA	233.9	276.6	314.5	348.9	0.33	0.27	0.29	0.28	75%	84%	86%	85%	0.20	0.27	0.31	0.31	-65%	-2%	6%	9%
DFW-DTW	NK	115.6	42.0	116.0	153.9	0.09	0.10	0.12	0.14	79%	87%	84%	86%	0.07	0.11	0.14	0.15	-31%	10%	12%	9%
DFW-DTW	AA	403.9	454.0	504.5	526.6	0.23	0.20	0.21	0.22	78%	89%	85%	83%	0.13	0.21	0.25	0.23	-70%	5%	17%	8%
DFW-DTW	DL	307.1	403.3	382.0	426.0	0.18	0.22	0.24	0.23	58%	83%	86%	83%	0.13	0.23	0.28	0.26	-40%	2%	14%	12%
DFW-DTW	F9	0.0	0.0	0.0	15.1				0.22				87%			0.27					21%
DFW-EWR	NK	0.0	0.0	28.5	154.6			0.09	0.12			84%	88%			0.09	0.12			2%	3%
DFW-EWR	AA	386.3	655.7	831.4	712.5	0.18	0.17	0.17	0.18	74%	87%	88%	91%	0.11	0.16	0.17	0.20	-62%	-5%	-1%	10%
DFW-EWR	F9	10.7	84.2	0.0	0.0	0.08	0.08			92%	85%			0.08	0.08			3%	5%		
DFW-EWR	UA	214.7	576.1	686.6	683.4	0.19	0.18	0.19	0.19	71%	84%	87%	87%	0.12	0.14	0.17	0.20	-60%	-33%	-10%	9%
DFW-FLL	NK	417.4	416.7	370.6	466.4	0.09	0.10	0.11	0.13	79%	80%	83%	83%	0.06	0.08	0.10	0.11	-43%	-21%	-2%	-18%
DFW-FLL	AA	709.3	693.4	689.9	775.6	0.21	0.19	0.20	0.20	80%	88%	90%	84%	0.11	0.18	0.23	0.21	-86%	-6%	14%	2%
DFW-IAH	NK	0.2	0.3	0.4	1.1	0.19	0.20	0.22	0.39	81%	70%	87%	82%	0.51	0.43	0.46	0.93	63%	54%	52%	57%
DFW-IAH	AA	120.0	200.4	193.8	205.1	0.52	0.47	0.49	0.49	76%	80%	80%	86%	0.41	0.49	0.56	0.56	-28%	5%	12%	12%
DFW-IAH	DL	0.0	0.0	0.4	0.0			0.58				86%				0.47				-22%	
DFW-IAH	F9	0.0	0.0	0.0	12.3				0.46				55%				0.37				-25%
DFW-IAH	UA	18.9	111.1	137.8	144.2	0.53	0.48	0.51	0.49	75%	78%	78%	78%	0.52	0.46	0.53	0.56	-2%	-5%	4%	12%
DFW-IAH	YV	51.0	0.0	9.7	0.0	0.48		0.41		79%		89%		0.41		0.47		-17%		13%	
DFW-LAS	NK	457.5	478.3	591.5	469.7	0.09	0.10	0.11	0.14	78%	84%	84%	85%	0.07	0.10	0.10	0.12	-36%	-5%	-15%	-17%
DFW-LAS	AA	1,231.1	1,373.3	1,326.3	1,539.8	0.22	0.20	0.21	0.21	77%	90%	87%	86%	0.13	0.23	0.26	0.25	-67%	11%	19%	15%
DFW-LAS	F9	97.8	261.4	336.4	369.8	0.10	0.11	0.11	0.12	76%	83%	85%	83%	0.08	0.10	0.11	0.14	-24%	-3%	-1%	8%
DFW-LAS	SY	52.4	58.3	52.6	15.7	0.12	0.13	0.15	0.15	77%	83%	87%	89%	0.11	0.12	0.12	0.12	-15%	-7%	-24%	-22%
DFW-LAX	NK	349.1	460.9	608.4	559.6	0.08	0.09	0.10	0.12	81%	87%	83%	84%	0.06	0.09	0.11	0.11	-29%	-1%	2%	-4%
DFW-LAX	AA	1,917.9	2,148.1	2,165.3	2,362.7	0.21	0.19	0.19	0.20	79%	89%	85%	85%	0.13	0.19	0.21	0.20	-64%	-1%	9%	4%
DFW-LAX	DL	290.3	271.0	270.2	274.7	0.16	0.19	0.21	0.20	52%	80%	81%	75%	0.08	0.16	0.20	0.18	-88%	-15%	-5%	-14%
DFW-LAX	F9	0.0	0.0	0.0	35.7				0.20				88%				0.22				12%
DFW-LGA	NK	74.0	167.4	213.8	176.4	0.08	0.09	0.10	0.12	77%	86%	86%	88%	0.05	0.07	0.08	0.11	-47%	-25%	-17%	-5%
DFW-LGA	AA	941.3	1,701.9	1,955.7	1,599.8	0.19	0.17	0.17	0.18	66%	83%	85%	87%	0.09	0.14	0.17	0.19	-110%	-19%	-3%	10%
DFW-LGA	DL	258.6	480.9	463.3	591.7	0.16	0.18	0.21	0.20	51%	75%	83%	86%	0.08	0.13	0.18	0.20	-97%	-41%	-17%	0%
DFW-LGA	F9	0.0	0.0	21.1	167.0			0.09	0.12			92%	91%			0.10	0.14			14%	15%
DFW-MCO	NK	229.5	340.1	409.4	363.9	0.09	0.11	0.12	0.13	85%	86%	82%	85%	0.07	0.10	0.11	0.11	-29%	-2%	-8%	-19%
DFW-MCO	AA	1,020.1	1,098.7	1,109.3	1,271.8	0.23	0.21	0.22	0.22	77%	90%	89%	87%	0.14	0.23	0.26	0.24	-73%	7%	16%	7%
DFW-MCO	F9	48.9	122.2	178.3	257.1	0.11	0.11	0.11	0.13	73%	75%	85%	85%	0.07	0.10	0.11	0.13	-55%	-13%	-1%	4%
DFW-MIA	NK	0.0	120.2	227.3	246.7		0.11	0.11	0.13		74%	79%	80%		0.09	0.10	0.11		-23%	-12%	-27%
DFW-MIA	AA	1,378.7	1,594.0	1,424.4	1,690.6	0.23	0.20	0.21	0.21	73%	87%	90%	85%	0.13	0.20	0.27	0.24	-67%	2%	23%	12%
DFW-MIA	F9	32.9	52.2	13.9	89.0	0.10	0.10	0.09	0.12	70%	70%	89%	78%	0.07	0.07	0.10	0.10	-37%	-40%	5%	-12%
DFW-MSY	NK	17.2	36.6	59.2	54.2	0.14	0.16	0.17	0.20	68%	70%	69%	73%	0.12	0.14	0.15	0.19	-15%	-13%	-15%	-8%
DFW-MSY	AA	263.0	326.4	360.3	396.0	0.36	0.33	0.34	0.34	78%	82%	80%	79%	0.25	0.34	0.37	0.34	-43%	3%	7%	-1%
DFW-MYR	NK	10.7	7.4	0.0	0.0	0.09	0.09			72%	73%			0.06	0.06			-37%	-41%		
DFW-MYR	AA	76.3	82.0	71.2	75.3	0.22	0.17	0.18	0.19	70%	86%	87%	89%	0.13	0.17	0.20	0.20	-64%	-1%	9%	5%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	
DFW-MYR	UA	0.0	1.4	0.0	0.0		0.16				88%				0.18				9%			
DFW-OAK	NK	0.0	0.0	30.5	71.9			0.08	0.09			82%	75%			0.08	0.06			-11%	-64%	
DFW-ORD	NK	89.5	110.6	167.8	107.3	0.10	0.11	0.13	0.15	78%	85%	83%	88%	0.08	0.11	0.12	0.14		-33%	-2%	-5%	-7%
DFW-ORD	AA	854.7	1,124.0	960.8	1,112.1	0.27	0.23	0.24	0.25	74%	84%	86%	84%	0.16	0.25	0.32	0.30		-71%	6%	25%	16%
DFW-ORD	F9	3.3	16.5	0.0	28.4	0.11	0.10		0.24	80%	76%		87%	0.11	0.10		0.28		0%	-9%		13%
DFW-ORD	UA	187.6	248.0	355.8	409.4	0.28	0.24	0.26	0.25	68%	84%	88%	86%	0.15	0.22	0.29	0.29		-82%	-7%	11%	12%
DFW-PHL	NK	47.5	12.1	170.1	47.6	0.08	0.11	0.10	0.11	58%	94%	79%	86%	0.03	0.14	0.08	0.09		-136%	20%	-22%	-24%
DFW-PHL	AA	1,110.2	1,272.4	1,299.6	1,489.7	0.20	0.18	0.19	0.19	64%	87%	85%	85%	0.11	0.19	0.23	0.22		-78%	7%	18%	14%
DFW-PHL	F9	11.4	60.5	144.4	158.9	0.08	0.10	0.09	0.12	84%	76%	81%	83%	0.06	0.10	0.09	0.13		-42%	2%	-6%	8%
DFW-PHX	NK	100.0	90.5	123.7	104.9	0.10	0.11	0.12	0.15	76%	84%	82%	88%	0.07	0.11	0.11	0.13		-38%	-6%	-9%	-14%
DFW-PHX	AA	1,016.1	1,119.9	1,217.3	1,419.4	0.26	0.23	0.24	0.24	77%	89%	87%	84%	0.17	0.27	0.30	0.28		-48%	15%	21%	13%
DFW-PHX	F9	0.0	44.2	121.9	176.4		0.12	0.12	0.13		83%	84%	82%		0.13	0.11	0.14			6%	-3%	5%
DFW-PHX	OO	0.4	0.0	0.6	0.0	0.24		0.19		21%		42%		0.04		0.06			-480%		-207%	
DFW-PNS	NK	4.6	20.6	0.0	11.2	0.11	0.13		0.28	53%	68%		81%	0.06	0.09		0.23		-102%	-46%		-19%
DFW-PNS	AA	187.5	212.9	221.1	253.2	0.28	0.25	0.27	0.28	79%	89%	86%	85%	0.21	0.27	0.31	0.29		-32%	5%	13%	4%
DFW-SAN	NK	23.3	10.2	0.0	0.0	0.09	0.09			64%	71%			0.06	0.10				-34%	13%		
DFW-SAN	AA	1,005.1	1,319.9	1,300.7	1,383.8	0.21	0.19	0.20	0.20	75%	89%	87%	88%	0.14	0.21	0.23	0.21		-52%	8%	13%	6%
DFW-SAN	F9	0.0	45.4	126.3	231.5		0.10	0.10	0.12		78%	89%	74%		0.12	0.12	0.12			13%	17%	-1%
DFW-SAT	NK	0.0	0.0	0.0	0.4				0.44				78%				0.99					56%
DFW-SAT	AA	219.9	290.4	267.1	332.0	0.49	0.46	0.47	0.48	80%	85%	87%	83%	0.41	0.52	0.61	0.56		-17%	12%	23%	14%
DFW-SAT	DL	0.0	0.4	0.0	0.2		0.53		0.58		78%		77%		0.37		0.40			-42%		-46%
DFW-SAT	SY	0.6	0.0	0.0	0.0	0.26				7%				0.02					#####			
DFW-SJC	NK	0.0	0.0	12.7	152.8			0.09	0.12			75%	82%			0.09	0.10			0%	-14%	
DFW-SJC	AA	401.2	415.7	501.9	533.2	0.18	0.16	0.17	0.17	69%	88%	88%	89%	0.11	0.18	0.20	0.19		-63%	11%	15%	11%
DFW-SJU	NK	0.0	0.0	45.5	277.8			0.07	0.09			81%	82%			0.08	0.09				11%	-3%
DFW-SJU	AA	495.0	365.3	356.5	356.8	0.14	0.14	0.14	0.14	75%	92%	93%	89%	0.09	0.15	0.18	0.16		-50%	12%	22%	10%
DFW-SJU	F9	0.0	0.0	58.1	118.3			0.07	0.09			81%	77%			0.07	0.10				-1%	7%
DFW-TPA	NK	117.5	111.4	116.2	96.1	0.10	0.11	0.12	0.15	75%	84%	83%	85%	0.07	0.09	0.10	0.13		-43%	-19%	-15%	-16%
DFW-TPA	AA	650.2	763.1	673.8	792.3	0.23	0.21	0.22	0.23	75%	87%	89%	86%	0.15	0.21	0.27	0.24		-52%	-1%	18%	8%
DFW-TPA	F9	0.0	26.3	68.3	95.0		0.12	0.11	0.13		72%	76%	79%		0.10	0.09	0.12			-11%	-17%	-7%
DTW-ATL	NK	159.9	188.3	271.8	256.3	0.12	0.13	0.15	0.18	80%	81%	80%	86%	0.12	0.14	0.13	0.15		0%	8%	-10%	-14%
DTW-ATL	9E	0.0	0.0	0.6	0.0			0.23				58%				0.08					-185%	
DTW-ATL	DL	839.4	814.2	829.5	857.3	0.25	0.31	0.33	0.32	56%	83%	86%	87%	0.20	0.35	0.41	0.38		-27%	14%	20%	17%
DTW-ATL	F9	0.0	15.6	52.1	84.5		0.14	0.14	0.16		81%	82%	75%		0.14	0.14	0.15			-1%	-4%	-2%
DTW-ATL	OO	0.0	0.0	0.3	0.0			0.23				18%				0.02					-907%	
DTW-AUS	NK	21.7	39.4	60.9	16.3	0.09	0.09	0.10	0.10	53%	60%	67%	74%	0.05	0.06	0.07	0.07		-79%	-57%	-42%	-42%
DTW-AUS	DL	170.4	367.2	407.5	418.9	0.16	0.21	0.22	0.21	58%	77%	80%	80%	0.14	0.19	0.21	0.21		-14%	-11%	-5%	0%
DTW-BNA	NK	0.0	0.0	0.0	0.7				0.32				62%				0.31					-4%
DTW-BNA	DL	125.9	168.6	170.0	165.7	0.30	0.35	0.38	0.37	53%	80%	83%	87%	0.25	0.42	0.51	0.54		-21%	17%	25%	32%
DTW-BNA	WN	102.1	91.9	102.9	109.1	0.20	0.19	0.21	0.24	65%	82%	83%	82%	0.13	0.20	0.22	0.26		-55%	6%	4%	7%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
DTW-BOS	NK	3.9	0.0	0.0	6.0	0.12			0.27	51%			76%	0.06			0.24	-95%			-16%
DTW-BOS	B6	29.8	65.1	140.0	128.5	0.25	0.23	0.23	0.25	48%	79%	77%	78%	0.12	0.21	0.21	0.23	-100%	-6%	-9%	-11%
DTW-BOS	DL	263.5	388.9	389.8	386.9	0.24	0.28	0.31	0.30	50%	81%	81%	87%	0.18	0.30	0.35	0.37	-34%	7%	11%	19%
DTW-BWI	NK	5.2	5.7	9.5	0.0	0.15	0.15	0.19		55%	70%	68%		0.08	0.16	0.14		-85%	7%	-30%	
DTW-BWI	DL	98.2	145.6	137.3	128.6	0.32	0.37	0.40	0.39	53%	69%	76%	78%	0.22	0.31	0.39	0.42	-44%	-18%	-2%	7%
DTW-BWI	F9	0.0	0.0	0.0	7.1				0.34				71%			0.31					-9%
DTW-BWI	UA	0.0	7.9	0.0	0.0		0.28				91%			0.33					15%		
DTW-BWI	WN	95.9	91.9	98.1	105.1	0.21	0.20	0.22	0.26	56%	75%	78%	78%	0.11	0.19	0.22	0.27	-84%	-5%	-2%	4%
DTW-CLE	NK	0.0	0.0	0.0	0.2				0.36				83%			0.85					58%
DTW-CLE	AA	0.0	0.9	0.0	0.0		0.66				73%			0.69					4%		
DTW-CLE	DL	20.3	21.0	21.2	21.1	0.78	0.75	0.76	0.74	48%	69%	78%	78%	0.50	0.62	0.74	0.75	-56%	-20%	-3%	1%
DTW-CLE	UA	0.0	3.2	0.0	0.0		0.65				82%			0.56					-17%		
DTW-DEN	NK	96.6	85.2	23.1	0.0	0.09	0.09	0.12		74%	72%	72%		0.05	0.06	0.08		-69%	-50%	-52%	
DTW-DEN	AA	0.0	26.3	0.0	0.0		0.15				92%			0.21					25%		
DTW-DEN	DL	479.4	593.7	583.2	548.2	0.17	0.20	0.22	0.21	53%	84%	83%	83%	0.11	0.20	0.22	0.21	-59%	-1%	1%	-2%
DTW-DEN	F9	88.6	100.3	111.4	179.7	0.10	0.10	0.10	0.12	76%	86%	89%	82%	0.07	0.10	0.14	0.12	-51%	3%	26%	-1%
DTW-DEN	UA	104.5	132.1	228.3	235.6	0.20	0.19	0.21	0.21	78%	88%	88%	88%	0.14	0.20	0.22	0.22	-37%	5%	8%	6%
DTW-DEN	WN	164.9	145.0	130.6	225.1	0.12	0.11	0.13	0.15	66%	92%	94%	87%	0.07	0.13	0.15	0.14	-67%	13%	16%	-4%
DTW-DFW	NK	115.6	42.0	116.0	153.9	0.09	0.10	0.12	0.14	79%	87%	84%	86%	0.07	0.11	0.14	0.15	-31%	10%	12%	9%
DTW-DFW	AA	403.9	454.0	504.5	526.6	0.23	0.20	0.21	0.22	78%	89%	85%	83%	0.13	0.21	0.25	0.23	-70%	5%	17%	8%
DTW-DFW	DL	307.1	403.3	382.0	426.0	0.18	0.22	0.24	0.23	58%	83%	86%	83%	0.13	0.23	0.28	0.26	-40%	2%	14%	12%
DTW-DFW	F9	0.0	0.0	0.0	15.1				0.22				87%			0.27					21%
DTW-EWR	NK	0.0	0.0	0.0	49.3				0.21				73%			0.19					-12%
DTW-EWR	AA	0.0	32.8	0.0	0.0		0.25				92%			0.36					30%		
DTW-EWR	DL	116.3	132.3	175.9	171.7	0.30	0.33	0.37	0.36	60%	77%	82%	86%	0.26	0.36	0.42	0.42	-17%	7%	11%	14%
DTW-EWR	UA	41.2	89.2	162.3	133.9	0.31	0.26	0.30	0.31	71%	78%	67%	79%	0.26	0.28	0.27	0.31	-17%	7%	-14%	2%
DTW-EWR	YX	5.2	0.0	0.0	0.0	0.31				48%				0.24					-30%		
DTW-FLL	NK	480.2	504.1	315.7	415.3	0.09	0.10	0.11	0.13	77%	79%	82%	81%	0.07	0.07	0.13	0.11	-23%	-33%	13%	-19%
DTW-FLL	DL	724.8	736.1	669.1	701.5	0.17	0.21	0.23	0.22	55%	83%	87%	86%	0.12	0.19	0.25	0.23	-43%	-11%	10%	2%
DTW-IAH	NK	120.9	125.4	168.9	185.5	0.09	0.10	0.11	0.15	76%	89%	84%	83%	0.08	0.11	0.11	0.13	-8%	10%	0%	-12%
DTW-IAH	DL	72.2	275.4	341.1	367.3	0.21	0.21	0.24	0.23	55%	83%	87%	86%	0.13	0.21	0.24	0.23	-59%	-3%	2%	1%
DTW-IAH	OO	185.5	86.8	0.0	0.0	0.18	0.15			68%	86%			0.16	0.16				-15%	3%	
DTW-IAH	UA	73.4	104.5	170.5	218.2	0.20	0.17	0.20	0.20	79%	90%	87%	81%	0.14	0.19	0.21	0.20	-44%	15%	7%	0%
DTW-LAS	NK	665.8	692.8	602.9	562.7	0.07	0.08	0.09	0.11	76%	87%	86%	85%	0.06	0.08	0.09	0.10	-23%	-4%	1%	-13%
DTW-LAS	DL	1,101.0	1,314.2	1,164.5	1,330.6	0.13	0.16	0.17	0.17	56%	87%	87%	85%	0.09	0.17	0.20	0.18	-50%	8%	14%	8%
DTW-LAS	F9	131.1	226.2	234.8	144.6	0.08	0.08	0.08	0.10	76%	86%	88%	79%	0.06	0.08	0.09	0.10	-30%	-5%	8%	-1%
DTW-LAS	WN	3.7	23.6	12.4	15.7	0.08	0.09	0.10	0.11	89%	86%	92%	94%	0.06	0.08	0.12	0.12	-36%	-9%	17%	8%
DTW-LAX	NK	374.0	457.4	514.0	660.4	0.07	0.08	0.08	0.10	66%	79%	79%	76%	0.05	0.08	0.09	0.08	-30%	9%	7%	-20%
DTW-LAX	DL	1,420.5	1,495.6	1,518.4	1,524.0	0.12	0.15	0.16	0.16	59%	89%	87%	87%	0.09	0.18	0.20	0.19	-31%	19%	19%	18%
DTW-LGA	NK	44.9	90.3	181.5	230.8	0.13	0.15	0.16	0.19	70%	77%	78%	80%	0.14	0.18	0.18	0.20	9%	16%	10%	6%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
DTW-LGA	AA	0.0	82.0	91.3	84.4		0.24	0.25	0.27		67%	73%	66%		0.21	0.25	0.21		-17%	-2%	-30%
DTW-LGA	DL	202.2	326.3	299.4	341.2	0.27	0.32	0.36	0.34	47%	77%	81%	83%	0.22	0.36	0.44	0.42	-24%	12%	18%	18%
DTW-MCI	NK	7.5	8.3	0.0	0.0	0.11	0.12			49%	56%			0.06	0.08			-94%	-51%		
DTW-MCI	DL	107.8	181.3	183.5	180.2	0.26	0.30	0.33	0.31	57%	76%	83%	85%	0.21	0.32	0.40	0.43	-21%	7%	19%	27%
DTW-MCO	NK	415.1	443.2	445.8	525.9	0.09	0.11	0.12	0.14	79%	86%	83%	85%	0.07	0.10	0.13	0.12	-26%	-1%	9%	-15%
DTW-MCO	DL	737.1	811.1	809.0	829.1	0.19	0.23	0.25	0.25	57%	90%	88%	90%	0.13	0.25	0.30	0.28	-41%	10%	15%	10%
DTW-MCO	F9	86.8	95.8	98.7	213.2	0.11	0.11	0.11	0.11	71%	79%	87%	73%	0.07	0.09	0.13	0.10	-44%	-17%	17%	-10%
DTW-MCO	WN	20.0	28.6	7.5	21.4	0.12	0.12	0.13	0.17	75%	91%	93%	87%	0.08	0.11	0.16	0.17	-48%	-6%	13%	-2%
DTW-MIA	NK	0.0	111.2	179.9	123.1		0.11	0.12	0.12		83%	78%	79%		0.09	0.11	0.10		-17%	-7%	-23%
DTW-MIA	AA	45.4	195.8	139.1	172.2	0.19	0.18	0.19	0.19	74%	80%	87%	82%	0.10	0.14	0.23	0.17	-92%	-29%	15%	-10%
DTW-MIA	DL	208.3	273.4	274.1	329.1	0.17	0.20	0.22	0.21	62%	89%	89%	88%	0.14	0.21	0.27	0.24	-15%	3%	20%	12%
DTW-MIA	F9	41.7	27.5	0.0	0.0	0.10	0.09			69%	66%			0.07	0.05			-45%	-78%		
DTW-MSP	NK	13.0	18.9	86.9	64.6	0.13	0.14	0.16	0.19	50%	75%	65%	79%	0.09	0.16	0.13	0.17	-40%	9%	-16%	-8%
DTW-MSP	DL	379.2	361.6	327.7	352.0	0.26	0.31	0.35	0.33	50%	83%	84%	85%	0.20	0.41	0.48	0.46	-33%	24%	28%	27%
DTW-MSP	OO	0.3	1.2	0.0	0.7	0.27	0.24		0.27	31%	15%		19%	0.07	0.03		0.04	-311%	-721%		-594%
DTW-MSP	SY	0.0	0.0	5.9	20.5			0.20	0.24			69%	77%			0.12	0.20			-61%	-22%
DTW-MSY	NK	85.4	81.3	83.0	51.0	0.10	0.11	0.12	0.16	60%	68%	68%	76%	0.07	0.09	0.10	0.14	-43%	-24%	-24%	-8%
DTW-MSY	DL	98.5	180.2	195.6	168.6	0.19	0.24	0.25	0.24	53%	78%	82%	87%	0.13	0.23	0.26	0.28	-50%	-4%	3%	13%
DTW-MYR	NK	81.1	93.6	99.4	54.2	0.11	0.13	0.15	0.19	66%	70%	74%	74%	0.11	0.11	0.11	0.16	-7%	-24%	-37%	-24%
DTW-MYR	DL	24.9	45.7	73.2	67.4	0.25	0.29	0.31	0.30	62%	83%	79%	85%	0.22	0.29	0.26	0.30	-17%	-2%	-18%	1%
DTW-MYR	UA	0.0	0.9	0.0	0.0		0.21				89%				0.19				-15%		
DTW-OAK	NK	43.9	17.7	0.0	0.0	0.06	0.07			62%	71%			0.05	0.09			-43%	22%		
DTW-OAK	DL	0.0	5.2	0.0	0.0		0.16				88%				0.19				15%		
DTW-ORD	NK	0.0	0.0	0.0	0.6				0.36				78%				0.35				-2%
DTW-ORD	AA	9.0	12.8	18.5	25.4	0.46	0.38	0.42	0.49	79%	81%	81%	74%	0.38	0.41	0.47	0.52	-20%	7%	11%	6%
DTW-ORD	DL	11.8	104.0	100.2	76.2	0.46	0.47	0.58	0.55	43%	76%	75%	77%	0.29	0.49	0.69	0.69	-56%	4%	16%	21%
DTW-ORD	OO	72.8	73.1	27.3	84.6	0.46	0.37	0.39	0.41	64%	81%	90%	84%	0.37	0.38	0.48	0.49	-25%	0%	19%	15%
DTW-ORD	PT	0.0	0.0	0.5	0.0			0.42				89%				0.52				20%	
DTW-ORD	UA	8.8	10.5	63.0	37.4	0.53	0.44	0.47	0.51	70%	81%	83%	77%	0.37	0.52	0.56	0.63	-41%	16%	17%	19%
DTW-ORD	YX	25.1	0.0	3.5	6.4	0.46		0.40	0.41	64%		58%	80%	0.35		0.42	0.41	-32%		5%	0%
DTW-PHL	NK	6.2	9.1	54.8	51.3	0.14	0.16	0.18	0.21	75%	72%	70%	79%	0.09	0.18	0.18	0.20	-51%	13%	4%	-3%
DTW-PHL	AA	35.4	66.8	61.6	99.4	0.32	0.26	0.27	0.32	69%	83%	81%	74%	0.21	0.31	0.34	0.33	-49%	17%	19%	2%
DTW-PHL	DL	84.1	150.2	140.7	152.4	0.31	0.31	0.39	0.37	51%	78%	82%	85%	0.22	0.33	0.48	0.48	-42%	6%	20%	23%
DTW-PHL	F9	0.0	0.0	0.0	7.2				0.32				71%				0.28				-15%
DTW-PHL	YX	36.8	0.0	0.0	1.0	0.30			0.34	65%			80%	0.25			0.31	-19%			-9%
DTW-PHX	NK	22.5	83.4	87.8	0.0	0.07	0.08	0.09		86%	87%	78%		0.06	0.09	0.07		-22%	13%	-29%	
DTW-PHX	AA	217.3	287.3	303.1	251.3	0.17	0.15	0.16	0.16	72%	86%	86%	89%	0.10	0.15	0.17	0.16	-65%	-1%	6%	1%
DTW-PHX	DL	929.4	900.8	834.7	904.0	0.14	0.16	0.18	0.17	56%	90%	89%	89%	0.10	0.19	0.21	0.20	-44%	16%	17%	13%
DTW-PHX	F9	0.0	0.0	144.7	222.4			0.08	0.10			87%	84%			0.09	0.12			10%	14%
DTW-PHX	WN	59.4	36.4	36.4	26.6	0.09	0.09	0.10	0.12	72%	89%	91%	89%	0.07	0.10	0.11	0.12	-27%	13%	9%	2%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
DTW-RSW	NK	287.9	294.9	209.5	270.9	0.09	0.10	0.11	0.13	73%	82%	82%	82%	0.07	0.09	0.12	0.11	-23%	-13%	8%	-24%
DTW-RSW	DL	664.1	594.8	469.9	500.4	0.18	0.21	0.23	0.23	57%	89%	88%	88%	0.15	0.25	0.27	0.27	-16%	16%	17%	17%
DTW-RSW	F9	0.0	0.0	0.0	56.1				0.10				64%			0.08					-14%
DTW-RSW	WN	4.1	3.8	0.0	0.0	0.11	0.11			54%	55%			0.04	0.04			-188%	-168%		
DTW-SAN	NK	62.8	30.1	0.0	0.0	0.07	0.08			74%	82%			0.06	0.09			-14%	13%		
DTW-SAN	DL	462.2	636.0	794.1	866.9	0.13	0.15	0.16	0.15	53%	88%	87%	86%	0.09	0.18	0.18	0.17	-44%	17%	13%	8%
DTW-SJU	NK	0.0	0.0	41.0	47.2			0.07	0.08				61%	75%		0.04	0.05			-69%	-52%
DTW-SJU	DL	57.7	0.0	49.5	253.6	0.12		0.16	0.16	51%		88%	86%	0.07		0.15	0.16	-67%		-6%	1%
DTW-SJU	F9	0.0	0.0	28.2	0.0			0.07				50%				0.04				-104%	
DTW-TPA	NK	250.7	208.1	217.8	284.1	0.09	0.11	0.12	0.14	77%	86%	85%	84%	0.07	0.10	0.12	0.11	-30%	-6%	6%	-24%
DTW-TPA	DL	589.4	563.4	539.2	565.7	0.18	0.22	0.24	0.24	55%	88%	86%	88%	0.13	0.23	0.28	0.25	-40%	3%	12%	7%
DTW-TPA	F9	0.0	0.0	37.5	93.0			0.11	0.11			76%	62%			0.12	0.08			7%	-32%
DTW-TPA	WN	4.7	7.4	0.9	1.3	0.12	0.12	0.14	0.14	84%	67%	95%	84%	0.09	0.08	0.22	0.14	-36%	-42%	37%	-2%
EWR-ATL	NK	112.6	178.3	170.3	148.3	0.11	0.12	0.14	0.17	81%	83%	83%	86%	0.09	0.12	0.13	0.17	-14%	-1%	-3%	1%
EWR-ATL	B6	40.3	52.1	0.0	0.0	0.21	0.20			89%	80%			0.14	0.14			-45%	-38%		
EWR-ATL	DL	586.0	678.7	633.9	639.2	0.21	0.25	0.28	0.28	62%	87%	89%	92%	0.17	0.27	0.32	0.33	-22%	7%	13%	15%
EWR-ATL	F9	10.9	60.9	0.0	0.0	0.11	0.11			82%	82%			0.14	0.13			20%	10%		
EWR-ATL	UA	161.3	337.6	476.6	472.8	0.29	0.25	0.27	0.26	79%	83%	84%	87%	0.17	0.21	0.24	0.26	-78%	-16%	-9%	-2%
EWR-AUS	NK	37.8	166.7	199.5	145.1	0.08	0.09	0.09	0.11	52%	84%	83%	87%	0.03	0.08	0.09	0.10	-135%	-6%	-5%	-8%
EWR-AUS	B6	98.4	113.8	0.0	0.0	0.13	0.12			65%	74%			0.07	0.10			-90%	-15%		
EWR-AUS	DL	0.0	15.1	0.0	0.0		0.13				89%				0.13				-4%		
EWR-AUS	UA	199.6	518.8	679.3	738.4	0.20	0.17	0.18	0.18	72%	82%	84%	87%	0.11	0.16	0.19	0.19	-82%	-6%	5%	8%
EWR-BNA	NK	24.6	69.5	88.8	90.5	0.11	0.12	0.14	0.16	56%	72%	76%	82%	0.05	0.09	0.11	0.15	-136%	-30%	-19%	-7%
EWR-BNA	DL	0.0	11.2	0.0	0.0		0.20				92%				0.23				15%		
EWR-BNA	UA	105.5	292.3	348.9	341.9	0.26	0.24	0.26	0.26	68%	77%	80%	86%	0.17	0.21	0.25	0.28	-57%	-11%	-3%	7%
EWR-BOS	NK	5.5	9.2	0.0	7.6	0.20	0.21		0.48	26%	47%		66%	0.06	0.16		0.53	-224%	-30%		8%
EWR-BOS	AA	0.0	4.6	0.0	0.0		0.42				88%				0.67				38%		
EWR-BOS	B6	12.0	25.4	29.9	1.4	0.45	0.43	0.45	0.54	55%	61%	56%	65%	0.31	0.32	0.38	0.32	-42%	-34%	-18%	-69%
EWR-BOS	DL	0.7	13.6	25.5	14.4	0.47	0.42	0.44	0.50	26%	64%	60%	81%	0.14	0.33	0.41	0.58	-241%	-28%	-6%	13%
EWR-BOS	UA	45.1	144.5	172.9	169.9	0.62	0.56	0.57	0.56	65%	75%	78%	82%	0.49	0.54	0.66	0.75	-26%	-4%	13%	25%
EWR-BOS	YX	0.0	2.3	11.6	15.6		0.41	0.43	0.42		72%	61%	79%		0.46	0.39	0.50		11%	-11%	17%
EWR-CHS	NK	0.0	0.0	18.8	78.4			0.13	0.18			60%	82%			0.10	0.16			-36%	-11%
EWR-CHS	AA	0.0	25.1	0.0	0.0		0.22				90%				0.23				7%		
EWR-CHS	B6	24.9	33.9	0.0	0.0	0.23	0.22			47%	68%			0.13	0.17			-78%	-30%		
EWR-CHS	UA	72.2	141.7	217.6	194.2	0.29	0.25	0.29	0.28	70%	79%	76%	79%	0.24	0.24	0.25	0.28	-24%	-6%	-14%	0%
EWR-CLE	NK	8.0	0.0	0.0	0.0	0.15				47%				0.07				-119%			
EWR-CLE	AA	0.0	2.6	0.0	0.0		0.29				88%				0.38				23%		
EWR-CLE	DL	0.0	3.4	0.6	0.3		0.29	0.41	0.39		84%	47%	43%		0.36	0.17	0.15		19%	-133%	-162%
EWR-CLE	UA	87.6	191.5	197.8	219.1	0.42	0.35	0.36	0.37	59%	67%	74%	75%	0.26	0.31	0.40	0.40	-64%	-15%	9%	9%
EWR-CLT	NK	10.4	0.0	0.0	15.6	0.13			0.30	61%			80%	0.07			0.31	-96%			4%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																					
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin					
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024		
EWR-CLT	AA	334.2	423.9	455.8	375.3	0.32	0.29	0.30	0.31	83%	81%	84%	89%	0.21	0.29	0.32	0.34	-54%	2%	4%	7%		
EWR-CLT	DL	0.6	0.8	0.3	0.0	0.25	0.33	0.35		49%	59%	76%		0.30	0.16	0.23		17%	-113%	-54%			
EWR-CLT	UA	64.8	102.9	205.9	240.9	0.31	0.26	0.31	0.32	73%	71%	75%	78%	0.20	0.25	0.27	0.32	-54%	-3%	-12%	0%		
EWR-CLT	YX	7.0	0.0	0.0	0.0	0.32				84%				0.27				-20%					
EWR-CMH	NK	0.0	0.0	0.0	4.0				0.32				52%			0.24					-31%		
EWR-CMH	AA	0.0	11.0	0.0	0.0		0.26				90%			0.38					30%				
EWR-CMH	UA	38.3	88.5	127.0	133.9	0.32	0.26	0.27	0.28	68%	75%	65%	84%	0.28	0.31	0.29	0.35	-12%	15%	6%	19%		
EWR-DFW	NK	0.0	0.0	28.5	154.6			0.09	0.12				84%	88%		0.09	0.12				2%	3%	
EWR-DFW	AA	386.3	655.7	831.4	712.5	0.18	0.17	0.17	0.18	74%	87%	88%	91%	0.11	0.16	0.17	0.20	-62%	-5%	-1%	10%		
EWR-DFW	F9	10.7	84.2	0.0	0.0	0.08	0.08			92%	85%			0.08	0.08			3%	5%				
EWR-DFW	UA	214.7	576.1	686.6	683.4	0.19	0.18	0.19	0.19	71%	84%	87%	87%	0.12	0.14	0.17	0.20	-60%	-33%	-10%	9%		
EWR-DTW	NK	0.0	0.0	0.0	49.3				0.21				73%			0.19						-12%	
EWR-DTW	AA	0.0	32.8	0.0	0.0		0.25				92%			0.36					30%				
EWR-DTW	DL	116.3	132.3	175.9	171.7	0.30	0.33	0.37	0.36	60%	77%	82%	86%	0.26	0.36	0.42	0.42	-17%	7%	11%	14%		
EWR-DTW	UA	41.2	89.2	162.3	133.9	0.31	0.26	0.30	0.31	71%	78%	67%	79%	0.26	0.28	0.27	0.31	-17%	7%	-14%	2%		
EWR-DTW	YX	5.2	0.0	0.0	0.0	0.31				48%				0.24				-30%					
EWR-FLL	NK	536.0	567.9	641.7	667.9	0.09	0.10	0.11	0.13	83%	86%	87%	87%	0.07	0.08	0.11	0.12	-30%	-17%	1%	-6%		
EWR-FLL	B6	480.7	473.4	429.3	343.3	0.17	0.16	0.16	0.18	76%	85%	89%	89%	0.09	0.13	0.17	0.17	-87%	-24%	5%	-8%		
EWR-FLL	UA	566.5	927.7	909.8	942.0	0.24	0.21	0.22	0.21	79%	84%	88%	87%	0.13	0.17	0.22	0.22	-84%	-21%	2%	3%		
EWR-IAH	NK	194.2	272.9	237.7	177.5	0.08	0.09	0.10	0.12	77%	87%	86%	86%	0.06	0.08	0.09	0.11	-24%	-6%	-13%	-3%		
EWR-IAH	UA	928.0	1,513.2	1,550.4	1,632.2	0.22	0.19	0.20	0.19	72%	86%	89%	90%	0.14	0.18	0.21	0.22	-56%	-4%	7%	13%		
EWR-IND	NK	0.0	6.9	102.7	92.1		0.15	0.14	0.17		56%	62%	74%		0.12	0.11	0.16				-24%	-24%	-3%
EWR-IND	AA	0.0	9.6	0.0	0.0		0.21				87%				0.28						25%		
EWR-IND	DL	0.0	0.6	0.9	1.0		0.27	0.34	0.29		65%	62%	55%		0.13	0.20	0.15				-114%	-70%	-96%
EWR-IND	OO	0.0	6.8	0.0	0.0		0.22				90%				0.31						29%		
EWR-IND	UA	63.1	120.7	182.5	179.1	0.26	0.21	0.23	0.24	68%	72%	64%	83%	0.24	0.26	0.22	0.28	-9%	16%	-4%	14%		
EWR-LAS	NK	265.9	393.9	486.2	417.3	0.06	0.07	0.08	0.09	77%	90%	88%	89%	0.04	0.08	0.08	0.11	-73%	5%	-1%	12%		
EWR-LAS	B6	275.5	272.8	0.0	0.0	0.11	0.10			72%	84%			0.06	0.10			-95%	-2%				
EWR-LAS	F9	156.5	0.0	0.0	0.0	0.07				72%				0.04				-82%					
EWR-LAS	UA	672.5	1,306.8	1,878.9	1,885.6	0.16	0.14	0.14	0.14	82%	90%	86%	87%	0.09	0.15	0.15	0.17	-88%	6%	7%	18%		
EWR-LAX	NK	0.0	33.5	375.7	507.6		0.08	0.07	0.08		91%	87%	92%		0.08	0.08	0.09				7%	6%	5%
EWR-LAX	AS	236.4	588.5	887.1	787.8	0.12	0.11	0.12	0.12	55%	84%	89%	89%	0.06	0.11	0.12	0.13	-94%	-5%	-4%	3%		
EWR-LAX	B6	597.2	843.2	965.4	919.4	0.12	0.11	0.12	0.13	62%	85%	83%	84%	0.08	0.12	0.13	0.13	-50%	7%	8%	4%		
EWR-LAX	UA	1,546.0	3,014.2	3,445.3	3,543.0	0.18	0.15	0.16	0.14	67%	87%	88%	89%	0.12	0.16	0.18	0.19	-51%	7%	14%	22%		
EWR-MCO	NK	295.9	480.6	555.4	586.9	0.09	0.10	0.12	0.14	79%	87%	87%	87%	0.06	0.10	0.12	0.14	-52%	-1%	3%	2%		
EWR-MCO	B6	515.3	456.3	460.2	420.2	0.19	0.17	0.18	0.19	74%	88%	90%	88%	0.08	0.16	0.19	0.18	-123%	-6%	4%	-5%		
EWR-MCO	DL	1.3	0.0	0.0	0.4	0.20			0.26	39%			66%	0.05			0.12	-306%				-122%	
EWR-MCO	F9	138.6	157.8	0.0	0.0	0.11	0.10			79%	81%			0.09	0.10			-23%	-4%				
EWR-MCO	SY	2.1	0.0	0.0	0.0	0.12				19%				0.03				-334%					
EWR-MCO	UA	578.6	1,143.2	1,159.8	1,262.2	0.26	0.23	0.23	0.23	77%	87%	88%	88%	0.13	0.20	0.24	0.24	-105%	-10%	4%	3%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

Yearend at each quarter:																							
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin					
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24		
EWR-MIA	NK	0.0	106.6	276.0	244.8		0.10	0.11	0.13		85%	88%	86%		0.08	0.11	0.12		-23%	-4%	-11%		
EWR-MIA	AA	371.2	432.7	510.8	504.6	0.20	0.20	0.20	0.21	85%	90%	92%	91%	0.14	0.19	0.22	0.23	-48%	-3%	11%	10%		
EWR-MIA	B6	172.3	254.4	135.6	62.8	0.15	0.15	0.15	0.17	81%	79%	85%	84%	0.09	0.10	0.14	0.14	-61%	-41%	-7%	-19%		
EWR-MIA	DL	0.9	0.8	0.5	0.5	0.17	0.22	0.22	0.24	38%	44%	66%	55%	0.05	0.07	0.14	0.12	-246%	-217%	-56%	-95%		
EWR-MIA	F9	91.7	99.8	0.0	0.0	0.10	0.09			79%	83%			0.08	0.08			-30%	-14%				
EWR-MIA	UA	507.5	825.8	760.8	797.6	0.24	0.21	0.21	0.21	78%	83%	88%	88%	0.13	0.17	0.23	0.23	-80%	-24%	7%	6%		
EWR-MSY	NK	24.6	132.7	102.5	50.2	0.08	0.10	0.11	0.16	80%	79%	80%	81%	0.11	0.09	0.09	0.13	23%	-8%	-25%	-27%		
EWR-MSY	UA	112.4	367.6	420.1	382.7	0.20	0.20	0.21	0.20	74%	75%	80%	86%	0.15	0.17	0.20	0.21	-37%	-18%	-5%	4%		
EWR-MYR	NK	112.6	109.3	93.8	130.2	0.13	0.14	0.16	0.19	56%	74%	76%	71%	0.08	0.13	0.16	0.18	-60%	-6%	-2%	-6%		
EWR-MYR	AA	0.0	18.4	0.0	0.0		0.23				82%				0.20				-17%				
EWR-MYR	UA	18.7	34.9	59.5	54.2	0.27	0.26	0.28	0.28	77%	80%	73%	87%	0.19	0.26	0.25	0.31	-43%	-2%	-10%	11%		
EWR-OAK	NK	0.0	0.0	186.8	249.2			0.08	0.08			75%	88%			0.06	0.07			-32%	-22%		
EWR-PBI	NK	38.2	0.0	0.0	0.0	0.09				57%				0.04				-109%					
EWR-PBI	B6	160.9	241.4	226.9	191.7	0.16	0.15	0.16	0.18	71%	82%	83%	84%	0.11	0.15	0.17	0.17	-41%	0%	4%	-8%		
EWR-PBI	F9	0.0	22.6	0.0	0.0		0.09				71%				0.08				-20%				
EWR-PBI	UA	414.6	771.3	775.1	885.9	0.24	0.21	0.22	0.22	73%	81%	85%	84%	0.16	0.19	0.25	0.23	-53%	-10%	10%	5%		
EWR-PHL	NK	0.0	0.0	0.0	0.1				0.39				64%				0.66				40%		
EWR-PHL	AA	0.0	0.0	0.0	0.1				0.94				94%				1.37				31%		
EWR-PHL	DL	0.1	0.1	0.1	0.0	0.77	1.09	1.05		16%	42%	19%		0.16	0.49	0.24		-366%	-123%	-339%			
EWR-PHL	SY	0.4	0.0	0.0	0.0	0.46				36%				0.22				-114%					
EWR-PHL	UA	0.0	2.7	7.5	7.5		0.74	0.77	0.79		54%	62%	72%		0.64	0.56	0.58		-16%	-37%	-37%		
EWR-PHX	NK	0.0	0.0	0.0	253.0				0.08				85%				0.07				-21%		
EWR-PHX	AA	45.3	703.9	841.0	851.7	0.11	0.13	0.14	0.14	88%	89%	89%	90%	0.11	0.14	0.15	0.14	-7%	2%	7%	-1%		
EWR-PHX	B6	152.2	121.9	0.0	0.0	0.11	0.10			66%	78%			0.06	0.08			-83%	-28%				
EWR-PHX	UA	493.5	894.1	1,009.4	1,031.1	0.16	0.14	0.14	0.14	76%	89%	87%	89%	0.11	0.14	0.16	0.15	-49%	1%	10%	8%		
EWR-PIT	NK	0.0	3.8	42.0	37.8		0.21	0.21	0.25		41%	58%	72%		0.16	0.19	0.26		-35%	-10%	3%		
EWR-PIT	AA	0.0	8.7	0.0	0.0		0.33				86%				0.47				31%				
EWR-PIT	UA	37.9	70.7	121.7	101.7	0.39	0.33	0.34	0.35	61%	73%	58%	81%	0.34	0.38	0.31	0.43	-14%	12%	-10%	19%		
EWR-RSW	NK	57.3	26.9	0.0	0.0	0.09	0.10			48%	75%			0.03	0.08			-172%	-32%				
EWR-RSW	B6	177.1	134.5	121.2	119.4	0.16	0.15	0.16	0.18	67%	83%	84%	88%	0.08	0.14	0.15	0.15	-99%	-8%	-6%	-15%		
EWR-RSW	UA	334.6	692.0	553.0	588.3	0.24	0.21	0.22	0.21	72%	78%	85%	86%	0.13	0.16	0.21	0.21	-76%	-28%	-3%	0%		
EWR-SAT	NK	0.0	0.0	0.0	47.2				0.17				80%				0.12				-43%		
EWR-SAT	UA	18.8	214.2	296.0	333.3	0.15	0.17	0.17	0.17	48%	80%	86%	85%	0.10	0.15	0.17	0.16	-43%	-18%	0%	-5%		
EWR-SJU	NK	203.9	202.3	275.9	293.2	0.07	0.08	0.09	0.10	75%	90%	86%	89%	0.05	0.08	0.10	0.10	-50%	3%	5%	-1%		
EWR-SJU	B6	460.7	348.3	300.1	272.9	0.14	0.12	0.12	0.15	63%	86%	91%	91%	0.06	0.11	0.14	0.14	-140%	-8%	9%	-3%		
EWR-SJU	F9	0.0	0.0	0.0	2.9				0.17				87%				0.24				28%		
EWR-SJU	UA	589.0	756.6	665.5	687.6	0.22	0.18	0.19	0.18	79%	92%	94%	93%	0.09	0.16	0.20	0.19	-135%	-13%	6%	5%		
EWR-SLC	NK	0.0	0.0	0.0	42.6				0.08				78%				0.06				-41%		
EWR-SLC	DL	232.3	264.1	248.0	439.2	0.12	0.14	0.16	0.16	55%	89%	91%	92%	0.08	0.17	0.20	0.18	-42%	17%	21%	14%		
EWR-SLC	UA	114.4	217.0	232.3	291.5	0.16	0.15	0.15	0.15	63%	87%	90%	87%	0.10	0.15	0.17	0.17	-53%	-1%	9%	8%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
EWR-TPA	NK	60.2	35.9	0.0	0.0	0.09	0.11			69%	88%			0.05	0.09			-96%	-24%		
EWR-TPA	B6	250.3	180.4	125.2	159.0	0.17	0.15	0.16	0.19	69%	83%	87%	88%	0.08	0.13	0.16	0.16	-112%	-16%	1%	-13%
EWR-TPA	DL	0.8	1.4	0.0	0.0	0.17	0.26			47%	61%			0.19	0.09			11%	-196%		
EWR-TPA	F9	45.0	57.8	0.0	0.0	0.10	0.09			78%	74%			0.09	0.08			-12%	-14%		
EWR-TPA	UA	417.8	747.7	785.0	769.0	0.25	0.22	0.22	0.22	75%	85%	88%	90%	0.13	0.17	0.22	0.22	-95%	-25%	-4%	-1%
FLL-ACY	NK	200.8	199.2	185.0	230.6	0.09	0.11	0.12	0.14	61%	76%	81%	76%	0.05	0.07	0.10	0.10	-78%	-43%	-17%	-46%
FLL-ATL	NK	345.3	354.9	408.6	406.7	0.12	0.13	0.15	0.18	84%	84%	85%	87%	0.09	0.11	0.14	0.14	-27%	-18%	-10%	-24%
FLL-ATL	B6	82.6	51.6	49.1	83.2	0.24	0.23	0.22	0.24	69%	82%	75%	62%	0.11	0.15	0.16	0.14	-121%	-54%	-33%	-71%
FLL-ATL	DL	823.4	893.4	907.0	965.8	0.25	0.30	0.33	0.32	57%	89%	89%	88%	0.17	0.29	0.35	0.32	-45%	-2%	6%	0%
FLL-ATL	F9	0.0	27.8	85.8	114.8		0.16	0.14	0.15		83%	86%	79%		0.13	0.13	0.13		-20%	-9%	-14%
FLL-ATL	SY	1.0	0.6	0.0	0.0	0.17	0.20			17%	17%			0.04	0.03			-322%	-502%		
FLL-ATL	WN	191.7	196.5	204.7	234.7	0.17	0.17	0.18	0.21	66%	85%	86%	79%	0.10	0.14	0.17	0.18	-71%	-16%	-6%	-20%
FLL-AUS	NK	132.9	134.6	171.3	159.1	0.09	0.10	0.11	0.12	82%	80%	83%	86%	0.06	0.07	0.09	0.11	-44%	-47%	-18%	-15%
FLL-AUS	B6	56.8	90.1	17.9	108.7	0.15	0.15	0.15	0.17	59%	75%	84%	68%	0.07	0.08	0.14	0.11	-120%	-85%	-1%	-55%
FLL-AUS	WN	50.3	228.4	230.2	227.7	0.11	0.12	0.13	0.14	77%	80%	84%	82%	0.09	0.10	0.13	0.13	-25%	-22%	0%	-11%
FLL-BDL	NK	114.0	83.9	0.0	74.2	0.09	0.09		0.13	78%	82%		83%	0.05	0.07		0.12	-58%	-45%		-10%
FLL-BDL	B6	157.6	230.7	183.6	183.2	0.16	0.14	0.15	0.17	73%	84%	88%	86%	0.10	0.12	0.16	0.16	-63%	-14%	6%	-6%
FLL-BDL	WN	3.5	2.2	8.9	8.6	0.10	0.12	0.13	0.15	72%	91%	82%	83%	0.07	0.10	0.10	0.12	-55%	-17%	-28%	-27%
FLL-BNA	NK	98.9	98.2	131.0	184.1	0.10	0.12	0.13	0.15	76%	78%	81%	81%	0.06	0.09	0.11	0.11	-61%	-31%	-16%	-41%
FLL-BNA	B6	50.7	50.4	56.3	84.3	0.19	0.20	0.18	0.21	60%	73%	71%	65%	0.07	0.13	0.13	0.12	-166%	-55%	-39%	-72%
FLL-BNA	G4	0.0	0.0	0.0	19.7				0.18				67%				0.09				-102%
FLL-BNA	SY	0.0	0.0	0.0	1.3				0.17				33%				0.09				-95%
FLL-BNA	WN	271.2	263.0	283.7	311.4	0.14	0.14	0.16	0.18	61%	82%	86%	84%	0.09	0.14	0.18	0.19	-63%	0%	12%	7%
FLL-BOS	NK	286.3	306.8	303.4	349.5	0.08	0.09	0.11	0.12	79%	87%	85%	87%	0.05	0.08	0.11	0.12	-68%	-13%	2%	-1%
FLL-BOS	AA	78.1	157.9	0.0	0.0	0.15	0.17			88%	88%			0.10	0.13			-57%	-24%		
FLL-BOS	B6	595.3	609.8	667.9	604.4	0.16	0.14	0.17	0.17	69%	88%	89%	87%	0.08	0.14	0.16	0.16	-96%	1%	-1%	-5%
FLL-BOS	DL	246.3	214.8	220.7	326.1	0.16	0.19	0.21	0.20	52%	88%	89%	84%	0.08	0.17	0.21	0.20	-92%	-9%	4%	0%
FLL-BOS	UA	51.2	0.0	0.0	0.0	0.22				69%				0.07				-222%			
FLL-BOS	WN	5.2	0.0	0.0	0.0	0.10				70%				0.05				-108%			
FLL-BQN	NK	27.6	126.3	135.9	44.6	0.09	0.11	0.12	0.11	84%	85%	76%	76%	0.09	0.10	0.10	0.08	-4%	-5%	-11%	-40%
FLL-BQN	B6	0.0	4.6	9.7	97.0		0.15	0.16	0.19		79%	83%	75%		0.18	0.15	0.12		14%	-8%	-56%
FLL-BWI	NK	339.0	363.8	338.3	380.4	0.10	0.11	0.12	0.14	83%	85%	86%	87%	0.09	0.10	0.12	0.13	-8%	-6%	2%	-8%
FLL-BWI	WN	592.9	711.7	801.0	870.2	0.13	0.13	0.14	0.16	57%	77%	78%	71%	0.08	0.12	0.13	0.14	-63%	-5%	-5%	-15%
FLL-CHS	NK	0.0	0.0	14.5	58.7			0.15	0.20			63%	75%			0.11	0.14			-37%	-47%
FLL-CHS	B6	15.6	31.9	46.0	56.5	0.28	0.26	0.25	0.28	56%	71%	72%	65%	0.17	0.20	0.21	0.18	-64%	-29%	-17%	-54%
FLL-CLE	NK	208.6	220.5	176.4	218.0	0.09	0.10	0.11	0.12	83%	82%	85%	85%	0.07	0.07	0.11	0.09	-36%	-37%	0%	-46%
FLL-CLE	B6	71.6	50.7	0.0	0.0	0.16	0.16			72%	79%			0.07	0.10			-139%	-61%		
FLL-CLE	DL	0.0	13.4	0.0	0.0		0.16				87%				0.15				-7%		
FLL-CLE	F9	0.0	0.0	62.1	124.6			0.10	0.11			79%	72%			0.09	0.09			-11%	-22%
FLL-CLE	UA	70.7	104.9	127.7	181.7	0.23	0.21	0.21	0.21	79%	89%	86%	73%	0.13	0.20	0.25	0.21	-80%	-6%	14%	-4%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
FLL-CLE	WN	1.2	2.9	0.0	0.0	0.11	0.11			81%	70%			0.07	0.07			-68%	-59%		
FLL-CLT	NK	58.8	74.9	158.2	233.9	0.12	0.13	0.15	0.18	75%	79%	69%	74%	0.08	0.14	0.15	0.15	-40%	7%	4%	-18%
FLL-CLT	AA	504.5	542.6	508.8	594.1	0.29	0.27	0.28	0.29	78%	82%	88%	82%	0.16	0.23	0.30	0.26	-84%	-18%	6%	-10%
FLL-CMH	NK	150.7	137.8	149.5	243.2	0.09	0.11	0.12	0.14	80%	83%	85%	82%	0.07	0.09	0.13	0.13	-31%	-15%	10%	-10%
FLL-CMH	WN	54.2	114.5	126.4	144.5	0.12	0.13	0.14	0.16	72%	82%	87%	77%	0.10	0.14	0.17	0.17	-17%	9%	17%	9%
FLL-DEN	NK	412.7	444.1	261.4	130.1	0.07	0.08	0.09	0.08	86%	87%	85%	88%	0.05	0.06	0.07	0.07	-53%	-26%	-17%	-20%
FLL-DEN	UA	445.8	607.4	504.3	588.4	0.17	0.16	0.16	0.16	81%	87%	89%	88%	0.10	0.16	0.21	0.18	-64%	3%	21%	12%
FLL-DEN	WN	294.5	282.8	182.5	237.6	0.09	0.09	0.10	0.11	71%	84%	92%	90%	0.06	0.08	0.12	0.12	-62%	-9%	12%	4%
FLL-DFW	NK	417.4	416.7	370.6	466.4	0.09	0.10	0.11	0.13	79%	80%	83%	83%	0.06	0.08	0.10	0.11	-43%	-21%	-2%	-18%
FLL-DFW	AA	709.3	693.4	689.9	775.6	0.21	0.19	0.20	0.20	80%	88%	90%	84%	0.11	0.18	0.23	0.21	-86%	-6%	14%	2%
FLL-DTW	NK	480.2	504.1	315.7	415.3	0.09	0.10	0.11	0.13	77%	79%	82%	81%	0.07	0.07	0.13	0.11	-23%	-33%	13%	-19%
FLL-DTW	DL	724.8	736.1	669.1	701.5	0.17	0.21	0.23	0.22	55%	83%	87%	86%	0.12	0.19	0.25	0.23	-43%	-11%	10%	2%
FLL-EWR	NK	536.0	567.9	641.7	667.9	0.09	0.10	0.11	0.13	83%	86%	87%	87%	0.07	0.08	0.11	0.12	-30%	-17%	1%	-6%
FLL-EWR	B6	480.7	473.4	429.3	343.3	0.17	0.16	0.16	0.18	76%	85%	89%	89%	0.09	0.13	0.17	0.17	-87%	-24%	5%	-8%
FLL-EWR	UA	566.5	927.7	909.8	942.0	0.24	0.21	0.22	0.21	79%	84%	88%	87%	0.13	0.17	0.22	0.22	-84%	-21%	2%	3%
FLL-GSO	NK	2.3	5.8	0.0	0.0	0.11	0.11			56%	54%			0.05	0.05			-106%	-121%		
FLL-IAH	NK	270.3	314.2	390.5	430.4	0.09	0.10	0.12	0.13	84%	85%	84%	86%	0.08	0.10	0.11	0.13	-20%	-7%	-3%	-3%
FLL-IAH	UA	347.0	473.5	419.1	444.2	0.25	0.22	0.23	0.23	71%	84%	86%	82%	0.14	0.20	0.25	0.22	-75%	-11%	8%	-1%
FLL-IND	NK	68.8	133.6	87.3	157.3	0.09	0.10	0.11	0.14	78%	81%	85%	83%	0.07	0.08	0.13	0.12	-25%	-26%	12%	-14%
FLL-IND	G4	76.5	70.3	59.3	60.7	0.08	0.11	0.12	0.15	65%	82%	94%	91%	0.07	0.11	0.17	0.17	-12%	1%	31%	11%
FLL-IND	WN	72.6	121.1	125.8	157.0	0.12	0.12	0.14	0.15	66%	77%	85%	75%	0.09	0.13	0.18	0.17	-27%	5%	22%	9%
FLL-LAS	NK	333.5	324.8	370.1	287.2	0.06	0.07	0.08	0.09	85%	88%	86%	88%	0.04	0.06	0.07	0.09	-44%	-11%	-19%	-4%
FLL-LAS	B6	321.2	341.8	269.8	281.9	0.12	0.11	0.11	0.13	75%	88%	90%	88%	0.05	0.10	0.10	0.11	-111%	-9%	-9%	-17%
FLL-LAS	DL	0.0	0.0	3.0	2.6			0.15	0.16			88%	92%			0.19	0.19			20%	14%
FLL-LAS	F9	0.0	0.0	150.3	0.0			0.07				85%				0.06				-28%	
FLL-LAS	WN	29.7	0.0	4.4	3.0	0.10		0.09	0.09	39%		95%	96%	0.02		0.10	0.09	-320%		15%	2%
FLL-LAX	NK	303.1	321.2	311.2	290.2	0.06	0.07	0.08	0.09	78%	86%	87%	88%	0.04	0.06	0.07	0.07	-64%	-22%	-13%	-27%
FLL-LAX	AA	144.5	339.8	248.8	41.8	0.11	0.13	0.13	0.14	88%	88%	88%	93%	0.07	0.10	0.12	0.12	-55%	-23%	-12%	-14%
FLL-LAX	AS	126.2	127.9	119.1	87.1	0.10	0.11	0.12	0.13	53%	90%	92%	82%	0.04	0.10	0.12	0.10	-143%	-11%	-5%	-30%
FLL-LAX	B6	774.5	714.9	755.6	896.8	0.12	0.12	0.12	0.13	71%	88%	92%	91%	0.08	0.12	0.15	0.14	-60%	2%	19%	6%
FLL-LAX	DL	107.2	222.0	246.3	298.7	0.10	0.13	0.14	0.14	66%	89%	93%	91%	0.07	0.12	0.15	0.13	-61%	-7%	2%	-9%
FLL-LBE	NK	65.6	87.2	43.0	0.0	0.09	0.10	0.12		57%	67%	70%		0.04	0.06	0.08		-111%	-74%	-59%	
FLL-LGA	NK	552.9	653.7	596.7	608.7	0.09	0.10	0.11	0.13	84%	85%	88%	87%	0.07	0.08	0.10	0.12	-31%	-22%	-4%	-6%
FLL-LGA	B6	111.1	467.5	660.7	624.4	0.17	0.15	0.16	0.17	76%	80%	84%	86%	0.10	0.12	0.15	0.15	-63%	-23%	-4%	-13%
FLL-LGA	DL	383.6	518.0	509.4	666.3	0.17	0.20	0.23	0.22	59%	86%	91%	86%	0.12	0.19	0.23	0.21	-46%	-9%	3%	-4%
FLL-LGA	UA	48.4	0.0	0.0	0.0	0.24				74%				0.10				-135%			
FLL-MCI	NK	7.8	54.2	0.0	27.4	0.08	0.09		0.18	80%	69%		72%	0.06	0.06		0.13	-34%	-65%		-40%
FLL-MCI	WN	69.3	146.7	158.0	168.3	0.10	0.11	0.12	0.14	69%	76%	88%	86%	0.09	0.11	0.16	0.17	-13%	2%	22%	18%
FLL-MCO	NK	45.8	59.5	60.0	62.6	0.22	0.24	0.27	0.32	78%	79%	74%	74%	0.29	0.29	0.35	0.38	23%	16%	24%	16%
FLL-MCO	AA	0.0	0.0	0.2	0.0			0.56				81%				0.46				-23%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
FLL-MCO	B6	0.3	0.7	0.7	1.0	0.42	0.46	0.43	0.50	88%	78%	86%	72%	0.35	0.34	0.40	0.34	-22%	-37%	-8%	-47%
FLL-MCO	DL	0.0	0.0	0.2	0.1			0.63	0.69			73%	64%			0.44	0.39			-42%	-74%
FLL-MCO	F9	0.0	8.6	0.3	0.0		0.29	0.28			51%	44%			0.22	0.21			-35%	-30%	
FLL-MCO	SY	0.2	0.0	0.8	0.2	0.29		0.36	0.36	6%		3%	17%	0.04		0.02	0.09	-577%		#####	-315%
FLL-MCO	WN	33.8	31.1	37.1	37.0	0.33	0.32	0.36	0.40	48%	64%	64%	53%	0.18	0.27	0.31	0.26	-89%	-21%	-16%	-53%
FLL-MHT	NK	0.0	108.4	66.5	0.0		0.10	0.11			54%	45%			0.04	0.04			-117%	-193%	
FLL-MKE	NK	0.0	38.6	0.0	0.0		0.10				69%				0.07				-47%		
FLL-MKE	WN	50.7	78.0	28.5	30.0	0.10	0.11	0.12	0.14	67%	67%	85%	86%	0.08	0.09	0.13	0.14	-38%	-16%	11%	-5%
FLL-MSP	NK	102.0	34.8	0.0	0.0	0.08	0.08			81%	75%			0.04	0.04			-90%	-113%		
FLL-MSP	DL	284.3	383.8	344.9	403.1	0.14	0.17	0.19	0.19	57%	89%	89%	86%	0.08	0.15	0.21	0.17	-74%	-14%	11%	-8%
FLL-MSP	SY	36.2	71.4	65.3	93.8	0.11	0.11	0.13	0.13	75%	77%	89%	87%	0.07	0.08	0.14	0.12	-46%	-38%	5%	-7%
FLL-MSP	WN	0.0	0.0	1.6	1.7			0.11	0.12			94%	92%			0.15	0.14			28%	17%
FLL-MSY	NK	133.4	132.0	169.8	181.6	0.11	0.13	0.14	0.17	78%	79%	79%	80%	0.10	0.11	0.12	0.14	-17%	-23%	-14%	-28%
FLL-MSY	B6	44.9	54.2	55.5	69.0	0.22	0.20	0.20	0.23	70%	64%	69%	62%	0.11	0.11	0.14	0.13	-97%	-83%	-42%	-76%
FLL-MSY	WN	51.3	121.0	140.7	139.8	0.16	0.15	0.17	0.19	63%	82%	81%	72%	0.11	0.15	0.17	0.16	-49%	-2%	-3%	-15%
FLL-MYR	NK	60.9	94.9	95.0	96.8	0.13	0.14	0.16	0.21	60%	70%	67%	71%	0.09	0.10	0.12	0.16	-42%	-39%	-28%	-34%
FLL-ORD	NK	444.0	540.6	451.0	684.4	0.08	0.09	0.10	0.12	81%	85%	88%	83%	0.06	0.07	0.12	0.11	-50%	-30%	14%	-17%
FLL-ORD	AA	192.0	207.7	113.3	185.5	0.19	0.18	0.19	0.19	81%	85%	86%	82%	0.10	0.14	0.23	0.18	-82%	-22%	18%	-4%
FLL-ORD	B6	94.4	86.9	0.0	0.0	0.16	0.14			72%	71%			0.05	0.07			-187%	-92%		
FLL-ORD	UA	414.6	557.5	448.0	522.4	0.22	0.19	0.20	0.20	76%	83%	88%	82%	0.11	0.16	0.24	0.21	-94%	-23%	16%	3%
FLL-ORD	WN	2.0	94.2	25.7	8.2	0.11	0.12	0.12	0.12	82%	76%	86%	46%	0.05	0.08	0.12	0.06	-126%	-44%	-3%	-105%
FLL-ORF	NK	0.0	0.0	30.9	102.1			0.12	0.15			69%	73%			0.10	0.12			-14%	-26%
FLL-ORF	G4	23.4	18.8	18.6	18.0	0.09	0.12	0.13	0.18	61%	81%	86%	66%	0.09	0.12	0.14	0.11	-4%	5%	8%	-58%
FLL-PHL	NK	330.2	372.6	360.4	352.1	0.09	0.11	0.12	0.14	79%	84%	87%	86%	0.06	0.08	0.11	0.11	-45%	-28%	-9%	-30%
FLL-PHL	AA	334.1	386.1	342.8	409.0	0.22	0.20	0.22	0.22	81%	88%	87%	79%	0.12	0.19	0.25	0.23	-83%	-10%	13%	4%
FLL-PHL	B6	111.7	82.0	8.4	0.0	0.17	0.17	0.16		68%	80%	83%		0.07	0.11	0.18		-145%	-52%	15%	
FLL-PHL	DL	0.0	0.7	0.0	0.0		0.20				22%				0.02				-714%		
FLL-PHL	F9	0.0	40.5	159.3	206.3		0.12	0.11	0.12		88%	86%	85%		0.09	0.11	0.12		-30%	0%	-1%
FLL-PHL	WN	9.1	9.0	14.4	4.0	0.12	0.12	0.13	0.13	72%	86%	84%	84%	0.07	0.11	0.12	0.13	-81%	-14%	-12%	-3%
FLL-PHX	NK	0.0	0.0	113.9	184.6			0.08	0.11			77%	88%			0.06	0.09			-49%	-26%
FLL-PHX	B6	81.9	147.4	35.6	0.0	0.11	0.11	0.11		63%	81%	92%		0.06	0.09	0.12		-87%	-26%	7%	
FLL-PHX	F9	0.0	0.0	133.1	0.0			0.08				87%				0.07				-5%	
FLL-PHX	WN	76.2	133.8	26.3	25.5	0.08	0.08	0.09	0.10	80%	87%	92%	91%	0.06	0.07	0.10	0.10	-32%	-12%	6%	-6%
FLL-PIT	NK	172.8	181.1	158.9	250.1	0.09	0.11	0.11	0.15	73%	79%	84%	75%	0.06	0.08	0.13	0.11	-55%	-26%	13%	-30%
FLL-PIT	B6	40.4	0.0	0.0	0.0	0.17				58%				0.06				-198%			
FLL-PIT	WN	64.5	150.6	122.2	141.7	0.12	0.12	0.14	0.16	74%	76%	92%	79%	0.08	0.12	0.18	0.17	-38%	-5%	22%	7%
FLL-PNS	NK	0.0	0.0	43.8	68.8			0.16	0.19			60%	78%			0.13	0.16			-17%	-18%
FLL-RDU	NK	72.3	16.0	27.5	90.0	0.11	0.11	0.13	0.18	76%	83%	71%	86%	0.07	0.09	0.10	0.13	-59%	-31%	-29%	-31%
FLL-RDU	B6	68.2	51.9	76.9	86.9	0.21	0.22	0.20	0.23	63%	78%	83%	74%	0.09	0.16	0.18	0.15	-133%	-38%	-12%	-48%
FLL-RDU	DL	85.5	69.4	69.6	72.5	0.23	0.28	0.30	0.29	54%	84%	89%	88%	0.13	0.24	0.30	0.30	-74%	-19%	0%	3%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
FLL-RDU	WN	25.0	62.9	68.3	78.5	0.14	0.15	0.17	0.19	75%	82%	85%	81%	0.09	0.14	0.17	0.17	-51%	-12%	-2%	-10%
FLL-RDU	XP	0.0	0.0	12.2	7.5			0.14	0.13			88%	67%			0.12	0.08			-18%	-53%
FLL-RIC	NK	74.5	85.2	107.9	141.9	0.10	0.12	0.13	0.17	76%	81%	86%	79%	0.07	0.11	0.12	0.13	-58%	-13%	-3%	-28%
FLL-RIC	B6	64.6	51.6	86.1	94.2	0.20	0.20	0.18	0.21	68%	79%	79%	70%	0.11	0.16	0.15	0.15	-88%	-21%	-21%	-40%
FLL-RSW	NK	0.4	0.2	0.3	0.3	0.29	0.32	0.32	0.34	69%	70%	73%	78%	0.60	0.50	0.63	0.64	52%	36%	50%	47%
FLL-RSW	B6	0.2	0.4	0.3	0.3	0.80	0.62	0.59	0.70	44%	82%	84%	75%	0.24	0.51	0.59	0.44	-240%	-21%	0%	-59%
FLL-RSW	DL	0.0	0.0	0.1	0.0			0.85				82%				0.76				-12%	
FLL-RSW	UA	0.0	0.0	0.2	0.0			0.84				76%				0.67				-26%	
FLL-RSW	WN	0.0	0.2	0.2	0.2		0.45	0.45	0.45		91%	86%	88%		0.40	0.47	0.43		-13%	5%	-3%
FLL-SAT	NK	0.0	0.0	47.4	145.6			0.10	0.13			77%	88%			0.08	0.10			-16%	-23%
FLL-SAT	WN	30.3	24.2	1.2	12.7	0.11	0.11	0.12	0.14	67%	82%	81%	73%	0.07	0.09	0.17	0.12	-49%	-19%	28%	-16%
FLL-SDF	NK	9.0	78.3	28.3	115.5	0.10	0.11	0.11	0.14	81%	70%	70%	81%	0.07	0.08	0.09	0.11	-35%	-43%	-24%	-36%
FLL-SDF	G4	40.7	36.2	27.5	34.0	0.09	0.11	0.12	0.16	66%	76%	92%	77%	0.07	0.08	0.16	0.11	-14%	-30%	23%	-42%
FLL-SDF	WN	1.1	2.8	0.0	6.1	0.12	0.12		0.15	70%	58%		78%	0.09	0.07		0.15	-38%	-71%		2%
FLL-SJU	NK	305.2	226.9	274.8	243.4	0.09	0.10	0.11	0.14	80%	89%	84%	84%	0.06	0.11	0.11	0.12	-43%	4%	-5%	-14%
FLL-SJU	B6	372.4	524.1	445.9	409.6	0.16	0.16	0.16	0.18	68%	79%	82%	86%	0.08	0.14	0.16	0.16	-97%	-20%	-3%	-11%
FLL-SJU	F9	0.0	0.0	0.0	5.8				0.21				75%				0.18				-17%
FLL-SJU	WN	166.2	215.0	187.4	161.1	0.12	0.12	0.13	0.16	68%	88%	89%	88%	0.06	0.12	0.13	0.14	-91%	-3%	2%	-14%
FLL-SLC	NK	0.0	0.0	0.0	10.1				0.15				65%				0.10				-50%
FLL-SLC	B6	149.2	209.6	169.8	220.1	0.11	0.10	0.11	0.12	57%	73%	85%	75%	0.05	0.08	0.10	0.08	-96%	-33%	-12%	-56%
FLL-SLC	DL	212.7	270.4	273.3	291.7	0.11	0.14	0.15	0.15	58%	88%	91%	88%	0.09	0.14	0.17	0.14	-28%	1%	8%	-11%
FLL-STL	NK	10.6	84.6	0.0	22.6	0.09	0.10		0.19	77%	65%		70%	0.06	0.06		0.13	-42%	-84%		-49%
FLL-STL	WN	241.0	259.0	218.0	255.4	0.12	0.12	0.13	0.15	60%	74%	87%	80%	0.09	0.11	0.16	0.17	-38%	-5%	20%	12%
FLL-STT	NK	145.1	140.3	148.2	186.5	0.09	0.10	0.11	0.14	66%	85%	81%	72%	0.06	0.10	0.14	0.14	-37%	4%	20%	-4%
FLL-STX	NK	102.5	128.2	150.8	155.9	0.09	0.10	0.11	0.13	64%	76%	74%	63%	0.06	0.08	0.10	0.10	-35%	-19%	-8%	-23%
FLL-TPA	NK	29.4	35.8	52.2	52.6	0.21	0.23	0.26	0.31	76%	77%	75%	85%	0.23	0.28	0.36	0.39	10%	17%	28%	20%
FLL-TPA	DL	0.2	0.4	0.4	0.6	0.44	0.56	0.62	0.62	68%	54%	49%	57%	0.33	0.28	0.29	0.32	-33%	-100%	-111%	-93%
FLL-TPA	UA	0.0	0.0	0.2	0.0			0.58				86%				0.73				20%	
FLL-TPA	WN	31.2	41.2	42.0	41.3	0.32	0.30	0.33	0.37	46%	69%	66%	59%	0.20	0.34	0.39	0.40	-55%	10%	15%	8%
GSO-FLL	NK	2.3	5.8	0.0	0.0	0.11	0.11			56%	54%			0.05	0.05			-106%	-121%		
GSO-MCO	NK	5.8	9.8	0.0	0.0	0.12	0.13			67%	62%			0.07	0.07			-86%	-90%		
IAG-MYR	NK	7.9	4.0	0.0	0.0	0.12	0.15			16%	58%			0.02	0.08			-533%	-90%		
IAH-ATL	NK	87.6	88.3	165.0	157.9	0.11	0.13	0.14	0.17	80%	85%	81%	85%	0.10	0.13	0.13	0.16	-13%	4%	-12%	-8%
IAH-ATL	DL	412.1	556.0	534.4	582.2	0.23	0.26	0.29	0.28	59%	84%	89%	85%	0.17	0.27	0.32	0.31	-30%	5%	9%	7%
IAH-ATL	F9	0.0	14.3	66.8	90.4		0.12	0.13	0.17		70%	81%	83%		0.12	0.13	0.20		2%	-4%	17%
IAH-ATL	UA	161.3	184.2	297.9	291.3	0.28	0.22	0.27	0.27	80%	86%	85%	81%	0.21	0.24	0.26	0.27	-35%	8%	-1%	2%
IAH-BOS	NK	0.0	0.0	0.0	47.5				0.17			87%				0.14				-19%	
IAH-BOS	B6	66.5	130.8	185.3	214.1	0.14	0.12	0.13	0.15	52%	80%	86%	86%	0.08	0.12	0.13	0.12	-86%	-5%	0%	-18%
IAH-BOS	UA	317.0	663.7	664.7	723.6	0.20	0.16	0.17	0.17	69%	87%	89%	90%	0.15	0.18	0.21	0.20	-35%	9%	17%	16%
IAH-BWI	NK	111.2	144.5	218.7	206.5	0.08	0.09	0.10	0.13	77%	88%	80%	87%	0.07	0.11	0.10	0.13	-21%	13%	-9%	-1%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
IAH-BWI	AA	0.0	14.0	0.0	0.0		0.15				93%				0.19				24%			
IAH-BWI	UA	99.1	229.6	263.0	267.5	0.19	0.19	0.20	0.19	80%	82%	85%	83%	0.15	0.18	0.20	0.19		-30%	-4%	3%	-3%
IAH-CLT	NK	0.0	0.0	0.0	10.8				0.23				86%			0.16						-44%
IAH-CLT	AA	377.9	452.8	421.8	540.1	0.23	0.21	0.22	0.23	75%	85%	89%	88%	0.15	0.21	0.25	0.23		-49%	1%	12%	-2%
IAH-CLT	F9	0.0	0.0	0.0	10.0				0.23				70%			0.18						-26%
IAH-CLT	UA	131.6	125.7	226.5	242.3	0.23	0.19	0.23	0.22	72%	86%	87%	86%	0.16	0.20	0.24	0.23		-43%	8%	5%	2%
IAH-DEN	NK	106.5	101.1	48.6	0.0	0.10	0.11	0.13		80%	77%	76%		0.06	0.08	0.10			-56%	-32%	-27%	
IAH-DEN	C5	0.0	0.0	0.0	0.6				0.19				17%			0.02						-673%
IAH-DEN	F9	232.5	135.6	142.8	173.0	0.12	0.11	0.12	0.15	80%	86%	85%	84%	0.08	0.10	0.12	0.16		-51%	-10%	1%	7%
IAH-DEN	OO	0.6	2.3	0.0	0.0	0.24	0.18			19%	16%			0.05	0.02				-419%	-650%		
IAH-DEN	UA	1,007.4	1,151.0	1,218.2	1,241.6	0.30	0.25	0.26	0.25	72%	85%	86%	88%	0.19	0.25	0.29	0.29		-60%	1%	11%	16%
IAH-DEN	WN	46.6	260.7	253.7	269.4	0.12	0.13	0.15	0.17	70%	76%	75%	69%	0.08	0.11	0.12	0.12		-65%	-23%	-24%	-38%
IAH-DFW	NK	0.2	0.3	0.4	1.1	0.19	0.20	0.22	0.39	81%	70%	87%	82%	0.51	0.43	0.46	0.93		63%	54%	52%	57%
IAH-DFW	AA	120.0	200.4	193.8	205.1	0.52	0.47	0.49	0.49	76%	80%	80%	86%	0.41	0.49	0.56	0.56		-28%	5%	12%	12%
IAH-DFW	DL	0.0	0.0	0.4	0.0			0.58				86%				0.47						-22%
IAH-DFW	F9	0.0	0.0	0.0	12.3				0.46				55%			0.37						-25%
IAH-DFW	UA	18.9	111.1	137.8	144.2	0.53	0.48	0.51	0.49	75%	78%	78%	78%	0.52	0.46	0.53	0.56		-2%	-5%	4%	12%
IAH-DFW	YV	51.0	0.0	9.7	0.0	0.48		0.41		79%		89%		0.41		0.47			-17%		13%	
IAH-DTW	NK	120.9	125.4	168.9	185.5	0.09	0.10	0.11	0.15	76%	89%	84%	83%	0.08	0.11	0.11	0.13		-8%	10%	0%	-12%
IAH-DTW	DL	72.2	275.4	341.1	367.3	0.21	0.21	0.24	0.23	55%	83%	87%	86%	0.13	0.21	0.24	0.23		-59%	-3%	2%	1%
IAH-DTW	OO	185.5	86.8	0.0	0.0	0.18	0.15			68%	86%			0.16	0.16				-15%	3%		
IAH-DTW	UA	73.4	104.5	170.5	218.2	0.20	0.17	0.20	0.20	79%	90%	87%	81%	0.14	0.19	0.21	0.20		-44%	15%	7%	0%
IAH-EWR	NK	194.2	272.9	237.7	177.5	0.08	0.09	0.10	0.12	77%	87%	86%	86%	0.06	0.08	0.09	0.11		-24%	-6%	-13%	-3%
IAH-EWR	UA	928.0	1,513.2	1,550.4	1,632.2	0.22	0.19	0.20	0.19	72%	86%	89%	90%	0.14	0.18	0.21	0.22		-56%	-4%	7%	13%
IAH-FLL	NK	270.3	314.2	390.5	430.4	0.09	0.10	0.12	0.13	84%	85%	84%	86%	0.08	0.10	0.11	0.13		-20%	-7%	-3%	-3%
IAH-FLL	UA	347.0	473.5	419.1	444.2	0.25	0.22	0.23	0.23	71%	84%	86%	82%	0.14	0.20	0.25	0.22		-75%	-11%	8%	-1%
IAH-LAS	NK	392.3	462.7	528.5	433.0	0.08	0.09	0.10	0.13	77%	84%	84%	86%	0.07	0.09	0.09	0.12		-19%	0%	-14%	-8%
IAH-LAS	F9	103.2	156.6	173.8	115.8	0.10	0.09	0.10	0.11	74%	77%	82%	81%	0.08	0.09	0.09	0.12		-22%	-8%	-12%	8%
IAH-LAS	SY	0.0	5.9	5.9	4.1		0.12	0.14	0.13		88%	91%	92%		0.12	0.11	0.14			2%	-25%	10%
IAH-LAS	UA	512.4	898.3	912.7	917.0	0.22	0.19	0.20	0.20	77%	87%	84%	86%	0.14	0.20	0.22	0.23		-54%	7%	9%	14%
IAH-LAS	WN	12.4	149.3	262.7	331.8	0.10	0.11	0.12	0.14	86%	81%	83%	80%	0.11	0.12	0.11	0.12		3%	5%	-6%	-16%
IAH-LAX	NK	408.1	435.2	477.2	460.9	0.08	0.09	0.10	0.12	80%	88%	88%	91%	0.07	0.09	0.09	0.12		-18%	-3%	-3%	2%
IAH-LAX	AA	43.8	142.9	73.9	72.3	0.15	0.15	0.14	0.15	88%	84%	83%	85%	0.13	0.11	0.13	0.14		-20%	-27%	-7%	-6%
IAH-LAX	DL	48.0	224.9	245.8	239.9	0.15	0.19	0.21	0.20	79%	84%	82%	86%	0.12	0.15	0.17	0.17		-28%	-24%	-21%	-14%
IAH-LAX	UA	978.0	1,492.1	1,621.1	1,626.6	0.21	0.18	0.19	0.18	79%	88%	89%	88%	0.13	0.17	0.19	0.19		-59%	-4%	0%	5%
IAH-LGA	NK	0.0	0.0	110.0	225.7			0.10	0.12			82%	87%			0.08	0.12				-19%	-1%
IAH-LGA	AA	0.0	161.8	166.5	31.1		0.15	0.15	0.13		71%	81%	82%		0.11	0.13	0.10			-39%	-16%	-34%
IAH-LGA	DL	126.4	357.5	366.6	429.6	0.16	0.18	0.20	0.20	56%	78%	88%	89%	0.11	0.14	0.18	0.19		-41%	-27%	-15%	-3%
IAH-LGA	UA	235.1	762.7	825.0	795.3	0.19	0.16	0.17	0.17	70%	85%	89%	89%	0.13	0.14	0.16	0.19		-48%	-15%	-4%	9%
IAH-MCO	NK	214.9	300.9	331.6	270.3	0.10	0.11	0.13	0.14	84%	87%	82%	86%	0.08	0.11	0.12	0.14		-19%	-2%	-4%	-6%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
IAH-MCO	F9	29.1	52.1	60.8	125.0	0.11	0.11	0.12	0.13	74%	78%	87%	82%	0.06	0.10	0.12	0.14	-77%	-13%	-1%	6%
IAH-MCO	UA	425.7	717.5	634.1	668.1	0.27	0.24	0.25	0.25	79%	86%	87%	87%	0.18	0.24	0.28	0.26	-50%	-1%	11%	5%
IAH-MCO	WN	10.0	102.0	110.2	104.6	0.12	0.13	0.15	0.17	82%	78%	78%	76%	0.10	0.12	0.14	0.14	-22%	-10%	-10%	-19%
IAH-MIA	NK	0.0	79.8	167.8	163.4		0.11	0.12	0.15		81%	84%	86%		0.10	0.11	0.14		-8%	-9%	-3%
IAH-MIA	AA	246.3	428.7	372.6	425.9	0.22	0.21	0.21	0.22	83%	84%	84%	81%	0.14	0.17	0.22	0.22	-59%	-19%	6%	1%
IAH-MIA	SY	1.6	0.0	0.0	0.0	0.13				34%				0.04				-249%			
IAH-MIA	UA	378.1	361.5	344.4	406.1	0.25	0.22	0.23	0.23	79%	85%	87%	84%	0.15	0.21	0.26	0.23	-64%	-3%	12%	1%
IAH-MSY	NK	21.1	28.7	31.4	36.6	0.17	0.19	0.22	0.24	68%	66%	68%	71%	0.15	0.18	0.21	0.23	-10%	-6%	-7%	-3%
IAH-MSY	AA	0.0	0.0	0.0	0.3				0.43				88%				0.46				7%
IAH-MSY	UA	117.3	201.9	238.1	246.1	0.48	0.42	0.44	0.43	72%	79%	79%	80%	0.35	0.42	0.47	0.48	-36%	0%	6%	10%
IAH-MSY	WN	22.0	92.1	88.8	11.7	0.22	0.24	0.26	0.25	53%	50%	48%	30%	0.14	0.17	0.17	0.12	-53%	-38%	-53%	-100%
IAH-OAK	NK	41.3	0.0	0.0	0.0	0.08				50%				0.04				-99%			
IAH-ORD	NK	129.8	114.5	157.8	137.5	0.10	0.11	0.13	0.16	76%	85%	82%	88%	0.07	0.11	0.12	0.16	-42%	0%	-8%	1%
IAH-ORD	AA	111.7	220.3	195.9	186.1	0.23	0.20	0.21	0.22	76%	82%	82%	85%	0.13	0.17	0.19	0.20	-79%	-19%	-10%	-10%
IAH-ORD	F9	0.0	0.0	0.0	9.1				0.23				80%				0.23				0%
IAH-ORD	UA	809.3	1,099.7	1,166.7	1,168.3	0.28	0.23	0.24	0.23	73%	86%	87%	87%	0.16	0.23	0.27	0.27	-69%	-3%	10%	15%
IAH-PHL	NK	0.0	22.7	123.2	201.7		0.11	0.10	0.13		84%	79%	83%		0.10	0.09	0.10		-6%	-17%	-26%
IAH-PHL	AA	108.6	128.1	171.1	224.6	0.18	0.15	0.17	0.19	68%	86%	87%	88%	0.13	0.17	0.20	0.18	-36%	11%	12%	-4%
IAH-PHL	DL	0.0	0.0	2.6	0.0			0.22				53%				0.13				-71%	
IAH-PHL	F9	13.1	45.5	31.4	0.0	0.08	0.09	0.10		68%	74%	80%		0.05	0.09	0.08		-53%	-8%	-24%	
IAH-PHL	UA	148.0	406.2	360.3	390.8	0.17	0.17	0.19	0.19	75%	87%	88%	89%	0.15	0.17	0.21	0.21	-19%	0%	13%	8%
IAH-PIT	NK	0.0	0.0	0.0	10.6				0.21				35%				0.08				-168%
IAH-PIT	DL	0.0	37.4	0.0	0.0		0.15				88%				0.19				20%		
IAH-PIT	UA	118.3	228.7	287.4	261.5	0.19	0.19	0.20	0.20	78%	83%	84%	81%	0.18	0.20	0.22	0.22	-3%	9%	10%	11%
IAH-PIT	YX	0.0	0.0	0.0	0.9				0.15				71%				0.08				-85%
IAH-SAN	NK	28.0	15.1	0.0	26.6	0.08	0.09		0.19	58%	81%		82%	0.05	0.09		0.15	-84%	5%		-29%
IAH-SAN	UA	399.6	675.8	755.3	781.1	0.22	0.18	0.19	0.19	72%	87%	85%	82%	0.14	0.19	0.20	0.19	-54%	4%	5%	1%
IAH-SAT	NK	0.0	0.0	0.0	0.6				0.40				71%				0.83				52%
IAH-SAT	AA	0.2	0.0	0.0	0.0	0.45				72%				0.36				-25%			
IAH-SAT	DL	0.0	0.0	0.1	0.2			0.63	0.57			78%	74%			0.47	0.53			-35%	-8%
IAH-SAT	UA	67.8	123.5	145.9	139.8	0.62	0.54	0.57	0.55	76%	82%	79%	77%	0.49	0.54	0.57	0.55	-25%	0%	1%	0%
IAH-SJU	NK	0.0	0.0	0.0	20.5				0.15				86%				0.15				-5%
IAH-SJU	UA	494.4	703.9	509.1	555.3	0.17	0.14	0.15	0.15	64%	88%	93%	90%	0.09	0.13	0.17	0.16	-90%	-9%	13%	7%
IAH-TPA	NK	66.2	77.8	48.9	69.0	0.11	0.12	0.13	0.17	72%	79%	77%	82%	0.08	0.09	0.12	0.16	-36%	-24%	-14%	-5%
IAH-TPA	UA	252.0	350.6	253.5	364.6	0.29	0.25	0.26	0.25	67%	81%	88%	82%	0.17	0.21	0.31	0.26	-66%	-14%	17%	3%
IAH-TPA	WN	1.7	14.4	2.5	0.0	0.13	0.14	0.17		78%	62%	68%		0.11	0.08	0.12		-18%	-65%	-46%	
IND-EWR	NK	0.0	6.9	102.7	92.1		0.15	0.14	0.17		56%	62%	74%		0.12	0.11	0.16		-24%	-24%	-3%
IND-EWR	AA	0.0	9.6	0.0	0.0		0.21				87%				0.28				25%		
IND-EWR	DL	0.0	0.6	0.9	1.0		0.27	0.34	0.29		65%	62%	55%		0.13	0.20	0.15		-114%	-70%	-96%
IND-EWR	OO	0.0	6.8	0.0	0.0		0.22				90%				0.31				29%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

Yearend at each quarter:																							
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin					
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024		
IND-EWR	UA	63.1	120.7	182.5	179.1	0.26	0.21	0.23	0.24	68%	72%	64%	83%	0.24	0.26	0.22	0.28	-9%	16%	-4%	14%		
IND-FLL	NK	68.8	133.6	87.3	157.3	0.09	0.10	0.11	0.14	78%	81%	85%	83%	0.07	0.08	0.13	0.12	-25%	-26%	12%	-14%		
IND-FLL	G4	76.5	70.3	59.3	60.7	0.08	0.11	0.12	0.15	65%	82%	94%	91%	0.07	0.11	0.17	0.17	-12%	1%	31%	11%		
IND-FLL	WN	72.6	121.1	125.8	157.0	0.12	0.12	0.14	0.15	66%	77%	85%	75%	0.09	0.13	0.18	0.17	-27%	5%	22%	9%		
IND-LAS	NK	152.2	200.3	221.5	230.5	0.07	0.08	0.09	0.11	71%	83%	80%	78%	0.06	0.08	0.08	0.09	-28%	-2%	-16%	-23%		
IND-LAS	F9	94.6	114.1	95.0	41.4	0.08	0.08	0.09	0.08	74%	82%	79%	73%	0.06	0.08	0.08	0.06	-51%	0%	-4%	-19%		
IND-LAS	G4	54.0	47.1	62.6	60.7	0.07	0.09	0.10	0.12	65%	86%	91%	90%	0.05	0.09	0.10	0.11	-34%	0%	1%	-13%		
IND-LAS	WN	260.0	417.1	369.1	539.1	0.10	0.10	0.10	0.12	65%	90%	91%	84%	0.07	0.12	0.13	0.13	-43%	23%	22%	9%		
IND-MCO	NK	120.4	146.1	176.8	191.3	0.10	0.12	0.13	0.16	84%	84%	79%	83%	0.08	0.12	0.12	0.13	-27%	-2%	-4%	-19%		
IND-MCO	AA	0.5	0.0	0.0	0.0	0.21				84%				0.18				-17%					
IND-MCO	DL	0.0	0.0	0.4	0.4			0.19	0.25			88%	66%			0.55	0.13			65%	-90%		
IND-MCO	F9	59.8	60.7	61.2	109.2	0.11	0.11	0.12	0.14	76%	76%	86%	78%	0.07	0.10	0.13	0.14	-61%	-18%	9%	0%		
IND-MCO	SY	0.0	4.0	0.0	0.0		0.14				66%				0.09				-57%				
IND-MCO	UA	0.0	2.8	0.0	0.0		0.18				76%				0.20				8%				
IND-MCO	WN	261.7	298.2	339.6	397.5	0.14	0.14	0.15	0.17	65%	86%	84%	78%	0.10	0.18	0.19	0.20	-33%	25%	21%	13%		
IND-MYR	NK	0.0	1.5	0.0	5.1		0.16		0.28		49%		53%		0.10		0.16		-70%		-74%		
IND-MYR	G4	4.6	5.0	4.8	3.0	0.10	0.13	0.15	0.20	64%	70%	72%	80%	0.10	0.11	0.13	0.22	-5%	-16%	-13%	10%		
IND-MYR	WN	2.9	8.5	0.0	0.0	0.15	0.15			65%	56%			0.13	0.11			-16%	-44%				
IND-PNS	NK	2.8	12.1	0.0	0.0	0.11	0.12			38%	39%			0.04	0.04			-187%	-191%				
IND-RSW	NK	65.7	95.1	57.9	93.1	0.09	0.11	0.12	0.13	80%	77%	72%	70%	0.08	0.09	0.09	0.09	-15%	-20%	-27%	-43%		
IND-RSW	F9	0.0	13.5	0.0	0.0		0.10				59%				0.08				-36%				
IND-RSW	UA	14.0	14.7	0.0	0.0	0.23	0.17			79%	72%			0.18	0.19			-27%	13%				
IND-RSW	WN	163.8	177.3	176.2	207.3	0.12	0.13	0.14	0.16	80%	88%	78%	82%	0.14	0.18	0.16	0.20	10%	28%	12%	18%		
IND-TPA	NK	65.6	90.0	58.6	87.2	0.10	0.11	0.13	0.14	73%	69%	74%	74%	0.08	0.09	0.11	0.11	-28%	-28%	-17%	-26%		
IND-TPA	DL	0.4	0.0	0.0	0.0	0.19				45%				0.09				-111%					
IND-TPA	WN	205.8	200.0	231.4	263.7	0.14	0.14	0.15	0.17	68%	81%	76%	67%	0.11	0.15	0.16	0.17	-19%	9%	6%	-2%		
JAX-BWI	NK	16.1	0.0	0.0	0.0	0.12				43%				0.05				-149%					
JAX-BWI	WN	204.3	199.9	275.6	302.9	0.16	0.16	0.17	0.20	64%	88%	85%	77%	0.12	0.19	0.19	0.21	-36%	18%	10%	4%		
LAS-ABQ	NK	0.0	0.0	59.0	76.8			0.17	0.21			58%	66%			0.11	0.15			-53%	-39%		
LAS-ABQ	F9	0.0	2.7	8.9	0.0		0.18	0.16			72%	60%			0.16	0.12			-13%	-34%			
LAS-ABQ	G4	11.0	11.4	0.0	0.0	0.11	0.14			46%	65%			0.08	0.13			-41%	-3%				
LAS-ABQ	WN	106.5	151.7	198.3	249.9	0.19	0.18	0.20	0.23	63%	86%	81%	72%	0.15	0.26	0.23	0.24	-23%	29%	12%	5%		
LAS-ATL	NK	434.7	454.7	508.6	456.8	0.07	0.08	0.09	0.10	79%	85%	84%	81%	0.06	0.08	0.08	0.08	-20%	0%	-8%	-20%		
LAS-ATL	DL	1,715.1	1,911.3	1,996.4	2,240.9	0.14	0.18	0.18	0.17	62%	91%	91%	90%	0.10	0.21	0.23	0.21	-43%	13%	22%	19%		
LAS-ATL	F9	209.8	318.5	387.9	351.1	0.08	0.08	0.08	0.09	76%	86%	91%	84%	0.06	0.08	0.09	0.09	-35%	0%	7%	4%		
LAS-ATL	WN	377.9	344.7	262.4	391.2	0.09	0.09	0.10	0.11	73%	88%	91%	88%	0.06	0.09	0.11	0.11	-49%	6%	11%	-1%		
LAS-AUS	NK	109.7	138.2	159.0	123.0	0.09	0.10	0.11	0.13	73%	78%	77%	82%	0.07	0.08	0.08	0.11	-24%	-22%	-36%	-17%		
LAS-AUS	AA	31.0	268.8	304.4	228.9	0.16	0.19	0.20	0.20	79%	79%	75%	70%	0.13	0.16	0.17	0.16	-27%	-15%	-18%	-25%		
LAS-AUS	DL	0.0	0.0	0.0	90.6				0.22			71%				0.17					-32%		
LAS-AUS	F9	89.6	110.1	63.7	49.3	0.10	0.10	0.11	0.14	70%	81%	77%	79%	0.07	0.09	0.09	0.15	-45%	-13%	-17%	3%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
LAS-AUS	G4	31.0	52.6	49.4	33.2	0.08	0.10	0.11	0.15	67%	79%	85%	84%	0.06	0.09	0.10	0.11	-30%	-15%	-19%	-30%
LAS-AUS	WN	286.4	517.2	607.3	720.1	0.12	0.12	0.13	0.15	66%	88%	84%	81%	0.09	0.13	0.13	0.15	-32%	12%	3%	-3%
LAS-BNA	NK	115.3	155.3	225.9	213.5	0.07	0.08	0.09	0.11	63%	76%	81%	80%	0.05	0.07	0.08	0.09	-59%	-11%	-20%	-23%
LAS-BNA	F9	64.5	79.5	191.7	43.9	0.08	0.08	0.09	0.08	69%	82%	80%	71%	0.05	0.08	0.08	0.06	-64%	1%	-13%	-21%
LAS-BNA	WN	403.2	475.2	564.5	771.8	0.10	0.10	0.10	0.12	65%	90%	88%	85%	0.07	0.13	0.13	0.14	-46%	26%	22%	16%
LAS-BOI	NK	0.0	0.0	61.2	103.6			0.16	0.20			67%	69%			0.13	0.14			-25%	-44%
LAS-BOI	AS	0.0	1.2	23.1	17.1		0.24	0.25	0.25		81%	78%	68%		0.26	0.22	0.20		7%	-14%	-24%
LAS-BOI	G4	18.6	17.6	19.5	12.7	0.11	0.14	0.15	0.20	60%	77%	66%	64%	0.10	0.17	0.13	0.14	-5%	21%	-14%	-47%
LAS-BOI	SY	0.6	0.0	0.0	0.0	0.17				24%				0.07				-133%			
LAS-BOI	WN	114.8	118.7	108.6	164.7	0.18	0.18	0.20	0.22	69%	86%	87%	84%	0.14	0.22	0.22	0.24	-32%	20%	9%	9%
LAS-BOS	NK	49.8	210.5	83.7	163.3	0.06	0.07	0.07	0.07	68%	81%	86%	82%	0.03	0.07	0.08	0.06	-142%	-6%	13%	-14%
LAS-BOS	B6	429.4	620.1	667.5	715.8	0.12	0.11	0.11	0.13	59%	81%	87%	87%	0.06	0.12	0.12	0.13	-100%	5%	9%	5%
LAS-BOS	DL	83.9	400.4	333.2	516.1	0.10	0.13	0.14	0.14	62%	85%	89%	87%	0.08	0.15	0.19	0.16	-22%	10%	24%	11%
LAS-BUR	NK	15.5	26.8	61.1	80.9	0.20	0.23	0.24	0.30	47%	69%	70%	74%	0.15	0.23	0.24	0.32	-30%	3%	-1%	7%
LAS-BUR	F9	0.0	24.6	10.0	0.0		0.23	0.24			66%	66%			0.20	0.19			-11%	-26%	
LAS-BUR	WN	101.3	201.7	220.9	209.7	0.29	0.29	0.32	0.36	57%	71%	70%	70%	0.24	0.34	0.34	0.47	-23%	17%	7%	23%
LAS-BUR	XP	0.0	0.0	0.0	1.3				0.46				53%				0.61				24%
LAS-BWI	NK	222.9	260.4	414.0	330.5	0.06	0.07	0.08	0.10	75%	80%	84%	83%	0.06	0.08	0.07	0.10	-9%	12%	-12%	-5%
LAS-BWI	F9	0.0	0.0	224.0	0.0			0.08				84%				0.07				-12%	
LAS-BWI	WN	826.1	856.0	769.0	961.6	0.08	0.08	0.09	0.10	62%	91%	93%	89%	0.06	0.11	0.12	0.13	-51%	24%	27%	19%
LAS-CHS	NK	0.0	0.0	0.0	132.1				0.09				72%				0.06				-65%
LAS-CHS	MX	0.0	0.0	3.0	0.0			0.12				73%				0.08				-64%	
LAS-CLE	NK	232.8	233.7	243.0	159.8	0.07	0.08	0.09	0.09	77%	87%	84%	76%	0.06	0.08	0.08	0.06	-20%	1%	-11%	-53%
LAS-CLE	F9	295.3	283.9	285.0	416.6	0.08	0.08	0.08	0.10	71%	82%	89%	85%	0.05	0.08	0.09	0.11	-49%	5%	15%	11%
LAS-CLE	UA	0.0	56.4	0.0	37.5		0.16		0.16		65%		55%		0.09		0.09		-67%		-78%
LAS-CLE	WN	19.3	33.5	31.3	34.1	0.08	0.09	0.10	0.11	69%	93%	93%	92%	0.06	0.10	0.12	0.12	-42%	11%	20%	13%
LAS-CLT	NK	0.0	186.9	208.4	237.1		0.08	0.08	0.10		83%	83%	86%		0.06	0.08	0.09		-21%	-3%	-15%
LAS-CLT	AA	1,200.6	1,395.9	1,510.2	1,638.7	0.16	0.14	0.15	0.15	76%	91%	89%	88%	0.09	0.15	0.16	0.16	-76%	3%	9%	4%
LAS-CLT	F9	14.9	194.2	205.9	154.4	0.07	0.07	0.08	0.07	81%	78%	86%	82%	0.06	0.06	0.08	0.07	-17%	-26%	-2%	-5%
LAS-CMH	NK	162.4	203.9	233.1	229.2	0.07	0.08	0.09	0.10	65%	76%	78%	78%	0.05	0.08	0.08	0.08	-29%	-1%	-9%	-22%
LAS-CMH	WN	252.9	376.4	312.0	427.8	0.10	0.09	0.10	0.11	61%	90%	92%	89%	0.06	0.11	0.13	0.13	-55%	20%	27%	15%
LAS-DEN	NK	94.6	155.2	163.8	93.5	0.12	0.13	0.15	0.14	76%	75%	76%	76%	0.09	0.11	0.10	0.10	-32%	-19%	-43%	-46%
LAS-DEN	B6	0.0	0.0	0.0	0.7				0.28				92%				0.28				0%
LAS-DEN	DL	1.1	0.4	1.0	0.3	0.23	0.26	0.31	0.33	56%	54%	41%	31%	0.13	0.12	0.12	0.08	-72%	-125%	-172%	-312%
LAS-DEN	F9	317.1	370.6	424.6	481.3	0.13	0.13	0.14	0.17	73%	83%	83%	79%	0.10	0.13	0.13	0.18	-34%	-1%	-5%	6%
LAS-DEN	G4	0.0	0.0	0.7	0.0			0.14				53%				0.20				27%	
LAS-DEN	UA	276.4	452.7	509.4	568.9	0.32	0.28	0.29	0.29	72%	83%	81%	82%	0.20	0.29	0.31	0.31	-62%	2%	5%	5%
LAS-DEN	WN	486.8	555.1	784.0	828.0	0.16	0.16	0.18	0.20	64%	85%	76%	72%	0.10	0.19	0.17	0.17	-57%	14%	-5%	-17%
LAS-DFW	NK	457.5	478.3	591.5	469.7	0.09	0.10	0.11	0.14	78%	84%	84%	85%	0.07	0.10	0.10	0.12	-36%	-5%	-15%	-17%
LAS-DFW	AA	1,231.1	1,373.3	1,326.3	1,539.8	0.22	0.20	0.21	0.21	77%	90%	87%	86%	0.13	0.23	0.26	0.25	-67%	11%	19%	15%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
LAS-DFW	F9	97.8	261.4	336.4	369.8	0.10	0.11	0.11	0.12	76%	83%	85%	83%	0.08	0.10	0.11	0.14	-24%	-3%	-1%	8%
LAS-DFW	SY	52.4	58.3	52.6	15.7	0.12	0.13	0.15	0.15	77%	83%	87%	89%	0.11	0.12	0.12	0.12	-15%	-7%	-24%	-22%
LAS-DTW	NK	665.8	692.8	602.9	562.7	0.07	0.08	0.09	0.11	76%	87%	86%	85%	0.06	0.08	0.09	0.10	-23%	-4%	1%	-13%
LAS-DTW	DL	1,101.0	1,314.2	1,164.5	1,330.6	0.13	0.16	0.17	0.17	56%	87%	87%	85%	0.09	0.17	0.20	0.18	-50%	8%	14%	8%
LAS-DTW	F9	131.1	226.2	234.8	144.6	0.08	0.08	0.08	0.10	76%	86%	88%	79%	0.06	0.08	0.09	0.10	-30%	-5%	8%	-1%
LAS-DTW	WN	3.7	23.6	12.4	15.7	0.08	0.09	0.10	0.11	89%	86%	92%	94%	0.06	0.08	0.12	0.12	-36%	-9%	17%	8%
LAS-EWR	NK	265.9	393.9	486.2	417.3	0.06	0.07	0.08	0.09	77%	90%	88%	89%	0.04	0.08	0.08	0.11	-73%	5%	-1%	12%
LAS-EWR	B6	275.5	272.8	0.0	0.0	0.11	0.10			72%	84%			0.06	0.10			-95%	-2%		
LAS-EWR	F9	156.5	0.0	0.0	0.0	0.07				72%				0.04				-82%			
LAS-EWR	UA	672.5	1,306.8	1,878.9	1,885.6	0.16	0.14	0.14	0.14	82%	90%	86%	87%	0.09	0.15	0.15	0.17	-88%	6%	7%	18%
LAS-FLL	NK	333.5	324.8	370.1	287.2	0.06	0.07	0.08	0.09	85%	88%	86%	88%	0.04	0.06	0.07	0.09	-44%	-11%	-19%	-4%
LAS-FLL	B6	321.2	341.8	269.8	281.9	0.12	0.11	0.11	0.13	75%	88%	90%	88%	0.05	0.10	0.10	0.11	-111%	-9%	-9%	-17%
LAS-FLL	DL	0.0	0.0	3.0	2.6			0.15	0.16			88%	92%			0.19	0.19			20%	14%
LAS-FLL	F9	0.0	0.0	150.3	0.0			0.07				85%				0.06				-28%	
LAS-FLL	WN	29.7	0.0	4.4	3.0	0.10		0.09	0.09	39%		95%	96%	0.02		0.10	0.09	-320%		15%	2%
LAS-IAH	NK	392.3	462.7	528.5	433.0	0.08	0.09	0.10	0.13	77%	84%	84%	86%	0.07	0.09	0.09	0.12	-19%	0%	-14%	-8%
LAS-IAH	F9	103.2	156.6	173.8	115.8	0.10	0.09	0.10	0.11	74%	77%	82%	81%	0.08	0.09	0.09	0.12	-22%	-8%	-12%	8%
LAS-IAH	SY	0.0	5.9	5.9	4.1		0.12	0.14	0.13		88%	91%	92%		0.12	0.11	0.14		2%	-25%	10%
LAS-IAH	UA	512.4	898.3	912.7	917.0	0.22	0.19	0.20	0.20	77%	87%	84%	86%	0.14	0.20	0.22	0.23	-54%	7%	9%	14%
LAS-IAH	WN	12.4	149.3	262.7	331.8	0.10	0.11	0.12	0.14	86%	81%	83%	80%	0.11	0.12	0.11	0.12	3%	5%	-6%	-16%
LAS-IND	NK	152.2	200.3	221.5	230.5	0.07	0.08	0.09	0.11	71%	83%	80%	78%	0.06	0.08	0.08	0.09	-28%	-2%	-16%	-23%
LAS-IND	F9	94.6	114.1	95.0	41.4	0.08	0.08	0.09	0.08	74%	82%	79%	73%	0.06	0.08	0.08	0.06	-51%	0%	-4%	-19%
LAS-IND	G4	54.0	47.1	62.6	60.7	0.07	0.09	0.10	0.12	65%	86%	91%	90%	0.05	0.09	0.10	0.11	-34%	0%	1%	-13%
LAS-IND	WN	260.0	417.1	369.1	539.1	0.10	0.10	0.10	0.12	65%	90%	91%	84%	0.07	0.12	0.13	0.13	-43%	23%	22%	9%
LAS-LAX	NK	34.9	73.7	157.2	122.8	0.19	0.22	0.24	0.28	78%	82%	79%	87%	0.18	0.26	0.24	0.30	-5%	14%	1%	5%
LAS-LAX	AA	89.4	136.3	111.9	92.5	0.50	0.47	0.50	0.50	71%	78%	76%	84%	0.28	0.41	0.47	0.55	-78%	-14%	-6%	10%
LAS-LAX	AS	12.5	11.7	28.0	42.8	0.46	0.39	0.42	0.46	69%	79%	78%	82%	0.30	0.32	0.36	0.42	-53%	-21%	-17%	-10%
LAS-LAX	B6	9.9	31.7	55.0	33.0	0.35	0.35	0.36	0.41	57%	59%	58%	61%	0.19	0.26	0.25	0.27	-86%	-37%	-44%	-52%
LAS-LAX	DL	28.9	90.3	134.3	131.1	0.41	0.46	0.56	0.54	50%	79%	84%	87%	0.25	0.45	0.55	0.62	-60%	-3%	-1%	13%
LAS-LAX	F9	42.7	1.6	0.0	7.1	0.22	0.19		0.45	63%	81%		78%	0.24	0.26		0.47	9%	26%		4%
LAS-LAX	G4	0.4	0.0	0.0	0.0	0.15				21%				0.09				-60%			
LAS-LAX	OO	82.5	56.0	11.5	4.8	0.46	0.37	0.40	0.38	64%	87%	81%	84%	0.35	0.40	0.32	0.35	-30%	8%	-24%	-9%
LAS-LAX	SY	1.2	0.0	0.0	0.0	0.26				63%				0.29				12%			
LAS-LAX	UA	6.3	66.4	95.3	114.1	0.53	0.50	0.52	0.51	62%	76%	77%	83%	0.29	0.43	0.49	0.55	-80%	-17%	-5%	7%
LAS-LAX	WN	135.7	181.9	235.4	220.9	0.28	0.27	0.30	0.34	66%	80%	75%	82%	0.21	0.30	0.27	0.37	-36%	9%	-12%	8%
LAS-MCI	NK	123.7	192.8	281.9	187.1	0.09	0.10	0.11	0.13	66%	73%	74%	78%	0.08	0.09	0.08	0.11	-15%	-1%	-32%	-19%
LAS-MCI	AA	0.0	0.0	0.0	1.6				0.20				73%				0.41				51%
LAS-MCI	DL	0.0	0.0	0.0	1.2				0.23				91%				0.76				69%
LAS-MCI	F9	0.0	0.0	54.7	0.0			0.11				62%				0.07				-61%	
LAS-MCI	G4	0.0	1.4	1.6	0.0		0.10	0.11			47%	52%			0.11	0.09				13%	-26%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
LAS-MCI	UA	0.0	0.0	0.0	4.0				0.23				82%			0.41				43%	
LAS-MCI	WN	332.3	384.6	414.0	592.8	0.12	0.12	0.13	0.15	65%	88%	86%	78%	0.09	0.16	0.16	0.16	-30%	28%	20%	9%
LAS-MCO	NK	280.1	352.8	376.0	291.3	0.07	0.07	0.08	0.10	81%	86%	83%	86%	0.05	0.07	0.07	0.09	-22%	-3%	-17%	-9%
LAS-MCO	DL	0.0	0.0	0.0	2.4				0.17				87%			0.16				-2%	
LAS-MCO	F9	274.4	317.5	537.5	406.3	0.08	0.07	0.08	0.08	79%	90%	92%	91%	0.05	0.08	0.09	0.10	-49%	5%	10%	15%
LAS-MCO	WN	209.0	220.9	82.3	254.7	0.09	0.08	0.09	0.11	70%	91%	92%	92%	0.06	0.10	0.12	0.13	-39%	22%	24%	18%
LAS-MEM	NK	0.0	36.9	189.0	184.0		0.10	0.10	0.12		84%	78%	80%		0.08	0.07	0.09		-24%	-37%	-28%
LAS-MEM	F9	0.0	38.5	57.6	0.0		0.09	0.09			79%	70%			0.08	0.06			-8%	-47%	
LAS-MEM	G4	104.0	133.6	131.9	55.8	0.07	0.09	0.10	0.13	82%	87%	84%	88%	0.10	0.09	0.07	0.10	26%	0%	-43%	-21%
LAS-MIA	NK	0.0	173.3	337.4	334.1		0.08	0.08	0.09		83%	83%	87%		0.07	0.07	0.08		-12%	-8%	-19%
LAS-MIA	AA	486.0	658.7	661.3	824.8	0.14	0.14	0.14	0.14	85%	95%	94%	93%	0.09	0.16	0.18	0.19	-64%	13%	23%	26%
LAS-MIA	F9	119.8	264.9	293.9	52.8	0.07	0.07	0.07	0.07	76%	88%	90%	82%	0.04	0.07	0.07	0.05	-65%	-7%	-8%	-32%
LAS-MKE	NK	4.9	175.1	205.2	194.3	0.07	0.09	0.09	0.11	77%	80%	79%	79%	0.06	0.07	0.09	0.09	-25%	-25%	-7%	-26%
LAS-MKE	F9	92.4	101.0	115.2	77.5	0.09	0.08	0.09	0.09	63%	80%	80%	65%	0.06	0.07	0.09	0.07	-47%	-16%	3%	-27%
LAS-MKE	SY	0.0	7.9	0.0	6.8		0.10		0.12		82%		90%		0.09		0.09		-18%		-24%
LAS-MKE	WN	335.6	423.0	265.6	468.3	0.10	0.10	0.11	0.12	62%	87%	92%	85%	0.07	0.11	0.14	0.14	-49%	14%	24%	8%
LAS-MSP	NK	127.3	156.1	173.7	149.4	0.08	0.09	0.10	0.12	79%	83%	83%	80%	0.05	0.07	0.08	0.08	-62%	-25%	-20%	-52%
LAS-MSP	DL	929.3	1,073.6	1,058.2	1,081.6	0.15	0.18	0.20	0.20	55%	87%	85%	85%	0.08	0.18	0.20	0.19	-86%	-3%	-1%	-3%
LAS-MSP	F9	0.0	61.8	64.4	0.0		0.09	0.10			73%	79%			0.07	0.09			-27%	-15%	
LAS-MSP	SY	361.2	411.2	424.9	456.7	0.11	0.12	0.13	0.15	77%	86%	90%	89%	0.09	0.13	0.16	0.17	-19%	10%	14%	14%
LAS-MSP	WN	64.7	0.0	0.0	117.6	0.10			0.14	67%			82%	0.05			0.11	-121%			-29%
LAS-MSY	NK	165.2	195.9	227.6	229.9	0.08	0.09	0.10	0.11	72%	79%	82%	78%	0.07	0.09	0.08	0.09	-11%	4%	-18%	-22%
LAS-MSY	F9	0.0	60.4	81.9	0.0		0.09	0.09			77%	75%			0.08	0.07			-7%	-27%	
LAS-MSY	WN	149.3	210.3	203.5	328.3	0.10	0.10	0.11	0.12	67%	88%	93%	84%	0.08	0.12	0.15	0.13	-34%	19%	26%	7%
LAS-OAK	NK	90.2	143.5	215.8	159.9	0.15	0.16	0.18	0.22	77%	81%	80%	84%	0.14	0.18	0.16	0.22	-6%	11%	-15%	1%
LAS-OAK	F9	11.2	71.9	37.4	0.0	0.16	0.17	0.18		65%	75%	72%		0.23	0.15	0.14		32%	-10%	-29%	
LAS-OAK	G4	23.9	20.8	9.7	1.8	0.12	0.15	0.17	0.18	48%	61%	55%	55%	0.14	0.17	0.15	0.14	15%	16%	-13%	-27%
LAS-OAK	WN	258.0	348.2	481.6	489.3	0.20	0.20	0.22	0.25	63%	81%	76%	76%	0.15	0.24	0.21	0.27	-34%	17%	-4%	7%
LAS-ORD	NK	450.3	560.4	630.9	469.0	0.07	0.08	0.09	0.11	81%	87%	87%	86%	0.06	0.08	0.09	0.11	-21%	-1%	-4%	-6%
LAS-ORD	AA	505.6	956.0	888.2	831.0	0.17	0.16	0.16	0.17	86%	90%	84%	85%	0.11	0.16	0.17	0.17	-56%	3%	6%	3%
LAS-ORD	F9	164.5	189.7	75.2	25.6	0.09	0.08	0.09	0.18	77%	80%	80%	83%	0.07	0.07	0.08	0.18	-27%	-12%	-16%	1%
LAS-ORD	UA	526.1	931.7	1,029.7	1,117.0	0.20	0.17	0.18	0.17	79%	87%	87%	87%	0.11	0.17	0.18	0.19	-80%	-1%	1%	8%
LAS-ORD	WN	17.8	157.1	320.2	398.1	0.09	0.10	0.11	0.12	93%	88%	84%	75%	0.08	0.10	0.10	0.09	-9%	0%	-10%	-33%
LAS-PDX	NK	163.2	224.1	343.8	326.1	0.11	0.12	0.13	0.16	75%	85%	76%	82%	0.10	0.14	0.11	0.13	-9%	14%	-16%	-20%
LAS-PDX	AS	214.4	244.0	316.8	294.6	0.20	0.21	0.23	0.23	55%	86%	82%	79%	0.14	0.27	0.25	0.26	-38%	24%	9%	11%
LAS-PDX	F9	59.9	104.7	108.0	116.2	0.12	0.12	0.13	0.13	72%	84%	83%	72%	0.10	0.14	0.14	0.12	-19%	15%	7%	-11%
LAS-PDX	WN	201.1	194.9	211.9	315.5	0.15	0.14	0.16	0.18	68%	89%	86%	79%	0.11	0.18	0.17	0.17	-38%	20%	6%	-9%
LAS-PHL	NK	169.1	250.6	287.5	281.6	0.06	0.07	0.08	0.09	75%	87%	85%	87%	0.05	0.07	0.07	0.09	-32%	3%	-10%	-5%
LAS-PHL	AA	497.9	699.2	804.6	827.7	0.15	0.13	0.14	0.14	75%	91%	85%	85%	0.07	0.15	0.16	0.17	-100%	12%	12%	17%
LAS-PHL	F9	89.0	298.4	293.3	122.1	0.07	0.07	0.07	0.10	80%	85%	88%	88%	0.05	0.07	0.07	0.11	-25%	-1%	-4%	9%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																					
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin					
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24		
LAS-PHL	SY	0.0	3.2	0.0	0.0		0.09				95%				0.16				45%				
LAS-PHX	NK	0.0	11.3	57.8	42.9		0.23	0.23	0.26		78%	74%	78%		0.23	0.20	0.24		0%	-11%	-11%		
LAS-PHX	AA	103.5	162.5	147.0	165.2	0.48	0.46	0.48	0.48	77%	81%	82%	79%	0.33	0.47	0.54	0.54	-43%	4%	11%	11%		
LAS-PHX	B6	0.0	0.0	0.3	0.0			0.41				87%				0.36					-13%		
LAS-PHX	DL	0.3	0.7	0.8	0.5	0.39	0.44	0.54	0.53	18%	63%	68%	60%	0.09	0.28	0.37	0.32	-331%	-57%	-48%	-65%		
LAS-PHX	F9	40.6	69.8	67.6	105.1	0.21	0.21	0.22	0.27	61%	72%	80%	67%	0.18	0.22	0.22	0.27	-18%	6%	1%	2%		
LAS-PHX	WN	164.5	234.1	304.6	303.0	0.27	0.26	0.29	0.33	67%	82%	78%	71%	0.25	0.36	0.32	0.40	-7%	28%	11%	18%		
LAS-PIT	NK	156.7	215.5	254.6	291.6	0.07	0.08	0.08	0.10	55%	79%	79%	75%	0.05	0.09	0.09	0.07	-48%	11%	4%	-33%		
LAS-PIT	WN	217.8	243.0	240.2	283.1	0.09	0.09	0.09	0.11	65%	93%	94%	92%	0.06	0.12	0.14	0.14	-41%	27%	30%	19%		
LAS-RIC	NK	0.0	0.0	44.5	186.8			0.07	0.09				78%	78%		0.05	0.06				-39%	-39%	
LAS-RIC	B6	28.3	40.4	0.0	0.0	0.10	0.10			67%	73%			0.05	0.06			-101%	-63%				
LAS-RIC	MX	0.0	3.1	97.4	86.4		0.19	0.12	0.11		70%	79%	82%		0.08	0.08	0.09		-135%	-47%	-21%		
LAS-RNO	NK	0.0	0.0	80.1	111.2			0.20	0.25				73%	76%		0.17	0.22				-14%	-12%	
LAS-RNO	F9	20.6	29.3	14.6	0.0	0.18	0.18	0.19		64%	73%	71%		0.14	0.17	0.14		-24%	-8%	-34%			
LAS-RNO	G4	31.2	30.5	13.2	6.1	0.12	0.16	0.18	0.19	59%	70%	79%	77%	0.12	0.17	0.18	0.17	-1%	5%	1%	-11%		
LAS-RNO	SY	0.4	0.0	0.0	0.0	0.21				37%				0.19							-7%		
LAS-RNO	WN	186.8	248.9	323.2	370.3	0.23	0.22	0.25	0.28	66%	80%	77%	70%	0.21	0.28	0.28	0.31	-8%	22%	13%	10%		
LAS-SAN	NK	43.5	85.6	162.8	123.2	0.18	0.22	0.23	0.27	78%	83%	82%	84%	0.20	0.26	0.22	0.28	9%	16%	-2%	3%		
LAS-SAN	AS	0.0	0.2	0.2	0.0		0.35	0.38			67%	64%			0.33	0.48					-5%	22%	
LAS-SAN	DL	0.0	0.0	0.3	18.0			0.54	0.40				74%	72%		0.46	0.40				-18%	1%	
LAS-SAN	F9	40.5	60.0	52.7	60.9	0.21	0.21	0.22	0.26	66%	77%	78%	73%	0.20	0.24	0.20	0.27	-1%	13%	-8%	5%		
LAS-SAN	G4	5.8	8.3	9.1	1.0	0.14	0.18	0.20	0.21	43%	63%	55%	67%	0.14	0.22	0.17	0.15	-3%	18%	-21%	-38%		
LAS-SAN	SY	0.0	0.3	0.0	0.0		0.26								0.12						-113%		
LAS-SAN	WN	153.3	239.1	359.6	331.8	0.27	0.26	0.29	0.32	64%	81%	72%	73%	0.24	0.35	0.26	0.35	-10%	26%	-10%	8%		
LAS-SAT	NK	0.0	0.0	89.5	205.4			0.11	0.14				82%	82%		0.09	0.12				-16%	-13%	
LAS-SAT	F9	76.8	115.3	150.1	128.0	0.10	0.10	0.11	0.11	70%	84%	83%	74%	0.08	0.12	0.11	0.11	-21%	15%	-1%	-7%		
LAS-SAT	G4	17.8	31.2	33.4	7.4	0.08	0.10	0.11	0.16	71%	84%	83%	88%	0.08	0.11	0.10	0.13	2%	2%	-18%	-22%		
LAS-SAT	SY	15.3	11.5	11.9	0.0	0.12	0.13	0.15		67%	81%	81%		0.11	0.13	0.09					-7%	2%	-59%
LAS-SAT	WN	311.6	351.3	385.9	477.2	0.12	0.12	0.13	0.15	67%	90%	90%	80%	0.10	0.17	0.16	0.17	-22%	29%	20%	12%		
LAS-SDF	NK	16.2	186.6	215.0	162.1	0.07	0.08	0.09	0.10	73%	67%	69%	66%	0.06	0.06	0.07	0.06	-23%	-30%	-34%	-70%		
LAS-SDF	G4	22.2	26.1	11.4	4.6	0.07	0.08	0.10	0.10	69%	82%	91%	90%	0.06	0.08	0.10	0.09	-16%	-4%	0%	-13%		
LAS-SDF	WN	40.3	128.6	32.6	180.8	0.09	0.09	0.10	0.12	76%	90%	91%	88%	0.08	0.12	0.13	0.14	-11%	20%	20%	15%		
LAS-SEA	NK	173.7	230.4	339.4	254.5	0.10	0.11	0.12	0.14	79%	83%	80%	86%	0.07	0.11	0.11	0.13	-34%	-2%	-17%	-13%		
LAS-SEA	AS	692.6	736.4	763.2	825.6	0.20	0.19	0.22	0.22	67%	86%	86%	84%	0.12	0.21	0.22	0.23	-57%	9%	3%	5%		
LAS-SEA	DL	347.2	431.7	495.5	511.5	0.19	0.23	0.25	0.25	49%	82%	82%	79%	0.10	0.21	0.22	0.21	-95%	-9%	-17%	-20%		
LAS-SEA	F9	72.2	88.6	111.5	123.7	0.11	0.11	0.12	0.12	69%	84%	86%	80%	0.09	0.10	0.12	0.12	-22%	-5%	0%	2%		
LAS-SEA	WN	163.7	302.5	263.9	289.3	0.13	0.13	0.15	0.17	74%	82%	83%	84%	0.08	0.12	0.13	0.15	-67%	-9%	-14%	-12%		
LAS-SJC	NK	0.0	0.0	6.9	108.1			0.17	0.24				68%	77%		0.18	0.24				8%	3%	
LAS-SJC	AA	0.0	0.4	0.0	0.0		0.36						28%		0.20						-84%		
LAS-SJC	AS	0.0	0.4	0.5	0.0		0.28	0.33					37%	55%		0.12	0.37				-132%	10%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
LAS-SJC	DL	0.0	0.0	0.4	0.5			0.44	0.45			81%	76%			0.86	0.46			49%	2%
LAS-SJC	F9	17.8	5.4	0.0	0.0	0.17	0.15			52%	73%			0.15	0.17			-16%	11%		
LAS-SJC	SY	0.0	0.0	0.0	0.6				0.22				18%				0.08				-167%
LAS-SJC	UA	0.0	0.8	1.4	1.8		0.39	0.40	0.44		26%	46%	79%		0.13	0.38	0.61		-192%	-4%	28%
LAS-SJC	WN	192.5	307.0	478.1	444.7	0.22	0.21	0.23	0.26	56%	75%	66%	70%	0.16	0.26	0.21	0.29	-38%	20%	-8%	10%
LAS-SLC	NK	0.0	9.6	88.9	72.0		0.20	0.19	0.21		75%	79%	84%		0.15	0.16	0.19		-39%	-16%	-11%
LAS-SLC	DL	184.6	227.6	232.1	232.2	0.32	0.38	0.42	0.41	55%	85%	84%	84%	0.25	0.44	0.49	0.50	-30%	13%	14%	18%
LAS-SLC	F9	36.1	50.7	47.2	78.7	0.17	0.17	0.18	0.20	58%	73%	85%	70%	0.12	0.16	0.18	0.19	-40%	-9%	0%	-9%
LAS-SLC	WN	123.9	163.9	186.2	199.3	0.22	0.21	0.24	0.27	66%	76%	74%	71%	0.16	0.21	0.21	0.25	-38%	-3%	-12%	-9%
LAS-SMF	NK	69.9	127.0	196.3	185.8	0.15	0.17	0.18	0.22	74%	79%	81%	82%	0.15	0.18	0.17	0.21	1%	7%	-7%	-6%
LAS-SMF	DL	0.0	0.0	0.0	14.8				0.31				73%				0.28				-13%
LAS-SMF	F9	39.4	56.4	31.1	12.3	0.17	0.17	0.18	0.20	70%	76%	76%	66%	0.17	0.17	0.17	0.18	3%	3%	-6%	-11%
LAS-SMF	WN	234.7	303.6	462.6	492.2	0.21	0.21	0.23	0.26	65%	81%	77%	76%	0.18	0.27	0.22	0.27	-18%	23%	-2%	5%
LAS-SNA	NK	17.4	69.6	104.7	79.4	0.20	0.23	0.25	0.28	39%	72%	75%	86%	0.09	0.20	0.22	0.32	-108%	-13%	-12%	13%
LAS-SNA	F9	16.3	48.4	50.8	26.3	0.22	0.23	0.23	0.24	53%	72%	76%	80%	0.20	0.20	0.22	0.31	-9%	-15%	-4%	22%
LAS-SNA	G4	2.6	11.9	4.7	0.0	0.15	0.19	0.22		27%	42%	48%		0.09	0.16	0.17		-65%	-20%	-30%	
LAS-SNA	WN	127.4	177.0	198.0	174.8	0.28	0.28	0.31	0.36	51%	75%	77%	76%	0.21	0.36	0.36	0.51	-37%	21%	12%	30%
LAS-STL	NK	17.5	171.0	152.5	44.4	0.08	0.09	0.10	0.13	77%	73%	80%	74%	0.06	0.06	0.08	0.09	-19%	-38%	-30%	-50%
LAS-STL	F9	146.8	250.5	211.3	182.3	0.09	0.09	0.09	0.12	70%	73%	82%	72%	0.07	0.06	0.08	0.10	-34%	-41%	-11%	-15%
LAS-STL	SY	7.1	2.3	0.0	0.0	0.11	0.10			78%	71%			0.11	0.08			4%	-37%		
LAS-STL	WN	454.1	513.1	581.1	766.3	0.11	0.10	0.11	0.13	62%	89%	90%	82%	0.07	0.13	0.14	0.14	-46%	23%	21%	6%
LAS-TPA	NK	229.2	244.2	314.3	279.5	0.07	0.07	0.08	0.10	69%	87%	82%	82%	0.05	0.07	0.07	0.10	-39%	-4%	-10%	-6%
LAS-TPA	F9	85.7	267.4	291.4	125.6	0.07	0.08	0.08	0.07	81%	84%	85%	82%	0.05	0.07	0.07	0.07	-49%	-6%	-8%	-8%
LAS-TPA	WN	194.0	184.3	56.8	226.2	0.08	0.08	0.09	0.11	74%	90%	94%	92%	0.07	0.10	0.13	0.14	-23%	19%	26%	24%
LAX-ATL	NK	512.5	465.6	491.9	619.7	0.07	0.07	0.08	0.10	80%	86%	86%	88%	0.06	0.08	0.09	0.09	-8%	9%	12%	-1%
LAX-ATL	AA	69.4	424.8	259.0	348.0	0.12	0.14	0.15	0.15	85%	84%	87%	86%	0.11	0.13	0.17	0.15	-8%	-8%	14%	-2%
LAX-ATL	DL	2,661.4	3,034.5	3,126.9	3,360.0	0.13	0.15	0.17	0.17	61%	90%	90%	90%	0.11	0.19	0.22	0.20	-15%	21%	23%	16%
LAX-ATL	F9	17.3	5.8	0.0	0.0	0.07	0.07			88%	92%			0.08	0.12			13%	44%		
LAX-ATL	WN	60.5	0.0	12.9	33.4	0.10		0.09	0.11	55%		95%	92%	0.05		0.10	0.10	-110%		10%	-7%
LAX-AUS	NK	151.2	106.2	135.8	73.2	0.08	0.09	0.10	0.10	79%	83%	83%	87%	0.06	0.07	0.08	0.08	-38%	-26%	-26%	-24%
LAX-AUS	AA	107.7	540.2	413.4	446.4	0.16	0.18	0.18	0.19	85%	81%	83%	72%	0.10	0.13	0.16	0.16	-59%	-33%	-13%	-20%
LAX-AUS	AS	10.6	98.6	79.0	0.0	0.16	0.15	0.17		82%	78%	87%		0.11	0.10	0.12		-48%	-62%	-49%	
LAX-AUS	B6	116.0	100.0	0.0	0.0	0.14	0.13			73%	70%			0.05	0.08			-160%	-77%		
LAX-AUS	DL	265.0	402.6	397.3	472.4	0.16	0.19	0.21	0.20	56%	78%	87%	82%	0.10	0.14	0.19	0.18	-60%	-31%	-11%	-11%
LAX-AUS	OO	38.1	35.9	0.0	0.0	0.16	0.14			84%	85%			0.10	0.10			-66%	-37%		
LAX-AUS	SY	0.0	1.5	0.0	0.0		0.14				17%				0.03				-304%		
LAX-AUS	UA	34.9	137.6	151.2	238.9	0.19	0.17	0.18	0.19	80%	76%	83%	70%	0.13	0.11	0.14	0.14	-51%	-59%	-26%	-35%
LAX-AUS	WN	187.0	298.6	393.6	465.5	0.12	0.11	0.12	0.14	68%	88%	88%	82%	0.07	0.10	0.11	0.12	-75%	-10%	-15%	-17%
LAX-BNA	NK	193.3	168.8	220.4	224.4	0.07	0.08	0.09	0.10	68%	84%	78%	78%	0.04	0.07	0.07	0.08	-64%	-4%	-17%	-35%
LAX-BNA	AA	81.5	330.9	211.7	223.1	0.12	0.14	0.15	0.15	88%	88%	84%	82%	0.10	0.13	0.15	0.15	-31%	-9%	5%	2%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
LAX-BNA	DL	300.7	377.2	485.3	523.6	0.12	0.15	0.17	0.16	54%	88%	89%	84%	0.09	0.18	0.21	0.18	-42%	17%	19%	11%
LAX-BNA	WN	385.2	350.1	325.5	407.5	0.09	0.09	0.10	0.11	67%	91%	90%	85%	0.06	0.10	0.12	0.11	-60%	15%	15%	-1%
LAX-BOS	NK	0.0	0.0	0.0	65.1				0.07				84%			0.07					-3%
LAX-BOS	AA	128.2	770.0	627.3	487.6	0.11	0.12	0.12	0.13	86%	87%	86%	92%	0.09	0.15	0.19	0.21	-20%	19%	33%	38%
LAX-BOS	B6	922.7	1,179.8	1,351.0	1,268.5	0.12	0.11	0.12	0.12	57%	84%	90%	91%	0.08	0.13	0.14	0.14	-58%	13%	16%	13%
LAX-BOS	DL	679.6	1,028.0	966.0	996.4	0.10	0.12	0.14	0.13	51%	88%	92%	93%	0.07	0.15	0.17	0.17	-36%	17%	22%	22%
LAX-BOS	UA	108.7	564.4	639.5	663.8	0.15	0.12	0.13	0.13	51%	86%	87%	91%	0.07	0.12	0.14	0.14	-107%	-2%	6%	11%
LAX-BWI	NK	247.8	273.2	352.3	469.4	0.06	0.07	0.08	0.09	78%	89%	88%	88%	0.05	0.08	0.08	0.08	-24%	16%	11%	-13%
LAX-BWI	UA	16.8	270.0	293.1	339.8	0.13	0.13	0.14	0.13	90%	89%	91%	86%	0.13	0.13	0.15	0.13	3%	-3%	11%	-5%
LAX-BWI	WN	367.9	412.6	325.4	620.3	0.08	0.08	0.08	0.10	66%	92%	94%	91%	0.06	0.10	0.11	0.11	-38%	23%	25%	7%
LAX-CLE	NK	217.9	216.5	274.4	171.0	0.06	0.07	0.08	0.10	72%	81%	78%	69%	0.06	0.08	0.07	0.07	-7%	4%	-17%	-52%
LAX-CLE	UA	16.4	240.7	262.7	404.5	0.14	0.14	0.15	0.14	91%	86%	84%	81%	0.15	0.15	0.14	0.14	9%	5%	-2%	-1%
LAX-CLT	NK	0.0	0.0	44.6	307.9			0.07	0.09			85%	77%			0.08	0.08			7%	-24%
LAX-CLT	AA	1,631.5	1,882.2	1,832.1	2,072.8	0.15	0.14	0.14	0.14	78%	90%	89%	89%	0.09	0.14	0.16	0.15	-65%	-1%	11%	1%
LAX-CMH	NK	16.0	202.6	221.2	312.5	0.06	0.07	0.08	0.09	86%	77%	78%	78%	0.07	0.07	0.08	0.07	11%	-7%	-4%	-39%
LAX-DEN	NK	52.6	64.1	54.1	0.0	0.10	0.11	0.13		85%	83%	80%		0.06	0.08	0.10		-63%	-26%	-30%	
LAX-DEN	AA	111.6	170.5	45.9	113.4	0.21	0.20	0.18	0.20	71%	69%	82%	77%	0.10	0.12	0.16	0.16	-112%	-67%	-12%	-24%
LAX-DEN	DL	279.3	135.1	179.1	264.4	0.20	0.20	0.27	0.26	42%	71%	80%	76%	0.07	0.14	0.21	0.20	-164%	-48%	-28%	-26%
LAX-DEN	F9	210.0	19.1	0.0	26.2	0.12	0.10		0.23	74%	85%		90%	0.07	0.10		0.30	-64%	-5%		22%
LAX-DEN	OO	20.4	98.4	87.8	0.0	0.20	0.18	0.19		81%	87%	84%		0.14	0.16	0.17		-44%	-15%	-11%	
LAX-DEN	SY	0.0	0.0	0.8	0.0			0.16				40%				0.04					-249%
LAX-DEN	UA	603.7	866.0	993.0	1,010.9	0.28	0.24	0.25	0.24	69%	84%	87%	86%	0.14	0.21	0.24	0.24	-96%	-14%	-7%	-4%
LAX-DEN	WN	410.6	500.3	531.9	606.1	0.14	0.13	0.15	0.17	62%	84%	82%	79%	0.07	0.12	0.13	0.14	-85%	-9%	-17%	-20%
LAX-DFW	NK	349.1	460.9	608.4	559.6	0.08	0.09	0.10	0.12	81%	87%	83%	84%	0.06	0.09	0.11	0.11	-29%	-1%	2%	-4%
LAX-DFW	AA	1,917.9	2,148.1	2,165.3	2,362.7	0.21	0.19	0.19	0.20	79%	89%	85%	85%	0.13	0.19	0.21	0.20	-64%	-1%	9%	4%
LAX-DFW	DL	290.3	271.0	270.2	274.7	0.16	0.19	0.21	0.20	52%	80%	81%	75%	0.08	0.16	0.20	0.18	-88%	-15%	-5%	-14%
LAX-DFW	F9	0.0	0.0	0.0	35.7				0.20				88%				0.22				12%
LAX-DTW	NK	374.0	457.4	514.0	660.4	0.07	0.08	0.08	0.10	66%	79%	79%	76%	0.05	0.08	0.09	0.08	-30%	9%	7%	-20%
LAX-DTW	DL	1,420.5	1,495.6	1,518.4	1,524.0	0.12	0.15	0.16	0.16	59%	89%	87%	87%	0.09	0.18	0.20	0.19	-31%	19%	19%	18%
LAX-EWR	NK	0.0	33.5	375.7	507.6		0.08	0.07	0.08		91%	87%	92%		0.08	0.08	0.09		7%	6%	5%
LAX-EWR	AS	236.4	588.5	887.1	787.8	0.12	0.11	0.12	0.12	55%	84%	89%	89%	0.06	0.11	0.12	0.13	-94%	-5%	-4%	3%
LAX-EWR	B6	597.2	843.2	965.4	919.4	0.12	0.11	0.12	0.13	62%	85%	83%	84%	0.08	0.12	0.13	0.13	-50%	7%	8%	4%
LAX-EWR	UA	1,546.0	3,014.2	3,445.3	3,543.0	0.18	0.15	0.16	0.14	67%	87%	88%	89%	0.12	0.16	0.18	0.19	-51%	7%	14%	22%
LAX-FLL	NK	303.1	321.2	311.2	290.2	0.06	0.07	0.08	0.09	78%	86%	87%	88%	0.04	0.06	0.07	0.07	-64%	-22%	-13%	-27%
LAX-FLL	AA	144.5	339.8	248.8	41.8	0.11	0.13	0.13	0.14	88%	88%	88%	93%	0.07	0.10	0.12	0.12	-55%	-23%	-12%	-14%
LAX-FLL	AS	126.2	127.9	119.1	87.1	0.10	0.11	0.12	0.13	53%	90%	92%	82%	0.04	0.10	0.12	0.10	-143%	-11%	-5%	-30%
LAX-FLL	B6	774.5	714.9	755.6	896.8	0.12	0.12	0.12	0.13	71%	88%	92%	91%	0.08	0.12	0.15	0.14	-60%	2%	19%	6%
LAX-FLL	DL	107.2	222.0	246.3	298.7	0.10	0.13	0.14	0.14	66%	89%	93%	91%	0.07	0.12	0.15	0.13	-61%	-7%	2%	-9%
LAX-IAH	NK	408.1	435.2	477.2	460.9	0.08	0.09	0.10	0.12	80%	88%	88%	91%	0.07	0.09	0.09	0.12	-18%	-3%	-3%	2%
LAX-IAH	AA	43.8	142.9	73.9	72.3	0.15	0.15	0.14	0.15	88%	84%	83%	85%	0.13	0.11	0.13	0.14	-20%	-27%	-7%	-6%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
LAX-IAH	DL	48.0	224.9	245.8	239.9	0.15	0.19	0.21	0.20	79%	84%	82%	86%	0.12	0.15	0.17	0.17	-28%	-24%	-21%	-14%
LAX-IAH	UA	978.0	1,492.1	1,621.1	1,626.6	0.21	0.18	0.19	0.18	79%	88%	89%	88%	0.13	0.17	0.19	0.19	-59%	-4%	0%	5%
LAX-LAS	NK	34.9	73.7	157.2	122.8	0.19	0.22	0.24	0.28	78%	82%	79%	87%	0.18	0.26	0.24	0.30	-5%	14%	1%	5%
LAX-LAS	AA	89.4	136.3	111.9	92.5	0.50	0.47	0.50	0.50	71%	78%	76%	84%	0.28	0.41	0.47	0.55	-78%	-14%	-6%	10%
LAX-LAS	AS	12.5	11.7	28.0	42.8	0.46	0.39	0.42	0.46	69%	79%	78%	82%	0.30	0.32	0.36	0.42	-53%	-21%	-17%	-10%
LAX-LAS	B6	9.9	31.7	55.0	33.0	0.35	0.35	0.36	0.41	57%	59%	58%	61%	0.19	0.26	0.25	0.27	-86%	-37%	-44%	-52%
LAX-LAS	DL	28.9	90.3	134.3	131.1	0.41	0.46	0.56	0.54	50%	79%	84%	87%	0.25	0.45	0.55	0.62	-60%	-3%	-1%	13%
LAX-LAS	F9	42.7	1.6	0.0	7.1	0.22	0.19		0.45	63%	81%		78%	0.24	0.26		0.47	9%	26%		4%
LAX-LAS	G4	0.4	0.0	0.0	0.0	0.15				21%				0.09				-60%			
LAX-LAS	OO	82.5	56.0	11.5	4.8	0.46	0.37	0.40	0.38	64%	87%	81%	84%	0.35	0.40	0.32	0.35	-30%	8%	-24%	-9%
LAX-LAS	SY	1.2	0.0	0.0	0.0	0.26				63%				0.29				12%			
LAX-LAS	UA	6.3	66.4	95.3	114.1	0.53	0.50	0.52	0.51	62%	76%	77%	83%	0.29	0.43	0.49	0.55	-80%	-17%	-5%	7%
LAX-LAS	WN	135.7	181.9	235.4	220.9	0.28	0.27	0.30	0.34	66%	80%	75%	82%	0.21	0.30	0.27	0.37	-36%	9%	-12%	8%
LAX-LGA	NK	2.7	41.8	0.0	0.0	0.06	0.07			95%	78%			0.09	0.07			38%	5%		
LAX-LGA	DL	0.0	0.0	0.0	10.9				0.14				86%				0.15				7%
LAX-MCI	NK	149.8	150.5	182.3	165.1	0.08	0.09	0.10	0.12	68%	85%	78%	83%	0.06	0.10	0.09	0.11	-24%	6%	-11%	-11%
LAX-MCI	DL	24.1	162.9	157.8	185.5	0.15	0.18	0.20	0.19	68%	71%	81%	79%	0.12	0.14	0.18	0.18	-22%	-23%	-11%	-9%
LAX-MCI	WN	154.4	150.2	214.2	311.8	0.11	0.10	0.11	0.13	59%	90%	89%	77%	0.08	0.14	0.13	0.11	-39%	26%	16%	-12%
LAX-MCO	NK	0.0	0.0	46.5	52.5			0.07	0.07			79%	87%			0.06	0.06			-10%	-24%
LAX-MCO	AA	109.9	581.9	580.8	587.8	0.11	0.13	0.14	0.14	92%	90%	92%	90%	0.09	0.11	0.14	0.13	-23%	-21%	0%	-7%
LAX-MCO	B6	156.6	148.6	132.2	262.2	0.11	0.10	0.10	0.12	70%	84%	87%	87%	0.04	0.07	0.10	0.08	-151%	-36%	-6%	-43%
LAX-MCO	DL	775.1	1,042.0	1,024.7	1,125.5	0.11	0.13	0.15	0.14	63%	89%	90%	92%	0.08	0.13	0.16	0.15	-47%	0%	9%	3%
LAX-MCO	F9	101.0	0.0	0.0	0.0	0.07				74%				0.04				-71%			
LAX-MCO	UA	374.5	603.9	546.0	551.5	0.15	0.13	0.14	0.14	86%	88%	89%	87%	0.08	0.11	0.14	0.12	-94%	-21%	-3%	-12%
LAX-MEM	NK	0.0	0.0	13.6	136.2			0.08	0.09			72%	74%			0.07	0.06			-16%	-58%
LAX-MEM	DL	90.2	103.2	121.4	126.1	0.13	0.16	0.18	0.17	44%	71%	83%	76%	0.09	0.15	0.17	0.14	-36%	-5%	-3%	-20%
LAX-MEM	G4	76.6	132.7	119.6	55.5	0.07	0.09	0.10	0.12	79%	87%	92%	85%	0.08	0.09	0.09	0.09	17%	-1%	-10%	-36%
LAX-MKE	NK	5.2	137.5	0.0	0.0	0.07	0.08			72%	78%			0.05	0.06			-21%	-24%		
LAX-MKE	WN	0.0	5.6	0.0	0.0		0.09				90%				0.13				30%		
LAX-MSP	NK	38.1	121.4	50.1	0.0	0.08	0.08	0.09		71%	80%	79%		0.03	0.07	0.08		-120%	-23%	-13%	
LAX-MSP	DL	1,004.7	1,265.8	1,344.7	1,319.3	0.14	0.17	0.19	0.18	54%	86%	86%	87%	0.09	0.18	0.20	0.20	-59%	5%	8%	10%
LAX-MSP	SY	266.7	346.7	368.4	391.9	0.10	0.11	0.12	0.13	72%	85%	91%	91%	0.17	0.15	0.14	0.15	41%	28%	15%	11%
LAX-MSY	NK	178.0	183.8	219.9	230.6	0.07	0.08	0.09	0.11	75%	87%	82%	85%	0.06	0.09	0.09	0.10	-19%	11%	0%	-10%
LAX-MSY	DL	255.7	313.8	457.5	524.3	0.13	0.16	0.18	0.17	61%	85%	85%	81%	0.10	0.19	0.20	0.17	-26%	18%	11%	1%
LAX-MSY	MX	0.0	0.0	5.9	8.2			0.11	0.11			88%	71%			0.09	0.06			-19%	-74%
LAX-MSY	WN	98.4	145.3	180.6	190.7	0.09	0.09	0.10	0.12	76%	91%	92%	93%	0.07	0.12	0.12	0.13	-32%	23%	18%	8%
LAX-OAK	NK	41.5	62.8	50.9	55.1	0.16	0.18	0.20	0.26	70%	81%	82%	85%	0.14	0.19	0.19	0.27	-12%	5%	-7%	3%
LAX-OAK	DL	11.3	49.4	51.2	41.0	0.35	0.31	0.32	0.32	76%	82%	87%	85%	0.33	0.30	0.29	0.31	-5%	-2%	-11%	-4%
LAX-OAK	WN	163.9	268.4	314.3	294.5	0.23	0.22	0.25	0.28	44%	68%	77%	70%	0.13	0.21	0.23	0.29	-71%	-6%	-10%	5%
LAX-ORD	NK	465.6	527.2	626.7	466.5	0.07	0.08	0.09	0.10	78%	90%	84%	88%	0.05	0.08	0.09	0.10	-38%	5%	-1%	0%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
LAX-ORD	AA	1,098.1	1,792.1	1,786.1	1,708.7	0.17	0.15	0.15	0.16	81%	90%	85%	87%	0.10	0.15	0.16	0.16	-60%	1%	5%	3%
LAX-ORD	UA	1,213.8	1,995.7	2,367.6	2,343.9	0.19	0.16	0.18	0.17	75%	89%	89%	88%	0.11	0.16	0.17	0.17	-81%	-2%	-2%	3%
LAX-PHL	NK	156.1	179.5	288.9	298.6	0.06	0.07	0.07	0.09	70%	82%	78%	86%	0.04	0.07	0.07	0.09	-33%	2%	1%	3%
LAX-PHL	AA	983.2	1,744.3	1,983.9	2,093.3	0.14	0.13	0.13	0.13	71%	88%	83%	80%	0.09	0.14	0.15	0.15	-63%	7%	11%	8%
LAX-PIT	NK	126.6	184.7	279.7	277.1	0.06	0.07	0.08	0.09	63%	79%	78%	73%	0.05	0.08	0.07	0.06	-29%	3%	-14%	-48%
LAX-PIT	MX	0.0	0.0	0.0	41.6				0.12				83%			0.09					-25%
LAX-SAT	NK	0.0	0.0	26.1	147.5			0.09	0.13			79%	84%			0.09	0.12			2%	-4%
LAX-SAT	AA	21.8	107.4	197.9	153.7	0.16	0.16	0.18	0.18	76%	82%	71%	80%	0.13	0.14	0.14	0.15	-22%	-14%	-22%	-18%
LAX-SAT	AS	0.0	31.4	0.0	0.0		0.15				81%				0.13				-16%		
LAX-SAT	DL	56.4	204.4	218.2	223.8	0.16	0.20	0.22	0.21	65%	81%	81%	82%	0.12	0.17	0.19	0.18	-37%	-20%	-15%	-17%
LAX-SAT	WN	17.9	121.6	150.8	196.3	0.10	0.11	0.12	0.14	74%	88%	85%	81%	0.10	0.12	0.12	0.13	-7%	9%	1%	-7%
LAX-SDF	NK	23.3	175.4	181.9	178.6	0.07	0.08	0.08	0.09	72%	71%	75%	78%	0.05	0.06	0.06	0.06	-45%	-30%	-31%	-45%
LAX-SDF	AA	0.0	0.0	0.0	2.7				0.15				59%			0.26					42%
LAX-SJC	NK	0.0	0.0	0.0	5.7				0.39				84%			0.45					13%
LAX-SJC	AA	0.0	39.6	0.0	0.0		0.33				74%				0.28				-15%		
LAX-SJC	AS	8.7	23.6	2.8	7.1	0.39	0.32	0.34	0.32	59%	75%	89%	92%	0.30	0.28	0.31	0.32	-31%	-17%	-10%	-3%
LAX-SJC	DL	0.7	0.5	0.6	0.2	0.34	0.42	0.50	0.45	23%	29%	57%	36%	0.13	0.23	0.49	0.35	-168%	-80%	-2%	-30%
LAX-SJC	OO	102.4	119.3	161.0	142.6	0.39	0.32	0.34	0.35	50%	80%	89%	89%	0.25	0.29	0.31	0.38	-60%	-11%	-8%	7%
LAX-SJC	SY	0.4	1.0	0.7	0.6	0.22	0.24	0.28	0.35	22%	17%	19%	34%	0.11	0.07	0.08	0.20	-102%	-232%	-259%	-72%
LAX-SJC	WN	108.9	174.6	194.8	175.6	0.25	0.24	0.26	0.29	36%	67%	81%	86%	0.11	0.21	0.24	0.35	-120%	-14%	-7%	16%
LAX-SLC	NK	0.0	7.7	75.6	95.7		0.16	0.15	0.18		85%	84%	87%		0.13	0.14	0.15		-26%	-8%	-15%
LAX-SLC	AA	10.5	17.2	0.0	0.0	0.24	0.24			64%	61%			0.12	0.12			-100%	-107%		
LAX-SLC	AS	8.7	0.0	0.0	0.0	0.28				71%				0.20				-36%			
LAX-SLC	B6	33.7	65.6	132.6	127.0	0.21	0.21	0.22	0.25	46%	71%	80%	74%	0.09	0.14	0.18	0.17	-145%	-56%	-22%	-49%
LAX-SLC	DL	473.6	580.2	523.8	525.1	0.24	0.28	0.32	0.31	54%	85%	90%	91%	0.18	0.27	0.37	0.35	-34%	-3%	13%	10%
LAX-SLC	OO	99.0	123.2	72.7	53.8	0.27	0.22	0.23	0.25	66%	84%	86%	85%	0.18	0.17	0.20	0.23	-51%	-26%	-15%	-7%
LAX-SLC	SY	0.9	1.9	0.8	0.4	0.17	0.17	0.20	0.20	14%	17%	32%	26%	0.03	0.04	0.09	0.06	-572%	-313%	-130%	-231%
LAX-SLC	UA	0.7	0.0	8.6	18.9	0.34		0.23	0.22	37%		85%	84%	0.10		0.19	0.18	-254%		-22%	-22%
LAX-SLC	WN	54.0	92.4	84.6	70.2	0.17	0.17	0.18	0.21	59%	84%	91%	88%	0.11	0.14	0.17	0.19	-64%	-14%	-9%	-8%
LAX-STL	NK	15.9	117.6	0.0	0.0	0.07	0.08			87%	75%			0.07	0.06			-7%	-34%		
LAX-STL	AA	27.5	172.4	146.2	143.2	0.13	0.15	0.16	0.17	81%	85%	83%	75%	0.13	0.14	0.19	0.17	1%	-10%	15%	0%
LAX-STL	WN	223.9	255.4	262.7	443.5	0.10	0.09	0.10	0.12	64%	92%	89%	79%	0.08	0.12	0.13	0.12	-26%	18%	23%	-1%
LBE-FLL	NK	65.6	87.2	43.0	0.0	0.09	0.10	0.12		57%	67%	70%		0.04	0.06	0.08		-111%	-74%	-59%	
LBE-MCO	NK	95.9	108.7	105.6	108.3	0.10	0.11	0.13	0.15	64%	77%	80%	74%	0.06	0.09	0.11	0.11	-70%	-23%	-19%	-34%
LBE-MYR	NK	39.7	41.5	30.4	35.6	0.14	0.15	0.17	0.22	59%	64%	71%	75%	0.09	0.11	0.15	0.20	-43%	-34%	-13%	-10%
LBE-RSW	NK	11.5	19.7	0.0	0.0	0.09	0.11			47%	72%			0.05	0.07			-103%	-61%		
LBE-TPA	NK	3.8	17.2	0.0	0.0	0.10	0.11			29%	68%			0.03	0.07			-273%	-60%		
LGA-ATL	NK	0.0	0.0	0.0	65.5				0.17			86%				0.16					-7%
LGA-ATL	AA	6.7	161.7	126.1	0.0	0.21	0.19	0.20		89%	69%	86%		0.22	0.16	0.21		6%	-21%	4%	
LGA-ATL	B6	0.0	0.0	50.8	300.5			0.18	0.21			88%	80%			0.17	0.18			-3%	-22%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
LGA-ATL	DL	679.1	1,199.6	1,206.5	1,275.4	0.21	0.25	0.28	0.27	55%	79%	86%	88%	0.16	0.26	0.32	0.32	-29%	2%	13%	16%
LGA-ATL	F9	86.2	112.9	144.3	156.1	0.12	0.13	0.13	0.15	75%	87%	91%	90%	0.14	0.15	0.16	0.21	12%	18%	22%	28%
LGA-ATL	WN	215.2	269.6	325.6	339.5	0.15	0.15	0.16	0.18	61%	79%	86%	87%	0.09	0.13	0.14	0.17	-67%	-14%	-14%	-10%
LGA-BNA	NK	15.9	86.0	24.7	28.4	0.10	0.12	0.14	0.25	67%	67%	82%	78%	0.10	0.09	0.10	0.20	-1%	-36%	-37%	-23%
LGA-BNA	AA	0.0	130.1	49.7	114.1		0.21	0.24	0.26		69%	75%	78%		0.15	0.19	0.20		-40%	-29%	-27%
LGA-BNA	B6	0.0	30.8	185.0	38.6		0.22	0.20	0.22		74%	63%	80%		0.14	0.13	0.18		-55%	-57%	-25%
LGA-BNA	DL	89.6	89.1	170.3	126.7	0.23	0.23	0.21	0.21	35%	64%	85%	89%	0.12	0.15	0.22	0.25	-97%	-48%	9%	14%
LGA-BNA	WN	156.7	253.4	356.6	374.2	0.15	0.15	0.16	0.18	49%	76%	77%	83%	0.08	0.12	0.13	0.17	-98%	-20%	-24%	-8%
LGA-BNA	YX	38.1	144.9	61.1	81.8	0.22	0.19	0.20	0.19	73%	66%	76%	86%	0.18	0.15	0.19	0.19	-20%	-22%	-8%	1%
LGA-CHS	NK	0.0	0.0	0.0	22.6				0.27				57%				0.20				-33%
LGA-CHS	AA	0.0	15.3	0.0	0.0		0.21				75%				0.19				-14%		
LGA-CHS	B6	0.0	95.7	154.7	31.8		0.21	0.22	0.23		62%	62%	67%		0.14	0.16	0.18		-45%	-40%	-30%
LGA-CHS	DL	18.0	76.7	121.6	142.5	0.25	0.21	0.23	0.25	62%	79%	86%	86%	0.21	0.21	0.23	0.28	-15%	-1%	0%	11%
LGA-CLT	NK	0.0	0.0	40.6	138.2			0.16	0.19			74%	84%			0.17	0.20			5%	7%
LGA-CLT	AA	329.7	563.6	598.9	559.6	0.32	0.29	0.30	0.31	71%	72%	78%	84%	0.20	0.25	0.29	0.32	-60%	-14%	-2%	4%
LGA-CLT	DL	72.9	118.2	143.3	146.0	0.28	0.23	0.24	0.25	40%	53%	73%	77%	0.16	0.17	0.22	0.25	-74%	-38%	-8%	-3%
LGA-CLT	F9	0.0	0.0	0.0	17.5				0.29				86%				0.37				21%
LGA-CMH	NK	0.0	0.0	0.0	9.4				0.31				70%				0.28				-13%
LGA-CMH	AA	0.0	33.0	0.0	0.0		0.25				78%				0.30				15%		
LGA-CMH	DL	38.6	2.1	7.4	4.1	0.31	0.25	0.26	0.25	30%	45%	75%	79%	0.16	0.16	0.30	0.27	-92%	-55%	12%	7%
LGA-CMH	YX	25.7	180.7	225.3	204.3	0.28	0.25	0.26	0.27	72%	53%	62%	75%	0.29	0.20	0.25	0.26	1%	-26%	-3%	-4%
LGA-DFW	NK	74.0	167.4	213.8	176.4	0.08	0.09	0.10	0.12	77%	86%	86%	88%	0.05	0.07	0.08	0.11	-47%	-25%	-17%	-5%
LGA-DFW	AA	941.3	1,701.9	1,955.7	1,599.8	0.19	0.17	0.17	0.18	66%	83%	85%	87%	0.09	0.14	0.17	0.19	-110%	-19%	-3%	10%
LGA-DFW	DL	258.6	480.9	463.3	591.7	0.16	0.18	0.21	0.20	51%	75%	83%	86%	0.08	0.13	0.18	0.20	-97%	-41%	-17%	0%
LGA-DFW	F9	0.0	0.0	21.1	167.0			0.09	0.12			92%	91%			0.10	0.14			14%	15%
LGA-DTW	NK	44.9	90.3	181.5	230.8	0.13	0.15	0.16	0.19	70%	77%	78%	80%	0.14	0.18	0.18	0.20	9%	16%	10%	6%
LGA-DTW	AA	0.0	82.0	91.3	84.4		0.24	0.25	0.27		67%	73%	66%		0.21	0.25	0.21		-17%	-2%	-30%
LGA-DTW	DL	202.2	326.3	299.4	341.2	0.27	0.32	0.36	0.34	47%	77%	81%	83%	0.22	0.36	0.44	0.42	-24%	12%	18%	18%
LGA-FLL	NK	552.9	653.7	596.7	608.7	0.09	0.10	0.11	0.13	84%	85%	88%	87%	0.07	0.08	0.10	0.12	-31%	-22%	-4%	-6%
LGA-FLL	B6	111.1	467.5	660.7	624.4	0.17	0.15	0.16	0.17	76%	80%	84%	86%	0.10	0.12	0.15	0.15	-63%	-23%	-4%	-13%
LGA-FLL	DL	383.6	518.0	509.4	666.3	0.17	0.20	0.23	0.22	59%	86%	91%	86%	0.12	0.19	0.23	0.21	-46%	-9%	3%	-4%
LGA-FLL	UA	48.4	0.0	0.0	0.0	0.24				74%				0.10				-135%			
LGA-IAH	NK	0.0	0.0	110.0	225.7			0.10	0.12			82%	87%			0.08	0.12			-19%	-1%
LGA-IAH	AA	0.0	161.8	166.5	31.1		0.15	0.15	0.13		71%	81%	82%		0.11	0.13	0.10		-39%	-16%	-34%
LGA-IAH	DL	126.4	357.5	366.6	429.6	0.16	0.18	0.20	0.20	56%	78%	88%	89%	0.11	0.14	0.18	0.19	-41%	-27%	-15%	-3%
LGA-IAH	UA	235.1	762.7	825.0	795.3	0.19	0.16	0.17	0.17	70%	85%	89%	89%	0.13	0.14	0.16	0.19	-48%	-15%	-4%	9%
LGA-LAX	NK	2.7	41.8	0.0	0.0	0.06	0.07			95%	78%			0.09	0.07			38%	5%		
LGA-LAX	DL	0.0	0.0	0.0	10.9				0.14			86%				0.15					7%
LGA-MCO	NK	124.2	167.3	376.6	376.8	0.09	0.11	0.12	0.14	82%	89%	83%	88%	0.06	0.11	0.11	0.14	-47%	3%	-6%	-1%
LGA-MCO	AA	37.1	41.1	0.0	0.0	0.20	0.19			86%	89%			0.13	0.16			-58%	-21%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
LGA-MCO	B6	117.9	313.8	619.2	557.4	0.18	0.17	0.18	0.19	77%	86%	82%	84%	0.10	0.16	0.16	0.16	-81%	-8%	-12%	-16%
LGA-MCO	DL	398.5	555.7	671.8	720.5	0.18	0.22	0.24	0.24	57%	90%	90%	90%	0.10	0.22	0.24	0.23	-74%	-1%	-2%	-5%
LGA-MCO	F9	70.9	115.4	142.2	119.2	0.11	0.11	0.11	0.10	78%	89%	92%	91%	0.08	0.12	0.13	0.12	-41%	6%	11%	13%
LGA-MCO	UA	43.3	0.0	0.0	0.0	0.25				73%				0.08				-222%			
LGA-MCO	WN	31.1	71.8	17.3	0.0	0.12	0.13	0.14		87%	86%	83%		0.08	0.11	0.12		-43%	-17%	-17%	
LGA-MIA	NK	0.0	200.5	236.4	250.1	0.10	0.11	0.13		83%	87%	86%		0.08	0.10	0.12		-32%	-6%	-6%	
LGA-MIA	AA	603.1	1,314.7	1,313.0	1,172.3	0.21	0.20	0.20	0.20	79%	82%	88%	88%	0.12	0.16	0.22	0.23	-75%	-22%	7%	10%
LGA-MIA	DL	343.4	491.3	525.9	630.4	0.17	0.20	0.22	0.22	61%	86%	91%	91%	0.12	0.19	0.24	0.24	-35%	-8%	8%	8%
LGA-MIA	F9	68.8	76.7	74.0	66.3	0.10	0.10	0.10	0.09	79%	83%	92%	91%	0.09	0.08	0.12	0.10	-15%	-25%	11%	8%
LGA-MYR	NK	87.9	116.5	116.7	117.6	0.12	0.14	0.15	0.20	55%	76%	73%	73%	0.09	0.13	0.15	0.18	-39%	-4%	-2%	-9%
LGA-MYR	AA	2.5	7.2	0.0	0.0	0.26	0.23			73%	84%			0.16	0.21			-58%	-10%		
LGA-MYR	DL	9.3	30.4	66.2	49.9	0.27	0.23	0.24	0.25	63%	74%	77%	86%	0.18	0.19	0.21	0.26	-50%	-19%	-14%	2%
LGA-MYR	UA	0.0	3.5	0.0	0.0		0.23				83%				0.22				-5%		
LGA-ORD	NK	16.6	0.0	0.0	108.2	0.11			0.20	55%			89%	0.05			0.21	-132%			5%
LGA-ORD	AA	233.2	755.9	995.6	559.2	0.28	0.25	0.25	0.26	61%	71%	75%	88%	0.14	0.19	0.23	0.29	-95%	-31%	-10%	11%
LGA-ORD	DL	94.2	442.9	392.1	369.1	0.25	0.25	0.30	0.28	38%	69%	81%	85%	0.11	0.21	0.29	0.31	-121%	-21%	-5%	11%
LGA-ORD	OO	0.0	0.0	0.0	8.9				0.20				91%				0.26				24%
LGA-ORD	UA	147.3	583.1	697.9	867.0	0.33	0.25	0.26	0.27	53%	78%	84%	87%	0.15	0.22	0.26	0.29	-124%	-14%	-1%	8%
LGA-ORD	YX	176.1	24.2	0.0	57.9	0.24	0.19		0.21	72%	89%		90%	0.21	0.22		0.23	-12%	12%		10%
LGA-PBI	NK	0.0	0.0	0.0	61.1				0.11				69%				0.09				-26%
LGA-PBI	AA	1.0	0.0	0.0	0.0	0.21				24%				0.05				-323%			
LGA-PBI	B6	52.4	226.8	375.6	403.6	0.16	0.16	0.16	0.18	70%	80%	82%	84%	0.13	0.16	0.17	0.17	-22%	-1%	4%	-6%
LGA-PBI	DL	252.5	322.4	380.6	472.3	0.16	0.20	0.24	0.23	55%	86%	90%	88%	0.16	0.26	0.29	0.27	-5%	23%	18%	14%
LGA-PBI	UA	4.3	0.0	0.0	0.0	0.25				56%				0.13				-90%			
LGA-PHX	NK	0.0	12.8	0.0	0.0		0.07				68%				0.06				-20%		
LGA-PHX	DL	0.0	0.0	0.0	7.9				0.16				75%				0.12				-34%
LGA-PIT	NK	0.0	0.0	0.0	6.7				0.37				36%				0.22				-67%
LGA-PIT	AA	0.0	21.5	2.5	23.5		0.31	0.38	0.41		69%	74%	52%		0.31	0.43	0.29		-2%	11%	-42%
LGA-PIT	DL	41.2	45.3	45.2	37.5	0.37	0.31	0.32	0.34	40%	58%	70%	82%	0.24	0.26	0.34	0.42	-52%	-17%	4%	20%
LGA-PIT	UA	0.0	1.7	0.0	0.0		0.31				79%				0.35				11%		
LGA-PIT	YX	0.0	104.8	127.3	96.6		0.30	0.32	0.34		51%	62%	71%		0.22	0.33	0.33		-37%	3%	-3%
LGA-SJU	NK	6.4	20.8	0.0	0.0	0.07	0.08			76%	73%			0.05	0.08			-36%	-6%		
LGA-TPA	NK	29.3	56.1	0.0	0.0	0.09	0.11			74%	78%			0.06	0.08			-50%	-34%		
LGA-TPA	B6	31.3	178.3	322.0	295.2	0.16	0.16	0.16	0.18	83%	76%	83%	80%	0.11	0.12	0.14	0.14	-39%	-30%	-13%	-28%
LGA-TPA	DL	233.9	358.4	378.7	457.1	0.18	0.22	0.24	0.23	52%	85%	91%	90%	0.10	0.19	0.23	0.22	-68%	-15%	-5%	-4%
LGA-TPA	F9	0.0	12.0	0.0	0.0		0.10				65%				0.06				-70%		
LGA-TPA	UA	10.3	0.0	0.0	0.0	0.24				61%				0.06				-304%			
LGA-TPA	WN	57.9	167.8	152.8	113.6	0.12	0.13	0.13	0.15	67%	79%	85%	87%	0.06	0.09	0.11	0.13	-83%	-33%	-26%	-18%
MCI-DTW	NK	7.5	8.3	0.0	0.0	0.11	0.12			49%	56%			0.06	0.08			-94%	-51%		
MCI-DTW	DL	107.8	181.3	183.5	180.2	0.26	0.30	0.33	0.31	57%	76%	83%	85%	0.21	0.32	0.40	0.43	-21%	7%	19%	27%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
MCI-FLL	NK	7.8	54.2	0.0	27.4	0.08	0.09		0.18	80%	69%		72%	0.06	0.06		0.13	-34%	-65%		-40%
MCI-FLL	WN	69.3	146.7	158.0	168.3	0.10	0.11	0.12	0.14	69%	76%	88%	86%	0.09	0.11	0.16	0.17	-13%	2%	22%	18%
MCI-LAS	NK	123.7	192.8	281.9	187.1	0.09	0.10	0.11	0.13	66%	73%	74%	78%	0.08	0.09	0.08	0.11	-15%	-1%	-32%	-19%
MCI-LAS	AA	0.0	0.0	0.0	1.6				0.20				73%				0.41				51%
MCI-LAS	DL	0.0	0.0	0.0	1.2				0.23				91%				0.76				69%
MCI-LAS	F9	0.0	0.0	54.7	0.0			0.11				62%				0.07					-61%
MCI-LAS	G4	0.0	1.4	1.6	0.0		0.10	0.11			47%	52%		0.11	0.09				13%	-26%	
MCI-LAS	UA	0.0	0.0	0.0	4.0				0.23				82%				0.41				43%
MCI-LAS	WN	332.3	384.6	414.0	592.8	0.12	0.12	0.13	0.15	65%	88%	86%	78%	0.09	0.16	0.16	0.16	-30%	28%	20%	9%
MCI-LAX	NK	149.8	150.5	182.3	165.1	0.08	0.09	0.10	0.12	68%	85%	78%	83%	0.06	0.10	0.09	0.11	-24%	6%	-11%	-11%
MCI-LAX	DL	24.1	162.9	157.8	185.5	0.15	0.18	0.20	0.19	68%	71%	81%	79%	0.12	0.14	0.18	0.18	-22%	-23%	-11%	-9%
MCI-LAX	WN	154.4	150.2	214.2	311.8	0.11	0.10	0.11	0.13	59%	90%	89%	77%	0.08	0.14	0.13	0.11	-39%	26%	16%	-12%
MCI-MCO	NK	155.5	173.6	131.3	182.3	0.09	0.10	0.12	0.14	75%	79%	80%	79%	0.06	0.09	0.12	0.13	-39%	-17%	2%	-12%
MCI-MCO	F9	30.5	27.1	0.0	0.0	0.10	0.10			67%	69%			0.05	0.07			-119%	-42%		
MCI-MCO	WN	221.2	352.2	381.6	395.2	0.12	0.12	0.13	0.15	66%	83%	83%	82%	0.09	0.15	0.15	0.18	-30%	18%	15%	14%
MCI-MYR	NK	6.6	7.2	0.0	0.0	0.09	0.10			57%	64%			0.06	0.07			-55%	-47%		
MCI-MYR	WN	2.0	6.5	3.6	4.0	0.12	0.12	0.13	0.16	75%	74%	89%	92%	0.12	0.11	0.17	0.21	1%	-4%	23%	24%
MCI-PHX	NK	0.0	0.0	11.8	0.0			0.13				44%				0.05					-141%
MCI-PHX	AA	130.9	201.5	239.5	267.4	0.23	0.19	0.20	0.21	71%	84%	84%	73%	0.15	0.21	0.22	0.19	-52%	10%	9%	-11%
MCI-PHX	F9	0.0	0.0	17.4	33.3			0.11	0.11			71%	56%			0.10	0.08			-7%	-25%
MCI-PHX	UA	0.0	0.0	3.8	0.0			0.26				78%				0.36					29%
MCI-PHX	WN	357.1	383.1	449.3	553.6	0.12	0.12	0.13	0.15	69%	88%	85%	78%	0.11	0.18	0.17	0.17	-6%	33%	21%	8%
MCI-PNS	NK	3.2	6.1	0.0	0.0	0.10	0.11			45%	48%			0.04	0.05			-138%	-100%		
MCI-PNS	WN	7.4	26.3	23.4	20.8	0.13	0.14	0.15	0.20	79%	81%	89%	92%	0.14	0.15	0.20	0.25	4%	7%	26%	21%
MCI-RSW	NK	4.0	35.5	0.0	0.0	0.08	0.09			58%	55%			0.04	0.04			-124%	-130%		
MCI-RSW	WN	55.8	97.5	46.3	65.3	0.11	0.11	0.12	0.14	79%	78%	80%	87%	0.11	0.12	0.14	0.17	3%	9%	10%	18%
MCI-TPA	NK	4.9	43.0	0.0	5.7	0.09	0.10		0.14	69%	67%		62%	0.06	0.06		0.08	-36%	-53%		-76%
MCI-TPA	WN	112.5	190.7	217.8	196.3	0.12	0.12	0.13	0.16	66%	82%	78%	79%	0.11	0.14	0.14	0.18	-12%	12%	9%	14%
MCO-ACY	NK	155.5	235.6	274.1	305.4	0.10	0.11	0.13	0.15	67%	83%	79%	75%	0.07	0.11	0.11	0.12	-52%	-7%	-12%	-26%
MCO-ATL	NK	63.3	63.6	130.3	134.9	0.15	0.17	0.18	0.22	82%	81%	79%	82%	0.12	0.17	0.18	0.19	-21%	4%	-3%	-15%
MCO-ATL	B6	3.7	0.0	0.0	0.0	0.30				46%				0.10				-188%			
MCO-ATL	DL	679.7	821.5	863.2	902.6	0.32	0.39	0.43	0.41	59%	89%	89%	88%	0.24	0.45	0.49	0.47	-33%	14%	13%	14%
MCO-ATL	F9	76.8	109.5	121.4	171.3	0.17	0.17	0.17	0.19	70%	75%	81%	76%	0.12	0.17	0.18	0.20	-39%	2%	3%	6%
MCO-ATL	SY	0.5	0.0	0.0	0.0	0.19				12%				0.05				-263%			
MCO-ATL	WN	175.8	170.9	195.6	228.6	0.21	0.20	0.22	0.26	65%	83%	79%	73%	0.13	0.22	0.22	0.23	-57%	8%	-1%	-12%
MCO-AUS	NK	125.8	147.9	208.8	108.8	0.09	0.10	0.11	0.13	78%	84%	80%	85%	0.06	0.09	0.09	0.12	-56%	-18%	-27%	-11%
MCO-AUS	AA	20.5	215.8	311.8	167.0	0.17	0.20	0.21	0.22	87%	82%	79%	77%	0.14	0.17	0.17	0.17	-24%	-19%	-19%	-25%
MCO-AUS	B6	46.2	0.0	0.0	0.0	0.16				66%				0.08				-95%			
MCO-AUS	DL	0.0	0.0	0.0	82.5				0.23				73%			0.17					-38%
MCO-AUS	F9	40.5	11.4	0.0	0.0	0.11	0.09			69%	71%			0.05	0.06			-102%	-56%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
MCO-AUS	WN	130.7	354.0	459.4	556.4	0.12	0.12	0.14	0.16	74%	89%	86%	83%	0.09	0.14	0.14	0.14	-38%	10%	-1%	-15%
MCO-BDL	NK	145.6	171.3	218.0	63.1	0.09	0.10	0.11	0.13	81%	90%	84%	86%	0.07	0.11	0.09	0.12	-26%	6%	-21%	-10%
MCO-BDL	B6	160.9	240.6	286.4	271.6	0.16	0.16	0.17	0.18	76%	88%	86%	89%	0.10	0.18	0.17	0.18	-58%	12%	1%	0%
MCO-BDL	F9	49.1	112.8	164.3	175.7	0.10	0.11	0.11	0.12	74%	82%	84%	80%	0.07	0.10	0.09	0.13	-52%	-5%	-11%	8%
MCO-BDL	MX	0.0	0.0	0.0	4.9				0.21				69%			0.15					-38%
MCO-BDL	SY	0.0	5.1	0.0	0.0		0.13				67%			0.08							-61%
MCO-BDL	WN	162.0	166.4	182.7	223.0	0.12	0.12	0.13	0.15	52%	92%	91%	91%	0.07	0.14	0.14	0.15	-73%	17%	3%	-3%
MCO-BNA	NK	74.5	100.1	213.4	209.7	0.12	0.13	0.15	0.18	73%	81%	74%	81%	0.08	0.13	0.12	0.14	-39%	-1%	-29%	-22%
MCO-BNA	AA	0.4	1.2	0.0	0.0	0.24	0.22			66%	50%			0.14	0.10			-74%	-118%		
MCO-BNA	F9	35.1	51.2	37.3	30.2	0.13	0.13	0.14	0.12	68%	77%	67%	75%	0.08	0.12	0.10	0.10	-67%	-12%	-40%	-23%
MCO-BNA	SY	0.0	0.0	0.0	0.7				0.18				32%			0.09					-98%
MCO-BNA	WN	336.3	315.0	353.9	401.7	0.16	0.16	0.18	0.20	64%	87%	85%	80%	0.12	0.23	0.24	0.26	-33%	31%	25%	23%
MCO-BOS	NK	228.9	286.2	411.1	528.0	0.09	0.10	0.11	0.12	81%	88%	83%	85%	0.05	0.11	0.11	0.11	-61%	9%	1%	-12%
MCO-BOS	B6	582.3	752.4	848.3	793.9	0.17	0.17	0.17	0.18	70%	86%	84%	86%	0.09	0.19	0.18	0.18	-93%	7%	6%	1%
MCO-BOS	DL	266.2	415.3	492.0	499.1	0.16	0.20	0.22	0.22	54%	90%	90%	91%	0.10	0.22	0.25	0.24	-71%	11%	12%	12%
MCO-BOS	F9	106.7	152.5	127.7	136.1	0.10	0.10	0.10	0.11	73%	84%	83%	81%	0.06	0.10	0.10	0.11	-68%	-1%	2%	-1%
MCO-BOS	UA	45.1	0.0	0.0	0.0	0.23				73%				0.07				-247%			
MCO-BOS	WN	12.1	15.8	13.9	3.0	0.11	0.12	0.13	0.12	88%	89%	88%	96%	0.09	0.14	0.14	0.12	-23%	14%	7%	-1%
MCO-BQN	NK	31.3	140.0	162.7	66.4	0.08	0.10	0.12	0.10	88%	88%	83%	84%	0.10	0.11	0.10	0.08	16%	11%	-15%	-20%
MCO-BQN	B6	48.9	208.1	177.5	173.8	0.14	0.15	0.16	0.17	80%	81%	87%	85%	0.12	0.14	0.15	0.14	-10%	-6%	-8%	-23%
MCO-BQN	F9	0.0	0.0	39.6	226.4			0.09	0.12			90%	81%			0.11	0.13			14%	5%
MCO-BWI	NK	274.7	305.1	319.7	352.0	0.10	0.12	0.13	0.15	78%	81%	84%	84%	0.08	0.10	0.12	0.13	-37%	-13%	-10%	-19%
MCO-BWI	F9	58.3	183.7	208.6	214.1	0.12	0.12	0.12	0.13	73%	79%	86%	77%	0.08	0.11	0.12	0.12	-52%	-12%	1%	-9%
MCO-BWI	WN	693.7	753.3	843.0	965.2	0.14	0.14	0.15	0.18	57%	85%	84%	77%	0.09	0.18	0.19	0.18	-62%	21%	17%	3%
MCO-CAK	NK	61.3	65.1	0.0	0.0	0.10	0.12			60%	77%			0.06	0.09			-75%	-35%		
MCO-CAK	MX	0.0	0.0	9.8	78.9			0.18	0.18			85%	77%			0.14	0.13			-23%	-34%
MCO-CLE	NK	172.7	199.8	182.0	160.5	0.10	0.11	0.12	0.13	81%	82%	82%	80%	0.07	0.09	0.10	0.09	-40%	-19%	-19%	-54%
MCO-CLE	DL	0.0	0.0	0.4	0.6			0.26	0.23			48%	92%			0.08	0.17			-227%	-39%
MCO-CLE	F9	299.0	373.2	338.4	414.4	0.11	0.11	0.11	0.13	73%	82%	87%	80%	0.07	0.10	0.12	0.12	-72%	-12%	8%	-8%
MCO-CLE	UA	82.3	142.1	122.5	183.6	0.25	0.23	0.24	0.24	72%	80%	87%	76%	0.14	0.20	0.29	0.22	-81%	-16%	18%	-8%
MCO-CLE	WN	19.7	22.7	22.7	34.8	0.12	0.13	0.14	0.17	69%	87%	93%	86%	0.08	0.14	0.19	0.18	-50%	9%	22%	6%
MCO-CLT	NK	50.2	91.8	150.0	154.5	0.14	0.16	0.17	0.19	81%	77%	79%	80%	0.11	0.16	0.15	0.15	-29%	0%	-13%	-31%
MCO-CLT	AA	491.2	605.9	709.5	725.2	0.35	0.32	0.34	0.34	77%	86%	84%	85%	0.21	0.33	0.36	0.35	-67%	3%	6%	1%
MCO-CLT	DL	0.0	0.0	0.5	0.0			0.37				55%				0.19				-94%	
MCO-CLT	F9	32.0	37.2	88.7	120.9	0.15	0.16	0.16	0.17	70%	78%	77%	67%	0.12	0.16	0.14	0.15	-28%	-1%	-13%	-17%
MCO-CMH	NK	114.7	131.2	160.8	179.4	0.10	0.12	0.13	0.16	77%	83%	81%	80%	0.08	0.11	0.13	0.13	-32%	-5%	-5%	-20%
MCO-CMH	F9	19.8	42.2	52.6	49.6	0.12	0.12	0.12	0.11	70%	78%	79%	71%	0.07	0.11	0.12	0.10	-55%	-8%	-5%	-12%
MCO-CMH	WN	203.2	268.5	317.3	375.6	0.14	0.14	0.15	0.18	63%	85%	82%	74%	0.11	0.18	0.19	0.19	-32%	22%	18%	7%
MCO-CRW	NK	16.9	35.3	29.1	0.0	0.11	0.13	0.15		57%	63%	71%		0.05	0.08	0.10		-130%	-67%	-41%	
MCO-CRW	MX	0.0	0.0	1.7	29.5			0.18	0.20			80%	69%			0.13	0.15			-37%	-35%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
MCO-DEN	NK	22.6	1.7	7.7	0.0	0.07	0.08	0.09		91%	97%	71%		0.05	0.19	0.08		-42%	56%	-12%	
MCO-DEN	DL	1.1	0.0	0.0	0.0	0.16				21%				0.03				-494%			
MCO-DEN	F9	491.8	491.4	565.2	598.2	0.08	0.08	0.09	0.10	79%	88%	90%	88%	0.06	0.10	0.10	0.11	-45%	12%	15%	8%
MCO-DEN	UA	628.2	940.2	934.7	1,058.5	0.19	0.17	0.18	0.17	83%	88%	87%	86%	0.12	0.17	0.19	0.17	-52%	0%	8%	0%
MCO-DEN	WN	747.2	702.4	770.7	937.9	0.10	0.10	0.11	0.12	76%	91%	90%	88%	0.07	0.11	0.12	0.12	-48%	16%	13%	-5%
MCO-DFW	NK	229.5	340.1	409.4	363.9	0.09	0.11	0.12	0.13	85%	86%	82%	85%	0.07	0.10	0.11	0.11	-29%	-2%	-8%	-19%
MCO-DFW	AA	1,020.1	1,098.7	1,109.3	1,271.8	0.23	0.21	0.22	0.22	77%	90%	89%	87%	0.14	0.23	0.26	0.24	-73%	7%	16%	7%
MCO-DFW	F9	48.9	122.2	178.3	257.1	0.11	0.11	0.11	0.13	73%	75%	85%	85%	0.07	0.10	0.11	0.13	-55%	-13%	-1%	4%
MCO-DTW	NK	415.1	443.2	445.8	525.9	0.09	0.11	0.12	0.14	79%	86%	83%	85%	0.07	0.10	0.13	0.12	-26%	-1%	9%	-15%
MCO-DTW	DL	737.1	811.1	809.0	829.1	0.19	0.23	0.25	0.25	57%	90%	88%	90%	0.13	0.25	0.30	0.28	-41%	10%	15%	10%
MCO-DTW	F9	86.8	95.8	98.7	213.2	0.11	0.11	0.11	0.11	71%	79%	87%	73%	0.07	0.09	0.13	0.10	-44%	-17%	17%	-10%
MCO-DTW	WN	20.0	28.6	7.5	21.4	0.12	0.12	0.13	0.17	75%	91%	93%	87%	0.08	0.11	0.16	0.17	-48%	-6%	13%	-2%
MCO-EWR	NK	295.9	480.6	555.4	586.9	0.09	0.10	0.12	0.14	79%	87%	87%	87%	0.06	0.10	0.12	0.14	-52%	-1%	3%	2%
MCO-EWR	B6	515.3	456.3	460.2	420.2	0.19	0.17	0.18	0.19	74%	88%	90%	88%	0.08	0.16	0.19	0.18	-123%	-6%	4%	-5%
MCO-EWR	DL	1.3	0.0	0.0	0.4	0.20			0.26	39%			66%	0.05			0.12	-306%			-122%
MCO-EWR	F9	138.6	157.8	0.0	0.0	0.11	0.10			79%	81%			0.09	0.10			-23%	-4%		
MCO-EWR	SY	2.1	0.0	0.0	0.0	0.12				19%				0.03				-334%			
MCO-EWR	UA	578.6	1,143.2	1,159.8	1,262.2	0.26	0.23	0.23	0.23	77%	87%	88%	88%	0.13	0.20	0.24	0.24	-105%	-10%	4%	3%
MCO-FLL	NK	45.8	59.5	60.0	62.6	0.22	0.24	0.27	0.32	78%	79%	74%	74%	0.29	0.29	0.35	0.38	23%	16%	24%	16%
MCO-FLL	AA	0.0	0.0	0.2	0.0			0.56				81%				0.46				-23%	
MCO-FLL	B6	0.3	0.7	0.7	1.0	0.42	0.46	0.43	0.50	88%	78%	86%	72%	0.35	0.34	0.40	0.34	-22%	-37%	-8%	-47%
MCO-FLL	DL	0.0	0.0	0.2	0.1			0.63	0.69			73%	64%			0.44	0.39			-42%	-74%
MCO-FLL	F9	0.0	8.6	0.3	0.0		0.29	0.28			51%	44%			0.22	0.21			-35%	-30%	
MCO-FLL	SY	0.2	0.0	0.8	0.2	0.29		0.36	0.36	6%		3%	17%	0.04		0.02	0.09	-577%		#####	-315%
MCO-FLL	WN	33.8	31.1	37.1	37.0	0.33	0.32	0.36	0.40	48%	64%	64%	53%	0.18	0.27	0.31	0.26	-89%	-21%	-16%	-53%
MCO-GSO	NK	5.8	9.8	0.0	0.0	0.12	0.13			67%	62%			0.07	0.07			-86%	-90%		
MCO-IAH	NK	214.9	300.9	331.6	270.3	0.10	0.11	0.13	0.14	84%	87%	82%	86%	0.08	0.11	0.12	0.14	-19%	-2%	-4%	-6%
MCO-IAH	F9	29.1	52.1	60.8	125.0	0.11	0.11	0.12	0.13	74%	78%	87%	82%	0.06	0.10	0.12	0.14	-77%	-13%	-1%	6%
MCO-IAH	UA	425.7	717.5	634.1	668.1	0.27	0.24	0.25	0.25	79%	86%	87%	87%	0.18	0.24	0.28	0.26	-50%	-1%	11%	5%
MCO-IAH	WN	10.0	102.0	110.2	104.6	0.12	0.13	0.15	0.17	82%	78%	78%	76%	0.10	0.12	0.14	0.14	-22%	-10%	-10%	-19%
MCO-IND	NK	120.4	146.1	176.8	191.3	0.10	0.12	0.13	0.16	84%	84%	79%	83%	0.08	0.12	0.12	0.13	-27%	-2%	-4%	-19%
MCO-IND	AA	0.5	0.0	0.0	0.0	0.21				84%				0.18				-17%			
MCO-IND	DL	0.0	0.0	0.4	0.4			0.19	0.25			88%	66%			0.55	0.13			65%	-90%
MCO-IND	F9	59.8	60.7	61.2	109.2	0.11	0.11	0.12	0.14	76%	76%	86%	78%	0.07	0.10	0.13	0.14	-61%	-18%	9%	0%
MCO-IND	SY	0.0	4.0	0.0	0.0		0.14				66%				0.09				-57%		
MCO-IND	UA	0.0	2.8	0.0	0.0		0.18				76%				0.20				8%		
MCO-IND	WN	261.7	298.2	339.6	397.5	0.14	0.14	0.15	0.17	65%	86%	84%	78%	0.10	0.18	0.19	0.20	-33%	25%	21%	13%
MCO-LAS	NK	280.1	352.8	376.0	291.3	0.07	0.07	0.08	0.10	81%	86%	83%	86%	0.05	0.07	0.07	0.09	-22%	-3%	-17%	-9%
MCO-LAS	DL	0.0	0.0	0.0	2.4				0.17			87%				0.16					-2%
MCO-LAS	F9	274.4	317.5	537.5	406.3	0.08	0.07	0.08	0.08	79%	90%	92%	91%	0.05	0.08	0.09	0.10	-49%	5%	10%	15%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
MCO-LAS	WN	209.0	220.9	82.3	254.7	0.09	0.08	0.09	0.11	70%	91%	92%	92%	0.06	0.10	0.12	0.13	-39%	22%	24%	18%
MCO-LAX	NK	0.0	0.0	46.5	52.5			0.07	0.07			79%	87%			0.06	0.06			-10%	-24%
MCO-LAX	AA	109.9	581.9	580.8	587.8	0.11	0.13	0.14	0.14	92%	90%	92%	90%	0.09	0.11	0.14	0.13	-23%	-21%	0%	-7%
MCO-LAX	B6	156.6	148.6	132.2	262.2	0.11	0.10	0.10	0.12	70%	84%	87%	87%	0.04	0.07	0.10	0.08	-151%	-36%	-6%	-43%
MCO-LAX	DL	775.1	1,042.0	1,024.7	1,125.5	0.11	0.13	0.15	0.14	63%	89%	90%	92%	0.08	0.13	0.16	0.15	-47%	0%	9%	3%
MCO-LAX	F9	101.0	0.0	0.0	0.0	0.07				74%				0.04				-71%			
MCO-LAX	UA	374.5	603.9	546.0	551.5	0.15	0.13	0.14	0.14	86%	88%	89%	87%	0.08	0.11	0.14	0.12	-94%	-21%	-3%	-12%
MCO-LBE	NK	95.9	108.7	105.6	108.3	0.10	0.11	0.13	0.15	64%	77%	80%	74%	0.06	0.09	0.11	0.11	-70%	-23%	-19%	-34%
MCO-LGA	NK	124.2	167.3	376.6	376.8	0.09	0.11	0.12	0.14	82%	89%	83%	88%	0.06	0.11	0.11	0.14	-47%	3%	-6%	-1%
MCO-LGA	AA	37.1	41.1	0.0	0.0	0.20	0.19			86%	89%			0.13	0.16			-58%	-21%		
MCO-LGA	B6	117.9	313.8	619.2	557.4	0.18	0.17	0.18	0.19	77%	86%	82%	84%	0.10	0.16	0.16	0.16	-81%	-8%	-12%	-16%
MCO-LGA	DL	398.5	555.7	671.8	720.5	0.18	0.22	0.24	0.24	57%	90%	90%	90%	0.10	0.22	0.24	0.23	-74%	-1%	-2%	-5%
MCO-LGA	F9	70.9	115.4	142.2	119.2	0.11	0.11	0.11	0.10	78%	89%	92%	91%	0.08	0.12	0.13	0.12	-41%	6%	11%	13%
MCO-LGA	UA	43.3	0.0	0.0	0.0	0.25				73%				0.08				-222%			
MCO-LGA	WN	31.1	71.8	17.3	0.0	0.12	0.13	0.14		87%	86%	83%		0.08	0.11	0.12		-43%	-17%	-17%	
MCO-MCI	NK	155.5	173.6	131.3	182.3	0.09	0.10	0.12	0.14	75%	79%	80%	79%	0.06	0.09	0.12	0.13	-39%	-17%	2%	-12%
MCO-MCI	F9	30.5	27.1	0.0	0.0	0.10	0.10			67%	69%			0.05	0.07			-119%	-42%		
MCO-MCI	WN	221.2	352.2	381.6	395.2	0.12	0.12	0.13	0.15	66%	83%	83%	82%	0.09	0.15	0.15	0.18	-30%	18%	15%	14%
MCO-MEM	NK	0.0	17.2	88.7	92.8		0.15	0.14	0.17		77%	70%	77%		0.12	0.11	0.13		-30%	-29%	-33%
MCO-MEM	AA	0.4	1.0	0.0	0.0	0.23	0.21			63%	63%			0.15	0.12			-57%	-75%		
MCO-MEM	DL	0.4	0.0	0.0	0.4	0.22			0.31	16%			50%	0.03			0.13	-637%			-137%
MCO-MEM	F9	26.4	59.7	29.6	16.5	0.13	0.13	0.13	0.11	68%	73%	67%	66%	0.08	0.12	0.11	0.09	-51%	-10%	-24%	-24%
MCO-MEM	WN	65.4	61.8	47.4	97.0	0.15	0.15	0.17	0.19	68%	84%	87%	79%	0.12	0.18	0.21	0.23	-25%	17%	21%	15%
MCO-MHT	NK	0.0	110.8	171.4	117.8		0.10	0.11	0.12		71%	73%	77%		0.08	0.08	0.10		-27%	-32%	-22%
MCO-MHT	MX	0.0	0.0	0.0	1.9				0.20				62%				0.12				-67%
MCO-MHT	WN	166.2	152.8	187.1	174.2	0.12	0.12	0.13	0.15	46%	86%	81%	82%	0.06	0.15	0.14	0.17	-92%	23%	12%	11%
MCO-MIA	NK	0.0	22.8	19.1	0.0		0.25	0.27			45%	54%			0.16	0.21			-59%	-29%	
MCO-MIA	AA	101.3	202.4	190.2	187.1	0.56	0.54	0.56	0.57	67%	82%	80%	79%	0.39	0.55	0.74	0.66	-45%	1%	25%	15%
MCO-MIA	DL	0.3	0.3	28.5	67.2	0.45	0.56	0.62	0.60	63%	56%	59%	47%	0.31	0.29	0.60	0.47	-47%	-95%	-2%	-25%
MCO-MIA	F9	18.2	37.3	3.1	0.0	0.23	0.24	0.27		63%	67%	53%		0.18	0.21	0.19		-24%	-15%	-39%	
MCO-MIA	XP	0.0	0.0	0.0	0.3				0.49				33%				0.21				-138%
MCO-MKE	NK	3.4	121.2	153.1	132.1	0.08	0.10	0.11	0.13	80%	82%	76%	81%	0.07	0.09	0.09	0.11	-27%	-14%	-19%	-21%
MCO-MKE	F9	115.6	80.0	93.7	104.6	0.10	0.10	0.11	0.10	63%	77%	82%	71%	0.07	0.08	0.11	0.08	-49%	-28%	3%	-20%
MCO-MKE	SY	0.0	0.0	0.0	20.6				0.16				83%				0.13				-24%
MCO-MKE	WN	268.0	325.0	328.2	379.0	0.12	0.12	0.13	0.15	65%	83%	86%	79%	0.09	0.14	0.16	0.16	-35%	17%	17%	5%
MCO-MSP	NK	167.9	137.8	13.4	0.0	0.08	0.09	0.09		78%	85%	85%		0.04	0.07	0.11		-100%	-38%	18%	
MCO-MSP	DL	831.0	907.4	973.6	987.6	0.15	0.19	0.21	0.20	57%	90%	89%	88%	0.09	0.19	0.22	0.19	-70%	-2%	3%	-5%
MCO-MSP	F9	45.5	69.3	0.0	130.5	0.09	0.09		0.11	77%	71%		75%	0.05	0.06		0.08	-67%	-52%		-31%
MCO-MSP	SY	371.6	426.2	420.2	457.6	0.11	0.12	0.13	0.14	74%	85%	90%	91%	0.13	0.15	0.17	0.15	16%	22%	23%	4%
MCO-MSP	WN	68.4	35.8	3.7	38.5	0.10	0.10	0.12	0.14	66%	75%	87%	78%	0.04	0.06	0.13	0.10	-138%	-61%	12%	-38%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
MCO-MSY	NK	103.2	113.7	142.1	173.2	0.12	0.14	0.15	0.19	77%	75%	73%	81%	0.11	0.13	0.14	0.16	-17%	-7%	-11%	-17%	
MCO-MSY	F9	23.0	32.1	30.3	37.1	0.14	0.14	0.15	0.14	67%	70%	75%	69%	0.09	0.12	0.13	0.11	-57%	-17%	-12%	-20%	
MCO-MSY	MX	0.0	0.0	0.0	9.7				0.24				70%			0.17					-42%	
MCO-MSY	UA	0.0	0.0	0.7	0.0			0.31				78%			0.25						-24%	
MCO-MSY	WN	135.3	177.1	238.4	264.6	0.17	0.17	0.19	0.22	71%	86%	78%	72%	0.15	0.24	0.22	0.23	-9%	28%	14%	5%	
MCO-MYR	NK	7.2	22.5	50.3	58.1	0.15	0.17	0.19	0.22	65%	70%	70%	68%	0.11	0.15	0.18	0.19	-28%	-13%	-7%	-13%	
MCO-ORD	NK	205.3	293.3	349.7	312.5	0.09	0.10	0.11	0.14	87%	87%	84%	87%	0.07	0.10	0.11	0.12	-23%	-1%	-7%	-11%	
MCO-ORD	AA	325.1	556.7	461.5	457.2	0.21	0.20	0.21	0.21	86%	89%	88%	86%	0.13	0.19	0.24	0.22	-59%	-5%	13%	4%	
MCO-ORD	F9	126.1	155.7	169.9	162.3	0.11	0.10	0.11	0.12	77%	80%	83%	80%	0.07	0.10	0.11	0.12	-57%	-7%	-2%	-1%	
MCO-ORD	UA	496.5	803.4	854.6	886.0	0.25	0.22	0.24	0.23	76%	85%	86%	84%	0.13	0.20	0.23	0.22	-92%	-9%	-3%	-7%	
MCO-ORD	WN	18.0	137.9	181.5	229.2	0.12	0.13	0.14	0.16	89%	84%	83%	76%	0.09	0.12	0.13	0.12	-24%	-8%	-4%	-25%	
MCO-ORF	NK	0.0	0.0	27.9	86.8			0.13	0.17			73%	81%			0.11	0.14				-18%	-21%
MCO-ORF	F9	30.3	52.0	64.4	44.2	0.13	0.13	0.13	0.12	65%	73%	76%	70%	0.09	0.13	0.13	0.09	-46%	0%	-4%	-29%	
MCO-ORF	WN	53.3	60.4	23.4	66.7	0.15	0.15	0.17	0.20	66%	84%	88%	79%	0.12	0.17	0.21	0.21	-28%	10%	15%	3%	
MCO-PHL	NK	276.1	370.8	375.7	359.5	0.10	0.11	0.12	0.14	82%	83%	83%	86%	0.07	0.10	0.11	0.11	-42%	-10%	-16%	-28%	
MCO-PHL	AA	532.3	662.1	703.8	799.7	0.25	0.23	0.24	0.24	74%	88%	86%	83%	0.12	0.25	0.30	0.26	-113%	7%	21%	7%	
MCO-PHL	B6	69.2	1.6	0.0	0.0	0.18	0.19			67%	77%			0.07	0.14			-168%	-34%			
MCO-PHL	DL	0.7	0.4	0.0	0.0	0.22	0.25			19%	52%			0.03	0.08			-682%	-195%			
MCO-PHL	F9	354.9	586.3	660.7	703.4	0.11	0.11	0.12	0.13	78%	80%	89%	83%	0.07	0.11	0.13	0.13	-54%	-3%	9%	1%	
MCO-PHL	WN	190.8	212.1	69.4	134.0	0.14	0.13	0.15	0.17	62%	89%	86%	86%	0.07	0.16	0.17	0.19	-85%	16%	15%	9%	
MCO-PHX	NK	0.0	0.0	33.9	41.4			0.08	0.08			82%	80%			0.07	0.06				-17%	-46%
MCO-PHX	AA	398.6	595.7	517.6	632.4	0.16	0.15	0.15	0.15	76%	89%	91%	88%	0.10	0.16	0.19	0.17	-52%	7%	20%	9%	
MCO-PHX	F9	75.2	210.3	306.1	244.5	0.07	0.08	0.08	0.09	78%	87%	90%	86%	0.05	0.10	0.09	0.09	-49%	17%	7%	0%	
MCO-PHX	WN	227.1	258.7	258.2	283.4	0.09	0.09	0.10	0.11	73%	91%	93%	91%	0.07	0.11	0.12	0.12	-29%	20%	22%	9%	
MCO-PIT	NK	141.1	181.0	213.5	305.1	0.10	0.11	0.13	0.15	72%	82%	79%	78%	0.07	0.11	0.12	0.12	-40%	-4%	-1%	-34%	
MCO-PIT	AA	0.5	1.3	0.0	0.0	0.21	0.18			60%	68%			0.15	0.14			-41%	-30%			
MCO-PIT	F9	10.6	25.0	14.7	25.1	0.12	0.11	0.12	0.10	68%	67%	73%	46%	0.07	0.09	0.11	0.05	-65%	-31%	-13%	-106%	
MCO-PIT	WN	218.3	306.6	328.6	394.7	0.14	0.14	0.15	0.17	61%	86%	84%	76%	0.10	0.18	0.19	0.19	-42%	24%	21%	8%	
MCO-PNS	NK	0.0	17.9	30.8	65.7		0.18	0.18	0.22		74%	71%	74%		0.16	0.18	0.20			-16%	-2%	-11%
MCO-PNS	F9	0.0	7.9	0.0	0.0		0.17				61%				0.13					-39%		
MCO-PSE	NK	0.0	41.5	124.0	50.5		0.11	0.11	0.11		91%	83%	81%		0.11	0.11	0.09			-3%	-2%	-17%
MCO-PSE	B6	21.8	128.3	112.2	134.5	0.14	0.14	0.15	0.17	79%	78%	78%	83%	0.13	0.14	0.12	0.12	-6%	-4%	-19%	-36%	
MCO-PSE	F9	0.0	0.0	5.7	147.7			0.09	0.13			95%	79%			0.11	0.11				12%	-10%
MCO-RDU	NK	43.0	43.4	56.9	21.3	0.13	0.15	0.16	0.15	72%	78%	73%	75%	0.08	0.13	0.13	0.09	-67%	-17%	-19%	-73%	
MCO-RDU	AA	0.3	0.0	0.0	0.0	0.27				87%				0.15				-73%				
MCO-RDU	B6	13.6	19.6	0.0	39.8	0.23	0.21		0.26	60%	68%		59%	0.10	0.11		0.16	-124%	-82%		-65%	
MCO-RDU	DL	76.2	147.9	148.9	157.8	0.26	0.32	0.35	0.33	57%	85%	82%	85%	0.18	0.33	0.37	0.34	-45%	3%	8%	4%	
MCO-RDU	F9	55.0	59.6	118.8	170.9	0.14	0.15	0.15	0.17	71%	78%	80%	79%	0.09	0.14	0.15	0.16	-57%	-8%	-1%	-7%	
MCO-RDU	UA	0.0	0.8	0.0	0.0		0.24				64%				0.13					-82%		
MCO-RDU	WN	80.6	85.2	91.9	128.5	0.18	0.17	0.19	0.22	60%	87%	85%	80%	0.12	0.20	0.22	0.20	-54%	11%	14%	-11%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
MCO-RDU	XP	0.0	0.0	10.2	12.8			0.15	0.14			83%	66%			0.11	0.09			-31%	-68%
MCO-RIC	NK	46.5	71.3	87.8	99.6	0.11	0.13	0.14	0.18	74%	84%	76%	80%	0.09	0.12	0.12	0.13	-29%	-8%	-23%	-37%
MCO-RIC	B6	65.0	81.0	94.4	102.3	0.22	0.20	0.20	0.23	57%	83%	81%	79%	0.11	0.20	0.21	0.21	-102%	2%	3%	-12%
MCO-RIC	WN	15.1	2.3	0.0	0.0	0.15	0.14			35%	88%			0.05	0.13			-204%	-7%		
MCO-ROC	NK	0.0	0.0	87.2	129.4			0.11	0.14			72%	79%			0.08	0.11			-37%	-22%
MCO-ROC	F9	6.9	73.1	60.7	0.0	0.09	0.10	0.11		75%	78%	79%		0.10	0.11	0.10		5%	2%	-11%	
MCO-ROC	WN	10.2	36.4	53.9	103.2	0.12	0.12	0.13	0.16	69%	89%	86%	81%	0.10	0.15	0.15	0.15	-16%	20%	15%	-6%
MCO-RSW	NK	0.1	0.0	0.1	0.0	0.24		0.28		77%		76%		0.68		0.56		64%		49%	
MCO-RSW	B6	0.0	0.0	0.1	0.0			0.49				80%				0.48					-2%
MCO-RSW	F9	0.0	7.7	0.0	0.0		0.29				29%				0.15					-99%	
MCO-RSW	WN	8.6	14.5	18.3	8.2	0.36	0.37	0.42	0.41	61%	70%	66%	60%	0.26	0.36	0.34	0.28	-36%	-5%	-22%	-44%
MCO-SAT	NK	0.0	0.0	75.8	114.0			0.11	0.13			75%	85%			0.08	0.12			-42%	-16%
MCO-SAT	DL	0.0	0.4	0.0	0.0		0.19				49%				0.05					-298%	
MCO-SAT	F9	33.9	64.3	97.0	77.5	0.10	0.10	0.11	0.11	61%	77%	84%	82%	0.07	0.10	0.10	0.11	-53%	0%	-6%	-3%
MCO-SAT	WN	93.9	151.5	205.3	235.1	0.12	0.12	0.13	0.16	65%	88%	90%	83%	0.09	0.16	0.16	0.17	-32%	26%	16%	7%
MCO-SDF	NK	9.5	84.2	108.0	122.3	0.10	0.13	0.13	0.16	75%	71%	72%	77%	0.07	0.10	0.11	0.12	-39%	-27%	-22%	-33%
MCO-SDF	AA	0.4	1.1	0.0	0.0	0.22	0.20			52%	51%			0.15	0.10			-50%	-94%		
MCO-SDF	F9	15.4	25.0	0.0	0.0	0.12	0.12			53%	63%			0.07	0.08			-76%	-58%		
MCO-SDF	WN	90.3	95.1	97.0	150.4	0.15	0.15	0.16	0.19	63%	81%	88%	75%	0.11	0.17	0.21	0.20	-37%	11%	22%	4%
MCO-SJU	NK	621.7	654.4	799.2	618.1	0.08	0.10	0.11	0.12	87%	90%	87%	89%	0.08	0.11	0.11	0.12	-8%	13%	2%	-2%
MCO-SJU	B6	640.7	570.6	679.0	739.5	0.16	0.15	0.16	0.17	68%	87%	90%	89%	0.09	0.16	0.16	0.15	-69%	6%	0%	-10%
MCO-SJU	F9	0.0	0.0	281.7	674.0			0.09	0.12			93%	92%			0.11	0.14			11%	16%
MCO-SJU	WN	569.1	748.8	708.9	785.7	0.11	0.11	0.12	0.14	73%	90%	92%	92%	0.08	0.13	0.13	0.14	-39%	15%	8%	-3%
MCO-SLC	NK	0.0	25.0	256.8	231.6		0.09	0.08	0.10		92%	82%	84%		0.10	0.08	0.08		14%	-7%	-20%
MCO-SLC	B6	153.5	203.0	156.6	196.0	0.12	0.11	0.11	0.12	65%	79%	89%	82%	0.06	0.09	0.10	0.08	-88%	-24%	-14%	-51%
MCO-SLC	DL	631.7	1,056.3	1,128.2	1,055.6	0.12	0.15	0.16	0.16	66%	90%	91%	90%	0.11	0.16	0.17	0.16	-12%	4%	5%	3%
MCO-SLC	WN	15.0	33.1	1.7	7.9	0.08	0.08	0.10	0.14	87%	85%	93%	95%	0.06	0.07	0.13	0.14	-27%	-13%	24%	3%
MCO-STL	NK	11.0	111.8	115.6	97.7	0.10	0.11	0.12	0.14	82%	71%	80%	83%	0.08	0.08	0.10	0.11	-17%	-46%	-23%	-31%
MCO-STL	F9	113.6	142.3	137.0	137.5	0.11	0.11	0.11	0.13	65%	77%	79%	73%	0.07	0.08	0.10	0.11	-60%	-28%	-18%	-18%
MCO-STL	WN	376.3	416.7	462.6	528.3	0.13	0.13	0.15	0.17	67%	86%	86%	82%	0.10	0.17	0.18	0.20	-33%	22%	21%	14%
MCO-STT	NK	92.4	118.7	126.7	236.4	0.08	0.09	0.11	0.13	71%	83%	83%	71%	0.07	0.10	0.16	0.12	-21%	4%	31%	-2%
MCO-TPA	NK	0.6	0.4	0.9	0.5	0.32	0.39	0.38	0.58	76%	76%	81%	77%	0.83	0.77	0.81	1.32	62%	49%	53%	56%
MCO-TPA	AA	0.2	0.5	0.6	0.4	0.75	0.90	0.91	0.95	89%	85%	88%	90%	0.79	0.79	0.88	0.96	4%	-14%	-4%	1%
MCO-TPA	B6	0.3	0.5	0.6	0.6	0.69	0.68	0.67	0.82	81%	87%	89%	86%	0.57	0.62	0.74	0.71	-22%	-9%	9%	-14%
MCO-TPA	DL	0.4	0.2	0.5	0.5	0.77	0.90	1.00	0.97	63%	88%	83%	82%	0.61	0.84	0.91	0.86	-26%	-8%	-10%	-13%
MCO-TPA	UA	0.1	0.4	0.5	0.3	0.91	0.90	0.97	0.92	93%	90%	84%	87%	0.88	0.82	0.86	0.86	-4%	-10%	-13%	-7%
MCO-TPA	WN	0.6	0.9	1.1	1.0	0.48	0.48	0.52	0.63	78%	85%	91%	82%	0.45	0.44	0.61	0.67	-8%	-9%	14%	6%
MEM-LAS	NK	0.0	36.9	189.0	184.0		0.10	0.10	0.12		84%	78%	80%		0.08	0.07	0.09		-24%	-37%	-28%
MEM-LAS	F9	0.0	38.5	57.6	0.0		0.09	0.09			79%	70%			0.08	0.06			-8%	-47%	
MEM-LAS	G4	104.0	133.6	131.9	55.8	0.07	0.09	0.10	0.13	82%	87%	84%	88%	0.10	0.09	0.07	0.10	26%	0%	-43%	-21%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
MEM-LAX	NK	0.0	0.0	13.6	136.2			0.08	0.09			72%	74%			0.07	0.06			-16%	-58%
MEM-LAX	DL	90.2	103.2	121.4	126.1	0.13	0.16	0.18	0.17	44%	71%	83%	76%	0.09	0.15	0.17	0.14	-36%	-5%	-3%	-20%
MEM-LAX	G4	76.6	132.7	119.6	55.5	0.07	0.09	0.10	0.12	79%	87%	92%	85%	0.08	0.09	0.09	0.09	17%	-1%	-10%	-36%
MEM-MCO	NK	0.0	17.2	88.7	92.8			0.15	0.17			77%	70%		0.12	0.11	0.13			-30%	-33%
MEM-MCO	AA	0.4	1.0	0.0	0.0	0.23	0.21			63%	63%			0.15	0.12			-57%	-75%		
MEM-MCO	DL	0.4	0.0	0.0	0.4	0.22			0.31	16%			50%	0.03			0.13	-637%			-137%
MEM-MCO	F9	26.4	59.7	29.6	16.5	0.13	0.13	0.13	0.11	68%	73%	67%	66%	0.08	0.12	0.11	0.09	-51%	-10%	-24%	-24%
MEM-MCO	WN	65.4	61.8	47.4	97.0	0.15	0.15	0.17	0.19	68%	84%	87%	79%	0.12	0.18	0.21	0.23	-25%	17%	21%	15%
MEM-TPA	NK	0.0	0.0	0.0	3.7				0.18				56%				0.10				-73%
MEM-TPA	WN	21.9	13.4	6.0	9.1	0.15	0.16	0.17	0.21	52%	84%	70%	79%	0.09	0.18	0.16	0.22	-64%	13%	-5%	2%
MHT-FLL	NK	0.0	108.4	66.5	0.0		0.10	0.11			54%	45%			0.04	0.04				-117%	-193%
MHT-MCO	NK	0.0	110.8	171.4	117.8		0.10	0.11	0.12		71%	73%	77%		0.08	0.08	0.10			-27%	-32%
MHT-MCO	MX	0.0	0.0	0.0	1.9				0.20				62%				0.12				-67%
MHT-MCO	WN	166.2	152.8	187.1	174.2	0.12	0.12	0.13	0.15	46%	86%	81%	82%	0.06	0.15	0.14	0.17	-92%	23%	12%	11%
MHT-MYR	NK	0.0	14.6	40.8	7.4		0.14	0.14	0.13		47%	48%	66%		0.07	0.06	0.10			-117%	-124%
MHT-RSW	NK	0.0	39.2	58.8	0.0		0.10	0.11			80%	60%			0.09	0.07				-9%	-60%
MHT-TPA	NK	0.0	36.6	11.6	0.0		0.10	0.10			67%	66%			0.08	0.08				-24%	-26%
MHT-TPA	WN	34.9	24.7	26.7	40.1	0.12	0.11	0.12	0.15	55%	84%	81%	82%	0.07	0.14	0.14	0.16	-60%	23%	10%	10%
MIA-ACY	NK	0.0	65.7	19.9	0.0		0.11	0.12			56%	74%			0.05	0.07				-110%	-74%
MIA-ATL	NK	0.0	61.8	122.6	86.7		0.14	0.16	0.16		78%	82%	83%		0.11	0.12	0.11			-32%	-28%
MIA-ATL	9E	0.0	0.0	0.0	0.2				0.22				41%				0.06				-260%
MIA-ATL	AA	241.3	344.6	311.0	343.6	0.28	0.27	0.28	0.29	80%	82%	84%	82%	0.18	0.22	0.29	0.27	-62%	-25%	2%	-8%
MIA-ATL	DL	725.8	680.4	687.3	748.8	0.24	0.29	0.32	0.31	60%	89%	90%	90%	0.19	0.32	0.40	0.36	-28%	9%	19%	13%
MIA-ATL	F9	84.0	111.9	93.3	137.2	0.13	0.13	0.14	0.16	73%	74%	87%	81%	0.11	0.11	0.14	0.15	-26%	-24%	1%	-7%
MIA-ATL	WN	37.8	151.4	140.1	155.8	0.15	0.17	0.18	0.21	78%	75%	81%	75%	0.11	0.12	0.16	0.16	-35%	-35%	-16%	-28%
MIA-AUS	NK	0.0	0.0	14.7	0.0			0.11				63%				0.06					-84%
MIA-AUS	AA	237.8	538.5	503.7	484.3	0.20	0.20	0.19	0.20	74%	82%	86%	85%	0.12	0.14	0.20	0.20	-69%	-36%	5%	2%
MIA-AUS	WN	9.4	126.6	130.5	130.7	0.11	0.12	0.13	0.15	71%	76%	86%	85%	0.08	0.08	0.11	0.12	-36%	-40%	-12%	-17%
MIA-BDL	NK	0.0	90.4	54.3	0.0		0.10	0.11			78%	83%			0.07	0.07				-45%	-52%
MIA-BDL	AA	126.4	299.3	149.4	147.7	0.18	0.18	0.19	0.19	74%	81%	89%	90%	0.10	0.13	0.20	0.20	-72%	-37%	8%	2%
MIA-BDL	B6	2.1	95.3	52.6	65.3	0.13	0.14	0.15	0.16	80%	74%	82%	77%	0.09	0.10	0.13	0.13	-48%	-42%	-13%	-23%
MIA-BDL	F9	2.7	8.0	0.0	0.0	0.09	0.09			65%	72%			0.03	0.05			-210%	-82%		
MIA-BNA	NK	0.0	0.0	0.0	61.5				0.15				72%				0.09				-70%
MIA-BNA	AA	140.2	291.9	283.0	331.1	0.25	0.23	0.23	0.23	78%	79%	87%	83%	0.15	0.18	0.25	0.23	-64%	-25%	10%	-3%
MIA-BNA	UA	0.0	18.0	0.0	0.0		0.19				84%				0.17					-11%	
MIA-BNA	WN	51.4	175.6	179.0	180.1	0.13	0.14	0.15	0.18	78%	74%	79%	76%	0.09	0.10	0.13	0.15	-45%	-40%	-13%	-16%
MIA-BOS	NK	0.0	103.3	193.3	166.0		0.10	0.10	0.12		83%	83%	85%		0.08	0.09	0.11			-26%	-13%
MIA-BOS	AA	589.6	1,074.2	1,012.1	1,011.5	0.19	0.18	0.19	0.19	80%	88%	90%	90%	0.11	0.17	0.22	0.21	-67%	-7%	13%	11%
MIA-BOS	B6	205.4	264.2	173.3	166.2	0.14	0.14	0.16	0.16	76%	79%	84%	82%	0.07	0.10	0.14	0.15	-87%	-38%	-15%	-10%
MIA-BOS	DL	93.7	276.5	222.8	281.6	0.15	0.18	0.20	0.20	58%	81%	89%	87%	0.08	0.14	0.20	0.19	-86%	-31%	-5%	-3%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
MIA-BOS	F9	56.2	68.9	44.9	0.0	0.09	0.10	0.10		69%	80%	83%		0.06	0.07	0.11		-46%	-45%	8%	
MIA-BWI	NK	0.0	81.9	141.7	105.7		0.11	0.13	0.15		76%	78%	84%		0.08	0.10	0.12		-34%	-20%	-25%
MIA-BWI	AA	108.4	185.1	119.5	141.7	0.21	0.21	0.21	0.22	81%	82%	86%	85%	0.14	0.19	0.27	0.25	-49%	-7%	22%	12%
MIA-BWI	F9	55.2	97.4	64.4	112.9	0.11	0.11	0.11	0.13	69%	77%	84%	78%	0.08	0.08	0.11	0.12	-40%	-31%	-4%	-10%
MIA-BWI	WN	224.3	402.3	419.2	405.5	0.12	0.13	0.14	0.16	73%	75%	79%	75%	0.08	0.11	0.13	0.15	-49%	-20%	-5%	-7%
MIA-CLE	NK	0.0	82.9	131.6	78.9		0.11	0.11	0.11		77%	80%	74%		0.07	0.10	0.06		-47%	-19%	-91%
MIA-CLE	AA	92.9	149.2	119.5	123.0	0.19	0.18	0.19	0.20	72%	78%	87%	79%	0.09	0.13	0.21	0.19	-104%	-43%	9%	-7%
MIA-CLE	F9	37.3	35.2	0.0	72.6	0.10	0.10		0.15	75%	69%		72%	0.08	0.06		0.13	-21%	-60%		-13%
MIA-CLT	NK	0.0	0.0	72.9	116.4			0.14	0.16			62%	65%			0.12	0.12			-17%	-32%
MIA-CLT	AA	612.0	669.0	628.4	745.9	0.29	0.26	0.27	0.28	80%	86%	90%	86%	0.18	0.27	0.38	0.33	-61%	4%	28%	15%
MIA-CLT	DL	0.0	0.7	0.0	0.5		0.28		0.29		34%		57%		0.08		0.16		-260%		-86%
MIA-DEN	NK	0.0	145.1	275.2	115.8		0.08	0.09	0.08		86%	81%	86%		0.07	0.07	0.06		-19%	-31%	-48%
MIA-DEN	AA	356.7	421.0	449.0	513.6	0.15	0.15	0.16	0.16	82%	91%	87%	86%	0.08	0.14	0.17	0.16	-81%	-6%	10%	0%
MIA-DEN	DL	0.0	0.0	2.6	0.0			0.17				71%				0.15				-14%	
MIA-DEN	F9	249.0	229.0	231.0	276.4	0.08	0.08	0.08	0.11	81%	87%	92%	90%	0.05	0.07	0.08	0.11	-63%	-24%	-3%	0%
MIA-DEN	UA	146.7	208.5	304.7	449.0	0.17	0.16	0.16	0.16	85%	90%	89%	86%	0.10	0.17	0.20	0.17	-67%	7%	16%	3%
MIA-DEN	WN	105.1	290.5	118.6	142.6	0.09	0.09	0.10	0.12	78%	79%	87%	88%	0.05	0.07	0.10	0.11	-68%	-32%	-5%	-14%
MIA-DFW	NK	0.0	120.2	227.3	246.7		0.11	0.11	0.13		74%	79%	80%		0.09	0.10	0.11		-23%	-12%	-27%
MIA-DFW	AA	1,378.7	1,594.0	1,424.4	1,690.6	0.23	0.20	0.21	0.21	73%	87%	90%	85%	0.13	0.20	0.27	0.24	-67%	2%	23%	12%
MIA-DFW	F9	32.9	52.2	13.9	89.0	0.10	0.10	0.09	0.12	70%	70%	89%	78%	0.07	0.07	0.10	0.10	-37%	-40%	5%	-12%
MIA-DTW	NK	0.0	111.2	179.9	123.1		0.11	0.12	0.12		83%	78%	79%		0.09	0.11	0.10		-17%	-7%	-23%
MIA-DTW	AA	45.4	195.8	139.1	172.2	0.19	0.18	0.19	0.19	74%	80%	87%	82%	0.10	0.14	0.23	0.17	-92%	-29%	15%	-10%
MIA-DTW	DL	208.3	273.4	274.1	329.1	0.17	0.20	0.22	0.21	62%	89%	89%	88%	0.14	0.21	0.27	0.24	-15%	3%	20%	12%
MIA-DTW	F9	41.7	27.5	0.0	0.0	0.10	0.09			69%	66%			0.07	0.05			-45%	-78%		
MIA-EWR	NK	0.0	106.6	276.0	244.8		0.10	0.11	0.13		85%	88%	86%		0.08	0.11	0.12		-23%	-4%	-11%
MIA-EWR	AA	371.2	432.7	510.8	504.6	0.20	0.20	0.20	0.21	85%	90%	92%	91%	0.14	0.19	0.22	0.23	-48%	-3%	11%	10%
MIA-EWR	B6	172.3	254.4	135.6	62.8	0.15	0.15	0.15	0.17	81%	79%	85%	84%	0.09	0.10	0.14	0.14	-61%	-41%	-7%	-19%
MIA-EWR	DL	0.9	0.8	0.5	0.5	0.17	0.22	0.22	0.24	38%	44%	66%	55%	0.05	0.07	0.14	0.12	-246%	-217%	-56%	-95%
MIA-EWR	F9	91.7	99.8	0.0	0.0	0.10	0.09			79%	83%			0.08	0.08			-30%	-14%		
MIA-EWR	UA	507.5	825.8	760.8	797.6	0.24	0.21	0.21	0.21	78%	83%	88%	88%	0.13	0.17	0.23	0.23	-80%	-24%	7%	6%
MIA-IAH	NK	0.0	79.8	167.8	163.4		0.11	0.12	0.15		81%	84%	86%		0.10	0.11	0.14		-8%	-9%	-3%
MIA-IAH	AA	246.3	428.7	372.6	425.9	0.22	0.21	0.21	0.22	83%	84%	84%	81%	0.14	0.17	0.22	0.22	-59%	-19%	6%	1%
MIA-IAH	SY	1.6	0.0	0.0	0.0	0.13				34%				0.04				-249%			
MIA-IAH	UA	378.1	361.5	344.4	406.1	0.25	0.22	0.23	0.23	79%	85%	87%	84%	0.15	0.21	0.26	0.23	-64%	-3%	12%	1%
MIA-LAS	NK	0.0	173.3	337.4	334.1		0.08	0.08	0.09		83%	83%	87%		0.07	0.07	0.08		-12%	-8%	-19%
MIA-LAS	AA	486.0	658.7	661.3	824.8	0.14	0.14	0.14	0.14	85%	95%	94%	93%	0.09	0.16	0.18	0.19	-64%	13%	23%	26%
MIA-LAS	F9	119.8	264.9	293.9	52.8	0.07	0.07	0.07	0.07	76%	88%	90%	82%	0.04	0.07	0.07	0.05	-65%	-7%	-8%	-32%
MIA-LGA	NK	0.0	200.5	236.4	250.1		0.10	0.11	0.13		83%	87%	86%		0.08	0.10	0.12		-32%	-6%	-6%
MIA-LGA	AA	603.1	1,314.7	1,313.0	1,172.3	0.21	0.20	0.20	0.20	79%	82%	88%	88%	0.12	0.16	0.22	0.23	-75%	-22%	7%	10%
MIA-LGA	DL	343.4	491.3	525.9	630.4	0.17	0.20	0.22	0.22	61%	86%	91%	91%	0.12	0.19	0.24	0.24	-35%	-8%	8%	8%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
MIA-LGA	F9	68.8	76.7	74.0	66.3	0.10	0.10	0.10	0.09	79%	83%	92%	91%	0.09	0.08	0.12	0.10	-15%	-25%	11%	8%
MIA-MCO	NK	0.0	22.8	19.1	0.0		0.25	0.27			45%	54%			0.16	0.21			-59%	-29%	
MIA-MCO	AA	101.3	202.4	190.2	187.1	0.56	0.54	0.56	0.57	67%	82%	80%	79%	0.39	0.55	0.74	0.66	-45%	1%	25%	15%
MIA-MCO	DL	0.3	0.3	28.5	67.2	0.45	0.56	0.62	0.60	63%	56%	59%	47%	0.31	0.29	0.60	0.47	-47%	-95%	-2%	-25%
MIA-MCO	F9	18.2	37.3	3.1	0.0	0.23	0.24	0.27		63%	67%	53%		0.18	0.21	0.19		-24%	-15%	-39%	
MIA-MCO	XP	0.0	0.0	0.0	0.3				0.49				33%			0.21					-138%
MIA-MSP	NK	0.0	47.7	0.0	59.8		0.09		0.10		80%		67%		0.06		0.07		-60%		-38%
MIA-MSP	AA	55.3	156.5	118.6	190.5	0.14	0.16	0.16	0.17	70%	85%	90%	82%	0.08	0.12	0.20	0.15	-83%	-27%	20%	-14%
MIA-MSP	DL	317.2	318.1	269.2	375.5	0.14	0.17	0.19	0.18	57%	90%	91%	87%	0.09	0.16	0.23	0.18	-53%	-9%	20%	-2%
MIA-MSP	SY	99.4	106.1	98.0	119.5	0.11	0.11	0.13	0.13	78%	80%	88%	88%	0.09	0.10	0.15	0.14	-25%	-11%	13%	5%
MIA-MSY	NK	0.0	0.0	30.9	57.4			0.16	0.17			69%	81%			0.10	0.13			-53%	-29%
MIA-MSY	AA	136.6	245.7	176.0	226.8	0.28	0.25	0.25	0.26	81%	83%	87%	82%	0.19	0.23	0.31	0.26	-47%	-10%	19%	1%
MIA-MSY	DL	0.3	0.0	0.8	0.0	0.22		0.30		41%		39%		0.20		0.11		-9%		-168%	
MIA-MSY	UA	0.0	12.8	0.0	0.0		0.21				89%				0.25				16%		
MIA-MSY	WN	4.6	55.9	73.1	78.2	0.14	0.16	0.17	0.19	76%	70%	80%	77%	0.13	0.11	0.16	0.17	-12%	-39%	-8%	-14%
MIA-MYR	NK	0.0	16.2	0.0	0.0		0.14				44%				0.05				-169%		
MIA-MYR	F9	3.0	9.2	0.0	0.0	0.13	0.13			25%	42%			0.03	0.05			-344%	-179%		
MIA-ORD	NK	0.0	117.2	271.7	298.8		0.10	0.11	0.13		81%	87%	82%		0.08	0.10	0.10		-24%	-4%	-23%
MIA-ORD	AA	857.0	1,166.1	1,022.4	1,131.7	0.20	0.19	0.19	0.19	81%	89%	91%	86%	0.11	0.17	0.25	0.22	-80%	-10%	23%	13%
MIA-ORD	F9	80.6	80.7	0.0	0.0	0.09	0.09			74%	74%			0.07	0.06			-30%	-57%		
MIA-ORD	UA	260.6	335.8	337.9	403.9	0.23	0.19	0.20	0.20	73%	83%	89%	82%	0.11	0.16	0.23	0.19	-109%	-22%	13%	-4%
MIA-ORD	YX	4.7	0.0	0.0	0.0	0.19				90%				0.21				10%			
MIA-PHL	NK	0.0	72.8	121.5	126.1		0.11	0.12	0.14		76%	84%	85%		0.07	0.10	0.10		-52%	-18%	-33%
MIA-PHL	AA	568.3	941.3	910.9	953.5	0.22	0.21	0.22	0.22	76%	85%	86%	82%	0.13	0.19	0.26	0.25	-75%	-12%	15%	11%
MIA-PHL	DL	0.7	0.9	0.0	1.1	0.17	0.25		0.22	53%	69%		60%	0.08	0.21		0.16	-110%	-20%		-40%
MIA-PHL	F9	127.0	188.7	138.6	185.6	0.10	0.10	0.11	0.12	74%	74%	87%	78%	0.07	0.07	0.11	0.11	-41%	-41%	1%	-8%
MIA-PIT	NK	0.0	0.0	0.0	44.8				0.12				56%				0.07				-69%
MIA-PIT	AA	92.4	186.7	113.9	141.8	0.19	0.19	0.21	0.20	75%	80%	85%	84%	0.12	0.16	0.25	0.23	-54%	-18%	18%	12%
MIA-PIT	UA	0.0	12.9	0.0	0.0		0.16				82%				0.14				-14%		
MIA-PIT	WN	0.0	5.7	0.0	0.0		0.12				68%				0.10				-21%		
MIA-RDU	NK	0.0	41.4	30.3	10.3		0.13	0.13	0.23		69%	70%	69%		0.09	0.11	0.16		-43%	-24%	-42%
MIA-RDU	AA	154.5	346.7	304.4	365.4	0.28	0.25	0.25	0.26	72%	79%	90%	84%	0.16	0.21	0.29	0.26	-71%	-18%	15%	0%
MIA-RDU	AS	0.0	7.9	0.0	0.0		0.20				71%				0.14				-49%		
MIA-RDU	DL	3.7	42.8	69.8	81.8	0.22	0.29	0.29	0.28	72%	80%	85%	73%	0.16	0.22	0.28	0.20	-37%	-31%	-6%	-43%
MIA-RDU	F9	19.3	20.1	0.0	19.9	0.12	0.12		0.26	65%	75%		71%	0.08	0.10		0.19	-45%	-19%		-35%
MIA-RSW	NK	0.0	0.2	0.1	0.1		0.38	0.32	0.34		91%	74%	80%		0.68	0.68	0.63		43%	53%	45%
MIA-RSW	AA	0.5	1.5	1.8	1.7	0.66	0.79	0.77	0.81	72%	84%	88%	91%	0.57	0.64	0.78	0.79	-16%	-23%	1%	-3%
MIA-RSW	B6	0.0	0.0	0.1	0.0			0.55				73%			0.54				-1%		
MIA-RSW	DL	0.1	0.0	0.2	0.2	0.63		0.85	0.83	80%		90%	88%	0.68		0.87	0.73	7%		2%	-13%
MIA-RSW	MQ	0.1	0.2	0.1	0.1	0.70	0.61	0.62	0.61	60%	83%	89%	86%	0.37	0.40	0.47	0.39	-88%	-53%	-32%	-55%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
MIA-RSW	UA	0.0	0.1	0.1	0.0		0.70	0.84			86%	87%			0.58	0.80			-21%	-5%		
MIA-RSW	WN	0.0	0.1	0.0	0.0		0.45				93%				0.51				12%			
MIA-SJU	NK	0.0	76.1	149.4	164.8		0.11	0.12	0.14		84%	81%	86%		0.11	0.11	0.12		-1%	-12%	-12%	
MIA-SJU	AA	669.6	837.7	727.0	704.5	0.21	0.20	0.21	0.21	79%	92%	91%	94%	0.13	0.21	0.25	0.24		-69%	4%	18%	12%
MIA-SJU	F9	0.0	0.0	71.8	222.4			0.10	0.13			89%	84%			0.11	0.13			9%	2%	
MIA-SJU	MQ	0.0	0.0	0.0	2.1				0.18			83%					0.13				-38%	
MKE-FLL	NK	0.0	38.6	0.0	0.0		0.10				69%				0.07				-47%			
MKE-FLL	WN	50.7	78.0	28.5	30.0	0.10	0.11	0.12	0.14	67%	67%	85%	86%	0.08	0.09	0.13	0.14		-38%	-16%	11%	-5%
MKE-LAS	NK	4.9	175.1	205.2	194.3	0.07	0.09	0.09	0.11	77%	80%	79%	79%	0.06	0.07	0.09	0.09		-25%	-25%	-7%	-26%
MKE-LAS	F9	92.4	101.0	115.2	77.5	0.09	0.08	0.09	0.09	63%	80%	80%	65%	0.06	0.07	0.09	0.07		-47%	-16%	3%	-27%
MKE-LAS	SY	0.0	7.9	0.0	6.8		0.10		0.12				90%		0.09		0.09		-18%			-24%
MKE-LAS	WN	335.6	423.0	265.6	468.3	0.10	0.10	0.11	0.12	62%	87%	92%	85%	0.07	0.11	0.14	0.14		-49%	14%	24%	8%
MKE-LAX	NK	5.2	137.5	0.0	0.0	0.07	0.08			72%	78%			0.05	0.06				-21%	-24%		
MKE-LAX	WN	0.0	5.6	0.0	0.0		0.09				90%				0.13					30%		
MKE-MCO	NK	3.4	121.2	153.1	132.1	0.08	0.10	0.11	0.13	80%	82%	76%	81%	0.07	0.09	0.09	0.11		-27%	-14%	-19%	-21%
MKE-MCO	F9	115.6	80.0	93.7	104.6	0.10	0.10	0.11	0.10	63%	77%	82%	71%	0.07	0.08	0.11	0.08		-49%	-28%	3%	-20%
MKE-MCO	SY	0.0	0.0	0.0	20.6				0.16				83%				0.13					-24%
MKE-MCO	WN	268.0	325.0	328.2	379.0	0.12	0.12	0.13	0.15	65%	83%	86%	79%	0.09	0.14	0.16	0.16		-35%	17%	17%	5%
MKE-MYR	NK	0.0	0.9	0.0	0.0		0.14				45%				0.06					-122%		
MKE-MYR	AA	0.0	2.2	0.0	0.0		0.20				76%				0.16					-27%		
MKE-MYR	UA	0.8	0.0	0.0	0.0	0.22				61%				0.14					-63%			
MKE-PHX	NK	0.0	66.9	0.0	0.0		0.09				75%				0.07					-30%		
MKE-PHX	AA	131.9	213.0	142.3	172.7	0.18	0.16	0.17	0.17	69%	84%	92%	84%	0.12	0.15	0.21	0.18		-56%	-3%	20%	4%
MKE-PHX	DL	0.0	2.5	0.0	0.0		0.15				72%				0.10					-52%		
MKE-PHX	SY	0.0	20.1	0.0	19.0		0.11		0.13		76%		92%		0.07		0.13			-56%		0%
MKE-PHX	WN	354.0	359.6	314.8	423.8	0.10	0.10	0.11	0.13	68%	91%	90%	84%	0.08	0.13	0.15	0.14		-24%	21%	25%	6%
MKE-RSW	NK	0.0	50.0	30.1	0.0		0.10	0.11			80%	81%			0.09	0.11				-11%	5%	
MKE-RSW	F9	43.0	36.5	12.7	51.1	0.10	0.10	0.10	0.09	67%	81%	43%	60%	0.08	0.11	0.05	0.07		-22%	6%	-93%	-21%
MKE-RSW	SY	0.0	16.5	8.4	33.0		0.13	0.14	0.14		64%	72%	84%		0.08	0.10	0.14			-53%	-43%	-5%
MKE-RSW	UA	14.5	18.3	0.0	0.0	0.20	0.15			76%	77%			0.16	0.17				-24%	16%		
MKE-RSW	WN	169.1	138.6	90.4	109.8	0.11	0.11	0.13	0.14	75%	82%	84%	85%	0.11	0.14	0.16	0.17		-2%	21%	21%	19%
MKE-TPA	NK	0.0	35.8	0.0	7.0		0.10		0.13		66%		66%		0.07		0.11			-43%		-23%
MKE-TPA	F9	37.6	16.3	0.0	0.0	0.10	0.10			56%	70%			0.06	0.07				-59%	-41%		
MKE-TPA	UA	4.4	0.0	0.0	0.0	0.21				68%				0.12					-70%			
MKE-TPA	WN	182.4	176.4	150.8	161.1	0.12	0.12	0.13	0.15	65%	83%	86%	79%	0.09	0.14	0.17	0.17		-38%	12%	21%	12%
MSP-ATL	NK	115.7	68.2	182.3	161.1	0.10	0.11	0.12	0.14	67%	84%	76%	79%	0.06	0.12	0.12	0.12		-49%	11%	-5%	-18%
MSP-ATL	DL	1,192.3	1,199.5	1,082.3	1,102.8	0.20	0.23	0.25	0.25	57%	84%	85%	86%	0.15	0.26	0.34	0.33		-39%	11%	24%	25%
MSP-ATL	F9	0.0	0.0	0.0	15.7				0.23				69%				0.17					-35%
MSP-ATL	OO	0.0	0.0	0.4	0.0			0.18				30%				0.03				-538%		
MSP-ATL	SY	0.0	0.0	0.0	6.2				0.23				59%				0.12					-91%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
MSP-BWI	NK	11.9	0.0	0.0	0.0	0.10				54%				0.04					-135%			
MSP-BWI	DL	193.4	263.8	280.4	283.2	0.19	0.22	0.25	0.24	48%	74%	83%	81%	0.11	0.19	0.24	0.22		-68%	-18%	-1%	-6%
MSP-BWI	SY	25.9	40.2	56.2	57.6	0.13	0.14	0.16	0.17	62%	78%	86%	90%	0.09	0.12	0.16	0.17		-44%	-13%	-1%	1%
MSP-BWI	WN	27.4	123.7	119.6	149.9	0.12	0.13	0.14	0.16	74%	76%	85%	79%	0.09	0.11	0.14	0.15		-35%	-16%	-2%	-9%
MSP-DEN	NK	36.3	11.6	0.0	0.0	0.11	0.11			81%	82%			0.07	0.09				-68%	-25%		
MSP-DEN	DL	399.9	490.4	465.2	452.3	0.22	0.27	0.30	0.29	53%	83%	83%	82%	0.13	0.26	0.30	0.27		-67%	-1%	3%	-5%
MSP-DEN	F9	114.6	87.4	97.5	179.9	0.13	0.13	0.13	0.16	73%	81%	90%	81%	0.08	0.12	0.17	0.14		-71%	-10%	22%	-11%
MSP-DEN	SY	74.1	89.2	91.0	106.1	0.15	0.16	0.19	0.20	66%	82%	88%	86%	0.11	0.17	0.21	0.19		-41%	5%	9%	-6%
MSP-DEN	UA	153.0	229.0	263.7	348.7	0.31	0.27	0.28	0.28	70%	90%	88%	83%	0.18	0.27	0.30	0.26		-73%	1%	6%	-8%
MSP-DEN	WN	262.2	263.8	430.1	515.4	0.16	0.15	0.17	0.19	64%	86%	79%	74%	0.08	0.16	0.15	0.14		-87%	3%	-9%	-37%
MSP-DTW	NK	13.0	18.9	86.9	64.6	0.13	0.14	0.16	0.19	50%	75%	65%	79%	0.09	0.16	0.13	0.17		-40%	9%	-16%	-8%
MSP-DTW	DL	379.2	361.6	327.7	352.0	0.26	0.31	0.35	0.33	50%	83%	84%	85%	0.20	0.41	0.48	0.46		-33%	24%	28%	27%
MSP-DTW	OO	0.3	1.2	0.0	0.7	0.27	0.24		0.27	31%	15%		19%	0.07	0.03		0.04		-311%	-721%		-594%
MSP-DTW	SY	0.0	0.0	5.9	20.5			0.20	0.24			69%	77%			0.12	0.20				-61%	-22%
MSP-FLL	NK	102.0	34.8	0.0	0.0	0.08	0.08			81%	75%			0.04	0.04				-90%	-113%		
MSP-FLL	DL	284.3	383.8	344.9	403.1	0.14	0.17	0.19	0.19	57%	89%	89%	86%	0.08	0.15	0.21	0.17		-74%	-14%	11%	-8%
MSP-FLL	SY	36.2	71.4	65.3	93.8	0.11	0.11	0.13	0.13	75%	77%	89%	87%	0.07	0.08	0.14	0.12		-46%	-38%	5%	-7%
MSP-FLL	WN	0.0	0.0	1.6	1.7			0.11	0.12			94%	92%			0.15	0.14				28%	17%
MSP-LAS	NK	127.3	156.1	173.7	149.4	0.08	0.09	0.10	0.12	79%	83%	83%	80%	0.05	0.07	0.08	0.08		-62%	-25%	-20%	-52%
MSP-LAS	DL	929.3	1,073.6	1,058.2	1,081.6	0.15	0.18	0.20	0.20	55%	87%	85%	85%	0.08	0.18	0.20	0.19		-86%	-3%	-1%	-3%
MSP-LAS	F9	0.0	61.8	64.4	0.0		0.09	0.10			73%	79%			0.07	0.09				-27%	-15%	
MSP-LAS	SY	361.2	411.2	424.9	456.7	0.11	0.12	0.13	0.15	77%	86%	90%	89%	0.09	0.13	0.16	0.17		-19%	10%	14%	14%
MSP-LAS	WN	64.7	0.0	0.0	117.6	0.10			0.14	67%			82%	0.05			0.11		-121%			-29%
MSP-LAX	NK	38.1	121.4	50.1	0.0	0.08	0.08	0.09		71%	80%	79%		0.03	0.07	0.08			-120%	-23%	-13%	
MSP-LAX	DL	1,004.7	1,265.8	1,344.7	1,319.3	0.14	0.17	0.19	0.18	54%	86%	86%	87%	0.09	0.18	0.20	0.20		-59%	5%	8%	10%
MSP-LAX	SY	266.7	346.7	368.4	391.9	0.10	0.11	0.12	0.13	72%	85%	91%	91%	0.17	0.15	0.14	0.15		41%	28%	15%	11%
MSP-MCO	NK	167.9	137.8	13.4	0.0	0.08	0.09	0.09		78%	85%	85%		0.04	0.07	0.11			-100%	-38%	18%	
MSP-MCO	DL	831.0	907.4	973.6	987.6	0.15	0.19	0.21	0.20	57%	90%	89%	88%	0.09	0.19	0.22	0.19		-70%	-2%	3%	-5%
MSP-MCO	F9	45.5	69.3	0.0	130.5	0.09	0.09		0.11	77%	71%		75%	0.05	0.06		0.08		-67%	-52%		-31%
MSP-MCO	SY	371.6	426.2	420.2	457.6	0.11	0.12	0.13	0.14	74%	85%	90%	91%	0.13	0.15	0.17	0.15		16%	22%	23%	4%
MSP-MCO	WN	68.4	35.8	3.7	38.5	0.10	0.10	0.12	0.14	66%	75%	87%	78%	0.04	0.06	0.13	0.10		-138%	-61%	12%	-38%
MSP-MIA	NK	0.0	47.7	0.0	59.8		0.09		0.10		80%		67%		0.06		0.07			-60%		-38%
MSP-MIA	AA	55.3	156.5	118.6	190.5	0.14	0.16	0.16	0.17	70%	85%	90%	82%	0.08	0.12	0.20	0.15		-83%	-27%	20%	-14%
MSP-MIA	DL	317.2	318.1	269.2	375.5	0.14	0.17	0.19	0.18	57%	90%	91%	87%	0.09	0.16	0.23	0.18		-53%	-9%	20%	-2%
MSP-MIA	SY	99.4	106.1	98.0	119.5	0.11	0.11	0.13	0.13	78%	80%	88%	88%	0.09	0.10	0.15	0.14		-25%	-11%	13%	5%
MSP-PHX	NK	40.8	52.7	61.1	6.5	0.08	0.10	0.10	0.10	77%	82%	80%	90%	0.06	0.09	0.09	0.09		-46%	-7%	-20%	-8%
MSP-PHX	AA	287.1	287.6	268.5	196.4	0.19	0.17	0.18	0.19	78%	88%	82%	83%	0.10	0.15	0.17	0.17		-94%	-16%	-7%	-6%
MSP-PHX	DL	992.2	1,054.4	1,079.9	1,067.7	0.17	0.19	0.21	0.20	64%	91%	87%	87%	0.10	0.20	0.22	0.21		-65%	5%	5%	5%
MSP-PHX	F9	0.0	0.0	40.6	79.4			0.09	0.13			82%	78%			0.10	0.12				10%	-10%
MSP-PHX	SY	261.5	308.0	307.2	347.0	0.11	0.12	0.14	0.14	77%	83%	91%	92%	0.09	0.13	0.15	0.16		-21%	3%	9%	10%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
MSP-PHX	WN	145.7	150.0	168.0	197.7	0.11	0.11	0.12	0.13	73%	90%	85%	80%	0.06	0.10	0.10	0.10	-80%	-2%	-16%	-34%
MSP-RSW	NK	41.6	37.9	0.0	0.0	0.08	0.09			79%	85%			0.05	0.08			-49%	-9%		
MSP-RSW	DL	776.1	687.1	596.4	628.7	0.15	0.18	0.19	0.19	57%	90%	86%	88%	0.12	0.20	0.21	0.21	-26%	7%	5%	7%
MSP-RSW	F9	7.4	0.0	0.0	77.8	0.09			0.09	48%			73%	0.04			0.07	-104%			-17%
MSP-RSW	SY	387.4	409.0	358.3	422.2	0.11	0.11	0.13	0.14	76%	85%	86%	89%	0.11	0.12	0.17	0.14	-2%	2%	23%	2%
MSP-RSW	WN	19.0	3.0	1.2	1.4	0.10	0.10	0.12	0.12	74%	82%	90%	91%	0.06	0.13	0.14	0.14	-51%	21%	18%	15%
MSP-TPA	NK	25.6	17.0	0.0	0.0	0.08	0.09			78%	86%			0.05	0.09			-68%	-5%		
MSP-TPA	DL	517.5	555.0	541.8	570.7	0.15	0.19	0.20	0.20	56%	91%	88%	89%	0.10	0.18	0.22	0.20	-46%	-2%	8%	-1%
MSP-TPA	F9	10.5	0.0	0.0	0.0	0.09				73%				0.06				-50%			
MSP-TPA	SY	170.0	218.7	206.0	234.9	0.11	0.12	0.13	0.14	75%	82%	88%	89%	0.10	0.11	0.15	0.15	-15%	-4%	9%	2%
MSP-TPA	WN	8.2	5.9	1.1	4.5	0.10	0.10	0.12	0.12	78%	63%	97%	71%	0.06	0.06	0.15	0.08	-73%	-67%	22%	-59%
MSY-ATL	NK	39.2	48.9	82.0	67.5	0.14	0.16	0.19	0.20	73%	75%	73%	75%	0.13	0.16	0.16	0.20	-9%	-2%	-14%	-2%
MSY-ATL	DL	327.9	416.0	495.9	505.1	0.29	0.35	0.39	0.38	58%	83%	85%	87%	0.25	0.40	0.44	0.42	-18%	12%	11%	10%
MSY-ATL	F9	0.0	16.0	22.5	10.3		0.17	0.17	0.25		55%	56%	54%		0.13	0.12	0.20		-35%	-39%	-24%
MSY-ATL	WN	111.3	100.0	111.3	133.8	0.21	0.20	0.22	0.25	63%	83%	81%	74%	0.13	0.21	0.22	0.23	-53%	5%	-1%	-7%
MSY-AUS	NK	3.6	0.0	0.0	0.0	0.14				44%				0.06				-117%			
MSY-AUS	AA	3.5	33.8	59.5	43.6	0.30	0.26	0.27	0.29	84%	75%	71%	67%	0.31	0.22	0.21	0.21	4%	-19%	-33%	-39%
MSY-AUS	DL	0.0	5.9	0.0	0.0		0.26				74%				0.21				-28%		
MSY-AUS	WN	47.2	123.8	187.7	208.5	0.20	0.20	0.21	0.24	62%	81%	72%	69%	0.16	0.23	0.19	0.22	-25%	13%	-12%	-11%
MSY-BOS	NK	9.1	23.9	0.0	0.0	0.08	0.10			42%	71%			0.02	0.07			-413%	-31%		
MSY-BOS	B6	69.7	170.5	180.3	165.1	0.16	0.14	0.14	0.16	52%	78%	85%	84%	0.08	0.13	0.14	0.14	-96%	-10%	-2%	-13%
MSY-BOS	DL	0.0	39.7	132.7	155.3		0.22	0.20	0.19		88%	86%	85%		0.23	0.20	0.19		5%	1%	-1%
MSY-BWI	NK	18.5	78.0	36.5	14.5	0.09	0.11	0.13	0.22	60%	71%	72%	76%	0.07	0.08	0.10	0.20	-24%	-26%	-30%	-10%
MSY-BWI	WN	184.7	228.8	253.5	295.4	0.13	0.12	0.14	0.16	54%	84%	85%	78%	0.08	0.14	0.16	0.17	-68%	12%	13%	4%
MSY-CLE	NK	14.3	23.9	0.0	0.0	0.10	0.11			70%	67%			0.08	0.08			-20%	-33%		
MSY-CLE	F9	0.0	0.0	0.0	7.0				0.23				40%				0.12				-87%
MSY-CMH	NK	0.0	2.4	0.0	0.0		0.13				46%				0.05				-153%		
MSY-CMH	F9	0.0	0.0	0.0	4.8				0.24				34%				0.13				-85%
MSY-CMH	MX	0.0	12.5	1.5	0.0		0.19	0.23			58%	72%			0.07	0.14			-168%	-60%	
MSY-DFW	NK	17.2	36.6	59.2	54.2	0.14	0.16	0.17	0.20	68%	70%	69%	73%	0.12	0.14	0.15	0.19	-15%	-13%	-15%	-8%
MSY-DFW	AA	263.0	326.4	360.3	396.0	0.36	0.33	0.34	0.34	78%	82%	80%	79%	0.25	0.34	0.37	0.34	-43%	3%	7%	-1%
MSY-DTW	NK	85.4	81.3	83.0	51.0	0.10	0.11	0.12	0.16	60%	68%	68%	76%	0.07	0.09	0.10	0.14	-43%	-24%	-24%	-8%
MSY-DTW	DL	98.5	180.2	195.6	168.6	0.19	0.24	0.25	0.24	53%	78%	82%	87%	0.13	0.23	0.26	0.28	-50%	-4%	3%	13%
MSY-EWR	NK	24.6	132.7	102.5	50.2	0.08	0.10	0.11	0.16	80%	79%	80%	81%	0.11	0.09	0.09	0.13	23%	-8%	-25%	-27%
MSY-EWR	UA	112.4	367.6	420.1	382.7	0.20	0.20	0.21	0.20	74%	75%	80%	86%	0.15	0.17	0.20	0.21	-37%	-18%	-5%	4%
MSY-FLL	NK	133.4	132.0	169.8	181.6	0.11	0.13	0.14	0.17	78%	79%	79%	80%	0.10	0.11	0.12	0.14	-17%	-23%	-14%	-28%
MSY-FLL	B6	44.9	54.2	55.5	69.0	0.22	0.20	0.20	0.23	70%	64%	69%	62%	0.11	0.11	0.14	0.13	-97%	-83%	-42%	-76%
MSY-FLL	WN	51.3	121.0	140.7	139.8	0.16	0.15	0.17	0.19	63%	82%	81%	72%	0.11	0.15	0.17	0.16	-49%	-2%	-3%	-15%
MSY-IAH	NK	21.1	28.7	31.4	36.6	0.17	0.19	0.22	0.24	68%	66%	68%	71%	0.15	0.18	0.21	0.23	-10%	-6%	-7%	-3%
MSY-IAH	AA	0.0	0.0	0.0	0.3				0.43				88%				0.46				7%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
MSY-IAH	UA	117.3	201.9	238.1	246.1	0.48	0.42	0.44	0.43	72%	79%	79%	80%	0.35	0.42	0.47	0.48	-36%	0%	6%	10%
MSY-IAH	WN	22.0	92.1	88.8	11.7	0.22	0.24	0.26	0.25	53%	50%	48%	30%	0.14	0.17	0.17	0.12	-53%	-38%	-53%	-100%
MSY-LAS	NK	165.2	195.9	227.6	229.9	0.08	0.09	0.10	0.11	72%	79%	82%	78%	0.07	0.09	0.08	0.09	-11%	4%	-18%	-22%
MSY-LAS	F9	0.0	60.4	81.9	0.0		0.09	0.09			77%	75%			0.08	0.07			-7%	-27%	
MSY-LAS	WN	149.3	210.3	203.5	328.3	0.10	0.10	0.11	0.12	67%	88%	93%	84%	0.08	0.12	0.15	0.13	-34%	19%	26%	7%
MSY-LAX	NK	178.0	183.8	219.9	230.6	0.07	0.08	0.09	0.11	75%	87%	82%	85%	0.06	0.09	0.09	0.10	-19%	11%	0%	-10%
MSY-LAX	DL	255.7	313.8	457.5	524.3	0.13	0.16	0.18	0.17	61%	85%	85%	81%	0.10	0.19	0.20	0.17	-26%	18%	11%	1%
MSY-LAX	MX	0.0	0.0	5.9	8.2			0.11	0.11			88%	71%			0.09	0.06			-19%	-74%
MSY-LAX	WN	98.4	145.3	180.6	190.7	0.09	0.09	0.10	0.12	76%	91%	92%	93%	0.07	0.12	0.12	0.13	-32%	23%	18%	8%
MSY-MCO	NK	103.2	113.7	142.1	173.2	0.12	0.14	0.15	0.19	77%	75%	73%	81%	0.11	0.13	0.14	0.16	-17%	-7%	-11%	-17%
MSY-MCO	F9	23.0	32.1	30.3	37.1	0.14	0.14	0.15	0.14	67%	70%	75%	69%	0.09	0.12	0.13	0.11	-57%	-17%	-12%	-20%
MSY-MCO	MX	0.0	0.0	0.0	9.7				0.24				70%			0.17					-42%
MSY-MCO	UA	0.0	0.0	0.7	0.0			0.31				78%				0.25					-24%
MSY-MCO	WN	135.3	177.1	238.4	264.6	0.17	0.17	0.19	0.22	71%	86%	78%	72%	0.15	0.24	0.22	0.23	-9%	28%	14%	5%
MSY-MIA	NK	0.0	0.0	30.9	57.4			0.16	0.17			69%	81%			0.10	0.13			-53%	-29%
MSY-MIA	AA	136.6	245.7	176.0	226.8	0.28	0.25	0.25	0.26	81%	83%	87%	82%	0.19	0.23	0.31	0.26	-47%	-10%	19%	1%
MSY-MIA	DL	0.3	0.0	0.8	0.0	0.22		0.30		41%		39%		0.20		0.11		-9%		-168%	
MSY-MIA	UA	0.0	12.8	0.0	0.0		0.21				89%				0.25				16%		
MSY-MIA	WN	4.6	55.9	73.1	78.2	0.14	0.16	0.17	0.19	76%	70%	80%	77%	0.13	0.11	0.16	0.17	-12%	-39%	-8%	-14%
MSY-ORD	NK	71.7	86.6	121.8	33.8	0.10	0.12	0.13	0.18	71%	80%	74%	80%	0.06	0.11	0.10	0.16	-67%	-7%	-24%	-14%
MSY-ORD	AA	76.8	120.9	115.4	142.8	0.24	0.21	0.23	0.23	77%	85%	84%	79%	0.13	0.21	0.26	0.22	-83%	2%	13%	-2%
MSY-ORD	UA	99.6	168.3	189.1	211.8	0.26	0.24	0.24	0.25	71%	80%	80%	83%	0.14	0.22	0.26	0.27	-90%	-7%	6%	10%
MSY-ORD	YX	22.3	0.0	0.0	0.0	0.24				77%				0.14				-71%			
MSY-PHL	NK	6.3	42.7	39.1	0.0	0.09	0.11	0.12		55%	70%	60%		0.03	0.08	0.06		-175%	-43%	-93%	
MSY-PHL	AA	92.6	128.3	180.7	161.9	0.21	0.18	0.19	0.20	74%	86%	81%	85%	0.13	0.24	0.24	0.25	-61%	24%	18%	19%
MSY-PHL	DL	0.0	1.0	0.0	0.0		0.16				94%				0.18				13%		
MSY-PHL	F9	53.0	64.5	71.1	106.9	0.10	0.10	0.10	0.12	57%	65%	75%	61%	0.06	0.09	0.11	0.12	-58%	-14%	6%	0%
MSY-SJU	NK	0.0	0.0	0.0	14.4				0.17				74%			0.12					-38%
MSY-TPA	NK	43.6	51.0	76.8	64.2	0.13	0.15	0.17	0.19	63%	69%	62%	70%	0.10	0.14	0.13	0.16	-33%	-7%	-28%	-20%
MSY-TPA	DL	0.7	0.0	0.0	0.0	0.32				31%				0.12				-174%			
MSY-TPA	MX	0.0	0.0	0.0	0.4				0.23				40%			0.14					-60%
MSY-TPA	WN	72.9	93.1	126.3	144.1	0.19	0.19	0.20	0.23	68%	82%	73%	65%	0.15	0.22	0.21	0.23	-22%	16%	5%	1%
MYR-ACY	NK	46.8	60.0	63.9	49.6	0.14	0.15	0.18	0.21	54%	68%	68%	76%	0.07	0.12	0.14	0.18	-87%	-32%	-27%	-19%
MYR-BDL	NK	72.6	103.1	88.5	57.1	0.11	0.13	0.14	0.20	56%	72%	73%	83%	0.07	0.11	0.11	0.19	-53%	-25%	-26%	-3%
MYR-BDL	MX	0.0	0.0	0.0	4.8				0.27				57%			0.15					-73%
MYR-BOS	NK	104.7	144.6	117.0	152.8	0.11	0.12	0.14	0.17	64%	76%	75%	79%	0.08	0.11	0.14	0.17	-34%	-11%	3%	-2%
MYR-BOS	AA	0.0	1.4	0.0	0.4		0.20		0.26		80%		56%		0.23		0.17		15%		-51%
MYR-BOS	DL	1.8	0.0	1.6	7.0	0.22		0.29	0.26	64%		88%	81%	0.15		0.32	0.28	-44%		8%	5%
MYR-BWI	NK	43.3	53.7	11.1	12.4	0.15	0.16	0.20	0.34	60%	62%	78%	52%	0.11	0.10	0.16	0.21	-37%	-56%	-20%	-64%
MYR-BWI	WN	13.7	117.5	120.9	132.7	0.19	0.21	0.23	0.26	66%	74%	81%	81%	0.15	0.18	0.22	0.27	-26%	-13%	-3%	4%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
MYR-CAK	NK	4.1	10.2	0.0	0.0	0.12	0.14			63%	41%			0.10	0.05			-29%	-151%			
MYR-CAK	G4	0.0	0.0	1.5	3.6			0.14	0.22			86%	83%			0.19	0.24			25%	9%	
MYR-CAK	MX	0.0	0.0	0.0	0.8				0.30				71%			0.24					-26%	
MYR-CLE	NK	42.4	61.0	41.9	44.3	0.12	0.14	0.16	0.20	66%	62%	70%	71%	0.10	0.09	0.13	0.17	-23%	-50%	-25%	-23%	
MYR-CLE	AA	0.0	1.6	0.0	0.0		0.24					74%			0.14					-72%		
MYR-CLE	F9	0.0	0.0	0.0	3.9				0.29				54%			0.17					-66%	
MYR-CLE	G4	4.8	2.7	0.0	0.0	0.10	0.12			61%	70%			0.08	0.10			-38%	-20%			
MYR-CLE	UA	0.8	0.0	0.0	0.0	0.27				65%				0.16				-67%				
MYR-CMH	NK	3.5	10.7	0.0	5.5	0.13	0.15		0.31	71%	63%		45%	0.10	0.08		0.16	-27%	-76%		-96%	
MYR-CMH	WN	2.4	13.4	2.9	5.2	0.17	0.18	0.19	0.22	66%	61%	83%	76%	0.15	0.12	0.24	0.21	-14%	-43%	18%	-5%	
MYR-CRW	NK	3.2	2.8	0.0	0.0	0.15	0.16			47%	52%			0.07	0.08			-116%	-103%			
MYR-CRW	MX	0.0	0.0	0.0	1.6				0.36				62%			0.30					-20%	
MYR-DFW	NK	10.7	7.4	0.0	0.0	0.09	0.09			72%	73%			0.06	0.06			-37%	-41%			
MYR-DFW	AA	76.3	82.0	71.2	75.3	0.22	0.17	0.18	0.19	70%	86%	87%	89%	0.13	0.17	0.20	0.20	-64%	-1%	9%	5%	
MYR-DFW	UA	0.0	1.4	0.0	0.0		0.16					88%			0.18					9%		
MYR-DTW	NK	81.1	93.6	99.4	54.2	0.11	0.13	0.15	0.19	66%	70%	74%	74%	0.11	0.11	0.11	0.16	-7%	-24%	-37%	-24%	
MYR-DTW	DL	24.9	45.7	73.2	67.4	0.25	0.29	0.31	0.30	62%	83%	79%	85%	0.22	0.29	0.26	0.30	-17%	-2%	-18%	1%	
MYR-DTW	UA	0.0	0.9	0.0	0.0		0.21					89%			0.19					-15%		
MYR-EWR	NK	112.6	109.3	93.8	130.2	0.13	0.14	0.16	0.19	56%	74%	76%	71%	0.08	0.13	0.16	0.18	-60%	-6%	-2%	-6%	
MYR-EWR	AA	0.0	18.4	0.0	0.0		0.23					82%			0.20					-17%		
MYR-EWR	UA	18.7	34.9	59.5	54.2	0.27	0.26	0.28	0.28	77%	80%	73%	87%	0.19	0.26	0.25	0.31	-43%	-2%	-10%	11%	
MYR-FLL	NK	60.9	94.9	95.0	96.8	0.13	0.14	0.16	0.21	60%	70%	67%	71%	0.09	0.10	0.12	0.16	-42%	-39%	-28%	-34%	
MYR-IAG	NK	7.9	4.0	0.0	0.0	0.12	0.15			16%	58%			0.02	0.08			-533%	-90%			
MYR-IND	NK	0.0	1.5	0.0	5.1		0.16		0.28		49%		53%		0.10		0.16			-70%	-74%	
MYR-IND	G4	4.6	5.0	4.8	3.0	0.10	0.13	0.15	0.20	64%	70%	72%	80%	0.10	0.11	0.13	0.22	-5%	-16%	-13%	10%	
MYR-IND	WN	2.9	8.5	0.0	0.0	0.15	0.15			65%	56%			0.13	0.11			-16%	-44%			
MYR-LBE	NK	39.7	41.5	30.4	35.6	0.14	0.15	0.17	0.22	59%	64%	71%	75%	0.09	0.11	0.15	0.20	-43%	-34%	-13%	-10%	
MYR-LGA	NK	87.9	116.5	116.7	117.6	0.12	0.14	0.15	0.20	55%	76%	73%	73%	0.09	0.13	0.15	0.18	-39%	-4%	-2%	-9%	
MYR-LGA	AA	2.5	7.2	0.0	0.0	0.26	0.23			73%	84%			0.16	0.21			-58%	-10%			
MYR-LGA	DL	9.3	30.4	66.2	49.9	0.27	0.23	0.24	0.25	63%	74%	77%	86%	0.18	0.19	0.21	0.26	-50%	-19%	-14%	2%	
MYR-LGA	UA	0.0	3.5	0.0	0.0		0.23					83%			0.22					-5%		
MYR-MCI	NK	6.6	7.2	0.0	0.0	0.09	0.10			57%	64%			0.06	0.07			-55%	-47%			
MYR-MCI	WN	2.0	6.5	3.6	4.0	0.12	0.12	0.13	0.16	75%	74%	89%	92%	0.12	0.11	0.17	0.21	1%	-4%	23%	24%	
MYR-MCO	NK	7.2	22.5	50.3	58.1	0.15	0.17	0.19	0.22	65%	70%	70%	68%	0.11	0.15	0.18	0.19	-28%	-13%	-7%	-13%	
MYR-MHT	NK	0.0	14.6	40.8	7.4		0.14	0.14	0.13		47%	48%	66%		0.07	0.06	0.10			-117%	-124%	-25%
MYR-MIA	NK	0.0	16.2	0.0	0.0		0.14				44%				0.05					-169%		
MYR-MIA	F9	3.0	9.2	0.0	0.0	0.13	0.13			25%	42%			0.03	0.05			-344%	-179%			
MYR-MKE	NK	0.0	0.9	0.0	0.0		0.14				45%				0.06					-122%		
MYR-MKE	AA	0.0	2.2	0.0	0.0		0.20				76%				0.16					-27%		
MYR-MKE	UA	0.8	0.0	0.0	0.0	0.22				61%				0.14						-63%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
MYR-ORD	NK	82.3	96.0	76.7	22.1	0.11	0.12	0.14	0.25	68%	74%	63%	59%	0.07	0.08	0.08	0.18	-42%	-47%	-63%	-37%
MYR-ORD	AA	7.3	4.2	3.5	4.8	0.22	0.21	0.23	0.22	84%	88%	84%	92%	0.19	0.17	0.23	0.24	-12%	-23%	2%	9%
MYR-ORD	OO	0.0	7.1	3.3	0.0		0.19	0.20			90%	87%			0.19	0.20			-1%	1%	
MYR-ORD	UA	11.0	37.4	23.9	26.2	0.26	0.23	0.27	0.26	82%	85%	84%	85%	0.19	0.19	0.26	0.27	-35%	-19%	-5%	5%
MYR-PBG	NK	2.4	0.0	0.0	0.0	0.10				12%				0.01				#####			
MYR-PHL	NK	37.6	42.5	37.9	29.8	0.13	0.15	0.16	0.24	67%	71%	70%	75%	0.10	0.13	0.15	0.19	-33%	-18%	-8%	-27%
MYR-PHL	AA	38.9	30.8	42.4	35.9	0.30	0.25	0.28	0.28	66%	82%	75%	87%	0.20	0.27	0.28	0.32	-50%	7%	-1%	13%
MYR-PHL	DL	0.0	11.8	0.0	0.0		0.26				84%				0.25				-1%		
MYR-PHL	F9	8.8	11.8	8.3	19.4	0.15	0.16	0.15	0.28	51%	69%	67%	65%	0.08	0.13	0.15	0.21	-82%	-22%	-6%	-31%
MYR-PIT	NK	37.8	40.4	38.1	35.8	0.13	0.15	0.16	0.23	64%	63%	72%	70%	0.10	0.10	0.16	0.18	-39%	-42%	-3%	-26%
MYR-PIT	G4	9.3	9.7	10.2	9.9	0.11	0.14	0.16	0.23	53%	76%	81%	75%	0.10	0.17	0.18	0.21	-13%	18%	12%	-12%
MYR-PIT	WN	2.7	13.6	2.8	11.7	0.17	0.18	0.20	0.24	71%	66%	89%	80%	0.17	0.14	0.26	0.26	-1%	-23%	25%	9%
MYR-ROC	NK	0.0	0.0	8.2	12.6			0.13	0.17			37%	52%			0.06	0.09			-110%	-101%
MYR-SDF	NK	0.0	0.5	0.0	0.0		0.18				21%				0.04				-328%		
MYR-SDF	G4	3.6	1.8	1.6	1.5	0.11	0.14	0.16	0.22	42%	60%	70%	83%	0.07	0.13	0.12	0.25	-50%	-3%	-35%	12%
MYR-STL	NK	0.0	0.8	0.0	0.0		0.15				27%				0.03				-319%		
MYR-STL	DL	0.0	2.1	0.0	0.0		0.21				56%				0.09				-138%		
MYR-STL	UA	1.1	0.0	0.0	0.0	0.23				52%				0.10				-133%			
MYR-STL	WN	1.5	10.4	5.8	10.8	0.14	0.15	0.16	0.18	78%	77%	88%	85%	0.13	0.12	0.17	0.18	-4%	-20%	4%	-2%
OAK-BUR	NK	0.0	0.0	0.0	9.6				0.38			53%				0.27					-41%
OAK-BUR	WN	128.0	320.0	356.1	285.4	0.24	0.24	0.26	0.29	44%	58%	60%	67%	0.15	0.19	0.22	0.34	-62%	-25%	-18%	13%
OAK-DFW	NK	0.0	0.0	30.5	71.9			0.08	0.09			82%	75%			0.08	0.06			-11%	-64%
OAK-DTW	NK	43.9	17.7	0.0	0.0	0.06	0.07			62%	71%			0.05	0.09			-43%	22%		
OAK-DTW	DL	0.0	5.2	0.0	0.0		0.16				88%				0.19				15%		
OAK-EWR	NK	0.0	0.0	186.8	249.2			0.08	0.08			75%	88%			0.06	0.07			-32%	-22%
OAK-IAH	NK	41.3	0.0	0.0	0.0	0.08				50%				0.04				-99%			
OAK-LAS	NK	90.2	143.5	215.8	159.9	0.15	0.16	0.18	0.22	77%	81%	80%	84%	0.14	0.18	0.16	0.22	-6%	11%	-15%	1%
OAK-LAS	F9	11.2	71.9	37.4	0.0	0.16	0.17	0.18		65%	75%	72%		0.23	0.15	0.14		32%	-10%	-29%	
OAK-LAS	G4	23.9	20.8	9.7	1.8	0.12	0.15	0.17	0.18	48%	61%	55%	55%	0.14	0.17	0.15	0.14	15%	16%	-13%	-27%
OAK-LAS	WN	258.0	348.2	481.6	489.3	0.20	0.20	0.22	0.25	63%	81%	76%	76%	0.15	0.24	0.21	0.27	-34%	17%	-4%	7%
OAK-LAX	NK	41.5	62.8	50.9	55.1	0.16	0.18	0.20	0.26	70%	81%	82%	85%	0.14	0.19	0.19	0.27	-12%	5%	-7%	3%
OAK-LAX	DL	11.3	49.4	51.2	41.0	0.35	0.31	0.32	0.32	76%	82%	87%	85%	0.33	0.30	0.29	0.31	-5%	-2%	-11%	-4%
OAK-LAX	WN	163.9	268.4	314.3	294.5	0.23	0.22	0.25	0.28	44%	68%	77%	70%	0.13	0.21	0.23	0.29	-71%	-6%	-10%	5%
OAK-ORD	NK	45.4	35.3	62.2	0.0	0.07	0.08	0.09		57%	91%	78%		0.04	0.11	0.09		-85%	27%	3%	
OAK-PHL	NK	0.0	40.2	156.7	39.3		0.08	0.07	0.07		82%	60%	79%		0.08	0.05	0.05		-4%	-58%	-44%
OAK-SAN	NK	0.0	6.3	47.1	50.0		0.18	0.17	0.20		56%	68%	75%		0.11	0.14	0.21		-73%	-25%	1%
OAK-SAN	OO	0.0	0.0	0.2	0.0			0.27				58%				0.14				-89%	
OAK-SAN	WN	217.3	339.8	544.5	455.5	0.20	0.19	0.21	0.24	58%	78%	68%	74%	0.15	0.23	0.18	0.27	-34%	16%	-17%	10%
OAK-SNA	NK	15.3	52.7	49.6	36.5	0.15	0.17	0.19	0.23	22%	59%	64%	77%	0.03	0.13	0.17	0.27	-345%	-34%	-13%	16%
OAK-SNA	OO	0.0	0.0	0.3	0.0			0.30				74%				0.22				-36%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
OAK-SNA	WN	202.6	253.4	272.8	252.3	0.21	0.22	0.24	0.27	44%	79%	81%	71%	0.13	0.27	0.29	0.38	-66%	18%	19%	28%
ORD-ATL	NK	96.1	94.2	180.2	102.8	0.12	0.13	0.15	0.17	78%	82%	79%	86%	0.10	0.13	0.13	0.15	-20%	0%	-21%	-14%
ORD-ATL	AA	85.1	131.4	128.7	121.2	0.30	0.25	0.26	0.28	82%	81%	77%	76%	0.19	0.23	0.26	0.27	-61%	-9%	-3%	-4%
ORD-ATL	DL	392.4	584.7	532.3	546.4	0.25	0.28	0.32	0.31	58%	83%	86%	87%	0.18	0.29	0.38	0.37	-34%	3%	16%	18%
ORD-ATL	F9	0.0	11.3	55.0	97.9		0.12	0.14	0.16		63%	73%	75%		0.09	0.11	0.17		-27%	-20%	8%
ORD-ATL	OO	0.0	20.4	14.0	0.0		0.22	0.23			91%	88%			0.28	0.27			21%	16%	
ORD-ATL	UA	64.1	125.8	217.2	273.3	0.31	0.28	0.31	0.30	74%	84%	83%	79%	0.20	0.27	0.31	0.30	-57%	-3%	3%	2%
ORD-ATL	YX	94.9	15.6	11.8	0.0	0.27	0.22	0.23		82%	89%	87%		0.19	0.30	0.31		-37%	29%	26%	
ORD-AUS	NK	12.4	0.0	0.0	0.0	0.10				52%				0.04				-171%			
ORD-AUS	AA	160.9	373.1	371.9	391.1	0.23	0.19	0.20	0.21	72%	77%	81%	75%	0.13	0.17	0.21	0.20	-69%	-13%	2%	-4%
ORD-AUS	F9	1.8	0.0	0.0	0.0	0.11				25%				0.03				-340%			
ORD-AUS	OO	0.0	11.7	0.0	0.0		0.16				90%				0.19				13%		
ORD-AUS	UA	164.7	396.4	374.0	380.9	0.24	0.21	0.23	0.22	71%	78%	79%	82%	0.15	0.18	0.22	0.23	-58%	-22%	-4%	4%
ORD-AUS	WN	6.6	127.0	176.1	162.8	0.12	0.13	0.14	0.16	73%	68%	66%	66%	0.10	0.10	0.11	0.12	-19%	-29%	-30%	-30%
ORD-BOS	NK	21.9	0.0	0.0	7.4	0.10			0.23	62%			80%	0.03			0.16	-254%			-49%
ORD-BOS	AA	239.8	502.3	619.5	465.6	0.25	0.21	0.22	0.23	71%	85%	84%	90%	0.13	0.20	0.22	0.25	-96%	-4%	-2%	7%
ORD-BOS	B6	85.1	108.5	81.6	118.5	0.21	0.18	0.19	0.21	57%	75%	79%	84%	0.07	0.14	0.16	0.19	-192%	-24%	-16%	-15%
ORD-BOS	DL	0.0	135.4	156.3	237.0		0.20	0.24	0.23		67%	83%	86%		0.15	0.21	0.24		-38%	-15%	3%
ORD-BOS	UA	240.0	567.5	570.7	600.5	0.29	0.22	0.24	0.24	66%	85%	87%	89%	0.14	0.21	0.25	0.27	-104%	-5%	2%	12%
ORD-BOS	YX	77.2	59.6	107.2	43.8	0.22	0.18	0.19	0.22	88%	79%	75%	90%	0.19	0.17	0.17	0.23	-17%	-6%	-8%	4%
ORD-BWI	NK	7.9	0.0	0.0	0.0	0.12				76%				0.06				-96%			
ORD-BWI	AA	38.3	84.3	99.8	100.9	0.28	0.23	0.26	0.27	76%	81%	80%	77%	0.18	0.22	0.25	0.24	-51%	-7%	-4%	-11%
ORD-BWI	DL	0.0	21.2	0.0	0.0		0.22				90%				0.25				13%		
ORD-BWI	OO	36.3	0.0	5.2	0.0	0.25		0.23		66%		90%		0.14		0.27		-74%		16%	
ORD-BWI	UA	89.5	175.4	188.4	194.5	0.33	0.28	0.30	0.29	68%	82%	82%	84%	0.19	0.26	0.31	0.31	-77%	-7%	3%	5%
ORD-BWI	WN	77.5	225.4	205.4	213.3	0.15	0.16	0.18	0.20	41%	64%	65%	60%	0.07	0.13	0.14	0.15	-119%	-30%	-28%	-35%
ORD-BWI	YX	18.3	1.3	0.0	0.0	0.24	0.21			89%	87%			0.21	0.22			-17%	4%		
ORD-CLT	NK	0.0	0.0	0.0	58.4				0.18			67%				0.12					-45%
ORD-CLT	AA	549.2	661.6	609.4	652.2	0.30	0.27	0.28	0.29	68%	80%	83%	84%	0.18	0.27	0.34	0.32	-70%	0%	18%	10%
ORD-CLT	F9	0.0	0.0	0.0	9.4				0.28			66%				0.21					-35%
ORD-CLT	UA	72.1	80.9	160.5	209.9	0.28	0.24	0.30	0.30	69%	85%	86%	80%	0.18	0.24	0.32	0.27	-55%	2%	7%	-13%
ORD-DEN	NK	66.5	0.0	0.0	0.0	0.10				74%				0.05				-81%			
ORD-DEN	AA	293.3	406.1	313.1	280.1	0.23	0.21	0.22	0.23	76%	85%	81%	82%	0.12	0.19	0.22	0.21	-98%	-11%	0%	-9%
ORD-DEN	F9	164.6	94.5	0.0	30.6	0.11	0.11		0.23	74%	86%		84%	0.07	0.10		0.21	-67%	-3%		-9%
ORD-DEN	OO	0.0	1.7	0.0	0.0		0.18				49%				0.08				-135%		
ORD-DEN	UA	1,007.2	1,174.6	1,348.1	1,335.9	0.30	0.24	0.26	0.25	68%	87%	86%	87%	0.15	0.24	0.26	0.26	-97%	-1%	-1%	4%
ORD-DEN	WN	157.7	479.7	492.5	527.0	0.13	0.13	0.15	0.16	59%	78%	76%	70%	0.06	0.11	0.12	0.11	-123%	-21%	-23%	-43%
ORD-DFW	NK	89.5	110.6	167.8	107.3	0.10	0.11	0.13	0.15	78%	85%	83%	88%	0.08	0.11	0.12	0.14	-33%	-2%	-5%	-7%
ORD-DFW	AA	854.7	1,124.0	960.8	1,112.1	0.27	0.23	0.24	0.25	74%	84%	86%	84%	0.16	0.25	0.32	0.30	-71%	6%	25%	16%
ORD-DFW	F9	3.3	16.5	0.0	28.4	0.11	0.10		0.24	80%	76%		87%	0.11	0.10		0.28	0%	-9%		13%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
ORD-DFW	UA	187.6	248.0	355.8	409.4	0.28	0.24	0.26	0.25	68%	84%	88%	86%	0.15	0.22	0.29	0.29	-82%	-7%	11%	12%
ORD-DTW	NK	0.0	0.0	0.0	0.6				0.36				78%			0.35					-2%
ORD-DTW	AA	9.0	12.8	18.5	25.4	0.46	0.38	0.42	0.49	79%	81%	81%	74%	0.38	0.41	0.47	0.52	-20%	7%	11%	6%
ORD-DTW	DL	11.8	104.0	100.2	76.2	0.46	0.47	0.58	0.55	43%	76%	75%	77%	0.29	0.49	0.69	0.69	-56%	4%	16%	21%
ORD-DTW	OO	72.8	73.1	27.3	84.6	0.46	0.37	0.39	0.41	64%	81%	90%	84%	0.37	0.38	0.48	0.49	-25%	0%	19%	15%
ORD-DTW	PT	0.0	0.0	0.5	0.0			0.42				89%				0.52					20%
ORD-DTW	UA	8.8	10.5	63.0	37.4	0.53	0.44	0.47	0.51	70%	81%	83%	77%	0.37	0.52	0.56	0.63	-41%	16%	17%	19%
ORD-DTW	YX	25.1	0.0	3.5	6.4	0.46		0.40	0.41	64%		58%	80%	0.35		0.42	0.41	-32%		5%	0%
ORD-FLL	NK	444.0	540.6	451.0	684.4	0.08	0.09	0.10	0.12	81%	85%	88%	83%	0.06	0.07	0.12	0.11	-50%	-30%	14%	-17%
ORD-FLL	AA	192.0	207.7	113.3	185.5	0.19	0.18	0.19	0.19	81%	85%	86%	82%	0.10	0.14	0.23	0.18	-82%	-22%	18%	-4%
ORD-FLL	B6	94.4	86.9	0.0	0.0	0.16	0.14			72%	71%			0.05	0.07			-187%	-92%		
ORD-FLL	UA	414.6	557.5	448.0	522.4	0.22	0.19	0.20	0.20	76%	83%	88%	82%	0.11	0.16	0.24	0.21	-94%	-23%	16%	3%
ORD-FLL	WN	2.0	94.2	25.7	8.2	0.11	0.12	0.12	0.12	82%	76%	86%	46%	0.05	0.08	0.12	0.06	-126%	-44%	-3%	-105%
ORD-IAH	NK	129.8	114.5	157.8	137.5	0.10	0.11	0.13	0.16	76%	85%	82%	88%	0.07	0.11	0.12	0.16	-42%	0%	-8%	1%
ORD-IAH	AA	111.7	220.3	195.9	186.1	0.23	0.20	0.21	0.22	76%	82%	82%	85%	0.13	0.17	0.19	0.20	-79%	-19%	-10%	-10%
ORD-IAH	F9	0.0	0.0	0.0	9.1				0.23				80%				0.23				0%
ORD-IAH	UA	809.3	1,099.7	1,166.7	1,168.3	0.28	0.23	0.24	0.23	73%	86%	87%	87%	0.16	0.23	0.27	0.27	-69%	-3%	10%	15%
ORD-LAS	NK	450.3	560.4	630.9	469.0	0.07	0.08	0.09	0.11	81%	87%	87%	86%	0.06	0.08	0.09	0.11	-21%	-1%	-4%	-6%
ORD-LAS	AA	505.6	956.0	888.2	831.0	0.17	0.16	0.16	0.17	86%	90%	84%	85%	0.11	0.16	0.17	0.17	-56%	3%	6%	3%
ORD-LAS	F9	164.5	189.7	75.2	25.6	0.09	0.08	0.09	0.18	77%	80%	80%	83%	0.07	0.07	0.08	0.18	-27%	-12%	-16%	1%
ORD-LAS	UA	526.1	931.7	1,029.7	1,117.0	0.20	0.17	0.18	0.17	79%	87%	87%	87%	0.11	0.17	0.18	0.19	-80%	-1%	1%	8%
ORD-LAS	WN	17.8	157.1	320.2	398.1	0.09	0.10	0.11	0.12	93%	88%	84%	75%	0.08	0.10	0.10	0.09	-9%	0%	-10%	-33%
ORD-LAX	NK	465.6	527.2	626.7	466.5	0.07	0.08	0.09	0.10	78%	90%	84%	88%	0.05	0.08	0.09	0.10	-38%	5%	-1%	0%
ORD-LAX	AA	1,098.1	1,792.1	1,786.1	1,708.7	0.17	0.15	0.15	0.16	81%	90%	85%	87%	0.10	0.15	0.16	0.16	-60%	1%	5%	3%
ORD-LAX	UA	1,213.8	1,995.7	2,367.6	2,343.9	0.19	0.16	0.18	0.17	75%	89%	89%	88%	0.11	0.16	0.17	0.17	-81%	-2%	-2%	3%
ORD-LGA	NK	16.6	0.0	0.0	108.2	0.11			0.20	55%			89%	0.05			0.21	-132%			5%
ORD-LGA	AA	233.2	755.9	995.6	559.2	0.28	0.25	0.25	0.26	61%	71%	75%	88%	0.14	0.19	0.23	0.29	-95%	-31%	-10%	11%
ORD-LGA	DL	94.2	442.9	392.1	369.1	0.25	0.25	0.30	0.28	38%	69%	81%	85%	0.11	0.21	0.29	0.31	-121%	-21%	-5%	11%
ORD-LGA	OO	0.0	0.0	0.0	8.9				0.20				91%				0.26				24%
ORD-LGA	UA	147.3	583.1	697.9	867.0	0.33	0.25	0.26	0.27	53%	78%	84%	87%	0.15	0.22	0.26	0.29	-124%	-14%	-1%	8%
ORD-LGA	YX	176.1	24.2	0.0	57.9	0.24	0.19		0.21	72%	89%		90%	0.21	0.22		0.23	-12%	12%		10%
ORD-MCO	NK	205.3	293.3	349.7	312.5	0.09	0.10	0.11	0.14	87%	87%	84%	87%	0.07	0.10	0.11	0.12	-23%	-1%	-7%	-11%
ORD-MCO	AA	325.1	556.7	461.5	457.2	0.21	0.20	0.21	0.21	86%	89%	88%	86%	0.13	0.19	0.24	0.22	-59%	-5%	13%	4%
ORD-MCO	F9	126.1	155.7	169.9	162.3	0.11	0.10	0.11	0.12	77%	80%	83%	80%	0.07	0.10	0.11	0.12	-57%	-7%	-2%	-1%
ORD-MCO	UA	496.5	803.4	854.6	886.0	0.25	0.22	0.24	0.23	76%	85%	86%	84%	0.13	0.20	0.23	0.22	-92%	-9%	-3%	-7%
ORD-MCO	WN	18.0	137.9	181.5	229.2	0.12	0.13	0.14	0.16	89%	84%	83%	76%	0.09	0.12	0.13	0.12	-24%	-8%	-4%	-25%
ORD-MIA	NK	0.0	117.2	271.7	298.8		0.10	0.11	0.13		81%	87%	82%		0.08	0.10	0.10		-24%	-4%	-23%
ORD-MIA	AA	857.0	1,166.1	1,022.4	1,131.7	0.20	0.19	0.19	0.19	81%	89%	91%	86%	0.11	0.17	0.25	0.22	-80%	-10%	23%	13%
ORD-MIA	F9	80.6	80.7	0.0	0.0	0.09	0.09			74%	74%			0.07	0.06			-30%	-57%		
ORD-MIA	UA	260.6	335.8	337.9	403.9	0.23	0.19	0.20	0.20	73%	83%	89%	82%	0.11	0.16	0.23	0.19	-109%	-22%	13%	-4%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
ORD-MIA	YX	4.7	0.0	0.0	0.0	0.19				90%				0.21				10%			
ORD-MSY	NK	71.7	86.6	121.8	33.8	0.10	0.12	0.13	0.18	71%	80%	74%	80%	0.06	0.11	0.10	0.16	-67%	-7%	-24%	-14%
ORD-MSY	AA	76.8	120.9	115.4	142.8	0.24	0.21	0.23	0.23	77%	85%	84%	79%	0.13	0.21	0.26	0.22	-83%	2%	13%	-2%
ORD-MSY	UA	99.6	168.3	189.1	211.8	0.26	0.24	0.24	0.25	71%	80%	80%	83%	0.14	0.22	0.26	0.27	-90%	-7%	6%	10%
ORD-MSY	YX	22.3	0.0	0.0	0.0	0.24				77%				0.14				-71%			
ORD-MYR	NK	82.3	96.0	76.7	22.1	0.11	0.12	0.14	0.25	68%	74%	63%	59%	0.07	0.08	0.08	0.18	-42%	-47%	-63%	-37%
ORD-MYR	AA	7.3	4.2	3.5	4.8	0.22	0.21	0.23	0.22	84%	88%	84%	92%	0.19	0.17	0.23	0.24	-12%	-23%	2%	9%
ORD-MYR	OO	0.0	7.1	3.3	0.0		0.19	0.20			90%	87%			0.19	0.20			-1%	1%	
ORD-MYR	UA	11.0	37.4	23.9	26.2	0.26	0.23	0.27	0.26	82%	85%	84%	85%	0.19	0.19	0.26	0.27	-35%	-19%	-5%	5%
ORD-OAK	NK	45.4	35.3	62.2	0.0	0.07	0.08	0.09		57%	91%	78%		0.04	0.11	0.09		-85%	27%	3%	
ORD-PDX	NK	0.0	0.0	0.0	36.4				0.16				60%				0.07				-134%
ORD-PDX	AA	237.0	220.9	142.7	157.6	0.16	0.13	0.15	0.16	71%	86%	85%	88%	0.09	0.13	0.16	0.16	-81%	0%	7%	-1%
ORD-PDX	AS	214.0	251.0	249.6	286.2	0.14	0.13	0.14	0.15	48%	83%	86%	86%	0.07	0.13	0.17	0.15	-106%	2%	13%	1%
ORD-PDX	UA	246.9	714.9	718.3	742.4	0.18	0.15	0.16	0.16	76%	88%	90%	91%	0.12	0.16	0.19	0.17	-53%	3%	14%	8%
ORD-PHX	NK	76.9	128.9	108.0	62.5	0.08	0.08	0.10	0.10	84%	88%	80%	84%	0.07	0.08	0.09	0.08	-16%	-10%	-8%	-21%
ORD-PHX	AA	951.7	1,436.8	1,271.1	1,480.0	0.18	0.17	0.17	0.18	83%	90%	88%	86%	0.12	0.17	0.21	0.18	-49%	5%	16%	2%
ORD-PHX	F9	118.5	163.9	0.0	149.1	0.09	0.08		0.11	75%	82%		88%	0.06	0.07		0.11	-42%	-25%		2%
ORD-PHX	UA	528.0	770.7	831.5	990.6	0.20	0.17	0.18	0.18	82%	89%	89%	86%	0.13	0.18	0.20	0.18	-56%	4%	10%	1%
ORD-PHX	WN	90.2	307.3	436.6	474.4	0.10	0.10	0.11	0.13	87%	87%	86%	80%	0.07	0.11	0.11	0.10	-32%	3%	-1%	-23%
ORD-RSW	NK	191.7	204.5	135.8	201.8	0.09	0.10	0.11	0.13	81%	87%	86%	84%	0.07	0.10	0.12	0.12	-24%	-4%	8%	-9%
ORD-RSW	AA	248.4	397.8	271.8	301.5	0.20	0.19	0.19	0.20	84%	86%	85%	83%	0.16	0.19	0.23	0.22	-25%	3%	17%	9%
ORD-RSW	F9	35.6	19.7	0.0	0.0	0.10	0.09			75%	70%			0.07	0.06			-33%	-40%		
ORD-RSW	UA	415.7	491.2	416.3	560.8	0.22	0.20	0.21	0.21	78%	79%	83%	80%	0.15	0.19	0.24	0.22	-52%	-5%	14%	6%
ORD-RSW	WN	5.0	93.4	69.4	36.7	0.11	0.12	0.13	0.14	69%	79%	72%	70%	0.06	0.11	0.11	0.12	-96%	-7%	-17%	-15%
ORD-SAN	NK	103.0	42.3	0.0	0.0	0.07	0.07			73%	87%			0.04	0.07			-78%	-11%		
ORD-SAN	AA	458.3	590.4	600.6	658.4	0.16	0.14	0.15	0.16	78%	91%	85%	86%	0.09	0.16	0.17	0.16	-82%	9%	11%	0%
ORD-SAN	UA	528.0	873.3	957.8	937.1	0.18	0.15	0.16	0.16	77%	89%	87%	86%	0.10	0.16	0.18	0.17	-82%	6%	11%	8%
ORD-SJU	NK	0.0	0.0	40.1	293.5			0.07	0.10			83%	86%			0.08	0.10			9%	1%
ORD-SJU	AA	236.4	265.1	228.5	177.8	0.13	0.13	0.13	0.14	72%	92%	91%	92%	0.09	0.13	0.16	0.16	-41%	5%	16%	10%
ORD-SJU	UA	189.0	256.0	220.3	331.7	0.16	0.14	0.15	0.14	60%	93%	96%	94%	0.07	0.14	0.19	0.16	-120%	2%	23%	10%
ORD-TPA	NK	206.3	182.6	137.6	194.6	0.09	0.10	0.12	0.13	82%	87%	87%	86%	0.06	0.10	0.12	0.12	-44%	-8%	5%	-9%
ORD-TPA	AA	248.0	374.3	328.8	325.4	0.21	0.20	0.21	0.21	83%	87%	86%	84%	0.13	0.18	0.23	0.21	-66%	-9%	9%	0%
ORD-TPA	F9	36.6	38.2	0.0	0.0	0.10	0.09			74%	73%			0.07	0.06			-36%	-56%		
ORD-TPA	UA	360.8	482.1	407.4	462.1	0.24	0.21	0.22	0.22	77%	82%	88%	84%	0.14	0.18	0.24	0.22	-77%	-18%	9%	2%
ORD-TPA	WN	6.4	99.1	112.2	119.6	0.11	0.13	0.14	0.15	68%	76%	86%	75%	0.06	0.10	0.13	0.11	-105%	-24%	-9%	-30%
ORF-BOS	NK	0.0	0.0	0.0	12.6				0.32				59%				0.26				-22%
ORF-BOS	AA	0.0	6.4	0.0	0.0		0.26				61%				0.23				-12%		
ORF-BOS	DL	2.8	8.9	7.0	13.3	0.29	0.25	0.26	0.27	62%	72%	83%	82%	0.26	0.26	0.39	0.38	-10%	4%	33%	30%
ORF-BOS	G4	1.5	3.7	4.9	3.5	0.11	0.14	0.16	0.23	78%	82%	83%	73%	0.13	0.17	0.16	0.19	17%	17%	1%	-23%
ORF-FLL	NK	0.0	0.0	30.9	102.1			0.12	0.15			69%	73%			0.10	0.12			-14%	-26%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
ORF-FLL	G4	23.4	18.8	18.6	18.0	0.09	0.12	0.13	0.18	61%	81%	86%	66%	0.09	0.12	0.14	0.11	-4%	5%	8%	-58%
ORF-MCO	NK	0.0	0.0	27.9	86.8			0.13	0.17			73%	81%			0.11	0.14			-18%	-21%
ORF-MCO	F9	30.3	52.0	64.4	44.2	0.13	0.13	0.13	0.12	65%	73%	76%	70%	0.09	0.13	0.13	0.09	-46%	0%	-4%	-29%
ORF-MCO	WN	53.3	60.4	23.4	66.7	0.15	0.15	0.17	0.20	66%	84%	88%	79%	0.12	0.17	0.21	0.21	-28%	10%	15%	3%
ORF-RSW	NK	0.0	0.0	0.0	13.3				0.13				27%				0.02				-439%
ORF-RSW	MX	0.0	0.0	0.0	13.9				0.20				76%				0.16				-24%
ORF-TPA	NK	0.0	0.0	0.0	18.1				0.14				60%				0.08				-70%
ORF-TPA	MX	0.0	27.2	46.3	57.8		0.22	0.21	0.20		72%	82%	81%		0.11	0.16	0.19		-91%	-29%	-8%
PBG-MYR	NK	2.4	0.0	0.0	0.0	0.10				12%				0.01				#####			
PBI-ACY	NK	54.8	78.4	54.7	119.4	0.10	0.11	0.12	0.14	70%	79%	81%	80%	0.07	0.09	0.13	0.11	-43%	-18%	11%	-28%
PBI-EWR	NK	38.2	0.0	0.0	0.0	0.09				57%				0.04				-109%			
PBI-EWR	B6	160.9	241.4	226.9	191.7	0.16	0.15	0.16	0.18	71%	82%	83%	84%	0.11	0.15	0.17	0.17	-41%	0%	4%	-8%
PBI-EWR	F9	0.0	22.6	0.0	0.0		0.09				71%				0.08				-20%		
PBI-EWR	UA	414.6	771.3	775.1	885.9	0.24	0.21	0.22	0.22	73%	81%	85%	84%	0.16	0.19	0.25	0.23	-53%	-10%	10%	5%
PBI-LGA	NK	0.0	0.0	0.0	61.1				0.11				69%				0.09				-26%
PBI-LGA	AA	1.0	0.0	0.0	0.0	0.21				24%				0.05				-323%			
PBI-LGA	B6	52.4	226.8	375.6	403.6	0.16	0.16	0.16	0.18	70%	80%	82%	84%	0.13	0.16	0.17	0.17	-22%	-1%	4%	-6%
PBI-LGA	DL	252.5	322.4	380.6	472.3	0.16	0.20	0.24	0.23	55%	86%	90%	88%	0.16	0.26	0.29	0.27	-5%	23%	18%	14%
PBI-LGA	UA	4.3	0.0	0.0	0.0	0.25				56%				0.13				-90%			
PDX-BUR	NK	0.0	0.0	0.0	7.4				0.24				72%				0.17				-40%
PDX-BUR	AS	49.9	117.6	148.2	205.1	0.21	0.20	0.22	0.23	65%	85%	86%	84%	0.20	0.24	0.24	0.23	-5%	15%	11%	2%
PDX-BUR	DL	0.0	2.9	0.0	0.0		0.19				83%				0.17				-7%		
PDX-BUR	WN	0.0	0.0	30.1	65.3			0.15	0.17			68%	72%			0.12	0.14			-26%	-27%
PDX-BWI	NK	0.0	0.0	0.0	42.9				0.14				67%				0.07				-90%
PDX-LAS	NK	163.2	224.1	343.8	326.1	0.11	0.12	0.13	0.16	75%	85%	76%	82%	0.10	0.14	0.11	0.13	-9%	14%	-16%	-20%
PDX-LAS	AS	214.4	244.0	316.8	294.6	0.20	0.21	0.23	0.23	55%	86%	82%	79%	0.14	0.27	0.25	0.26	-38%	24%	9%	11%
PDX-LAS	F9	59.9	104.7	108.0	116.2	0.12	0.12	0.13	0.13	72%	84%	83%	72%	0.10	0.14	0.14	0.12	-19%	15%	7%	-11%
PDX-LAS	WN	201.1	194.9	211.9	315.5	0.15	0.14	0.16	0.18	68%	89%	86%	79%	0.11	0.18	0.17	0.17	-38%	20%	6%	-9%
PDX-ORD	NK	0.0	0.0	0.0	36.4				0.16				60%				0.07				-134%
PDX-ORD	AA	237.0	220.9	142.7	157.6	0.16	0.13	0.15	0.16	71%	86%	85%	88%	0.09	0.13	0.16	0.16	-81%	0%	7%	-1%
PDX-ORD	AS	214.0	251.0	249.6	286.2	0.14	0.13	0.14	0.15	48%	83%	86%	86%	0.07	0.13	0.17	0.15	-106%	2%	13%	1%
PDX-ORD	UA	246.9	714.9	718.3	742.4	0.18	0.15	0.16	0.16	76%	88%	90%	91%	0.12	0.16	0.19	0.17	-53%	3%	14%	8%
PDX-SAN	NK	0.0	0.0	0.0	8.7				0.22				60%				0.16				-42%
PDX-SAN	AA	0.0	3.3	0.0	0.0		0.17				92%				0.24				28%		
PDX-SAN	AS	317.9	434.6	459.5	469.2	0.19	0.19	0.21	0.21	57%	79%	81%	81%	0.14	0.20	0.22	0.23	-38%	9%	6%	6%
PDX-SAN	UA	0.0	8.8	0.0	0.0		0.17				85%				0.23				26%		
PDX-SAN	WN	0.0	0.0	2.4	19.8			0.15	0.16			95%	81%			0.16	0.16			6%	-1%
PDX-SJC	NK	0.0	0.0	0.0	5.4				0.29				50%				0.20				-40%
PDX-SJC	AS	79.2	170.5	192.6	141.9	0.28	0.24	0.26	0.25	56%	65%	73%	79%	0.21	0.20	0.22	0.27	-33%	-21%	-18%	8%
PDX-SJC	SY	0.7	0.0	0.0	0.0	0.17				16%				0.03				-399%			

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
PDX-SJC	UA	0.0	17.7	0.0	0.0		0.23				88%				0.31				26%		
PDX-SJC	WN	112.2	144.7	291.3	281.1	0.18	0.17	0.19	0.21	55%	85%	74%	67%	0.10	0.19	0.15	0.17	-72%	9%	-21%	-21%
PHL-ATL	NK	81.6	84.4	128.3	86.5	0.11	0.13	0.14	0.17	78%	84%	80%	87%	0.09	0.11	0.12	0.14	-22%	-13%	-22%	-17%
PHL-ATL	AA	112.7	163.2	147.5	163.5	0.29	0.23	0.24	0.27	81%	77%	79%	77%	0.17	0.21	0.26	0.27	-67%	-9%	7%	0%
PHL-ATL	DL	472.7	637.4	653.6	728.5	0.23	0.26	0.30	0.29	60%	87%	86%	88%	0.19	0.28	0.35	0.32	-24%	7%	14%	10%
PHL-ATL	F9	102.6	139.2	197.0	230.3	0.13	0.13	0.13	0.16	77%	80%	85%	82%	0.11	0.13	0.14	0.17	-20%	-2%	7%	8%
PHL-ATL	WN	105.5	78.0	113.7	141.6	0.16	0.15	0.17	0.19	66%	86%	82%	77%	0.09	0.16	0.15	0.16	-74%	1%	-12%	-23%
PHL-BNA	NK	0.0	10.0	80.3	84.9		0.15	0.14	0.17		73%	70%	76%		0.13	0.11	0.14		-18%	-26%	-16%
PHL-BNA	AA	104.8	142.0	189.8	223.5	0.28	0.23	0.24	0.26	61%	79%	81%	81%	0.17	0.27	0.31	0.30	-67%	16%	21%	14%
PHL-BNA	F9	17.9	41.1	51.9	47.4	0.13	0.13	0.13	0.15	55%	71%	71%	64%	0.09	0.13	0.12	0.12	-36%	1%	-14%	-26%
PHL-BNA	SY	0.0	0.8	0.0	0.0		0.16				14%				0.03				-525%		
PHL-BNA	UA	0.0	54.0	0.0	0.0		0.21				87%				0.24				14%		
PHL-BNA	WN	151.5	140.6	150.3	179.4	0.16	0.15	0.17	0.19	61%	85%	87%	80%	0.10	0.18	0.19	0.19	-58%	14%	11%	0%
PHL-BQN	NK	0.0	11.8	0.0	0.0		0.10				60%				0.05				-90%		
PHL-CHS	NK	0.0	0.0	16.6	24.1			0.14	0.15			53%	58%			0.11	0.09			-23%	-62%
PHL-CHS	AA	67.0	75.1	116.7	138.9	0.28	0.24	0.29	0.30	66%	85%	80%	81%	0.24	0.33	0.39	0.37	-17%	27%	24%	18%
PHL-CHS	DL	0.0	15.3	0.0	0.0		0.23				84%				0.25				6%		
PHL-CHS	F9	22.1	21.2	20.5	25.7	0.14	0.14	0.15	0.20	53%	66%	68%	65%	0.10	0.14	0.15	0.17	-42%	-3%	0%	-17%
PHL-DFW	NK	47.5	12.1	170.1	47.6	0.08	0.11	0.10	0.11	58%	94%	79%	86%	0.03	0.14	0.08	0.09	-136%	20%	-22%	-24%
PHL-DFW	AA	1,110.2	1,272.4	1,299.6	1,489.7	0.20	0.18	0.19	0.19	64%	87%	85%	85%	0.11	0.19	0.23	0.22	-78%	7%	18%	14%
PHL-DFW	F9	11.4	60.5	144.4	158.9	0.08	0.10	0.09	0.12	84%	76%	81%	83%	0.06	0.10	0.09	0.13	-42%	2%	-6%	8%
PHL-DTW	NK	6.2	9.1	54.8	51.3	0.14	0.16	0.18	0.21	75%	72%	70%	79%	0.09	0.18	0.18	0.20	-51%	13%	4%	-3%
PHL-DTW	AA	35.4	66.8	61.6	99.4	0.32	0.26	0.27	0.32	69%	83%	81%	74%	0.21	0.31	0.34	0.33	-49%	17%	19%	2%
PHL-DTW	DL	84.1	150.2	140.7	152.4	0.31	0.31	0.39	0.37	51%	78%	82%	85%	0.22	0.33	0.48	0.48	-42%	6%	20%	23%
PHL-DTW	F9	0.0	0.0	0.0	7.2				0.32				71%				0.28				-15%
PHL-DTW	YX	36.8	0.0	0.0	1.0	0.30			0.34	65%			80%	0.25			0.31	-19%			-9%
PHL-EWR	NK	0.0	0.0	0.0	0.1				0.39				64%				0.66				40%
PHL-EWR	AA	0.0	0.0	0.0	0.1				0.94				94%				1.37				31%
PHL-EWR	DL	0.1	0.1	0.1	0.0	0.77	1.09	1.05		16%	42%	19%		0.16	0.49	0.24		-366%	-123%	-339%	
PHL-EWR	SY	0.4	0.0	0.0	0.0	0.46				36%				0.22				-114%			
PHL-EWR	UA	0.0	2.7	7.5	7.5		0.74	0.77	0.79		54%	62%	72%		0.64	0.56	0.58		-16%	-37%	-37%
PHL-FLL	NK	330.2	372.6	360.4	352.1	0.09	0.11	0.12	0.14	79%	84%	87%	86%	0.06	0.08	0.11	0.11	-45%	-28%	-9%	-30%
PHL-FLL	AA	334.1	386.1	342.8	409.0	0.22	0.20	0.22	0.22	81%	88%	87%	79%	0.12	0.19	0.25	0.23	-83%	-10%	13%	4%
PHL-FLL	B6	111.7	82.0	8.4	0.0	0.17	0.17	0.16		68%	80%	83%		0.07	0.11	0.18		-145%	-52%	15%	
PHL-FLL	DL	0.0	0.7	0.0	0.0		0.20				22%				0.02				-714%		
PHL-FLL	F9	0.0	40.5	159.3	206.3		0.12	0.11	0.12		88%	86%	85%		0.09	0.11	0.12		-30%	0%	-1%
PHL-FLL	WN	9.1	9.0	14.4	4.0	0.12	0.12	0.13	0.13	72%	86%	84%	84%	0.07	0.11	0.12	0.13	-81%	-14%	-12%	-3%
PHL-IAH	NK	0.0	22.7	123.2	201.7		0.11	0.10	0.13		84%	79%	83%		0.10	0.09	0.10		-6%	-17%	-26%
PHL-IAH	AA	108.6	128.1	171.1	224.6	0.18	0.15	0.17	0.19	68%	86%	87%	88%	0.13	0.17	0.20	0.18	-36%	11%	12%	-4%
PHL-IAH	DL	0.0	0.0	2.6	0.0			0.22				53%				0.13				-71%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
PHL-IAH	F9	13.1	45.5	31.4	0.0	0.08	0.09	0.10		68%	74%	80%		0.05	0.09	0.08		-53%	-8%	-24%	
PHL-IAH	UA	148.0	406.2	360.3	390.8	0.17	0.17	0.19	0.19	75%	87%	88%	89%	0.15	0.17	0.21	0.21	-19%	0%	13%	8%
PHL-LAS	NK	169.1	250.6	287.5	281.6	0.06	0.07	0.08	0.09	75%	87%	85%	87%	0.05	0.07	0.07	0.09	-32%	3%	-10%	-5%
PHL-LAS	AA	497.9	699.2	804.6	827.7	0.15	0.13	0.14	0.14	75%	91%	85%	85%	0.07	0.15	0.16	0.17	-100%	12%	12%	17%
PHL-LAS	F9	89.0	298.4	293.3	122.1	0.07	0.07	0.07	0.10	80%	85%	88%	88%	0.05	0.07	0.07	0.11	-25%	-1%	-4%	9%
PHL-LAS	SY	0.0	3.2	0.0	0.0		0.09				95%				0.16				45%		
PHL-LAX	NK	156.1	179.5	288.9	298.6	0.06	0.07	0.07	0.09	70%	82%	78%	86%	0.04	0.07	0.07	0.09	-33%	2%	1%	3%
PHL-LAX	AA	983.2	1,744.3	1,983.9	2,093.3	0.14	0.13	0.13	0.13	71%	88%	83%	80%	0.09	0.14	0.15	0.15	-63%	7%	11%	8%
PHL-MCO	NK	276.1	370.8	375.7	359.5	0.10	0.11	0.12	0.14	82%	83%	83%	86%	0.07	0.10	0.11	0.11	-42%	-10%	-16%	-28%
PHL-MCO	AA	532.3	662.1	703.8	799.7	0.25	0.23	0.24	0.24	74%	88%	86%	83%	0.12	0.25	0.30	0.26	-113%	7%	21%	7%
PHL-MCO	B6	69.2	1.6	0.0	0.0	0.18	0.19			67%	77%			0.07	0.14			-168%	-34%		
PHL-MCO	DL	0.7	0.4	0.0	0.0	0.22	0.25			19%	52%			0.03	0.08			-682%	-195%		
PHL-MCO	F9	354.9	586.3	660.7	703.4	0.11	0.11	0.12	0.13	78%	80%	89%	83%	0.07	0.11	0.13	0.13	-54%	-3%	9%	1%
PHL-MCO	WN	190.8	212.1	69.4	134.0	0.14	0.13	0.15	0.17	62%	89%	86%	86%	0.07	0.16	0.17	0.19	-85%	16%	15%	9%
PHL-MIA	NK	0.0	72.8	121.5	126.1		0.11	0.12	0.14		76%	84%	85%		0.07	0.10	0.10		-52%	-18%	-33%
PHL-MIA	AA	568.3	941.3	910.9	953.5	0.22	0.21	0.22	0.22	76%	85%	86%	82%	0.13	0.19	0.26	0.25	-75%	-12%	15%	11%
PHL-MIA	DL	0.7	0.9	0.0	1.1	0.17	0.25		0.22	53%	69%		60%	0.08	0.21		0.16	-110%	-20%		-40%
PHL-MIA	F9	127.0	188.7	138.6	185.6	0.10	0.10	0.11	0.12	74%	74%	87%	78%	0.07	0.07	0.11	0.11	-41%	-41%	1%	-8%
PHL-MSY	NK	6.3	42.7	39.1	0.0	0.09	0.11	0.12		55%	70%	60%		0.03	0.08	0.06		-175%	-43%	-93%	
PHL-MSY	AA	92.6	128.3	180.7	161.9	0.21	0.18	0.19	0.20	74%	86%	81%	85%	0.13	0.24	0.24	0.25	-61%	24%	18%	19%
PHL-MSY	DL	0.0	1.0	0.0	0.0		0.16				94%				0.18				13%		
PHL-MSY	F9	53.0	64.5	71.1	106.9	0.10	0.10	0.10	0.12	57%	65%	75%	61%	0.06	0.09	0.11	0.12	-58%	-14%	6%	0%
PHL-MYR	NK	37.6	42.5	37.9	29.8	0.13	0.15	0.16	0.24	67%	71%	70%	75%	0.10	0.13	0.15	0.19	-33%	-18%	-8%	-27%
PHL-MYR	AA	38.9	30.8	42.4	35.9	0.30	0.25	0.28	0.28	66%	82%	75%	87%	0.20	0.27	0.28	0.32	-50%	7%	-1%	13%
PHL-MYR	DL	0.0	11.8	0.0	0.0		0.26				84%				0.25				-1%		
PHL-MYR	F9	8.8	11.8	8.3	19.4	0.15	0.16	0.15	0.28	51%	69%	67%	65%	0.08	0.13	0.15	0.21	-82%	-22%	-6%	-31%
PHL-OAK	NK	0.0	40.2	156.7	39.3		0.08	0.07	0.07		82%	60%	79%		0.08	0.05	0.05		-4%	-58%	-44%
PHL-RSW	NK	7.0	27.2	0.0	26.0	0.10	0.10		0.13	73%	77%		68%	0.08	0.08		0.09	-19%	-26%		-46%
PHL-RSW	AA	243.1	322.0	265.2	280.0	0.23	0.21	0.21	0.22	71%	85%	81%	79%	0.13	0.22	0.26	0.25	-73%	6%	16%	11%
PHL-RSW	AS	0.0	5.6	0.0	0.0		0.17				93%				0.16				-7%		
PHL-RSW	B6	50.2	0.0	0.0	0.0	0.17				59%				0.06				-184%			
PHL-RSW	F9	102.9	187.0	175.9	215.0	0.11	0.11	0.11	0.11	69%	79%	79%	70%	0.06	0.10	0.12	0.10	-66%	-6%	11%	-14%
PHL-SJU	NK	292.4	330.2	244.0	188.4	0.07	0.08	0.09	0.11	83%	87%	84%	86%	0.06	0.08	0.11	0.11	-24%	1%	13%	-1%
PHL-SJU	AA	335.9	345.3	269.8	247.3	0.17	0.16	0.17	0.17	75%	90%	91%	88%	0.09	0.17	0.22	0.20	-82%	2%	24%	15%
PHL-SJU	B6	132.1	68.3	0.0	0.0	0.13	0.11			73%	82%			0.06	0.08			-118%	-37%		
PHL-SJU	F9	0.0	0.0	116.8	443.6			0.08	0.10			94%	90%			0.13	0.15			36%	33%
PHL-TPA	NK	20.6	44.6	0.0	43.4	0.10	0.12		0.12	78%	82%		75%	0.08	0.11		0.10	-29%	-2%		-24%
PHL-TPA	AA	351.0	471.3	440.6	495.6	0.24	0.22	0.22	0.23	73%	84%	84%	82%	0.12	0.21	0.27	0.25	-101%	-1%	17%	8%
PHL-TPA	B6	53.5	0.0	0.0	0.0	0.17				69%				0.06				-181%			
PHL-TPA	F9	112.4	218.1	235.3	344.7	0.11	0.11	0.11	0.12	75%	80%	86%	78%	0.07	0.10	0.14	0.12	-58%	-6%	20%	1%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
PHL-TPA	WN	50.4	51.7	31.5	27.2	0.12	0.13	0.14	0.16	73%	87%	86%	81%	0.07	0.13	0.16	0.15	-71%	3%	8%	-3%
PHX-BOS	NK	0.0	0.0	0.0	21.3				0.07				63%			0.03				-136%	
PHX-BOS	AA	474.6	908.0	1,119.5	1,143.7	0.14	0.13	0.13	0.14	68%	92%	87%	91%	0.08	0.15	0.16	0.14	-70%	16%	13%	6%
PHX-BOS	B6	149.5	278.6	252.5	268.2	0.11	0.11	0.11	0.12	65%	83%	87%	81%	0.07	0.10	0.11	0.09	-56%	-10%	0%	-35%
PHX-BOS	DL	0.0	0.0	158.8	345.3			0.15	0.14			80%	78%			0.12	0.11			-21%	-28%
PHX-DFW	NK	100.0	90.5	123.7	104.9	0.10	0.11	0.12	0.15	76%	84%	82%	88%	0.07	0.11	0.11	0.13	-38%	-6%	-9%	-14%
PHX-DFW	AA	1,016.1	1,119.9	1,217.3	1,419.4	0.26	0.23	0.24	0.24	77%	89%	87%	84%	0.17	0.27	0.30	0.28	-48%	15%	21%	13%
PHX-DFW	F9	0.0	44.2	121.9	176.4		0.12	0.12	0.13		83%	84%	82%		0.13	0.11	0.14		6%	-3%	5%
PHX-DFW	OO	0.4	0.0	0.6	0.0	0.24		0.19		21%		42%		0.04		0.06		-480%		-207%	
PHX-DTW	NK	22.5	83.4	87.8	0.0	0.07	0.08	0.09		86%	87%	78%		0.06	0.09	0.07		-22%	13%	-29%	
PHX-DTW	AA	217.3	287.3	303.1	251.3	0.17	0.15	0.16	0.16	72%	86%	86%	89%	0.10	0.15	0.17	0.16	-65%	-1%	6%	1%
PHX-DTW	DL	929.4	900.8	834.7	904.0	0.14	0.16	0.18	0.17	56%	90%	89%	89%	0.10	0.19	0.21	0.20	-44%	16%	17%	13%
PHX-DTW	F9	0.0	0.0	144.7	222.4			0.08	0.10			87%	84%			0.09	0.12			10%	14%
PHX-DTW	WN	59.4	36.4	36.4	26.6	0.09	0.09	0.10	0.12	72%	89%	91%	89%	0.07	0.10	0.11	0.12	-27%	13%	9%	2%
PHX-EWR	NK	0.0	0.0	0.0	253.0				0.08				85%				0.07				-21%
PHX-EWR	AA	45.3	703.9	841.0	851.7	0.11	0.13	0.14	0.14	88%	89%	89%	90%	0.11	0.14	0.15	0.14	-7%	2%	7%	-1%
PHX-EWR	B6	152.2	121.9	0.0	0.0	0.11	0.10			66%	78%			0.06	0.08			-83%	-28%		
PHX-EWR	UA	493.5	894.1	1,009.4	1,031.1	0.16	0.14	0.14	0.14	76%	89%	87%	89%	0.11	0.14	0.16	0.15	-49%	1%	10%	8%
PHX-FLL	NK	0.0	0.0	113.9	184.6			0.08	0.11			77%	88%			0.06	0.09			-49%	-26%
PHX-FLL	B6	81.9	147.4	35.6	0.0	0.11	0.11	0.11		63%	81%	92%		0.06	0.09	0.12		-87%	-26%	7%	
PHX-FLL	F9	0.0	0.0	133.1	0.0			0.08				87%				0.07				-5%	
PHX-FLL	WN	76.2	133.8	26.3	25.5	0.08	0.08	0.09	0.10	80%	87%	92%	91%	0.06	0.07	0.10	0.10	-32%	-12%	6%	-6%
PHX-LAS	NK	0.0	11.3	57.8	42.9		0.23	0.23	0.26		78%	74%	78%		0.23	0.20	0.24		0%	-11%	-11%
PHX-LAS	AA	103.5	162.5	147.0	165.2	0.48	0.46	0.48	0.48	77%	81%	82%	79%	0.33	0.47	0.54	0.54	-43%	4%	11%	11%
PHX-LAS	B6	0.0	0.0	0.3	0.0			0.41				87%				0.36				-13%	
PHX-LAS	DL	0.3	0.7	0.8	0.5	0.39	0.44	0.54	0.53	18%	63%	68%	60%	0.09	0.28	0.37	0.32	-331%	-57%	-48%	-65%
PHX-LAS	F9	40.6	69.8	67.6	105.1	0.21	0.21	0.22	0.27	61%	72%	80%	67%	0.18	0.22	0.22	0.27	-18%	6%	1%	2%
PHX-LAS	WN	164.5	234.1	304.6	303.0	0.27	0.26	0.29	0.33	67%	82%	78%	71%	0.25	0.36	0.32	0.40	-7%	28%	11%	18%
PHX-LGA	NK	0.0	12.8	0.0	0.0		0.07				68%				0.06				-20%		
PHX-LGA	DL	0.0	0.0	0.0	7.9				0.16				75%				0.12				-34%
PHX-MCI	NK	0.0	0.0	11.8	0.0			0.13				44%				0.05				-141%	
PHX-MCI	AA	130.9	201.5	239.5	267.4	0.23	0.19	0.20	0.21	71%	84%	84%	73%	0.15	0.21	0.22	0.19	-52%	10%	9%	-11%
PHX-MCI	F9	0.0	0.0	17.4	33.3			0.11	0.11			71%	56%			0.10	0.08			-7%	-25%
PHX-MCI	UA	0.0	0.0	3.8	0.0			0.26				78%				0.36				29%	
PHX-MCI	WN	357.1	383.1	449.3	553.6	0.12	0.12	0.13	0.15	69%	88%	85%	78%	0.11	0.18	0.17	0.17	-6%	33%	21%	8%
PHX-MCO	NK	0.0	0.0	33.9	41.4			0.08	0.08			82%	80%			0.07	0.06			-17%	-46%
PHX-MCO	AA	398.6	595.7	517.6	632.4	0.16	0.15	0.15	0.15	76%	89%	91%	88%	0.10	0.16	0.19	0.17	-52%	7%	20%	9%
PHX-MCO	F9	75.2	210.3	306.1	244.5	0.07	0.08	0.08	0.09	78%	87%	90%	86%	0.05	0.10	0.09	0.09	-49%	17%	7%	0%
PHX-MCO	WN	227.1	258.7	258.2	283.4	0.09	0.09	0.10	0.11	73%	91%	93%	91%	0.07	0.11	0.12	0.12	-29%	20%	22%	9%
PHX-MKE	NK	0.0	66.9	0.0	0.0		0.09				75%				0.07				-30%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
PHX-MKE	AA	131.9	213.0	142.3	172.7	0.18	0.16	0.17	0.17	69%	84%	92%	84%	0.12	0.15	0.21	0.18	-56%	-3%	20%	4%
PHX-MKE	DL	0.0	2.5	0.0	0.0		0.15				72%				0.10				-52%		
PHX-MKE	SY	0.0	20.1	0.0	19.0		0.11		0.13		76%		92%		0.07		0.13		-56%		0%
PHX-MKE	WN	354.0	359.6	314.8	423.8	0.10	0.10	0.11	0.13	68%	91%	90%	84%	0.08	0.13	0.15	0.14	-24%	21%	25%	6%
PHX-MSP	NK	40.8	52.7	61.1	6.5	0.08	0.10	0.10	0.10	77%	82%	80%	90%	0.06	0.09	0.09	0.09	-46%	-7%	-20%	-8%
PHX-MSP	AA	287.1	287.6	268.5	196.4	0.19	0.17	0.18	0.19	78%	88%	82%	83%	0.10	0.15	0.17	0.17	-94%	-16%	-7%	-6%
PHX-MSP	DL	992.2	1,054.4	1,079.9	1,067.7	0.17	0.19	0.21	0.20	64%	91%	87%	87%	0.10	0.20	0.22	0.21	-65%	5%	5%	5%
PHX-MSP	F9	0.0	0.0	40.6	79.4			0.09	0.13			82%	78%			0.10	0.12			10%	-10%
PHX-MSP	SY	261.5	308.0	307.2	347.0	0.11	0.12	0.14	0.14	77%	83%	91%	92%	0.09	0.13	0.15	0.16	-21%	3%	9%	10%
PHX-MSP	WN	145.7	150.0	168.0	197.7	0.11	0.11	0.12	0.13	73%	90%	85%	80%	0.06	0.10	0.10	0.10	-80%	-2%	-16%	-34%
PHX-ORD	NK	76.9	128.9	108.0	62.5	0.08	0.08	0.10	0.10	84%	88%	80%	84%	0.07	0.08	0.09	0.08	-16%	-10%	-8%	-21%
PHX-ORD	AA	951.7	1,436.8	1,271.1	1,480.0	0.18	0.17	0.17	0.18	83%	90%	88%	86%	0.12	0.17	0.21	0.18	-49%	5%	16%	2%
PHX-ORD	F9	118.5	163.9	0.0	149.1	0.09	0.08		0.11	75%	82%		88%	0.06	0.07		0.11	-42%	-25%		2%
PHX-ORD	UA	528.0	770.7	831.5	990.6	0.20	0.17	0.18	0.18	82%	89%	89%	86%	0.13	0.18	0.20	0.18	-56%	4%	10%	1%
PHX-ORD	WN	90.2	307.3	436.6	474.4	0.10	0.10	0.11	0.13	87%	87%	86%	80%	0.07	0.11	0.11	0.10	-32%	3%	-1%	-23%
PHX-SNA	NK	4.7	14.7	0.0	0.0	0.17	0.16			13%	51%			0.02	0.08			-855%	-102%		
PHX-SNA	AA	116.4	170.9	190.5	194.9	0.40	0.38	0.40	0.41	62%	78%	82%	78%	0.25	0.39	0.45	0.48	-60%	4%	13%	15%
PHX-SNA	F9	0.0	0.0	29.2	42.7			0.18	0.21			77%	74%			0.18	0.26			-1%	19%
PHX-SNA	WN	162.1	256.6	229.0	215.6	0.23	0.23	0.25	0.29	59%	79%	84%	81%	0.17	0.26	0.32	0.43	-32%	12%	21%	33%
PHX-STL	NK	0.0	56.7	0.0	0.0		0.10				68%				0.08				-20%		
PHX-STL	AA	231.0	261.1	267.6	287.6	0.19	0.18	0.18	0.19	63%	81%	86%	78%	0.11	0.18	0.21	0.17	-72%	1%	15%	-6%
PHX-STL	F9	0.0	0.0	0.0	20.7				0.19				52%				0.09				-116%
PHX-STL	WN	420.0	420.7	473.1	545.7	0.11	0.11	0.12	0.14	64%	89%	87%	83%	0.08	0.15	0.15	0.15	-31%	26%	21%	9%
PIT-BOS	NK	0.0	0.0	0.0	4.7				0.31				62%				0.23				-35%
PIT-BOS	B6	33.3	70.1	144.8	108.1	0.28	0.26	0.27	0.30	52%	73%	68%	78%	0.21	0.30	0.26	0.35	-32%	14%	-5%	14%
PIT-BOS	DL	18.2	71.4	70.1	61.9	0.30	0.24	0.26	0.27	45%	66%	72%	84%	0.19	0.25	0.26	0.34	-58%	2%	3%	20%
PIT-EWR	NK	0.0	3.8	42.0	37.8		0.21	0.21	0.25		41%	58%	72%		0.16	0.19	0.26		-35%	-10%	3%
PIT-EWR	AA	0.0	8.7	0.0	0.0		0.33				86%				0.47				31%		
PIT-EWR	UA	37.9	70.7	121.7	101.7	0.39	0.33	0.34	0.35	61%	73%	58%	81%	0.34	0.38	0.31	0.43	-14%	12%	-10%	19%
PIT-FLL	NK	172.8	181.1	158.9	250.1	0.09	0.11	0.11	0.15	73%	79%	84%	75%	0.06	0.08	0.13	0.11	-55%	-26%	13%	-30%
PIT-FLL	B6	40.4	0.0	0.0	0.0	0.17				58%				0.06				-198%			
PIT-FLL	WN	64.5	150.6	122.2	141.7	0.12	0.12	0.14	0.16	74%	76%	92%	79%	0.08	0.12	0.18	0.17	-38%	-5%	22%	7%
PIT-IAH	NK	0.0	0.0	0.0	10.6				0.21				35%				0.08				-168%
PIT-IAH	DL	0.0	37.4	0.0	0.0		0.15				88%				0.19				20%		
PIT-IAH	UA	118.3	228.7	287.4	261.5	0.19	0.19	0.20	0.20	78%	83%	84%	81%	0.18	0.20	0.22	0.22	-3%	9%	10%	11%
PIT-IAH	YX	0.0	0.0	0.0	0.9				0.15				71%				0.08				-85%
PIT-LAS	NK	156.7	215.5	254.6	291.6	0.07	0.08	0.08	0.10	55%	79%	79%	75%	0.05	0.09	0.09	0.07	-48%	11%	4%	-33%
PIT-LAS	WN	217.8	243.0	240.2	283.1	0.09	0.09	0.09	0.11	65%	93%	94%	92%	0.06	0.12	0.14	0.14	-41%	27%	30%	19%
PIT-LAX	NK	126.6	184.7	279.7	277.1	0.06	0.07	0.08	0.09	63%	79%	78%	73%	0.05	0.08	0.07	0.06	-29%	3%	-14%	-48%
PIT-LAX	MX	0.0	0.0	0.0	41.6				0.12				83%				0.09				-25%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																										
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin										
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24							
PIT-LGA	NK	0.0	0.0	0.0	6.7				0.37				36%			0.22												-67%
PIT-LGA	AA	0.0	21.5	2.5	23.5		0.31	0.38	0.41		69%	74%	52%		0.31	0.43	0.29			-2%	11%						-42%	
PIT-LGA	DL	41.2	45.3	45.2	37.5	0.37	0.31	0.32	0.34	40%	58%	70%	82%	0.24	0.26	0.34	0.42			-52%	-17%	4%	20%				20%	
PIT-LGA	UA	0.0	1.7	0.0	0.0		0.31				79%				0.35						11%							
PIT-LGA	YX	0.0	104.8	127.3	96.6		0.30	0.32	0.34		51%	62%	71%		0.22	0.33	0.33				-37%	3%		-3%			-3%	
PIT-MCO	NK	141.1	181.0	213.5	305.1	0.10	0.11	0.13	0.15	72%	82%	79%	78%	0.07	0.11	0.12	0.12			-40%	-4%	-1%	-34%					
PIT-MCO	AA	0.5	1.3	0.0	0.0	0.21	0.18			60%	68%			0.15	0.14					-41%	-30%							
PIT-MCO	F9	10.6	25.0	14.7	25.1	0.12	0.11	0.12	0.10	68%	67%	73%	46%	0.07	0.09	0.11	0.05			-65%	-31%	-13%	-106%					
PIT-MCO	WN	218.3	306.6	328.6	394.7	0.14	0.14	0.15	0.17	61%	86%	84%	76%	0.10	0.18	0.19	0.19			-42%	24%	21%	8%				8%	
PIT-MIA	NK	0.0	0.0	0.0	44.8				0.12				56%				0.07										-69%	
PIT-MIA	AA	92.4	186.7	113.9	141.8	0.19	0.19	0.21	0.20	75%	80%	85%	84%	0.12	0.16	0.25	0.23			-54%	-18%	18%	12%				12%	
PIT-MIA	UA	0.0	12.9	0.0	0.0		0.16				82%				0.14						-14%							
PIT-MIA	WN	0.0	5.7	0.0	0.0		0.12				68%				0.10						-21%							
PIT-MYR	NK	37.8	40.4	38.1	35.8	0.13	0.15	0.16	0.23	64%	63%	72%	70%	0.10	0.10	0.16	0.18			-39%	-42%	-3%	-26%					
PIT-MYR	G4	9.3	9.7	10.2	9.9	0.11	0.14	0.16	0.23	53%	76%	81%	75%	0.10	0.17	0.18	0.21			-13%	18%	12%	-12%					
PIT-MYR	WN	2.7	13.6	2.8	11.7	0.17	0.18	0.20	0.24	71%	66%	89%	80%	0.17	0.14	0.26	0.26			-1%	-23%	25%	9%				9%	
PIT-RSW	NK	49.3	68.0	52.0	34.7	0.10	0.10	0.12	0.12	73%	78%	71%	76%	0.07	0.09	0.09	0.11			-42%	-11%	-28%	-16%					
PIT-RSW	MX	0.0	0.0	0.0	15.3				0.16				79%				0.13										-23%	
PIT-RSW	UA	7.9	1.8	0.0	0.0	0.22	0.16			62%	77%			0.12	0.17					-87%	3%							
PIT-RSW	WN	113.1	130.2	104.8	130.3	0.12	0.13	0.14	0.16	73%	85%	82%	82%	0.10	0.17	0.16	0.21			-15%	24%	15%	22%				22%	
PIT-TPA	NK	56.4	82.8	57.2	41.6	0.10	0.11	0.12	0.13	74%	79%	74%	84%	0.08	0.11	0.10	0.13			-22%	-6%	-24%	0%					
PIT-TPA	MX	0.0	0.0	0.0	17.5				0.19				73%				0.14										-35%	
PIT-TPA	WN	153.0	144.8	192.7	235.0	0.14	0.13	0.15	0.17	64%	86%	79%	75%	0.11	0.17	0.17	0.17			-28%	22%	12%	-2%				-2%	
PNS-AUS	NK	2.1	4.4	0.0	0.0	0.11	0.12			39%	33%			0.04	0.03					-215%	-292%							
PNS-AUS	AA	0.0	0.0	0.4	0.7			0.22	0.21			92%	78%			0.17	0.15					-25%	-43%					
PNS-AUS	WN	1.3	3.4	0.6	2.7	0.15	0.15	0.17	0.20	83%	75%	93%	85%	0.15	0.13	0.21	0.21			0%	-14%	20%	6%				6%	
PNS-CMH	NK	2.8	9.9	0.0	0.0	0.11	0.11			43%	41%			0.04	0.04					-175%	-188%							
PNS-DFW	NK	4.6	20.6	0.0	11.2	0.11	0.13		0.28	53%	68%		81%	0.06	0.09		0.23			-102%	-46%		-19%					
PNS-DFW	AA	187.5	212.9	221.1	253.2	0.28	0.25	0.27	0.28	79%	89%	86%	85%	0.21	0.27	0.31	0.29			-32%	5%	13%	4%				4%	
PNS-FLL	NK	0.0	0.0	43.8	68.8			0.16	0.19			60%	78%			0.13	0.16					-17%	-18%					
PNS-IND	NK	2.8	12.1	0.0	0.0	0.11	0.12			38%	39%			0.04	0.04					-187%	-191%							
PNS-MCI	NK	3.2	6.1	0.0	0.0	0.10	0.11			45%	48%			0.04	0.05					-138%	-100%							
PNS-MCI	WN	7.4	26.3	23.4	20.8	0.13	0.14	0.15	0.20	79%	81%	89%	92%	0.14	0.15	0.20	0.25			4%	7%	26%	21%				21%	
PNS-MCO	NK	0.0	17.9	30.8	65.7		0.18	0.18	0.22		74%	71%	74%		0.16	0.18	0.20				-16%	-2%	-11%					
PNS-MCO	F9	0.0	7.9	0.0	0.0		0.17				61%				0.13						-39%							
PNS-SDF	NK	1.7	4.6	0.0	0.0	0.12	0.13			33%	29%			0.03	0.03					-291%	-341%							
PNS-STL	NK	4.5	15.8	0.0	0.0	0.12	0.12			32%	30%			0.04	0.03					-208%	-266%							
PNS-STL	WN	12.4	28.1	29.3	28.2	0.15	0.16	0.18	0.21	81%	81%	87%	85%	0.15	0.17	0.21	0.24			1%	8%	17%	11%				11%	
PSE-MCO	NK	0.0	41.5	124.0	50.5		0.11	0.11	0.11		91%	83%	81%		0.11	0.11	0.09				-3%	-2%	-17%					
PSE-MCO	B6	21.8	128.3	112.2	134.5	0.14	0.14	0.15	0.17	79%	78%	78%	83%	0.13	0.14	0.12	0.12			-6%	-4%	-19%	-36%					

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
PSE-MCO	F9	0.0	0.0	5.7	147.7			0.09	0.13			95%	79%			0.11	0.11			12%	-10%
RDU-FLL	NK	72.3	16.0	27.5	90.0	0.11	0.11	0.13	0.18	76%	83%	71%	86%	0.07	0.09	0.10	0.13	-59%	-31%	-29%	-31%
RDU-FLL	B6	68.2	51.9	76.9	86.9	0.21	0.22	0.20	0.23	63%	78%	83%	74%	0.09	0.16	0.18	0.15	-133%	-38%	-12%	-48%
RDU-FLL	DL	85.5	69.4	69.6	72.5	0.23	0.28	0.30	0.29	54%	84%	89%	88%	0.13	0.24	0.30	0.30	-74%	-19%	0%	3%
RDU-FLL	WN	25.0	62.9	68.3	78.5	0.14	0.15	0.17	0.19	75%	82%	85%	81%	0.09	0.14	0.17	0.17	-51%	-12%	-2%	-10%
RDU-FLL	XP	0.0	0.0	12.2	7.5			0.14	0.13			88%	67%			0.12	0.08			-18%	-53%
RDU-MCO	NK	43.0	43.4	56.9	21.3	0.13	0.15	0.16	0.15	72%	78%	73%	75%	0.08	0.13	0.13	0.09	-67%	-17%	-19%	-73%
RDU-MCO	AA	0.3	0.0	0.0	0.0	0.27				87%				0.15				-73%			
RDU-MCO	B6	13.6	19.6	0.0	39.8	0.23	0.21		0.26	60%	68%		59%	0.10	0.11		0.16	-124%	-82%		-65%
RDU-MCO	DL	76.2	147.9	148.9	157.8	0.26	0.32	0.35	0.33	57%	85%	82%	85%	0.18	0.33	0.37	0.34	-45%	3%	8%	4%
RDU-MCO	F9	55.0	59.6	118.8	170.9	0.14	0.15	0.15	0.17	71%	78%	80%	79%	0.09	0.14	0.15	0.16	-57%	-8%	-1%	-7%
RDU-MCO	UA	0.0	0.8	0.0	0.0		0.24				64%				0.13				-82%		
RDU-MCO	WN	80.6	85.2	91.9	128.5	0.18	0.17	0.19	0.22	60%	87%	85%	80%	0.12	0.20	0.22	0.20	-54%	11%	14%	-11%
RDU-MCO	XP	0.0	0.0	10.2	12.8			0.15	0.14			83%	66%			0.11	0.09			-31%	-68%
RDU-MIA	NK	0.0	41.4	30.3	10.3		0.13	0.13	0.23		69%	70%	69%		0.09	0.11	0.16		-43%	-24%	-42%
RDU-MIA	AA	154.5	346.7	304.4	365.4	0.28	0.25	0.25	0.26	72%	79%	90%	84%	0.16	0.21	0.29	0.26	-71%	-18%	15%	0%
RDU-MIA	AS	0.0	7.9	0.0	0.0		0.20				71%				0.14				-49%		
RDU-MIA	DL	3.7	42.8	69.8	81.8	0.22	0.29	0.29	0.28	72%	80%	85%	73%	0.16	0.22	0.28	0.20	-37%	-31%	-6%	-43%
RDU-MIA	F9	19.3	20.1	0.0	19.9	0.12	0.12		0.26	65%	75%		71%	0.08	0.10		0.19	-45%	-19%		-35%
RIC-FLL	NK	74.5	85.2	107.9	141.9	0.10	0.12	0.13	0.17	76%	81%	86%	79%	0.07	0.11	0.12	0.13	-58%	-13%	-3%	-28%
RIC-FLL	B6	64.6	51.6	86.1	94.2	0.20	0.20	0.18	0.21	68%	79%	79%	70%	0.11	0.16	0.15	0.15	-88%	-21%	-21%	-40%
RIC-LAS	NK	0.0	0.0	44.5	186.8			0.07	0.09			78%	78%			0.05	0.06			-39%	-39%
RIC-LAS	B6	28.3	40.4	0.0	0.0	0.10	0.10			67%	73%			0.05	0.06			-101%	-63%		
RIC-LAS	MX	0.0	3.1	97.4	86.4		0.19	0.12	0.11		70%	79%	82%		0.08	0.08	0.09		-135%	-47%	-21%
RIC-MCO	NK	46.5	71.3	87.8	99.6	0.11	0.13	0.14	0.18	74%	84%	76%	80%	0.09	0.12	0.12	0.13	-29%	-8%	-23%	-37%
RIC-MCO	B6	65.0	81.0	94.4	102.3	0.22	0.20	0.20	0.23	57%	83%	81%	79%	0.11	0.20	0.21	0.21	-102%	2%	3%	-12%
RIC-MCO	WN	15.1	2.3	0.0	0.0	0.15	0.14			35%	88%			0.05	0.13			-204%	-7%		
RIC-RSW	NK	0.0	0.0	0.0	12.2				0.13				33%				0.03				-297%
RIC-RSW	MX	0.0	0.0	0.0	10.6				0.18				64%				0.10				-73%
RIC-TPA	NK	0.0	0.0	0.0	14.1				0.13				62%				0.07				-96%
RIC-TPA	B6	20.9	2.2	0.0	0.0	0.21	0.20			49%	79%			0.10	0.22			-113%	7%		
RIC-TPA	MX	0.0	30.8	60.5	65.6		0.23	0.21	0.19		75%	79%	82%		0.11	0.14	0.18		-98%	-48%	-9%
RIC-TPA	WN	0.0	8.1	0.0	0.0		0.15				77%				0.08				-79%		
RNO-LAS	NK	0.0	0.0	80.1	111.2			0.20	0.25			73%	76%			0.17	0.22			-14%	-12%
RNO-LAS	F9	20.6	29.3	14.6	0.0	0.18	0.18	0.19		64%	73%	71%		0.14	0.17	0.14		-24%	-8%	-34%	
RNO-LAS	G4	31.2	30.5	13.2	6.1	0.12	0.16	0.18	0.19	59%	70%	79%	77%	0.12	0.17	0.18	0.17	-1%	5%	1%	-11%
RNO-LAS	SY	0.4	0.0	0.0	0.0	0.21				37%				0.19				-7%			
RNO-LAS	WN	186.8	248.9	323.2	370.3	0.23	0.22	0.25	0.28	66%	80%	77%	70%	0.21	0.28	0.28	0.31	-8%	22%	13%	10%
ROC-MCO	NK	0.0	0.0	87.2	129.4			0.11	0.14			72%	79%			0.08	0.11			-37%	-22%
ROC-MCO	F9	6.9	73.1	60.7	0.0	0.09	0.10	0.11		75%	78%	79%		0.10	0.11	0.10		5%	2%	-11%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
ROC-MCO	WN	10.2	36.4	53.9	103.2	0.12	0.12	0.13	0.16	69%	89%	86%	81%	0.10	0.15	0.15	0.15	-16%	20%	15%	-6%
ROC-MYR	NK	0.0	0.0	8.2	12.6			0.13	0.17			37%	52%			0.06	0.09			-110%	-101%
RSW-ACY	NK	137.3	148.1	122.8	159.8	0.09	0.11	0.13	0.15	66%	83%	79%	75%	0.06	0.10	0.12	0.11	-58%	-10%	0%	-36%
RSW-ATL	NK	0.0	0.0	0.0	25.0				0.17				53%			0.10					-66%
RSW-ATL	DL	522.3	534.7	495.9	523.4	0.26	0.32	0.35	0.34	53%	86%	87%	88%	0.20	0.35	0.40	0.38	-34%	9%	13%	12%
RSW-ATL	WN	129.1	101.1	73.2	96.1	0.18	0.18	0.20	0.23	55%	73%	67%	68%	0.10	0.15	0.14	0.16	-84%	-18%	-39%	-41%
RSW-BDL	NK	25.8	35.1	14.9	0.0	0.08	0.10	0.12		63%	83%	56%		0.05	0.10	0.05		-73%	8%	-143%	
RSW-BDL	B6	89.4	84.8	75.8	70.6	0.16	0.14	0.15	0.16	66%	88%	83%	84%	0.10	0.18	0.14	0.15	-61%	20%	-8%	-3%
RSW-BDL	MX	0.0	0.0	3.9	70.1			0.14	0.15			87%	78%			0.10	0.15			-33%	2%
RSW-BDL	WN	20.2	9.4	13.1	5.9	0.11	0.11	0.13	0.13	69%	88%	78%	88%	0.08	0.12	0.10	0.12	-29%	10%	-21%	-11%
RSW-BNA	NK	0.0	0.0	0.0	26.3				0.13				48%			0.06					-105%
RSW-BNA	WN	58.5	83.2	84.8	110.3	0.15	0.15	0.16	0.19	70%	84%	84%	84%	0.12	0.19	0.19	0.23	-25%	22%	16%	16%
RSW-BOS	NK	61.8	54.5	86.9	134.8	0.08	0.10	0.10	0.13	68%	85%	80%	82%	0.05	0.12	0.10	0.14	-86%	21%	-3%	3%
RSW-BOS	B6	509.4	547.4	492.2	453.6	0.16	0.15	0.17	0.17	69%	88%	88%	88%	0.11	0.21	0.20	0.21	-48%	26%	14%	17%
RSW-BOS	DL	56.3	77.3	146.0	199.6	0.15	0.20	0.21	0.20	45%	88%	85%	89%	0.08	0.24	0.22	0.26	-95%	16%	5%	23%
RSW-BOS	F9	20.4	0.0	0.0	0.0	0.09				59%				0.07				-32%			
RSW-BOS	UA	37.8	0.0	0.0	0.0	0.22				64%				0.08				-179%			
RSW-BWI	NK	5.7	21.1	0.0	0.0	0.09	0.11			59%	63%			0.05	0.07			-85%	-64%		
RSW-BWI	WN	412.1	348.5	377.2	427.4	0.13	0.13	0.14	0.16	62%	81%	77%	75%	0.09	0.15	0.14	0.16	-45%	14%	0%	-2%
RSW-CAK	NK	9.7	19.2	0.0	0.0	0.09	0.11			55%	77%			0.07	0.09			-39%	-28%		
RSW-CAK	MX	0.0	0.0	0.0	21.2				0.16				84%			0.16					2%
RSW-CHS	NK	0.0	0.0	0.0	5.8				0.17				31%			0.04					-281%
RSW-CHS	MX	0.0	0.6	11.1	13.0		0.41	0.27	0.24		58%	61%	54%		0.12	0.11	0.13		-249%	-146%	-95%
RSW-CLE	NK	69.8	83.6	19.7	0.0	0.09	0.10	0.11		79%	75%	67%		0.07	0.08	0.07		-24%	-19%	-46%	
RSW-CLE	B6	17.7	0.0	0.0	0.0	0.16				54%				0.05				-208%			
RSW-CLE	F9	180.4	242.1	216.6	263.0	0.10	0.10	0.11	0.11	78%	85%	83%	80%	0.09	0.10	0.14	0.13	-18%	-1%	23%	15%
RSW-CLE	UA	78.5	117.5	62.3	121.4	0.23	0.21	0.22	0.22	83%	77%	82%	68%	0.16	0.19	0.28	0.20	-44%	-13%	21%	-8%
RSW-CLE	WN	13.5	12.9	1.0	1.4	0.12	0.12	0.13	0.14	72%	76%	95%	88%	0.08	0.10	0.18	0.17	-43%	-18%	24%	19%
RSW-CMH	NK	61.3	62.6	0.0	15.2	0.10	0.11		0.12	74%	75%		71%	0.07	0.09		0.08	-34%	-24%		-40%
RSW-CMH	MX	0.0	0.0	0.0	16.4				0.17				74%			0.13					-30%
RSW-CMH	UA	10.4	1.8	0.0	0.0	0.22	0.17			71%	79%			0.15	0.22			-49%	23%		
RSW-CMH	WN	175.9	169.3	159.6	177.0	0.13	0.13	0.14	0.16	68%	85%	80%	80%	0.11	0.17	0.17	0.19	-17%	23%	16%	18%
RSW-DTW	NK	287.9	294.9	209.5	270.9	0.09	0.10	0.11	0.13	73%	82%	82%	82%	0.07	0.09	0.12	0.11	-23%	-13%	8%	-24%
RSW-DTW	DL	664.1	594.8	469.9	500.4	0.18	0.21	0.23	0.23	57%	89%	88%	88%	0.15	0.25	0.27	0.27	-16%	16%	17%	17%
RSW-DTW	F9	0.0	0.0	0.0	56.1				0.10				64%			0.08					-14%
RSW-DTW	WN	4.1	3.8	0.0	0.0	0.11	0.11			54%	55%			0.04	0.04			-188%	-168%		
RSW-EWR	NK	57.3	26.9	0.0	0.0	0.09	0.10			48%	75%			0.03	0.08			-172%	-32%		
RSW-EWR	B6	177.1	134.5	121.2	119.4	0.16	0.15	0.16	0.18	67%	83%	84%	88%	0.08	0.14	0.15	0.15	-99%	-8%	-6%	-15%
RSW-EWR	UA	334.6	692.0	553.0	588.3	0.24	0.21	0.22	0.21	72%	78%	85%	86%	0.13	0.16	0.21	0.21	-76%	-28%	-3%	0%
RSW-FLL	NK	0.4	0.2	0.3	0.3	0.29	0.32	0.32	0.34	69%	70%	73%	78%	0.60	0.50	0.63	0.64	52%	36%	50%	47%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
RSW-FLL	B6	0.2	0.4	0.3	0.3	0.80	0.62	0.59	0.70	44%	82%	84%	75%	0.24	0.51	0.59	0.44	-240%	-21%	0%	-59%	
RSW-FLL	DL	0.0	0.0	0.1	0.0			0.85			82%				0.76					-12%		
RSW-FLL	UA	0.0	0.0	0.2	0.0			0.84			76%				0.67					-26%		
RSW-FLL	WN	0.0	0.2	0.2	0.2		0.45	0.45	0.45		91%	86%	88%		0.40	0.47	0.43			-13%	5%	-3%
RSW-IND	NK	65.7	95.1	57.9	93.1	0.09	0.11	0.12	0.13	80%	77%	72%	70%	0.08	0.09	0.09	0.09	-15%	-20%	-27%	-43%	
RSW-IND	F9	0.0	13.5	0.0	0.0		0.10				59%				0.08					-36%		
RSW-IND	UA	14.0	14.7	0.0	0.0	0.23	0.17			79%	72%			0.18	0.19			-27%	13%			
RSW-IND	WN	163.8	177.3	176.2	207.3	0.12	0.13	0.14	0.16	80%	88%	78%	82%	0.14	0.18	0.16	0.20	10%	28%	12%	18%	
RSW-LBE	NK	11.5	19.7	0.0	0.0	0.09	0.11			47%	72%			0.05	0.07			-103%	-61%			
RSW-MCI	NK	4.0	35.5	0.0	0.0	0.08	0.09			58%	55%			0.04	0.04			-124%	-130%			
RSW-MCI	WN	55.8	97.5	46.3	65.3	0.11	0.11	0.12	0.14	79%	78%	80%	87%	0.11	0.12	0.14	0.17	3%	9%	10%	18%	
RSW-MCO	NK	0.1	0.0	0.1	0.0	0.24		0.28		77%		76%		0.68		0.56		64%		49%		
RSW-MCO	B6	0.0	0.0	0.1	0.0			0.49				80%				0.48					-2%	
RSW-MCO	F9	0.0	7.7	0.0	0.0		0.29				29%				0.15					-99%		
RSW-MCO	WN	8.6	14.5	18.3	8.2	0.36	0.37	0.42	0.41	61%	70%	66%	60%	0.26	0.36	0.34	0.28	-36%	-5%	-22%	-44%	
RSW-MHT	NK	0.0	39.2	58.8	0.0		0.10	0.11			80%	60%			0.09	0.07				-9%	-60%	
RSW-MIA	NK	0.0	0.2	0.1	0.1		0.38	0.32	0.34		91%	74%	80%		0.68	0.68	0.63			43%	53%	45%
RSW-MIA	AA	0.5	1.5	1.8	1.7	0.66	0.79	0.77	0.81	72%	84%	88%	91%	0.57	0.64	0.78	0.79	-16%	-23%	1%	-3%	
RSW-MIA	B6	0.0	0.0	0.1	0.0			0.55				73%				0.54					-1%	
RSW-MIA	DL	0.1	0.0	0.2	0.2	0.63		0.85	0.83	80%		90%	88%	0.68		0.87	0.73	7%		2%	-13%	
RSW-MIA	MQ	0.1	0.2	0.1	0.1	0.70	0.61	0.62	0.61	60%	83%	89%	86%	0.37	0.40	0.47	0.39	-88%	-53%	-32%	-55%	
RSW-MIA	UA	0.0	0.1	0.1	0.0		0.70	0.84			86%	87%			0.58	0.80				-21%	-5%	
RSW-MIA	WN	0.0	0.1	0.0	0.0		0.45				93%				0.51					12%		
RSW-MKE	NK	0.0	50.0	30.1	0.0		0.10	0.11			80%	81%			0.09	0.11				-11%	5%	
RSW-MKE	F9	43.0	36.5	12.7	51.1	0.10	0.10	0.10	0.09	67%	81%	43%	60%	0.08	0.11	0.05	0.07	-22%	6%	-93%	-21%	
RSW-MKE	SY	0.0	16.5	8.4	33.0		0.13	0.14	0.14		64%	72%	84%		0.08	0.10	0.14			-53%	-43%	-5%
RSW-MKE	UA	14.5	18.3	0.0	0.0	0.20	0.15			76%	77%			0.16	0.17			-24%	16%			
RSW-MKE	WN	169.1	138.6	90.4	109.8	0.11	0.11	0.13	0.14	75%	82%	84%	85%	0.11	0.14	0.16	0.17	-2%	21%	21%	19%	
RSW-MSP	NK	41.6	37.9	0.0	0.0	0.08	0.09			79%	85%			0.05	0.08			-49%	-9%			
RSW-MSP	DL	776.1	687.1	596.4	628.7	0.15	0.18	0.19	0.19	57%	90%	86%	88%	0.12	0.20	0.21	0.21	-26%	7%	5%	7%	
RSW-MSP	F9	7.4	0.0	0.0	77.8	0.09			0.09	48%			73%	0.04			0.07	-104%			-17%	
RSW-MSP	SY	387.4	409.0	358.3	422.2	0.11	0.11	0.13	0.14	76%	85%	86%	89%	0.11	0.12	0.17	0.14	-2%	2%	23%	2%	
RSW-MSP	WN	19.0	3.0	1.2	1.4	0.10	0.10	0.12	0.12	74%	82%	90%	91%	0.06	0.13	0.14	0.14	-51%	21%	18%	15%	
RSW-ORD	NK	191.7	204.5	135.8	201.8	0.09	0.10	0.11	0.13	81%	87%	86%	84%	0.07	0.10	0.12	0.12	-24%	-4%	8%	-9%	
RSW-ORD	AA	248.4	397.8	271.8	301.5	0.20	0.19	0.19	0.20	84%	86%	85%	83%	0.16	0.19	0.23	0.22	-25%	3%	17%	9%	
RSW-ORD	F9	35.6	19.7	0.0	0.0	0.10	0.09			75%	70%			0.07	0.06			-33%	-40%			
RSW-ORD	UA	415.7	491.2	416.3	560.8	0.22	0.20	0.21	0.21	78%	79%	83%	80%	0.15	0.19	0.24	0.22	-52%	-5%	14%	6%	
RSW-ORD	WN	5.0	93.4	69.4	36.7	0.11	0.12	0.13	0.14	69%	79%	72%	70%	0.06	0.11	0.11	0.12	-96%	-7%	-17%	-15%	
RSW-ORF	NK	0.0	0.0	0.0	13.3				0.13				27%			0.02					-439%	
RSW-ORF	MX	0.0	0.0	0.0	13.9				0.20				76%			0.16					-24%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
RSW-PHL	NK	7.0	27.2	0.0	26.0	0.10	0.10		0.13	73%	77%		68%	0.08	0.08		0.09	-19%	-26%		-46%	
RSW-PHL	AA	243.1	322.0	265.2	280.0	0.23	0.21	0.21	0.22	71%	85%	81%	79%	0.13	0.22	0.26	0.25	-73%	6%	16%	11%	
RSW-PHL	AS	0.0	5.6	0.0	0.0		0.17				93%				0.16				-7%			
RSW-PHL	B6	50.2	0.0	0.0	0.0	0.17				59%				0.06				-184%				
RSW-PHL	F9	102.9	187.0	175.9	215.0	0.11	0.11	0.11	0.11	69%	79%	79%	70%	0.06	0.10	0.12	0.10	-66%	-6%	11%	-14%	
RSW-PIT	NK	49.3	68.0	52.0	34.7	0.10	0.10	0.12	0.12	73%	78%	71%	76%	0.07	0.09	0.09	0.11	-42%	-11%	-28%	-16%	
RSW-PIT	MX	0.0	0.0	0.0	15.3				0.16				79%				0.13				-23%	
RSW-PIT	UA	7.9	1.8	0.0	0.0	0.22	0.16			62%	77%			0.12	0.17			-87%	3%			
RSW-PIT	WN	113.1	130.2	104.8	130.3	0.12	0.13	0.14	0.16	73%	85%	82%	82%	0.10	0.17	0.16	0.21	-15%	24%	15%	22%	
RSW-RIC	NK	0.0	0.0	0.0	12.2				0.13				33%				0.03				-297%	
RSW-RIC	MX	0.0	0.0	0.0	10.6				0.18				64%				0.10				-73%	
RSW-SDF	NK	0.0	19.6	0.0	0.0		0.11				47%				0.05				-117%			
RSW-SDF	MX	0.0	0.0	0.0	11.7				0.17				81%				0.15				-15%	
RSW-SDF	WN	16.4	52.8	4.1	6.5	0.13	0.13	0.16	0.15	67%	64%	69%	68%	0.11	0.11	0.15	0.13	-16%	-25%	-4%	-15%	
RSW-SJU	NK	0.0	0.0	0.0	48.7				0.15				66%				0.10				-57%	
RSW-SJU	F9	0.0	0.0	0.0	3.2				0.20				22%				0.06				-242%	
RSW-STL	NK	0.0	29.3	0.0	0.0		0.11				63%				0.08				-43%			
RSW-STL	SY	9.5	0.0	0.0	0.0	0.14				54%				0.09					-60%			
RSW-STL	WN	260.0	234.6	205.1	244.1	0.13	0.13	0.14	0.16	69%	84%	83%	85%	0.11	0.16	0.17	0.20	-12%	21%	18%	20%	
SAN-BWI	NK	0.0	0.0	0.0	38.4				0.14				70%				0.10				-37%	
SAN-BWI	WN	459.5	376.8	314.9	602.9	0.08	0.08	0.08	0.10	61%	90%	94%	84%	0.05	0.10	0.13	0.11	-49%	26%	33%	9%	
SAN-DFW	NK	23.3	10.2	0.0	0.0	0.09	0.09			64%	71%			0.06	0.10				-34%	13%		
SAN-DFW	AA	1,005.1	1,319.9	1,300.7	1,383.8	0.21	0.19	0.20	0.20	75%	89%	87%	88%	0.14	0.21	0.23	0.21	-52%	8%	13%	6%	
SAN-DFW	F9	0.0	45.4	126.3	231.5		0.10	0.10	0.12		78%	89%	74%		0.12	0.12	0.12		13%	17%	-1%	
SAN-DTW	NK	62.8	30.1	0.0	0.0	0.07	0.08			74%	82%			0.06	0.09				-14%	13%		
SAN-DTW	DL	462.2	636.0	794.1	866.9	0.13	0.15	0.16	0.15	53%	88%	87%	86%	0.09	0.18	0.18	0.17	-44%	17%	13%	8%	
SAN-IAH	NK	28.0	15.1	0.0	26.6	0.08	0.09		0.19	58%	81%		82%	0.05	0.09		0.15		-84%	5%	-29%	
SAN-IAH	UA	399.6	675.8	755.3	781.1	0.22	0.18	0.19	0.19	72%	87%	85%	82%	0.14	0.19	0.20	0.19	-54%	4%	5%	1%	
SAN-LAS	NK	43.5	85.6	162.8	123.2	0.18	0.22	0.23	0.27	78%	83%	82%	84%	0.20	0.26	0.22	0.28		9%	16%	-2%	3%
SAN-LAS	AS	0.0	0.2	0.2	0.0		0.35	0.38			67%	64%			0.33	0.48				-5%	22%	
SAN-LAS	DL	0.0	0.0	0.3	18.0			0.54	0.40			74%	72%			0.46	0.40			-18%	1%	
SAN-LAS	F9	40.5	60.0	52.7	60.9	0.21	0.21	0.22	0.26	66%	77%	78%	73%	0.20	0.24	0.20	0.27		-1%	13%	-8%	5%
SAN-LAS	G4	5.8	8.3	9.1	1.0	0.14	0.18	0.20	0.21	43%	63%	55%	67%	0.14	0.22	0.17	0.15		-3%	18%	-21%	-38%
SAN-LAS	SY	0.0	0.3	0.0	0.0		0.26				24%				0.12					-113%		
SAN-LAS	WN	153.3	239.1	359.6	331.8	0.27	0.26	0.29	0.32	64%	81%	72%	73%	0.24	0.35	0.26	0.35		-10%	26%	-10%	8%
SAN-OAK	NK	0.0	6.3	47.1	50.0		0.18	0.17	0.20		56%	68%	75%		0.11	0.14	0.21		-73%	-25%	1%	
SAN-OAK	OO	0.0	0.0	0.2	0.0			0.27				58%				0.14				-89%		
SAN-OAK	WN	217.3	339.8	544.5	455.5	0.20	0.19	0.21	0.24	58%	78%	68%	74%	0.15	0.23	0.18	0.27		-34%	16%	-17%	10%
SAN-ORD	NK	103.0	42.3	0.0	0.0	0.07	0.07			73%	87%			0.04	0.07				-78%	-11%		
SAN-ORD	AA	458.3	590.4	600.6	658.4	0.16	0.14	0.15	0.16	78%	91%	85%	86%	0.09	0.16	0.17	0.16		-82%	9%	11%	0%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
SAN-ORD	UA	528.0	873.3	957.8	937.1	0.18	0.15	0.16	0.16	77%	89%	87%	86%	0.10	0.16	0.18	0.17	-82%	6%	11%	8%
SAN-PDX	NK	0.0	0.0	0.0	8.7				0.22				60%			0.16				-42%	
SAN-PDX	AA	0.0	3.3	0.0	0.0		0.17				92%			0.24				28%			
SAN-PDX	AS	317.9	434.6	459.5	469.2	0.19	0.19	0.21	0.21	57%	79%	81%	81%	0.14	0.20	0.22	0.23	-38%	9%	6%	6%
SAN-PDX	UA	0.0	8.8	0.0	0.0		0.17				85%			0.23				26%			
SAN-PDX	WN	0.0	0.0	2.4	19.8			0.15	0.16			95%	81%		0.16	0.16			6%	-1%	
SAN-SJC	NK	0.0	0.0	3.6	52.0			0.16	0.23			64%	76%		0.16	0.22			-2%	-1%	
SAN-SJC	AS	74.2	101.9	113.0	75.2	0.33	0.27	0.28	0.30	52%	80%	85%	83%	0.20	0.24	0.21	0.30	-63%	-14%	-34%	1%
SAN-SJC	OO	0.0	13.2	0.0	0.0		0.27				77%			0.25					-9%		
SAN-SJC	WN	219.6	394.6	695.5	512.8	0.21	0.20	0.22	0.25	52%	76%	68%	79%	0.13	0.20	0.15	0.28	-59%	-1%	-46%	9%
SAN-SLC	NK	0.0	0.0	0.0	3.0				0.27				59%			0.20				-39%	
SAN-SLC	AS	18.4	34.3	17.9	16.1	0.27	0.21	0.22	0.26	65%	77%	83%	78%	0.20	0.18	0.21	0.20	-35%	-20%	-7%	-29%
SAN-SLC	DL	328.7	375.2	359.4	403.3	0.24	0.28	0.31	0.30	58%	88%	88%	86%	0.20	0.32	0.37	0.32	-20%	14%	16%	7%
SAN-SLC	OO	0.0	0.0	0.0	11.6				0.22				83%			0.20				-7%	
SAN-SLC	WN	45.0	63.2	76.3	79.6	0.16	0.16	0.18	0.20	69%	83%	82%	79%	0.13	0.18	0.19	0.21	-19%	11%	9%	4%
SAN-SMF	NK	0.0	0.0	0.0	13.8				0.31				57%			0.21				-51%	
SAN-SMF	AS	26.2	131.9	117.1	81.9	0.28	0.25	0.26	0.28	80%	79%	82%	83%	0.23	0.20	0.17	0.24	-21%	-28%	-54%	-15%
SAN-SMF	WN	281.9	461.9	812.4	600.9	0.19	0.19	0.21	0.23	68%	81%	70%	83%	0.16	0.19	0.14	0.25	-16%	2%	-48%	5%
SAT-BWI	NK	0.0	0.0	56.0	59.5			0.09	0.09			62%	76%		0.05	0.06			-61%	-44%	
SAT-BWI	WN	285.2	249.5	277.2	356.0	0.10	0.10	0.11	0.13	58%	87%	91%	79%	0.07	0.12	0.14	0.14	-52%	19%	18%	6%
SAT-DFW	NK	0.0	0.0	0.0	0.4				0.44				78%			0.99				56%	
SAT-DFW	AA	219.9	290.4	267.1	332.0	0.49	0.46	0.47	0.48	80%	85%	87%	83%	0.41	0.52	0.61	0.56	-17%	12%	23%	14%
SAT-DFW	DL	0.0	0.4	0.0	0.2		0.53		0.58		78%		77%		0.37		0.40		-42%		-46%
SAT-DFW	SY	0.6	0.0	0.0	0.0	0.26				7%				0.02				#####			
SAT-EWR	NK	0.0	0.0	0.0	47.2				0.17				80%			0.12				-43%	
SAT-EWR	UA	18.8	214.2	296.0	333.3	0.15	0.17	0.17	0.17	48%	80%	86%	85%	0.10	0.15	0.17	0.16	-43%	-18%	0%	-5%
SAT-FLL	NK	0.0	0.0	47.4	145.6			0.10	0.13			77%	88%		0.08	0.10			-16%	-23%	
SAT-FLL	WN	30.3	24.2	1.2	12.7	0.11	0.11	0.12	0.14	67%	82%	81%	73%	0.07	0.09	0.17	0.12	-49%	-19%	28%	-16%
SAT-IAH	NK	0.0	0.0	0.0	0.6				0.40				71%			0.83				52%	
SAT-IAH	AA	0.2	0.0	0.0	0.0	0.45				72%				0.36				-25%			
SAT-IAH	DL	0.0	0.0	0.1	0.2			0.63	0.57			78%	74%		0.47	0.53			-35%	-8%	
SAT-IAH	UA	67.8	123.5	145.9	139.8	0.62	0.54	0.57	0.55	76%	82%	79%	77%	0.49	0.54	0.57	0.55	-25%	0%	1%	0%
SAT-LAS	NK	0.0	0.0	89.5	205.4			0.11	0.14			82%	82%		0.09	0.12			-16%	-13%	
SAT-LAS	F9	76.8	115.3	150.1	128.0	0.10	0.10	0.11	0.11	70%	84%	83%	74%	0.08	0.12	0.11	0.11	-21%	15%	-1%	-7%
SAT-LAS	G4	17.8	31.2	33.4	7.4	0.08	0.10	0.11	0.16	71%	84%	83%	88%	0.08	0.11	0.10	0.13	2%	2%	-18%	-22%
SAT-LAS	SY	15.3	11.5	11.9	0.0	0.12	0.13	0.15		67%	81%	81%		0.11	0.13	0.09		-7%	2%	-59%	
SAT-LAS	WN	311.6	351.3	385.9	477.2	0.12	0.12	0.13	0.15	67%	90%	90%	80%	0.10	0.17	0.16	0.17	-22%	29%	20%	12%
SAT-LAX	NK	0.0	0.0	26.1	147.5			0.09	0.13			79%	84%		0.09	0.12			2%	-4%	
SAT-LAX	AA	21.8	107.4	197.9	153.7	0.16	0.16	0.18	0.18	76%	82%	71%	80%	0.13	0.14	0.14	0.15	-22%	-14%	-22%	-18%
SAT-LAX	AS	0.0	31.4	0.0	0.0		0.15				81%			0.13				-16%			

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
SAT-LAX	DL	56.4	204.4	218.2	223.8	0.16	0.20	0.22	0.21	65%	81%	81%	82%	0.12	0.17	0.19	0.18	-37%	-20%	-15%	-17%	
SAT-LAX	WN	17.9	121.6	150.8	196.3	0.10	0.11	0.12	0.14	74%	88%	85%	81%	0.10	0.12	0.12	0.13	-7%	9%	1%	-7%	
SAT-MCO	NK	0.0	0.0	75.8	114.0			0.11	0.13			75%	85%			0.08	0.12			-42%	-16%	
SAT-MCO	DL	0.0	0.4	0.0	0.0		0.19				49%				0.05					-298%		
SAT-MCO	F9	33.9	64.3	97.0	77.5	0.10	0.10	0.11	0.11	61%	77%	84%	82%	0.07	0.10	0.10	0.11	-53%	0%	-6%	-3%	
SAT-MCO	WN	93.9	151.5	205.3	235.1	0.12	0.12	0.13	0.16	65%	88%	90%	83%	0.09	0.16	0.16	0.17	-32%	26%	16%	7%	
SAT-TPA	NK	0.0	0.0	0.0	22.6				0.13				74%				0.09				-37%	
SAT-TPA	WN	30.8	94.7	116.6	126.2	0.12	0.13	0.14	0.16	69%	83%	88%	77%	0.10	0.14	0.16	0.17	-20%	10%	15%	7%	
SDF-FLL	NK	9.0	78.3	28.3	115.5	0.10	0.11	0.11	0.14	81%	70%	70%	81%	0.07	0.08	0.09	0.11	-35%	-43%	-24%	-36%	
SDF-FLL	G4	40.7	36.2	27.5	34.0	0.09	0.11	0.12	0.16	66%	76%	92%	77%	0.07	0.08	0.16	0.11	-14%	-30%	23%	-42%	
SDF-FLL	WN	1.1	2.8	0.0	6.1	0.12	0.12		0.15	70%	58%		78%	0.09	0.07		0.15	-38%	-71%		2%	
SDF-LAS	NK	16.2	186.6	215.0	162.1	0.07	0.08	0.09	0.10	73%	67%	69%	66%	0.06	0.06	0.07	0.06	-23%	-30%	-34%	-70%	
SDF-LAS	G4	22.2	26.1	11.4	4.6	0.07	0.08	0.10	0.10	69%	82%	91%	90%	0.06	0.08	0.10	0.09	-16%	-4%	0%	-13%	
SDF-LAS	WN	40.3	128.6	32.6	180.8	0.09	0.09	0.10	0.12	76%	90%	91%	88%	0.08	0.12	0.13	0.14	-11%	20%	20%	15%	
SDF-LAX	NK	23.3	175.4	181.9	178.6	0.07	0.08	0.08	0.09	72%	71%	75%	78%	0.05	0.06	0.06	0.06	-45%	-30%	-31%	-45%	
SDF-LAX	AA	0.0	0.0	0.0	2.7				0.15				59%				0.26				42%	
SDF-MCO	NK	9.5	84.2	108.0	122.3	0.10	0.13	0.13	0.16	75%	71%	72%	77%	0.07	0.10	0.11	0.12	-39%	-27%	-22%	-33%	
SDF-MCO	AA	0.4	1.1	0.0	0.0	0.22	0.20			52%	51%			0.15	0.10			-50%	-94%			
SDF-MCO	F9	15.4	25.0	0.0	0.0	0.12	0.12			53%	63%			0.07	0.08			-76%	-58%			
SDF-MCO	WN	90.3	95.1	97.0	150.4	0.15	0.15	0.16	0.19	63%	81%	88%	75%	0.11	0.17	0.21	0.20	-37%	11%	22%	4%	
SDF-MYR	NK	0.0	0.5	0.0	0.0		0.18				21%				0.04					-328%		
SDF-MYR	G4	3.6	1.8	1.6	1.5	0.11	0.14	0.16	0.22	42%	60%	70%	83%	0.07	0.13	0.12	0.25	-50%	-3%	-35%	12%	
SDF-PNS	NK	1.7	4.6	0.0	0.0	0.12	0.13			33%	29%			0.03	0.03			-291%	-341%			
SDF-RSW	NK	0.0	19.6	0.0	0.0		0.11				47%				0.05					-117%		
SDF-RSW	MX	0.0	0.0	0.0	11.7				0.17				81%				0.15				-15%	
SDF-RSW	WN	16.4	52.8	4.1	6.5	0.13	0.13	0.16	0.15	67%	64%	69%	68%	0.11	0.11	0.15	0.13	-16%	-25%	-4%	-15%	
SDF-TPA	NK	0.0	11.6	0.0	0.0		0.12				58%				0.07					-76%		
SDF-TPA	MX	0.0	15.9	18.9	21.4		0.22	0.21	0.19		70%	78%	71%		0.09	0.14	0.14			-134%	-49%	-41%
SDF-TPA	WN	30.8	81.4	96.1	100.2	0.14	0.15	0.16	0.19	71%	86%	87%	79%	0.13	0.15	0.19	0.21	-12%	-1%	14%	12%	
SEA-LAS	NK	173.7	230.4	339.4	254.5	0.10	0.11	0.12	0.14	79%	83%	80%	86%	0.07	0.11	0.11	0.13	-34%	-2%	-17%	-13%	
SEA-LAS	AS	692.6	736.4	763.2	825.6	0.20	0.19	0.22	0.22	67%	86%	86%	84%	0.12	0.21	0.22	0.23	-57%	9%	3%	5%	
SEA-LAS	DL	347.2	431.7	495.5	511.5	0.19	0.23	0.25	0.25	49%	82%	82%	79%	0.10	0.21	0.22	0.21	-95%	-9%	-17%	-20%	
SEA-LAS	F9	72.2	88.6	111.5	123.7	0.11	0.11	0.12	0.12	69%	84%	86%	80%	0.09	0.10	0.12	0.12	-22%	-5%	0%	2%	
SEA-LAS	WN	163.7	302.5	263.9	289.3	0.13	0.13	0.15	0.17	74%	82%	83%	84%	0.08	0.12	0.13	0.15	-67%	-9%	-14%	-12%	
SJC-BWI	NK	0.0	0.0	0.0	15.3				0.14				68%				0.09				-60%	
SJC-BWI	WN	34.1	0.0	0.0	0.0	0.09				40%				0.03				-228%				
SJC-DFW	NK	0.0	0.0	12.7	152.8			0.09	0.12			75%	82%			0.09	0.10			0%	-14%	
SJC-DFW	AA	401.2	415.7	501.9	533.2	0.18	0.16	0.17	0.17	69%	88%	88%	89%	0.11	0.18	0.20	0.19	-63%	11%	15%	11%	
SJC-LAS	NK	0.0	0.0	6.9	108.1			0.17	0.24			68%	77%			0.18	0.24			8%	3%	
SJC-LAS	AA	0.0	0.4	0.0	0.0		0.36				28%				0.20					-84%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
SJC-LAS	AS	0.0	0.4	0.5	0.0		0.28	0.33			37%	55%			0.12	0.37			-132%	10%	
SJC-LAS	DL	0.0	0.0	0.4	0.5			0.44	0.45			81%	76%			0.86	0.46			49%	2%
SJC-LAS	F9	17.8	5.4	0.0	0.0	0.17	0.15			52%	73%			0.15	0.17			-16%	11%		
SJC-LAS	SY	0.0	0.0	0.0	0.6				0.22				18%				0.08				-167%
SJC-LAS	UA	0.0	0.8	1.4	1.8		0.39	0.40	0.44		26%	46%	79%		0.13	0.38	0.61		-192%	-4%	28%
SJC-LAS	WN	192.5	307.0	478.1	444.7	0.22	0.21	0.23	0.26	56%	75%	66%	70%	0.16	0.26	0.21	0.29	-38%	20%	-8%	10%
SJC-LAX	NK	0.0	0.0	0.0	5.7				0.39				84%				0.45				13%
SJC-LAX	AA	0.0	39.6	0.0	0.0		0.33				74%				0.28				-15%		
SJC-LAX	AS	8.7	23.6	2.8	7.1	0.39	0.32	0.34	0.32	59%	75%	89%	92%	0.30	0.28	0.31	0.32	-31%	-17%	-10%	-3%
SJC-LAX	DL	0.7	0.5	0.6	0.2	0.34	0.42	0.50	0.45	23%	29%	57%	36%	0.13	0.23	0.49	0.35	-168%	-80%	-2%	-30%
SJC-LAX	OO	102.4	119.3	161.0	142.6	0.39	0.32	0.34	0.35	50%	80%	89%	89%	0.25	0.29	0.31	0.38	-60%	-11%	-8%	7%
SJC-LAX	SY	0.4	1.0	0.7	0.6	0.22	0.24	0.28	0.35	22%	17%	19%	34%	0.11	0.07	0.08	0.20	-102%	-232%	-259%	-72%
SJC-LAX	WN	108.9	174.6	194.8	175.6	0.25	0.24	0.26	0.29	36%	67%	81%	86%	0.11	0.21	0.24	0.35	-120%	-14%	-7%	16%
SJC-PDX	NK	0.0	0.0	0.0	5.4				0.29				50%				0.20				-40%
SJC-PDX	AS	79.2	170.5	192.6	141.9	0.28	0.24	0.26	0.25	56%	65%	73%	79%	0.21	0.20	0.22	0.27	-33%	-21%	-18%	8%
SJC-PDX	SY	0.7	0.0	0.0	0.0	0.17				16%				0.03				-399%			
SJC-PDX	UA	0.0	17.7	0.0	0.0		0.23				88%				0.31				26%		
SJC-PDX	WN	112.2	144.7	291.3	281.1	0.18	0.17	0.19	0.21	55%	85%	74%	67%	0.10	0.19	0.15	0.17	-72%	9%	-21%	-21%
SJC-SAN	NK	0.0	0.0	3.6	52.0			0.16	0.23			64%	76%		0.16	0.22			-2%	-1%	
SJC-SAN	AS	74.2	101.9	113.0	75.2	0.33	0.27	0.28	0.30	52%	80%	85%	83%	0.20	0.24	0.21	0.30	-63%	-14%	-34%	1%
SJC-SAN	OO	0.0	13.2	0.0	0.0		0.27				77%				0.25				-9%		
SJC-SAN	WN	219.6	394.6	695.5	512.8	0.21	0.20	0.22	0.25	52%	76%	68%	79%	0.13	0.20	0.15	0.28	-59%	-1%	-46%	9%
SJU-ACY	NK	0.0	40.7	12.9	0.0		0.09	0.10			66%	89%			0.05	0.09			-72%	-13%	
SJU-ATL	NK	0.0	0.0	32.3	191.3			0.08	0.11			77%	81%			0.08	0.10			-9%	-7%
SJU-ATL	DL	620.1	651.1	668.9	935.9	0.15	0.19	0.18	0.18	64%	89%	93%	91%	0.11	0.21	0.23	0.19	-33%	9%	20%	5%
SJU-ATL	F9	0.0	0.0	81.0	186.6			0.08	0.09			86%	75%			0.09	0.09			10%	-7%
SJU-BDL	NK	0.0	0.0	6.2	47.0			0.08	0.09			79%	80%			0.08	0.07			-2%	-23%
SJU-BDL	B6	186.2	306.3	300.4	330.9	0.13	0.12	0.12	0.14	74%	83%	89%	89%	0.11	0.14	0.13	0.13	-12%	13%	9%	-7%
SJU-BDL	F9	0.0	0.0	113.3	253.4			0.08	0.10			89%	80%			0.10	0.12			23%	17%
SJU-BOS	NK	176.9	242.5	251.0	236.1	0.07	0.08	0.09	0.11	75%	84%	82%	83%	0.06	0.09	0.10	0.11	-18%	11%	9%	0%
SJU-BOS	B6	516.2	566.8	640.5	695.2	0.14	0.14	0.14	0.15	67%	87%	88%	81%	0.08	0.14	0.14	0.13	-75%	2%	2%	-14%
SJU-BOS	DL	0.0	0.0	116.3	243.0			0.17	0.17			87%	86%			0.20	0.17			11%	-1%
SJU-BOS	F9	0.0	0.0	0.0	9.7				0.17				70%				0.14				-19%
SJU-BWI	NK	223.4	252.5	253.3	283.1	0.07	0.08	0.09	0.11	63%	80%	82%	82%	0.06	0.09	0.10	0.10	-31%	3%	7%	-9%
SJU-BWI	F9	0.0	0.0	33.8	147.9			0.08	0.09			86%	72%			0.09	0.09			8%	-4%
SJU-BWI	WN	244.9	397.7	390.7	408.8	0.10	0.09	0.10	0.12	73%	87%	91%	89%	0.08	0.11	0.13	0.14	-23%	16%	20%	9%
SJU-DFW	NK	0.0	0.0	45.5	277.8			0.07	0.09			81%	82%			0.08	0.09			11%	-3%
SJU-DFW	AA	495.0	365.3	356.5	356.8	0.14	0.14	0.14	0.14	75%	92%	93%	89%	0.09	0.15	0.18	0.16	-50%	12%	22%	10%
SJU-DFW	F9	0.0	0.0	58.1	118.3			0.07	0.09			81%	77%			0.07	0.10			-1%	7%
SJU-DTW	NK	0.0	0.0	41.0	47.2			0.07	0.08			61%	75%			0.04	0.05			-69%	-52%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
SJU-DTW	DL	57.7	0.0	49.5	253.6	0.12		0.16	0.16	51%		88%	86%	0.07		0.15	0.16	-67%		-6%	1%
SJU-DTW	F9	0.0	0.0	28.2	0.0			0.07				50%				0.04				-104%	
SJU-EWR	NK	203.9	202.3	275.9	293.2	0.07	0.08	0.09	0.10	75%	90%	86%	89%	0.05	0.08	0.10	0.10	-50%	3%	5%	-1%
SJU-EWR	B6	460.7	348.3	300.1	272.9	0.14	0.12	0.12	0.15	63%	86%	91%	91%	0.06	0.11	0.14	0.14	-140%	-8%	9%	-3%
SJU-EWR	F9	0.0	0.0	0.0	2.9				0.17				87%				0.24				28%
SJU-EWR	UA	589.0	756.6	665.5	687.6	0.22	0.18	0.19	0.18	79%	92%	94%	93%	0.09	0.16	0.20	0.19	-135%	-13%	6%	5%
SJU-FLL	NK	305.2	226.9	274.8	243.4	0.09	0.10	0.11	0.14	80%	89%	84%	84%	0.06	0.11	0.11	0.12	-43%	4%	-5%	-14%
SJU-FLL	B6	372.4	524.1	445.9	409.6	0.16	0.16	0.16	0.18	68%	79%	82%	86%	0.08	0.14	0.16	0.16	-97%	-20%	-3%	-11%
SJU-FLL	F9	0.0	0.0	0.0	5.8				0.21				75%				0.18				-17%
SJU-FLL	WN	166.2	215.0	187.4	161.1	0.12	0.12	0.13	0.16	68%	88%	89%	88%	0.06	0.12	0.13	0.14	-91%	-3%	2%	-14%
SJU-IAH	NK	0.0	0.0	0.0	20.5				0.15				86%				0.15				-5%
SJU-IAH	UA	494.4	703.9	509.1	555.3	0.17	0.14	0.15	0.15	64%	88%	93%	90%	0.09	0.13	0.17	0.16	-90%	-9%	13%	7%
SJU-LGA	NK	6.4	20.8	0.0	0.0	0.07	0.08			76%	73%			0.05	0.08			-36%	-6%		
SJU-MCO	NK	621.7	654.4	799.2	618.1	0.08	0.10	0.11	0.12	87%	90%	87%	89%	0.08	0.11	0.11	0.12	-8%	13%	2%	-2%
SJU-MCO	B6	640.7	570.6	679.0	739.5	0.16	0.15	0.16	0.17	68%	87%	90%	89%	0.09	0.16	0.16	0.15	-69%	6%	0%	-10%
SJU-MCO	F9	0.0	0.0	281.7	674.0			0.09	0.12			93%	92%			0.11	0.14			11%	16%
SJU-MCO	WN	569.1	748.8	708.9	785.7	0.11	0.11	0.12	0.14	73%	90%	92%	92%	0.08	0.13	0.13	0.14	-39%	15%	8%	-3%
SJU-MIA	NK	0.0	76.1	149.4	164.8		0.11	0.12	0.14		84%	81%	86%		0.11	0.11	0.12		-1%	-12%	-12%
SJU-MIA	AA	669.6	837.7	727.0	704.5	0.21	0.20	0.21	0.21	79%	92%	91%	94%	0.13	0.21	0.25	0.24	-69%	4%	18%	12%
SJU-MIA	F9	0.0	0.0	71.8	222.4			0.10	0.13			89%	84%			0.11	0.13			9%	2%
SJU-MIA	MQ	0.0	0.0	0.0	2.1				0.18				83%				0.13				-38%
SJU-MSY	NK	0.0	0.0	0.0	14.4				0.17				74%				0.12				-38%
SJU-ORD	NK	0.0	0.0	40.1	293.5			0.07	0.10			83%	86%			0.08	0.10			9%	1%
SJU-ORD	AA	236.4	265.1	228.5	177.8	0.13	0.13	0.13	0.14	72%	92%	91%	92%	0.09	0.13	0.16	0.16	-41%	5%	16%	10%
SJU-ORD	UA	189.0	256.0	220.3	331.7	0.16	0.14	0.15	0.14	60%	93%	96%	94%	0.07	0.14	0.19	0.16	-120%	2%	23%	10%
SJU-PHL	NK	292.4	330.2	244.0	188.4	0.07	0.08	0.09	0.11	83%	87%	84%	86%	0.06	0.08	0.11	0.11	-24%	1%	13%	-1%
SJU-PHL	AA	335.9	345.3	269.8	247.3	0.17	0.16	0.17	0.17	75%	90%	91%	88%	0.09	0.17	0.22	0.20	-82%	2%	24%	15%
SJU-PHL	B6	132.1	68.3	0.0	0.0	0.13	0.11			73%	82%			0.06	0.08			-118%	-37%		
SJU-PHL	F9	0.0	0.0	116.8	443.6			0.08	0.10			94%	90%			0.13	0.15			36%	33%
SJU-RSW	NK	0.0	0.0	0.0	48.7				0.15				66%				0.10				-57%
SJU-RSW	F9	0.0	0.0	0.0	3.2				0.20				22%				0.06				-242%
SJU-STT	NK	0.3	0.7	0.1	0.3	0.35	0.42	0.47	0.59	85%	90%	93%	90%	1.38	1.45	1.38	1.92	74%	71%	66%	69%
SJU-STT	AA	0.0	0.2	0.0	0.0		1.08				87%				1.27				15%		
SJU-STT	B6	4.7	3.1	0.0	0.0	0.90	0.74			35%	46%			0.59	0.70			-53%	-5%		
SJU-STT	F9	0.0	0.0	0.2	3.5			0.39	0.53			63%	48%			0.81	0.47			52%	-12%
SJU-STT	SY	0.0	0.2	0.2	0.3		0.51	0.61	0.58		81%	83%	79%		0.95	1.19	1.24		47%	48%	53%
SJU-STT	UA	0.6	0.5	0.0	0.0	1.60	1.17			34%	83%			0.78	1.21			-105%	4%		
SJU-TPA	NK	131.7	144.3	163.2	101.9	0.08	0.09	0.10	0.11	80%	86%	86%	84%	0.07	0.10	0.10	0.09	-14%	6%	-9%	-27%
SJU-TPA	B6	108.3	174.3	170.0	195.7	0.15	0.14	0.15	0.16	72%	79%	88%	88%	0.10	0.14	0.15	0.14	-53%	2%	3%	-19%
SJU-TPA	F9	0.0	0.0	65.7	227.8			0.09	0.12			90%	86%			0.11	0.13			12%	8%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
SLC-EWR	NK	0.0	0.0	0.0	42.6				0.08												
SLC-EWR	DL	232.3	264.1	248.0	439.2	0.12	0.14	0.16	0.16	55%	89%	91%	92%	0.08	0.17	0.20	0.18	-42%	17%	21%	14%
SLC-EWR	UA	114.4	217.0	232.3	291.5	0.16	0.15	0.15	0.15	63%	87%	90%	87%	0.10	0.15	0.17	0.17	-53%	-1%	9%	8%
SLC-FLL	NK	0.0	0.0	0.0	10.1				0.15								0.10				-50%
SLC-FLL	B6	149.2	209.6	169.8	220.1	0.11	0.10	0.11	0.12	57%	73%	85%	75%	0.05	0.08	0.10	0.08	-96%	-33%	-12%	-56%
SLC-FLL	DL	212.7	270.4	273.3	291.7	0.11	0.14	0.15	0.15	58%	88%	91%	88%	0.09	0.14	0.17	0.14	-28%	1%	8%	-11%
SLC-LAS	NK	0.0	9.6	88.9	72.0		0.20	0.19	0.21		75%	79%	84%		0.15	0.16	0.19		-39%	-16%	-11%
SLC-LAS	DL	184.6	227.6	232.1	232.2	0.32	0.38	0.42	0.41	55%	85%	84%	84%	0.25	0.44	0.49	0.50	-30%	13%	14%	18%
SLC-LAS	F9	36.1	50.7	47.2	78.7	0.17	0.17	0.18	0.20	58%	73%	85%	70%	0.12	0.16	0.18	0.19	-40%	-9%	0%	-9%
SLC-LAS	WN	123.9	163.9	186.2	199.3	0.22	0.21	0.24	0.27	66%	76%	74%	71%	0.16	0.21	0.21	0.25	-38%	-3%	-12%	-9%
SLC-LAX	NK	0.0	7.7	75.6	95.7		0.16	0.15	0.18		85%	84%	87%		0.13	0.14	0.15		-26%	-8%	-15%
SLC-LAX	AA	10.5	17.2	0.0	0.0	0.24	0.24			64%	61%			0.12	0.12			-100%	-107%		
SLC-LAX	AS	8.7	0.0	0.0	0.0	0.28				71%				0.20				-36%			
SLC-LAX	B6	33.7	65.6	132.6	127.0	0.21	0.21	0.22	0.25	46%	71%	80%	74%	0.09	0.14	0.18	0.17	-145%	-56%	-22%	-49%
SLC-LAX	DL	473.6	580.2	523.8	525.1	0.24	0.28	0.32	0.31	54%	85%	90%	91%	0.18	0.27	0.37	0.35	-34%	-3%	13%	10%
SLC-LAX	OO	99.0	123.2	72.7	53.8	0.27	0.22	0.23	0.25	66%	84%	86%	85%	0.18	0.17	0.20	0.23	-51%	-26%	-15%	-7%
SLC-LAX	SY	0.9	1.9	0.8	0.4	0.17	0.17	0.20	0.20	14%	17%	32%	26%	0.03	0.04	0.09	0.06	-572%	-313%	-130%	-231%
SLC-LAX	UA	0.7	0.0	8.6	18.9	0.34		0.23	0.22	37%		85%	84%	0.10		0.19	0.18	-254%		-22%	-22%
SLC-LAX	WN	54.0	92.4	84.6	70.2	0.17	0.17	0.18	0.21	59%	84%	91%	88%	0.11	0.14	0.17	0.19	-64%	-14%	-9%	-8%
SLC-MCO	NK	0.0	25.0	256.8	231.6		0.09	0.08	0.10		92%	82%	84%		0.10	0.08	0.08		14%	-7%	-20%
SLC-MCO	B6	153.5	203.0	156.6	196.0	0.12	0.11	0.11	0.12	65%	79%	89%	82%	0.06	0.09	0.10	0.08	-88%	-24%	-14%	-51%
SLC-MCO	DL	631.7	1,056.3	1,128.2	1,055.6	0.12	0.15	0.16	0.16	66%	90%	91%	90%	0.11	0.16	0.17	0.16	-12%	4%	5%	3%
SLC-MCO	WN	15.0	33.1	1.7	7.9	0.08	0.08	0.10	0.14	87%	85%	93%	95%	0.06	0.07	0.13	0.14	-27%	-13%	24%	3%
SLC-SAN	NK	0.0	0.0	0.0	3.0				0.27				59%				0.20				-39%
SLC-SAN	AS	18.4	34.3	17.9	16.1	0.27	0.21	0.22	0.26	65%	77%	83%	78%	0.20	0.18	0.21	0.20	-35%	-20%	-7%	-29%
SLC-SAN	DL	328.7	375.2	359.4	403.3	0.24	0.28	0.31	0.30	58%	88%	88%	86%	0.20	0.32	0.37	0.32	-20%	14%	16%	7%
SLC-SAN	OO	0.0	0.0	0.0	11.6				0.22				83%				0.20				-7%
SLC-SAN	WN	45.0	63.2	76.3	79.6	0.16	0.16	0.18	0.20	69%	83%	82%	79%	0.13	0.18	0.19	0.21	-19%	11%	9%	4%
SMF-AUS	NK	0.0	0.0	13.0	36.0			0.08	0.09			52%	52%			0.05	0.04			-86%	-148%
SMF-AUS	AA	0.0	0.0	11.7	40.9			0.13	0.13			84%	79%			0.12	0.11			-11%	-20%
SMF-AUS	MQ	0.0	0.0	0.7	0.0			0.14				48%				0.04				-239%	
SMF-AUS	WN	27.4	188.1	171.6	197.1	0.09	0.10	0.11	0.13	87%	90%	92%	91%	0.10	0.12	0.13	0.15	6%	18%	18%	13%
SMF-BWI	NK	0.0	0.0	0.0	11.8				0.14				55%				0.08				-79%
SMF-BWI	WN	31.9	0.0	0.0	0.0	0.09				55%				0.04				-116%			
SMF-LAS	NK	69.9	127.0	196.3	185.8	0.15	0.17	0.18	0.22	74%	79%	81%	82%	0.15	0.18	0.17	0.21	1%	7%	-7%	-6%
SMF-LAS	DL	0.0	0.0	0.0	14.8				0.31				73%				0.28				-13%
SMF-LAS	F9	39.4	56.4	31.1	12.3	0.17	0.17	0.18	0.20	70%	76%	76%	66%	0.17	0.17	0.17	0.18	3%	3%	-6%	-11%
SMF-LAS	WN	234.7	303.6	462.6	492.2	0.21	0.21	0.23	0.26	65%	81%	77%	76%	0.18	0.27	0.22	0.27	-18%	23%	-2%	5%
SMF-SAN	NK	0.0	0.0	0.0	13.8				0.31				57%				0.21				-51%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
SMF-SAN	AS	26.2	131.9	117.1	81.9	0.28	0.25	0.26	0.28	80%	79%	82%	83%	0.23	0.20	0.17	0.24	-21%	-28%	-54%	-15%
SMF-SAN	WN	281.9	461.9	812.4	600.9	0.19	0.19	0.21	0.23	68%	81%	70%	83%	0.16	0.19	0.14	0.25	-16%	2%	-48%	5%
SMF-SNA	NK	3.2	47.4	0.0	0.0	0.14	0.16			53%	55%			0.07	0.10			-97%	-59%		
SMF-SNA	WN	217.5	269.7	285.0	257.8	0.21	0.21	0.23	0.26	52%	80%	81%	79%	0.14	0.25	0.29	0.40	-43%	18%	21%	35%
SNA-LAS	NK	17.4	69.6	104.7	79.4	0.20	0.23	0.25	0.28	39%	72%	75%	86%	0.09	0.20	0.22	0.32	-108%	-13%	-12%	13%
SNA-LAS	F9	16.3	48.4	50.8	26.3	0.22	0.23	0.23	0.24	53%	72%	76%	80%	0.20	0.20	0.22	0.31	-9%	-15%	-4%	22%
SNA-LAS	G4	2.6	11.9	4.7	0.0	0.15	0.19	0.22		27%	42%	48%		0.09	0.16	0.17		-65%	-20%	-30%	
SNA-LAS	WN	127.4	177.0	198.0	174.8	0.28	0.28	0.31	0.36	51%	75%	77%	76%	0.21	0.36	0.36	0.51	-37%	21%	12%	30%
SNA-OAK	NK	15.3	52.7	49.6	36.5	0.15	0.17	0.19	0.23	22%	59%	64%	77%	0.03	0.13	0.17	0.27	-345%	-34%	-13%	16%
SNA-OAK	OO	0.0	0.0	0.3	0.0			0.30				74%				0.22					-36%
SNA-OAK	WN	202.6	253.4	272.8	252.3	0.21	0.22	0.24	0.27	44%	79%	81%	71%	0.13	0.27	0.29	0.38	-66%	18%	19%	28%
SNA-PHX	NK	4.7	14.7	0.0	0.0	0.17	0.16			13%	51%			0.02	0.08			-855%	-102%		
SNA-PHX	AA	116.4	170.9	190.5	194.9	0.40	0.38	0.40	0.41	62%	78%	82%	78%	0.25	0.39	0.45	0.48	-60%	4%	13%	15%
SNA-PHX	F9	0.0	0.0	29.2	42.7			0.18	0.21			77%	74%			0.18	0.26			-1%	19%
SNA-PHX	WN	162.1	256.6	229.0	215.6	0.23	0.23	0.25	0.29	59%	79%	84%	81%	0.17	0.26	0.32	0.43	-32%	12%	21%	33%
SNA-SMF	NK	3.2	47.4	0.0	0.0	0.14	0.16			53%	55%			0.07	0.10			-97%	-59%		
SNA-SMF	WN	217.5	269.7	285.0	257.8	0.21	0.21	0.23	0.26	52%	80%	81%	79%	0.14	0.25	0.29	0.40	-43%	18%	21%	35%
STL-FLL	NK	10.6	84.6	0.0	22.6	0.09	0.10		0.19	77%	65%		70%	0.06	0.06		0.13	-42%	-84%		-49%
STL-FLL	WN	241.0	259.0	218.0	255.4	0.12	0.12	0.13	0.15	60%	74%	87%	80%	0.09	0.11	0.16	0.17	-38%	-5%	20%	12%
STL-LAS	NK	17.5	171.0	152.5	44.4	0.08	0.09	0.10	0.13	77%	73%	80%	74%	0.06	0.06	0.08	0.09	-19%	-38%	-30%	-50%
STL-LAS	F9	146.8	250.5	211.3	182.3	0.09	0.09	0.09	0.12	70%	73%	82%	72%	0.07	0.06	0.08	0.10	-34%	-41%	-11%	-15%
STL-LAS	SY	7.1	2.3	0.0	0.0	0.11	0.10			78%	71%			0.11	0.08			4%	-37%		
STL-LAS	WN	454.1	513.1	581.1	766.3	0.11	0.10	0.11	0.13	62%	89%	90%	82%	0.07	0.13	0.14	0.14	-46%	23%	21%	6%
STL-LAX	NK	15.9	117.6	0.0	0.0	0.07	0.08			87%	75%			0.07	0.06			-7%	-34%		
STL-LAX	AA	27.5	172.4	146.2	143.2	0.13	0.15	0.16	0.17	81%	85%	83%	75%	0.13	0.14	0.19	0.17	1%	-10%	15%	0%
STL-LAX	WN	223.9	255.4	262.7	443.5	0.10	0.09	0.10	0.12	64%	92%	89%	79%	0.08	0.12	0.13	0.12	-26%	18%	23%	-1%
STL-MCO	NK	11.0	111.8	115.6	97.7	0.10	0.11	0.12	0.14	82%	71%	80%	83%	0.08	0.08	0.10	0.11	-17%	-46%	-23%	-31%
STL-MCO	F9	113.6	142.3	137.0	137.5	0.11	0.11	0.11	0.13	65%	77%	79%	73%	0.07	0.08	0.10	0.11	-60%	-28%	-18%	-18%
STL-MCO	WN	376.3	416.7	462.6	528.3	0.13	0.13	0.15	0.17	67%	86%	86%	82%	0.10	0.17	0.18	0.20	-33%	22%	21%	14%
STL-MYR	NK	0.0	0.8	0.0	0.0		0.15				27%				0.03					-319%	
STL-MYR	DL	0.0	2.1	0.0	0.0		0.21				56%				0.09					-138%	
STL-MYR	UA	1.1	0.0	0.0	0.0	0.23				52%				0.10						-133%	
STL-MYR	WN	1.5	10.4	5.8	10.8	0.14	0.15	0.16	0.18	78%	77%	88%	85%	0.13	0.12	0.17	0.18	-4%	-20%	4%	-2%
STL-PHX	NK	0.0	56.7	0.0	0.0		0.10				68%				0.08					-20%	
STL-PHX	AA	231.0	261.1	267.6	287.6	0.19	0.18	0.18	0.19	63%	81%	86%	78%	0.11	0.18	0.21	0.17	-72%	1%	15%	-6%
STL-PHX	F9	0.0	0.0	0.0	20.7				0.19			52%				0.09					-116%
STL-PHX	WN	420.0	420.7	473.1	545.7	0.11	0.11	0.12	0.14	64%	89%	87%	83%	0.08	0.15	0.15	0.15	-31%	26%	21%	9%
STL-PNS	NK	4.5	15.8	0.0	0.0	0.12	0.12			32%	30%			0.04	0.03			-208%	-266%		
STL-PNS	WN	12.4	28.1	29.3	28.2	0.15	0.16	0.18	0.21	81%	81%	87%	85%	0.15	0.17	0.21	0.24	1%	8%	17%	11%
STL-RSW	NK	0.0	29.3	0.0	0.0		0.11				63%				0.08					-43%	

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

Yearend at each quarter:																					
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
STL-RSW	SY	9.5	0.0	0.0	0.0	0.14				54%				0.09				-60%			
STL-RSW	WN	260.0	234.6	205.1	244.1	0.13	0.13	0.14	0.16	69%	84%	83%	85%	0.11	0.16	0.17	0.20	-12%	21%	18%	20%
STL-TPA	NK	0.0	19.4	0.0	0.0		0.11				59%				0.08				-43%		
STL-TPA	F9	0.0	0.0	28.1	0.0			0.12				52%				0.06				-81%	
STL-TPA	WN	247.7	241.4	256.2	304.1	0.14	0.13	0.15	0.17	65%	84%	87%	84%	0.11	0.15	0.17	0.19	-27%	13%	15%	11%
STT-FLL	NK	145.1	140.3	148.2	186.5	0.09	0.10	0.11	0.14	66%	85%	81%	72%	0.06	0.10	0.14	0.14	-37%	4%	20%	-4%
STT-MCO	NK	92.4	118.7	126.7	236.4	0.08	0.09	0.11	0.13	71%	83%	83%	71%	0.07	0.10	0.16	0.12	-21%	4%	31%	-2%
STT-SJU	NK	0.3	0.7	0.1	0.3	0.35	0.42	0.47	0.59	85%	90%	93%	90%	1.38	1.45	1.38	1.92	74%	71%	66%	69%
STT-SJU	AA	0.0	0.2	0.0	0.0		1.08				87%				1.27				15%		
STT-SJU	B6	4.7	3.1	0.0	0.0	0.90	0.74			35%	46%			0.59	0.70			-53%	-5%		
STT-SJU	F9	0.0	0.0	0.2	3.5			0.39	0.53			63%	48%			0.81	0.47			52%	-12%
STT-SJU	SY	0.0	0.2	0.2	0.3		0.51	0.61	0.58		81%	83%	79%		0.95	1.19	1.24		47%	48%	53%
STT-SJU	UA	0.6	0.5	0.0	0.0	1.60	1.17			34%	83%			0.78	1.21			-105%	4%		
STX-FLL	NK	102.5	128.2	150.8	155.9	0.09	0.10	0.11	0.13	64%	76%	74%	63%	0.06	0.08	0.10	0.10	-35%	-19%	-8%	-23%
TPA-ACY	NK	92.9	101.3	107.5	135.1	0.10	0.11	0.13	0.15	62%	83%	79%	76%	0.06	0.09	0.13	0.11	-66%	-16%	-1%	-32%
TPA-ATL	NK	52.1	56.6	78.8	51.3	0.15	0.16	0.18	0.22	74%	80%	77%	82%	0.12	0.15	0.15	0.19	-26%	-8%	-19%	-16%
TPA-ATL	DL	570.4	613.2	668.6	696.1	0.31	0.37	0.40	0.39	57%	89%	89%	90%	0.24	0.42	0.49	0.48	-26%	13%	17%	18%
TPA-ATL	F9	5.4	51.4	56.5	100.7	0.16	0.17	0.17	0.20	61%	67%	83%	75%	0.10	0.14	0.17	0.20	-56%	-22%	-3%	1%
TPA-ATL	WN	167.4	160.5	172.9	199.5	0.21	0.20	0.22	0.26	64%	76%	72%	68%	0.14	0.19	0.20	0.22	-53%	-6%	-13%	-16%
TPA-BDL	NK	30.2	39.1	7.0	0.0	0.09	0.10	0.10		72%	85%	77%		0.06	0.10	0.10		-44%	-3%	-3%	
TPA-BDL	B6	94.5	117.6	116.6	131.4	0.16	0.15	0.15	0.17	68%	88%	92%	91%	0.11	0.16	0.16	0.16	-47%	8%	5%	-9%
TPA-BDL	F9	0.0	0.0	0.0	25.5				0.17			65%				0.15					-16%
TPA-BDL	MX	0.0	0.0	4.9	37.4			0.14	0.16			84%	79%			0.09	0.12			-56%	-25%
TPA-BDL	WN	69.5	115.0	130.5	145.7	0.12	0.12	0.13	0.15	68%	91%	92%	91%	0.09	0.14	0.13	0.14	-25%	17%	1%	-3%
TPA-BNA	NK	7.8	0.0	0.0	4.2	0.12			0.18	39%			72%	0.05			0.14	-160%			-30%
TPA-BNA	AA	0.0	39.6	57.5	65.4		0.21	0.23	0.24		74%	84%	72%		0.25	0.21	0.22		14%	-6%	-9%
TPA-BNA	WN	198.9	223.9	285.0	301.0	0.17	0.16	0.18	0.21	66%	84%	78%	75%	0.14	0.21	0.18	0.22	-17%	20%	2%	7%
TPA-BOS	NK	49.6	60.0	109.8	114.0	0.09	0.10	0.10	0.13	75%	85%	81%	85%	0.05	0.11	0.10	0.12	-71%	11%	-2%	-3%
TPA-BOS	B6	412.2	457.3	562.3	549.1	0.15	0.16	0.17	0.18	69%	88%	89%	90%	0.09	0.18	0.18	0.17	-70%	12%	9%	-7%
TPA-BOS	DL	198.6	297.6	310.6	364.7	0.16	0.20	0.22	0.21	55%	89%	88%	90%	0.10	0.21	0.23	0.22	-64%	5%	4%	8%
TPA-BOS	F9	17.5	0.0	0.0	0.0	0.09				51%				0.05				-96%			
TPA-BOS	UA	21.4	0.0	0.0	0.0	0.22				62%				0.06				-289%			
TPA-BWI	NK	83.3	102.7	87.5	114.8	0.10	0.11	0.13	0.15	65%	78%	84%	83%	0.07	0.10	0.13	0.12	-39%	-16%	2%	-21%
TPA-BWI	F9	0.0	0.0	0.0	71.1				0.15			75%				0.16					3%
TPA-BWI	WN	578.5	564.0	688.2	708.5	0.14	0.14	0.15	0.17	60%	83%	79%	73%	0.09	0.15	0.15	0.16	-52%	7%	-1%	-7%
TPA-CAK	NK	9.3	25.8	0.0	0.0	0.10	0.11			58%	67%			0.07	0.06			-48%	-72%		
TPA-CAK	MX	0.0	11.0	26.2	36.5		0.20	0.19	0.18		67%	82%	81%		0.08	0.13	0.14		-147%	-41%	-22%
TPA-CHS	NK	0.0	0.0	0.0	9.1				0.19			46%				0.08					-146%
TPA-CHS	MX	0.0	15.3	25.8	38.3		0.31	0.30	0.27		66%	71%	70%		0.16	0.20	0.24		-90%	-51%	-13%
TPA-CLE	NK	107.6	109.1	70.7	23.6	0.10	0.11	0.13	0.11	80%	79%	79%	41%	0.08	0.09	0.10	0.02	-20%	-25%	-31%	-441%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																			
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin			
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24
TPA-CLE	F9	130.4	206.5	240.6	332.8	0.11	0.11	0.11	0.12	79%	82%	85%	74%	0.09	0.10	0.13	0.12	-31%	-11%	15%	-3%
TPA-CLE	UA	19.8	47.8	0.0	64.5	0.23	0.23		0.23	75%	70%		62%	0.14	0.16		0.17	-64%	-47%		-41%
TPA-CLE	WN	10.3	13.1	5.6	14.2	0.12	0.12	0.13	0.16	83%	80%	95%	81%	0.10	0.10	0.18	0.16	-19%	-17%	26%	-4%
TPA-CLT	NK	0.0	0.0	0.0	46.0				0.21				70%				0.17				-20%
TPA-CLT	AA	455.7	516.4	576.0	650.5	0.33	0.31	0.32	0.33	76%	86%	84%	82%	0.21	0.30	0.34	0.32	-56%	-1%	5%	-3%
TPA-CLT	DL	0.3	0.0	0.0	0.0	0.26				43%				0.13				-106%			
TPA-CMH	NK	34.7	70.7	0.0	20.8	0.10	0.11		0.13	78%	76%		66%	0.09	0.09		0.10	-14%	-33%		-29%
TPA-CMH	F9	0.0	8.3	0.0	0.0		0.12				59%				0.07				-66%		
TPA-CMH	MX	0.0	6.8	0.0	3.8		0.19		0.16		54%		76%		0.07		0.08		-166%		-106%
TPA-CMH	WN	120.0	177.6	201.8	233.3	0.14	0.14	0.15	0.17	63%	86%	77%	72%	0.11	0.15	0.16	0.18	-28%	10%	8%	0%
TPA-DFW	NK	117.5	111.4	116.2	96.1	0.10	0.11	0.12	0.15	75%	84%	83%	85%	0.07	0.09	0.10	0.13	-43%	-19%	-15%	-16%
TPA-DFW	AA	650.2	763.1	673.8	792.3	0.23	0.21	0.22	0.23	75%	87%	89%	86%	0.15	0.21	0.27	0.24	-52%	-1%	18%	8%
TPA-DFW	F9	0.0	26.3	68.3	95.0		0.12	0.11	0.13		72%	76%	79%		0.10	0.09	0.12		-11%	-17%	-7%
TPA-DTW	NK	250.7	208.1	217.8	284.1	0.09	0.11	0.12	0.14	77%	86%	85%	84%	0.07	0.10	0.12	0.11	-30%	-6%	6%	-24%
TPA-DTW	DL	589.4	563.4	539.2	565.7	0.18	0.22	0.24	0.24	55%	88%	86%	88%	0.13	0.23	0.28	0.25	-40%	3%	12%	7%
TPA-DTW	F9	0.0	0.0	37.5	93.0			0.11	0.11			76%	62%			0.12	0.08			7%	-32%
TPA-DTW	WN	4.7	7.4	0.9	1.3	0.12	0.12	0.14	0.14	84%	67%	95%	84%	0.09	0.08	0.22	0.14	-36%	-42%	37%	-2%
TPA-EWR	NK	60.2	35.9	0.0	0.0	0.09	0.11			69%	88%			0.05	0.09			-96%	-24%		
TPA-EWR	B6	250.3	180.4	125.2	159.0	0.17	0.15	0.16	0.19	69%	83%	87%	88%	0.08	0.13	0.16	0.16	-112%	-16%	1%	-13%
TPA-EWR	DL	0.8	1.4	0.0	0.0	0.17	0.26			47%	61%			0.19	0.09			11%	-196%		
TPA-EWR	F9	45.0	57.8	0.0	0.0	0.10	0.09			78%	74%			0.09	0.08			-12%	-14%		
TPA-EWR	UA	417.8	747.7	785.0	769.0	0.25	0.22	0.22	0.22	75%	85%	88%	90%	0.13	0.17	0.22	0.22	-95%	-25%	-4%	-1%
TPA-FLL	NK	29.4	35.8	52.2	52.6	0.21	0.23	0.26	0.31	76%	77%	75%	85%	0.23	0.28	0.36	0.39	10%	17%	28%	20%
TPA-FLL	DL	0.2	0.4	0.4	0.6	0.44	0.56	0.62	0.62	68%	54%	49%	57%	0.33	0.28	0.29	0.32	-33%	-100%	-111%	-93%
TPA-FLL	UA	0.0	0.0	0.2	0.0			0.58				86%				0.73				20%	
TPA-FLL	WN	31.2	41.2	42.0	41.3	0.32	0.30	0.33	0.37	46%	69%	66%	59%	0.20	0.34	0.39	0.40	-55%	10%	15%	8%
TPA-IAH	NK	66.2	77.8	48.9	69.0	0.11	0.12	0.13	0.17	72%	79%	77%	82%	0.08	0.09	0.12	0.16	-36%	-24%	-14%	-5%
TPA-IAH	UA	252.0	350.6	253.5	364.6	0.29	0.25	0.26	0.25	67%	81%	88%	82%	0.17	0.21	0.31	0.26	-66%	-14%	17%	3%
TPA-IAH	WN	1.7	14.4	2.5	0.0	0.13	0.14	0.17		78%	62%	68%		0.11	0.08	0.12		-18%	-65%	-46%	
TPA-IND	NK	65.6	90.0	58.6	87.2	0.10	0.11	0.13	0.14	73%	69%	74%	74%	0.08	0.09	0.11	0.11	-28%	-28%	-17%	-26%
TPA-IND	DL	0.4	0.0	0.0	0.0	0.19				45%				0.09				-111%			
TPA-IND	WN	205.8	200.0	231.4	263.7	0.14	0.14	0.15	0.17	68%	81%	76%	67%	0.11	0.15	0.16	0.17	-19%	9%	6%	-2%
TPA-LAS	NK	229.2	244.2	314.3	279.5	0.07	0.07	0.08	0.10	69%	87%	82%	82%	0.05	0.07	0.07	0.10	-39%	-4%	-10%	-6%
TPA-LAS	F9	85.7	267.4	291.4	125.6	0.07	0.08	0.08	0.07	81%	84%	85%	82%	0.05	0.07	0.07	0.07	-49%	-6%	-8%	-8%
TPA-LAS	WN	194.0	184.3	56.8	226.2	0.08	0.08	0.09	0.11	74%	90%	94%	92%	0.07	0.10	0.13	0.14	-23%	19%	26%	24%
TPA-LBE	NK	3.8	17.2	0.0	0.0	0.10	0.11			29%	68%			0.03	0.07			-273%	-60%		
TPA-LGA	NK	29.3	56.1	0.0	0.0	0.09	0.11			74%	78%			0.06	0.08			-50%	-34%		
TPA-LGA	B6	31.3	178.3	322.0	295.2	0.16	0.16	0.16	0.18	83%	76%	83%	80%	0.11	0.12	0.14	0.14	-39%	-30%	-13%	-28%
TPA-LGA	DL	233.9	358.4	378.7	457.1	0.18	0.22	0.24	0.23	52%	85%	91%	90%	0.10	0.19	0.23	0.22	-68%	-15%	-5%	-4%
TPA-LGA	F9	0.0	12.0	0.0	0.0		0.10				65%				0.06				-70%		

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods

		Yearend at each quarter:																						
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin						
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24			
TPA-LGA	UA	10.3	0.0	0.0	0.0	0.24				61%				0.06							-304%			
TPA-LGA	WN	57.9	167.8	152.8	113.6	0.12	0.13	0.13	0.15	67%	79%	85%	87%	0.06	0.09	0.11	0.13				-83%	-33%	-26%	-18%
TPA-MCI	NK	4.9	43.0	0.0	5.7	0.09	0.10		0.14	69%	67%		62%	0.06	0.06		0.08				-36%	-53%		-76%
TPA-MCI	WN	112.5	190.7	217.8	196.3	0.12	0.12	0.13	0.16	66%	82%	78%	79%	0.11	0.14	0.14	0.18				-12%	12%	9%	14%
TPA-MCO	NK	0.6	0.4	0.9	0.5	0.32	0.39	0.38	0.58	76%	76%	81%	77%	0.83	0.77	0.81	1.32				62%	49%	53%	56%
TPA-MCO	AA	0.2	0.5	0.6	0.4	0.75	0.90	0.91	0.95	89%	85%	88%	90%	0.79	0.79	0.88	0.96				4%	-14%	-4%	1%
TPA-MCO	B6	0.3	0.5	0.6	0.6	0.69	0.68	0.67	0.82	81%	87%	89%	86%	0.57	0.62	0.74	0.71				-22%	-9%	9%	-14%
TPA-MCO	DL	0.4	0.2	0.5	0.5	0.77	0.90	1.00	0.97	63%	88%	83%	82%	0.61	0.84	0.91	0.86				-26%	-8%	-10%	-13%
TPA-MCO	UA	0.1	0.4	0.5	0.3	0.91	0.90	0.97	0.92	93%	90%	84%	87%	0.88	0.82	0.86	0.86				-4%	-10%	-13%	-7%
TPA-MCO	WN	0.6	0.9	1.1	1.0	0.48	0.48	0.52	0.63	78%	85%	91%	82%	0.45	0.44	0.61	0.67				-8%	-9%	14%	6%
TPA-MEM	NK	0.0	0.0	0.0	3.7				0.18				56%				0.10							-73%
TPA-MEM	WN	21.9	13.4	6.0	9.1	0.15	0.16	0.17	0.21	52%	84%	70%	79%	0.09	0.18	0.16	0.22				-64%	13%	-5%	2%
TPA-MHT	NK	0.0	36.6	11.6	0.0		0.10	0.10			67%	66%			0.08	0.08						-24%	-26%	
TPA-MHT	WN	34.9	24.7	26.7	40.1	0.12	0.11	0.12	0.15	55%	84%	81%	82%	0.07	0.14	0.14	0.16				-60%	23%	10%	10%
TPA-MKE	NK	0.0	35.8	0.0	7.0		0.10		0.13		66%		66%		0.07		0.11					-43%		-23%
TPA-MKE	F9	37.6	16.3	0.0	0.0	0.10	0.10			56%	70%			0.06	0.07						-59%	-41%		
TPA-MKE	UA	4.4	0.0	0.0	0.0	0.21				68%				0.12								-70%		
TPA-MKE	WN	182.4	176.4	150.8	161.1	0.12	0.12	0.13	0.15	65%	83%	86%	79%	0.09	0.14	0.17	0.17				-38%	12%	21%	12%
TPA-MSP	NK	25.6	17.0	0.0	0.0	0.08	0.09			78%	86%			0.05	0.09						-68%	-5%		
TPA-MSP	DL	517.5	555.0	541.8	570.7	0.15	0.19	0.20	0.20	56%	91%	88%	89%	0.10	0.18	0.22	0.20				-46%	-2%	8%	-1%
TPA-MSP	F9	10.5	0.0	0.0	0.0	0.09				73%				0.06								-50%		
TPA-MSP	SY	170.0	218.7	206.0	234.9	0.11	0.12	0.13	0.14	75%	82%	88%	89%	0.10	0.11	0.15	0.15				-15%	-4%	9%	2%
TPA-MSP	WN	8.2	5.9	1.1	4.5	0.10	0.10	0.12	0.12	78%	63%	97%	71%	0.06	0.06	0.15	0.08				-73%	-67%	22%	-59%
TPA-MSY	NK	43.6	51.0	76.8	64.2	0.13	0.15	0.17	0.19	63%	69%	62%	70%	0.10	0.14	0.13	0.16				-33%	-7%	-28%	-20%
TPA-MSY	DL	0.7	0.0	0.0	0.0	0.32				31%				0.12								-174%		
TPA-MSY	MX	0.0	0.0	0.0	0.4				0.23				40%				0.14							-60%
TPA-MSY	WN	72.9	93.1	126.3	144.1	0.19	0.19	0.20	0.23	68%	82%	73%	65%	0.15	0.22	0.21	0.23				-22%	16%	5%	1%
TPA-ORD	NK	206.3	182.6	137.6	194.6	0.09	0.10	0.12	0.13	82%	87%	87%	86%	0.06	0.10	0.12	0.12				-44%	-8%	5%	-9%
TPA-ORD	AA	248.0	374.3	328.8	325.4	0.21	0.20	0.21	0.21	83%	87%	86%	84%	0.13	0.18	0.23	0.21				-66%	-9%	9%	0%
TPA-ORD	F9	36.6	38.2	0.0	0.0	0.10	0.09			74%	73%			0.07	0.06						-36%	-56%		
TPA-ORD	UA	360.8	482.1	407.4	462.1	0.24	0.21	0.22	0.22	77%	82%	88%	84%	0.14	0.18	0.24	0.22				-77%	-18%	9%	2%
TPA-ORD	WN	6.4	99.1	112.2	119.6	0.11	0.13	0.14	0.15	68%	76%	86%	75%	0.06	0.10	0.13	0.11				-105%	-24%	-9%	-30%
TPA-ORF	NK	0.0	0.0	0.0	18.1				0.14				60%				0.08							-70%
TPA-ORF	MX	0.0	27.2	46.3	57.8		0.22	0.21	0.20		72%	82%	81%		0.11	0.16	0.19					-91%	-29%	-8%
TPA-PHL	NK	20.6	44.6	0.0	43.4	0.10	0.12		0.12	78%	82%		75%	0.08	0.11		0.10				-29%	-2%		-24%
TPA-PHL	AA	351.0	471.3	440.6	495.6	0.24	0.22	0.22	0.23	73%	84%	84%	82%	0.12	0.21	0.27	0.25				-101%	-1%	17%	8%
TPA-PHL	B6	53.5	0.0	0.0	0.0	0.17				69%				0.06								-181%		
TPA-PHL	F9	112.4	218.1	235.3	344.7	0.11	0.11	0.11	0.12	75%	80%	86%	78%	0.07	0.10	0.14	0.12				-58%	-6%	20%	1%
TPA-PHL	WN	50.4	51.7	31.5	27.2	0.12	0.13	0.14	0.16	73%	87%	86%	81%	0.07	0.13	0.16	0.15				-71%	3%	8%	-3%
TPA-PIT	NK	56.4	82.8	57.2	41.6	0.10	0.11	0.12	0.13	74%	79%	74%	84%	0.08	0.11	0.10	0.13				-22%	-6%	-24%	0%

Spirit and competitor P&L by roundtrip flight segment (displayed each-way); Latest four twelve month periods																						
		Yearend at each quarter:																				
RT Flight Segment	Air line	ASMs (millions)				Cost per ASM				Load Factor				Total Revenue per ASM				Operating Profit Margin				
		2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	2Q21	2Q22	2Q23	2Q24	
TPA-PIT	MX	0.0	0.0	0.0	17.5				0.19				73%			0.14					-35%	
TPA-PIT	WN	153.0	144.8	192.7	235.0	0.14	0.13	0.15	0.17	64%	86%	79%	75%	0.11	0.17	0.17	0.17	-28%	22%	12%	-2%	
TPA-RIC	NK	0.0	0.0	0.0	14.1				0.13				62%			0.07					-96%	
TPA-RIC	B6	20.9	2.2	0.0	0.0	0.21	0.20			49%	79%			0.10	0.22			-113%	7%			
TPA-RIC	MX	0.0	30.8	60.5	65.6		0.23	0.21	0.19		75%	79%	82%		0.11	0.14	0.18			-98%	-48%	-9%
TPA-RIC	WN	0.0	8.1	0.0	0.0		0.15				77%				0.08					-79%		
TPA-SAT	NK	0.0	0.0	0.0	22.6				0.13				74%				0.09				-37%	
TPA-SAT	WN	30.8	94.7	116.6	126.2	0.12	0.13	0.14	0.16	69%	83%	88%	77%	0.10	0.14	0.16	0.17	-20%	10%	15%	7%	
TPA-SDF	NK	0.0	11.6	0.0	0.0		0.12				58%				0.07					-76%		
TPA-SDF	MX	0.0	15.9	18.9	21.4		0.22	0.21	0.19		70%	78%	71%		0.09	0.14	0.14			-134%	-49%	-41%
TPA-SDF	WN	30.8	81.4	96.1	100.2	0.14	0.15	0.16	0.19	71%	86%	87%	79%	0.13	0.15	0.19	0.21	-12%	-1%	14%	12%	
TPA-SJU	NK	131.7	144.3	163.2	101.9	0.08	0.09	0.10	0.11	80%	86%	86%	84%	0.07	0.10	0.10	0.09	-14%	6%	-9%	-27%	
TPA-SJU	B6	108.3	174.3	170.0	195.7	0.15	0.14	0.15	0.16	72%	79%	88%	88%	0.10	0.14	0.15	0.14	-53%	2%	3%	-19%	
TPA-SJU	F9	0.0	0.0	65.7	227.8			0.09	0.12			90%	86%		0.11	0.13				12%	8%	
TPA-SJU	WN	158.4	193.5	180.3	190.0	0.11	0.11	0.12	0.14	73%	90%	92%	91%	0.08	0.12	0.13	0.14	-46%	14%	10%	-3%	
TPA-STL	NK	0.0	19.4	0.0	0.0		0.11				59%				0.08					-43%		
TPA-STL	F9	0.0	0.0	28.1	0.0			0.12				52%			0.06					-81%		
TPA-STL	WN	247.7	241.4	256.2	304.1	0.14	0.13	0.15	0.17	65%	84%	87%	84%	0.11	0.15	0.17	0.19	-27%	13%	15%	11%	