Copa Holdings Reports Third-Quarter Financial Results

Panama City, Panama --- November 18, 2026. Copa Holdings[1], S.A. (NYSE: CPA), today announced financial results for the third quarter (3Q26), which reflect the resilience of the Company's business model and disciplined execution amid a significantly higher jet fuel price environment. Key highlights include:

- Net profit of US$175.8 million or US$4.29 per share, a 2.2% year-over-year increase in earnings per share.
- Operating margin of 18.6% and net margin of 14.6%, a decrease of 4.6 and 4.4 percentage points, respectively, compared to 3Q25.
- Capacity, measured in ASMs, increased by 16.3% year over year, while passenger traffic in RPMs increased by 17.1%. As a result, load factor increased by 0.7 percentage points to 88.7%.
- Operating revenue increased 31.9% year over year, and revenue per available seat mile (RASM) increased 13.5% compared to 3Q25.
- Operating cost per available seat mile excluding fuel (Ex-Fuel CASM) increased 1.1% year over year to 5.7 cents.
- The Company ended the quarter with approximately US$1.6 billion in cash, short-term and long-term investments, which represent 38% of the last twelve months' revenues.
- The Company closed 3Q26 with a Net Debt to EBITDA ratio of 0.8 times.
- In September, Copa Airlines was recognized by Skytrax for the eleventh consecutive year as the "Best Airline in Central America and the Caribbean."
- Copa Airlines had an on-time performance for the quarter of 87.1% and a flight completion factor of 99.7%, once again positioning itself among the best in the industry.

Subsequent events

- On November 18, 2026, the Board of Directors of Copa Holdings ratified its fourth dividend payment for the year of US$1.71 per share. Dividends will be paid on December 15, 2026, to shareholders on record as of November 30, 2026.
- Between October 9 and October 10, 2026, the Company cancelled approximately 295 flights as a result of an earthquake that affected Panama and temporarily disrupted operations at Tocumen International Airport due to repeated runway inspections. The Company estimates the net impact of this event, which is included in its outlook, will be between US$12 and US$14 million on fourth-quarter operating profit.

[1] The terms "Copa Holdings" and the "Company" refer to the consolidated entity. The financial information presented in this release, unless otherwise indicated, is presented in accordance with International Financial Reporting Standards (IFRS). See the accompanying reconciliation of non-IFRS financial information to IFRS financial information included in the financial tables section of this earnings release. Unless otherwise stated, all comparisons with prior periods refer to the third quarter of 2025 (3Q25).

Management's comments on 3Q26 results

Copa Holdings' third quarter results demonstrate the resilience of its business model and the strength of demand across the region, despite a significantly higher jet fuel price environment. During the quarter, the Company delivered operating income of US$224.4 million and an operating margin of 18.6%, while growing earnings per share by 2.2% year over year to US$4.29. These results reflect Copa's ability to leverage its unique competitive advantages to generate strong profitability amid elevated fuel costs.

Demand across the Company's network remained robust in the quarter. Operating revenues increased 31.9% year over year to US$1.2 billion, driven by 16.3% capacity growth and a 13.5% increase in unit revenues (RASM) to 12.6 cents. Passenger yields increased 13.8% year over year to 13.5 cents, while load factor improved 0.7 percentage points to 88.7%, highlighting the strength and resilience of air travel demand throughout Latin America.

Total CASM increased 20.3% to 10.2 cents, primarily as a result of significantly higher fuel prices. Cost per available seat mile excluding fuel (CASM Ex-Fuel) increased 1.1% year over year to 5.7 cents. Year-over-year comparisons were impacted by the benefit recorded in 3Q25 related to the extension of one leased aircraft, as well as a US$8.3 million benefit recorded during 3Q26 related to an increase in the discount rate used to calculate the present value of expected end-of-lease costs. Excluding both items, CASM Ex-Fuel would have increased approximately 1.7% year over year.

This increase in CASM Ex-Fuel was mainly attributable to the year-over-year appreciation of certain Latin American currencies.

Despite a 61.5% year-over-year increase in the Company's all-in average jet fuel prices, strong demand and higher yields enabled the Company to recover 86% of the increase in fuel-related expenses through higher revenues. This once again demonstrates the strength of Copa's business model and the robust demand environment across the region.

Copa Holdings continues to maintain a strong liquidity and balance sheet position, ending the quarter with approximately US$1.6 billion in cash, short-term and long-term investments, representing 38% of the last twelve months' revenues, and a Net Debt-to-EBITDA ratio of 0.8 times.

Copa Airlines once again delivered industry-leading operational performance, recording an on-time performance of 87.1% and a completion factor of 99.7% during the quarter.

In recognition of its consistent service quality and reliability, Copa Airlines was named the "Best Airline in Central America and the Caribbean" by Skytrax for the eleventh consecutive year.

The Company remains focused on leveraging its Hub of the Americas® to offer the most comprehensive and convenient intra-Americas network. In November, Copa Airlines will launch service to Porlamar, Venezuela, its 88th destination, further strengthening network connectivity throughout the region.

The transition from six to eight connecting banks, beginning in March 2027, will improve connectivity, aircraft utilization, and travel options for passengers. In addition, the Company continues to make progress on the rollout of Starlink connectivity across its fleet, with approximately a quarter of its fleet currently equipped and full implementation expected by mid-2027. These initiatives further strengthen the Company's competitive advantages and customer value proposition.

Copa's proven business model, built on Panama's strategic geographic position, industry-leading operational reliability, structurally low unit costs, a passenger-friendly product, and a strong balance sheet, positions the Company well to navigate periods of fuel price volatility while continuing to generate profitable growth and long-term shareholder value. Strong demand trends across the region continue to support the Company's outlook and reinforce its competitive advantages.

Outlook for 2026

While demand trends across the network continue to be strong, fuel prices have increased relative to the assumptions incorporated in the Company's prior outlook. Based on current demand trends and fuel cost projections, the Company is updating its full-year 2026 outlook and now expects an operating margin in the range of 16% to 17% and a capacity increase in ASMs of approximately 14.5% compared to 2025.

Financial Outlook	2026 Guidance	2025
Capacity – YOY ASM growth	~14.5%	7.8%
Operating Margin	16-17%	22.6%

Factored into this outlook are a load factor of approximately 87.5%, unit revenues (RASM) in the range of 12.3 to 12.4 cents, unit costs excluding fuel (Ex-Fuel CASM) of approximately 5.8 cents, and an all-in fuel price of approximately US$3.90 per gallon.

Preliminarily, for the full year 2027, the Company currently anticipates increasing its capacity measured in ASMs by approximately 8% to 9% compared to 2026, based on the current order book projection and consistent with Copa's long-term growth plan. Copa's unit cost outlook excluding fuel (Ex-Fuel CASM) is expected to be in the range of 5.7 to 5.8 cents.

Conference Call and Webcast

The Company will hold its financial results conference call tomorrow at 11am ET (11am local). Details follow:

Date: November 19, 2026
Time: 11:00 AM US ET (11:00 AM Local Time)
Participant link: Click here
Webcast (listen-only): ir.copaair.com/events-and-presentations

About Copa Holdings

Copa Holdings is a leading Latin American provider of passenger and cargo services. The Company, through its operating subsidiaries, provides service to countries in North, Central, and South America and the Caribbean. For more information visit: www.copaair.com.

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Cautionary statement regarding forward-looking statements

This release includes "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995. Such forward-looking statements are based on current plans, estimates, and expectations, and are not guarantees of future performance. They are based on management's expectations that involve several business risks and uncertainties, any of which could cause actual results to differ materially from those expressed in or implied by the forward-looking statements. The Company undertakes no obligation to update or revise any forward-looking statement. The risks and uncertainties relating to the forward-looking statements in this release are among those disclosed in Copa Holdings' filed disclosure documents and are, therefore, subject to change without prior notice.

Copa Holdings, S. A. and Subsidiaries
Consolidated Operating and Financial Statistics

	3Q26	3Q25	% Change	2Q26	% Change
Revenue Passengers Carried (000s)	4,461	3,806	17.2%	4,138	7.8%
Revenue Passengers OnBoard (000s)	6,668	5,695	17.1%	6,176	8.0%
RPMs (millions)	8,492	7,249	17.1%	7,936	7.0%
ASMs (millions)	9,577	8,238	16.3%	9,150	4.7%
Load Factor	88.7%	88.0%	0.7 p.p	86.7%	1.9 p.p
Yield (US$ Cents)	13.5	11.9	13.8%	12.6	7.0%
PRASM (US$ Cents)	12.0	10.5	14.7%	11.0	9.4%
RASM (US$ Cents)	12.6	11.1	13.5%	11.6	8.6%
CASM (US$ Cents)	10.2	8.5	20.3%	10.6	(3.2) %
CASM Excl. Fuel (US$ Cents)	5.7	5.6	1.1%	5.7	0.6%
Fuel Gallons Consumed (millions)	110.3	96.1	14.7%	105.0	5.0%
Avg. Price Per Fuel Gallon (US$)	3.94	2.44	61.5%	4.28	(8.0) %
Average Length of Haul (miles)	1,904	1,905	(0.1) %	1,918	(0.8) %
Average Stage Length (miles)	1,253	1,243	0.8%	1,255	(0.1) %
Departures	46,353	40,441	14.6%	44,301	4.6%
Block Hours	148,391	128,263	15.7%	142,113	4.4%
Average Aircraft Utilization (hours)	12.3	11.9	3.1%	12.1	1.8%

Copa Holdings, S. A. and Subsidiaries
Consolidated statement of profit or loss
(In US$ thousands)

	Unaudited 3Q26	Unaudited 3Q25	% Change	Unaudited 2Q26	% Change
Operating Revenues					
Passenger revenue	1,148,104	861,339	33.3%	1,002,609	14.5%
Cargo and mail revenue	36,267	29,680	22.2%	34,183	6.1%
Other operating revenue	20,069	22,130	(9.3%)	22,541	(11.0%)
Total Operating Revenue	**1,204,440**	**913,149**	**31.9%**	**1,059,334**	**13.7%**
Operating Expenses					
Fuel	434,670	236,809	83.6%	449,552	(3.3%)
Wages, salaries, benefits and other employees' expenses	134,850	124,266	8.5%	131,364	2.7%
Passenger servicing	32,213	27,495	17.2%	29,028	11.0%
Airport facilities and handling charges	84,720	70,736	19.8%	77,315	9.6%
Sales and distribution	62,148	52,994	17.3%	57,388	8.3%
Maintenance, materials and repairs	39,713	35,074	13.2%	42,071	(5.6%)
Depreciation and amortization	110,358	93,028	18.6%	107,539	2.6%
Flight operations	45,924	36,349	26.3%	42,825	7.2%
Other operating and administrative expenses	35,442	24,093	47.1%	30,593	15.8%
Total Operating Expense	**980,038**	**700,844**	39.8%	**967,676**	1.3%
Operating Profit/(Loss)	**224,402**	**212,305**	5.7%	**91,658**	144.8%
Operating Margin	*18.6%*	*23.2%*	*-4.6 p.p*	*8.7%*	*10.0 p.p*
Non-operating Income (Expense):					
Finance cost	(29,527)	(24,396)	21.0%	(28,179)	4.8%
Finance income	17,973	14,878	20.8%	16,533	8.7%
Gain (loss) on foreign currency fluctuations	(5,730)	(892)	542.6%	(858)	567.8%
Net change in fair value of derivatives	(820)	(381)	115.3%	(1,040)	(21.2%)
Other non-operating income (expense)	(1,791)	1,235	nm	(832)	115.2%
Total Non-Operating Income/(Expense)	**(19,895)**	**(9,556)**	108.2%	**(14,377)**	38.4%
Profit before taxes	**204,508**	**202,749**	0.9%	**77,282**	164.6%
Income tax expense	(28,757)	(29,399)	(2.2%)	(9,107)	215.8%
Net Profit/(Loss)	**175,751**	**173,350**	**1.4%**	**68,175**	**157.8%**
Net Margin	*14.6%*	*19.0%*	*-4.4 p.p*	*6.4%*	*8.2 p.p*
EPS					
Basic Earnings Per Share (EPS)	**4.29**	**4.20**	**2.2%**	**1.67**	**157.7%**
Shares for calculation of Basic EPS (000s)	40,930	41,248	-0.8%	40,905	0.1%

Operating revenue

Consolidated revenue for 3Q26 totaled US$1.2 billion, a 31.9% increase compared to 3Q25 on 16.3% capacity growth, measured in ASMs.

Passenger revenue totaled US$1.1 billion, an increase of 33.3% year-over-year, driven by a 17.1% increase in RPMs and a 13.8% increase in passenger yield.

Cargo and mail revenue totaled US$36.3 million, up 22.2%, due to higher cargo volumes and yields, including the year-over-year effect of adding a second B737-800 freighter to the fleet.

Other operating revenue totaled US$20.1 million, a 9.3% decrease compared to 3Q25, primarily due to the year-over-year effect of the renewal of a co-branded credit card agreement in 2025.

Operating expenses

Consolidated operating costs for 3Q26 totaled US$980.0 million, a 39.8% increase year-over-year, primarily due to higher fuel prices and capacity growth.

Fuel totaled US$434.7 million, an increase of 83.6%, driven by a 61.5% higher all-in average fuel price and a 14.7% increase in gallons consumed.

Wages, salaries, benefits, and other employee expenses totaled US$134.8 million, an increase of 8.5%, mostly reflecting additional operational staff to support capacity growth, partially offset by lower overhead and administrative expenses.

Passenger servicing totaled US$32.2 million, an increase of 17.2%, driven by a 17.1% increase in onboard passengers.

Airport facilities and handling charges totaled US$84.7 million, a 19.8% year-over-year increase, mainly driven by increased departures, higher fees in certain airports, and the year-over-year appreciation of certain Latin American currencies.

Sales and distribution totaled US$62.1 million, a 17.3% increase, mostly due to higher sales, partially offset by lower effective commission and incentive rates.

Maintenance, materials, and repairs totaled US$39.7 million, a 13.2% increase compared to 3Q25. Year-over-year comparisons were impacted by the benefit recorded in 3Q25 related to the extension of one leased aircraft, as well as a US$8.3 million benefit recorded during 3Q26 related to an increase in the discount rate used to calculate the present value of expected end-of-lease costs.

Excluding these items, Maintenance, materials, and repairs would have increased by 21.5% year over year, mainly driven by increased flight hours and higher material consumption.

Depreciation and amortization totaled US$110.4 million, an 18.6% year-over-year increase, due to higher amortization of engine restoration events and higher depreciation of aircraft.

Flight operations totaled US$45.9 million, a 26.3% year-over-year increase, mainly driven by a 15.7% increase in block hours, higher overflight rates in certain countries and the year-over-year appreciation of certain Latin American currencies.

Other operating and administrative expenses totaled US$35.4 million, a 47.1% increase compared to the same period in 2025, mainly due to the year-over-year effect of realized gains from engine exchange transactions during 3Q25. Excluding this item, other operating and administrative expenses would have increased by 7.9%.

Non-operating Income (Expense)

Consolidated non-operating income (expense) totaled US$(19.9) million in 3Q26.

Finance cost totaled US$(29.5) million, comprised of US$22.0 million related to loan interest expenses, US$4.0 million in interest charges related to operating leases and US$3.5 million related to the discount rate utilized for the calculation of leased aircraft charges.

Finance income totaled US$18.0 million, related to proceeds from investments.

Gain (loss) on foreign currency fluctuations totaled US$(5.7) million, related to the currency exchange rate impact on net assets and liabilities positions, mainly in Colombia and Brazil.

Net change in fair value of derivatives totaled US$(0.8) million, due to mark-to-market losses on hedge positions related to the Brazilian real.

Other non-operating income (expense) totaled US$(1.8) million in 3Q26.

Copa Holdings, S. A. and Subsidiaries
Consolidated statement of financial position
(In US$ thousands)

	September 2026 (Unaudited)	December 2025 (Audited)
ASSETS		
Cash and cash equivalents	189,664	382,554
Short-term investments	1,069,817	955,604
Total cash, cash equivalents and short-term investments	**1,259,480**	**1,338,159**
Accounts receivable, net	230,502	194,425
Accounts receivable from related parties	3,445	3,217
Expendable parts and supplies, net	159,470	148,127
Prepaid expenses	96,550	55,209
Prepaid income tax	8,386	6,172
Other current assets	34,994	32,769
TOTAL CURRENT ASSETS	**1,792,826**	**1,778,078**
Long-term investments	351,856	248,579
Long-term prepaid expenses	7,078	5,434
Property and equipment, net	4,857,969	4,120,055
Right of use assets	246,977	296,761
Intangible, net	105,947	104,071
Net defined benefit assets	3,887	3,220
Deferred tax assets	21,520	19,873
Other Non-Current Assets	8,922	6,952
TOTAL NON-CURRENT ASSETS	**5,604,156**	**4,804,946**
TOTAL ASSETS	**7,396,982**	**6,583,024**
LIABILITIES		
Loans and borrowings	214,316	172,885
Current portion of lease liability	68,533	66,132
Accounts payable	220,415	164,320
Accounts payable to related parties	571	1,333
Air traffic liability	946,899	737,616
Frequent flyer deferred revenue	175,478	155,584
Taxes Payable	63,208	62,931
Accrued expenses payable	51,579	66,016
Income tax payable	4,961	11,929
Other Current Liabilities	569	1,361
TOTAL CURRENT LIABILITIES	**1,746,528**	**1,440,107**
Loans and borrowings long-term	2,137,870	1,807,556
Lease Liability	208,077	258,383
Deferred tax Liabilities	68,955	59,217
Other long - term liabilities	255,295	242,337
TOTAL NON-CURRENT LIABILITIES	**2,670,197**	**2,367,494**
TOTAL LIABILITIES	**4,416,725**	**3,807,600**
EQUITY		
Class A - 34,288,181 issued and 29,883,296 outstanding	23,331	23,290
Class B - 10,938,125	7,466	7,466
Additional Paid-In Capital	224,458	220,190
Treasury Stock	(345,147)	(300,143)
Retained Earnings	2,629,696	2,168,911
Net profit	456,392	671,648
Other comprehensive loss	(15,939)	(15,939)
TOTAL EQUITY	**2,980,257**	**2,775,423**
TOTAL EQUITY LIABILITIES	**7,396,982**	**6,583,024**

Copa Holdings, S. A. and Subsidiaries
Consolidated statement of cash flows
For the nine months ended
(In US$ thousands)

	2026 (Unaudited)	2025 (Unaudited)
Net cash flow from operating activities	962,592	751,475
Investing activities		
Net Acquisition of Investments	(216,029)	(243,008)
Net cash flow related to advance payments on aircraft purchase contracts	(482,220)	(174,604)
Acquisition of property and equipment	(491,032)	(621,316)
Proceeds from sale of property and equipment	153	42,447
Acquisition of intangible assets	(19,586)	(22,828)
Net cash flow used in investing activities	(1,208,714)	(1,019,309)
Financing activities		
Proceeds from new borrowings	485,805	329,800
Payments on loans and borrowings	(127,856)	(174,875)
Payment of lease liability	(49,062)	(43,438)
Share repurchase	(45,004)	(8,706)
Dividends paid	(210,651)	(199,437)
Net cash flow from/(used in) financing activities	53,232	(96,656)
Net (decrease) in cash and cash equivalents	**(192,890)**	**(364,490)**
Cash and cash equivalents as of January 1	382,554	613,313
Cash and cash equivalents as of September 30,	**$ 189,664**	**$ 248,823**
Short-term investments	1,069,817	742,687
Long-term investments	351,856	337,601
Total cash and cash equivalents and investments as of September 30,	**$ 1,611,337**	**$ 1,329,111**

Copa Holdings, S. A. and Subsidiaries
Non-IFRS Financial Measures Reconciliation

This press release includes the following non-IFRS financial measures: Operating CASM Excluding Fuel and Net Debt to EBITDA. This supplemental information is presented because we believe it is a useful indicator of our operating performance and is useful in comparing our performance with other companies in the airline industry. These measures should not be considered in isolation and should be considered together with comparable IFRS measures, in particular operating profit, and net profit. The following is a reconciliation of these non-IFRS financial measures to the comparable IFRS measures:

Reconciliation of Operating Costs per ASM Excluding Fuel (CASM Excl. Fuel)	**3Q26**	**3Q25**	**2Q26**
Operating Costs per ASM as Reported (in US$ Cents)	10.2	8.5	10.6
Aircraft Fuel Cost per ASM (in US$ Cents)	4.5	2.9	4.9
Operating Costs per ASM excluding fuel (in US$ Cents)	**5.7**	**5.6**	**5.7**

Reconciliation of Net Debt to EBITDA	**3Q26**	**3Q25**	**2Q26**
Net Debt	$ 1,017,460	$ 844,534	$ 1,021,390
LTM Operating Profit/(Loss) (in US$ thousands)	$ 784,284	$ 813,121	$ 772,187
LTM Depreciation and amortization (in US$ thousands)	$ 416,008	$ 352,837	$ 398,678
LTM EBITDA (in US$ thousands)	$ 1,200,292	$ 1,165,958	$ 1,170,865
Net Debt to EBITDA	**0.8**	**0.7**	**0.9**