

## Cautionary Statement Regarding Forward-Looking Statements

The Company's fourth quarter and full year 2024 financial results conference call contains forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended. Forward-looking statements are based on, and include statements about, the Company's current estimates, intentions, beliefs, expectations, goals, strategies, and projections for the future and are not guarantees of future performance. Specific forward-looking statements can be identified by the fact that they do not relate strictly to historical or current facts and include, without limitation, statements related to (i) the Company's financial and operational outlook, expectations, opportunities, goals, plans, strategies, and projected results of operations, including with respect to its initiatives and creating and sustaining value and restoring financial prosperity, and including factors and assumptions underlying the Company's expectations and projections; (ii) the Company's initiatives, strategic priorities and focus areas, plans, goals, expectations, and opportunities, including with respect to (a) boosting efficiency and managing and mitigating cost pressures and removing costs, (b) redeye flying and 24-hour operation capabilities, (c) aircraft turn-time, (d) innovation, Customer Service modernization, and Customer Experience enhancements, (e) airline partnerships and enhanced vacation products, including Getaways by Southwest and associated launch dates, (f) Rapid Rewards plan and co-brand credit card matters, (g) network optimization and maturation, including with respect to growth opportunities, (h) fleet strategy and extracting value from the fleet and the fleet order book, (i) improving revenue performance and revenue management, (j) assigned and premium seating, (k) enhancing efficiency, growth initiatives and efficient use of assets and capital, and capital allocation, (l) creating value for Shareholders and Shareholder returns, (m) marketing and distribution evolution, and (n) maintaining investment grade credit rating; (iii) the Company's fleet plans and expectations, including with respect to fleet utilization, fleet modernization, fleet management, flexibility, expected fleet deliveries and retirements, refreshed cabin design and retrofits, in-seat power, larger overhead bins, increased WiFi, and new RECARO seats, and including factors and assumptions underlying the Company's plans and expectations; (iv) the Company's expectations with respect to the U.S. airline industry, Passenger demand, and backdrop trends; (v) the Company's plans and expectations with respect to its network, its capacity, its seats and trips, its network optimization efforts, its network plan, network connectivity, network restructurings, market maturation, refining connection opportunities, and capacity and network adjustments, including factors and assumptions underlying the Company's expectations and projections; (vi) the Company's labor plans and expectations, including the Company's hiring and headcount plans and expectations; (viii) the Company's plans, estimates, and assumptions related to repayment of debt obligations, leverage, credit ratings, interest expense, capital spending, effective tax rate, capital allocation, and shareholder returns, including factors and assumptions underlying the Company's expectations and projections; (ix) the Company's expectations with respect to fuel costs, hedging gains, and fuel efficiency, and the Company's related management of risks associated with changing jet fuel prices, including factors underlying the Company's expectations; (x) the Company's expectations with respect to GDS maturation; (xi) the Company's plans and expectations with respect to aircraft maintenance; (xii) the Company's expectations with respect to any compensation received from Boeing for financial damages associated with aircraft delivery delays; (xiii) the Company's plans and expectations with respect to capitalizing on supply chain opportunities and improving corporate overhead; and (xiv) the Company's plans, expectations, and goals with respect to environmental sustainability. Forward-looking statements involve risks, uncertainties, assumptions, and other factors that are difficult to predict and that could cause actual results to vary

from those expressed in or indicated by them. Factors include, among others, (i) the impact of fears or actual outbreaks of diseases, extreme or severe weather and natural disasters, actions of competitors (including, without limitation, pricing, scheduling, capacity, and network decisions, and consolidation and alliance activities), consumer perception, economic conditions, banking conditions, fears or actual acts of terrorism or war, sociodemographic trends, and other factors beyond the Company's control, on consumer behavior and the Company's results of operations and business decisions, plans, strategies, and results; (ii) the Company's ability to timely and effectively implement, transition, operate, and maintain the necessary information technology systems and infrastructure to support its operations and initiatives, including with respect to revenue management and assigned and premium seating; (iii) the Company's ability to obtain and maintain adequate infrastructure and equipment to support its operations and initiatives; (iv) the impact of fuel price changes, fuel price volatility, volatility of commodities used by the Company for hedging jet fuel, and any changes to the Company's fuel hedging strategies and positions, on the Company's business plans and results of operations; (v) the Company's dependence on The Boeing Company ("Boeing") and Boeing suppliers with respect to the Company's aircraft deliveries, Boeing MAX 7 aircraft certifications, fleet and capacity plans, operations, maintenance, strategies, and goals; (vi) the Company's dependence on the Federal Aviation Administration with respect to safety approvals for the new cabin layout and the certification of the Boeing MAX 7 aircraft; (vii) the Company's dependence on other third parties, in particular with respect to its technology plans, its plans and expectations related to revenue management, operational reliability, fuel supply, maintenance, Global Distribution Systems, environmental sustainability, and the impact on the Company's operations and results of operations of any third party delays or nonperformance; (viii) the Company's ability to timely and effectively prioritize its initiatives and focus areas and related expenditures; (ix) the impact of labor matters on the Company's business decisions, plans, strategies, and results; (x) the impact of governmental regulations and other governmental actions on the Company's business plans, results, and operations; (xi) the Company's dependence on its workforce, including its ability to employ and retain sufficient numbers of qualified Employees with appropriate skills and expertise to effectively and efficiently maintain its operations and execute the Company's plans, strategies, and initiatives; (xii) the cost and effects of the actions of activist shareholders; and (xiii) other factors, as described in the Company's filings with the Securities and Exchange Commission, including the detailed factors discussed under the heading "Risk Factors" in the Company's Annual Report on Form 10-K for the fiscal year ended December 31, 2023.