UNITED

Wyoming Select Air Service Committee

Mark Weithofer

Managing Director, Domestic Network Planning

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Managing Director, Government Affairs



Safe Harbor Statement

Certain statements included in this investor update are forward-looking and thus reflect our current expectations and beliefs with respect to certain current and future events and financial performance. Such forward-looking statements are and will be subject to many risks and uncertainties relating to our operations and business environment that may cause actual results to differ materially from any future results expressed or implied in such forward-looking statements. Words such as "expects," "will," "plans," "anticipates," "indicates," "believes," "forecast," "guidance," "outlook" and similar expressions are intended to identify forward-looking statements. Additionally, forward-looking statements include statements that do not relate solely to historical facts, such as statements which identify uncertainties or trends, discuss the possible future effects of current known trends or uncertainties or which indicate that the future effects of known trends or uncertainties cannot be predicted, guaranteed or assured. All forward-looking statements in this report are based upon information available to us on the date of this report. We undertake no obligation to publicly update or revise any forward-looking statement, whether as a result of new information, future events, changed circumstances or otherwise, except as required by applicable law. Our actual results could differ materially from these forward-looking statements due to numerous factors including, without limitation, the following: our ability to comply with the terms of our various financing arrangements; the costs and availability of financing; our ability to maintain adequate liquidity; our ability to execute our operational plans and revenue-generating initiatives, including optimizing our revenue; our ability to control our costs, including realizing benefits from our resource optimization efforts, cost reduction initiatives and fleet replacement programs; our ability to utilize our net operating losses; our ability to attract and retain customers; demand for transportation in the markets in which we operate; an outbreak of a disease that affects travel demand or travel behavior; demand for travel and the impact that global economic conditions have on customer travel patterns; excessive taxation and the inability to offset future taxable income; general economic conditions (including interest rates, foreign currency exchange rates, investment or credit market conditions, crude oil prices, costs of aircraft fuel and energy refining capacity in relevant markets); economic and political instability and other risks of doing business globally; our ability to cost-effectively hedge against increases in the price of aircraft fuel; any potential realized or unrealized gains or losses related to fuel or currency hedging programs; the effects of any hostilities, act of war or terrorist attack; the ability of other air carriers with whom we have alliances or partnerships to provide the services contemplated by the respective arrangements with such carriers; disruptions to our regional network; the costs and availability of aviation and other insurance; industry consolidation or changes in airline alliances; competitive pressures on pricing and on demand; our capacity decisions and the capacity decisions of our competitors; U.S. or foreign governmental legislation, regulation and other actions (including open skies agreements and environmental regulations); the impact of regulatory, investigative and legal proceedings and legal compliance risks; labor costs; our ability to maintain satisfactory labor relations and the results of the collective bargaining agreement process with our union groups; any disruptions to operations due to any potential actions by our labor groups; weather conditions; and other risks and uncertainties set forth under Part I, Item 1A., Risk Factors, of UAL's Annual Report on Form 10-K, as well as other risks and uncertainties set forth from time to time in the reports we file with the SEC.

United in the news

The Wall Street Journal · MAR 24, 2026

United to Add Over 250 Planes in Next Two Years as Part of Premium Push

The expansion includes deliveries of A321neo “Coastliner,” A321XLR, 737 MAX, 787 Dreamliner, and CRJ-450

Reuters · AUG 19, 2026

Washington Dulles airport gains approval for $19.9 billion overhaul

Multi-year initiative will modernize airport for future growth. Reconstruction of the main terminal is set to begin in late 2027

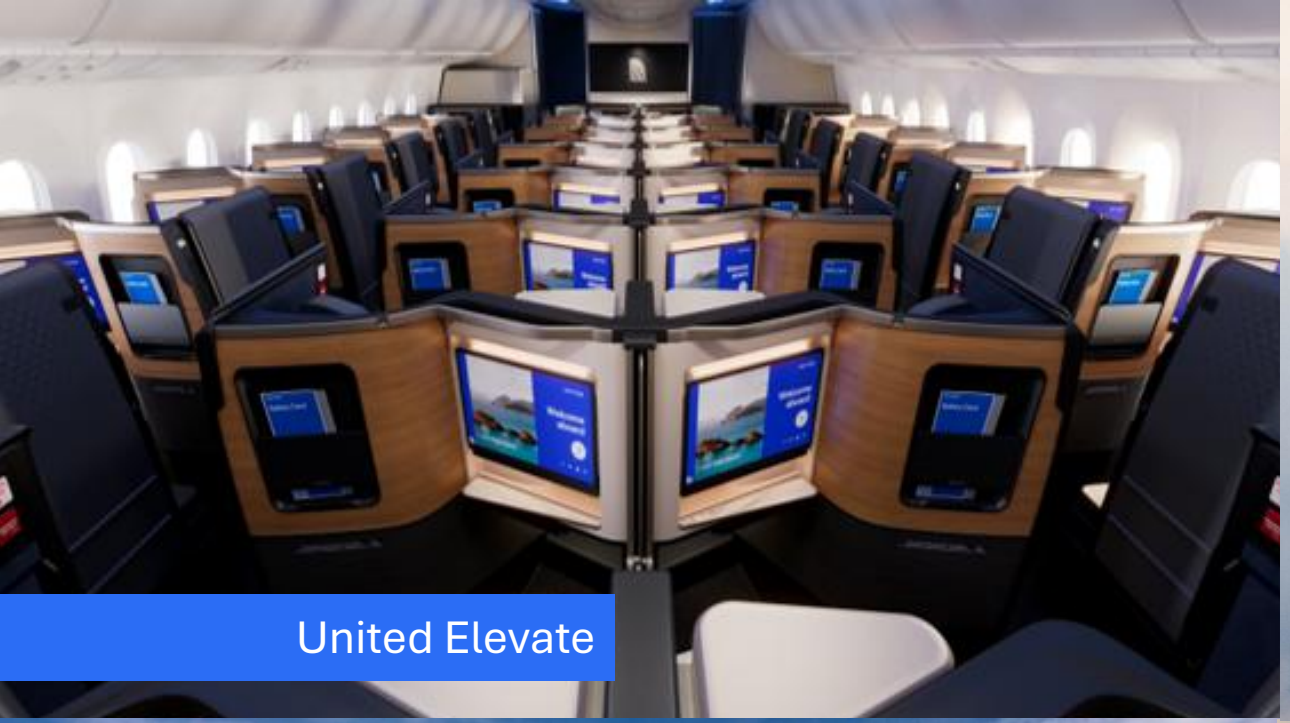
FOX Business · AUG 25, 2026

United Airlines adds new routes, largest international expansion in company's history

Starting as early as March 2027, the airline will fly to 10 new international cities – including eight no other U.S. airlines serves

United is consistently expanding its network and investing in the customer experience

Source: The Wall Street Journal, Reuters, FOX Business



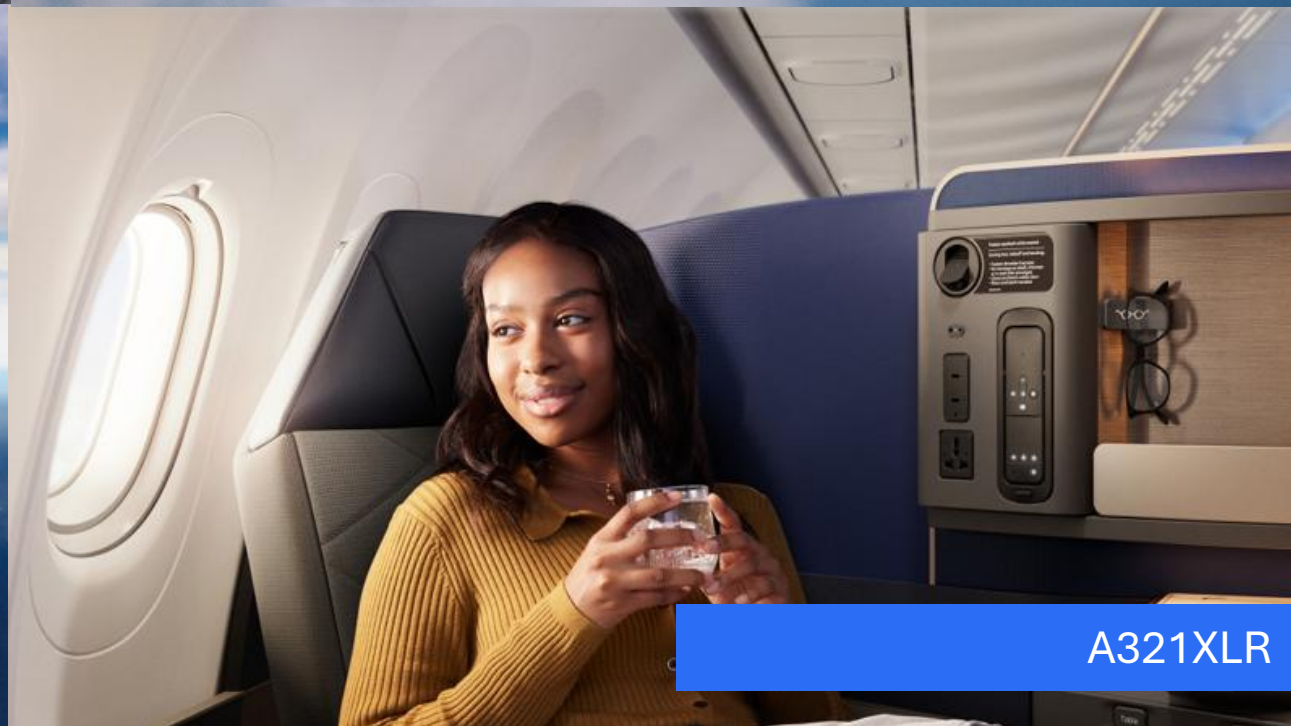
United Elevate



Coastliner



787 Dreamliner



A321XLR

United is also investing heavily in our small communities

More Premium Capacity



35% more premium seats vs 2019

One-stop from Everywhere



Connectivity: United serves nearly 400 destinations globally, more than any other carrier

Industry-leading Product



United is the first airline to bring fast and free Wi-Fi to its RJ fleet

Small communities, full United experience

Currently, the CRJ-200 serves most Wyoming communities…



Today's aircraft lacks:

- Wi-Fi
- First Class / Economy Plus
- Carry-on bag storage


But the CRJ-450 is almost here!

And will bring a premium product to Wyoming and other small communities



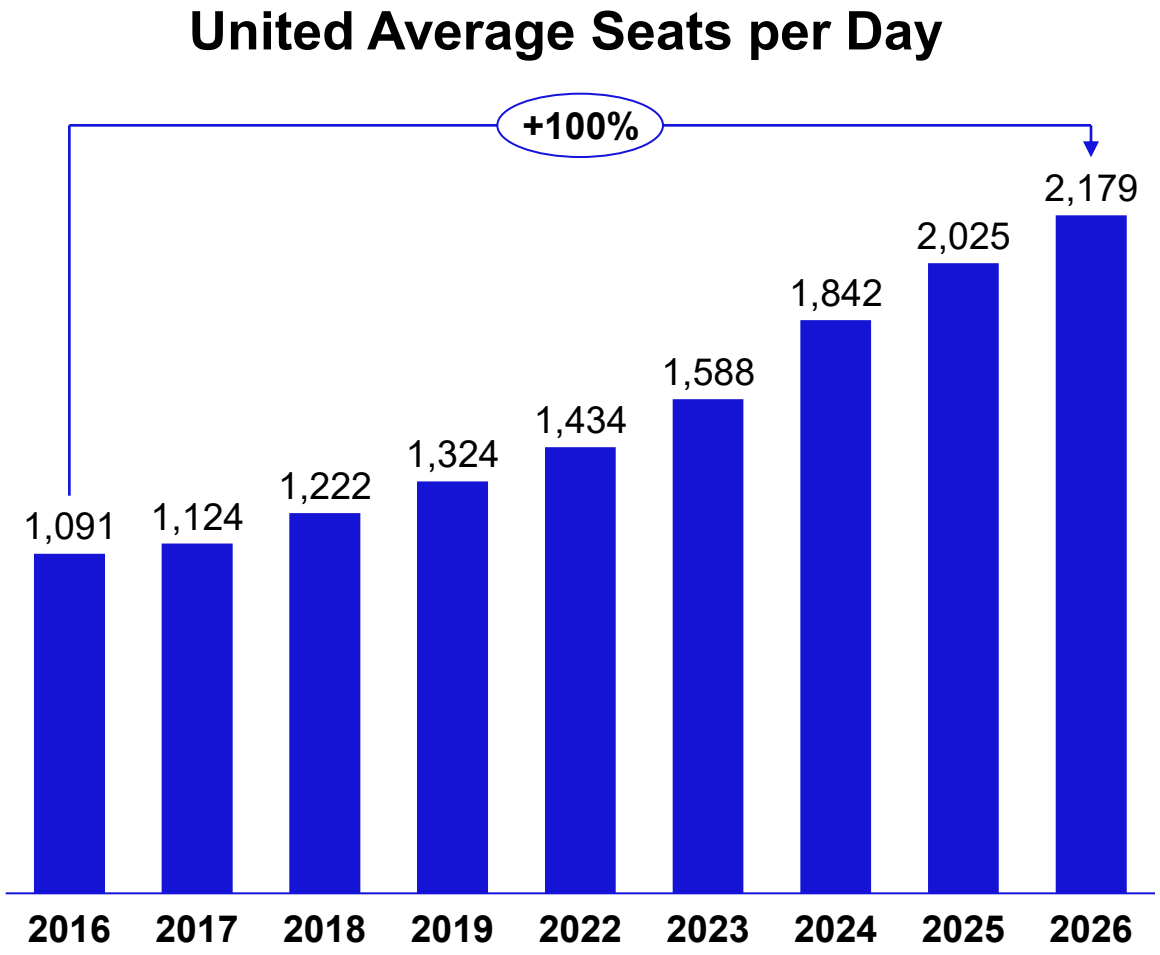
CRJ-450 will feature:

- Free Starlink Wi-Fi
- First Class / Economy Plus
- Carry-on bag storage

United in Wyoming



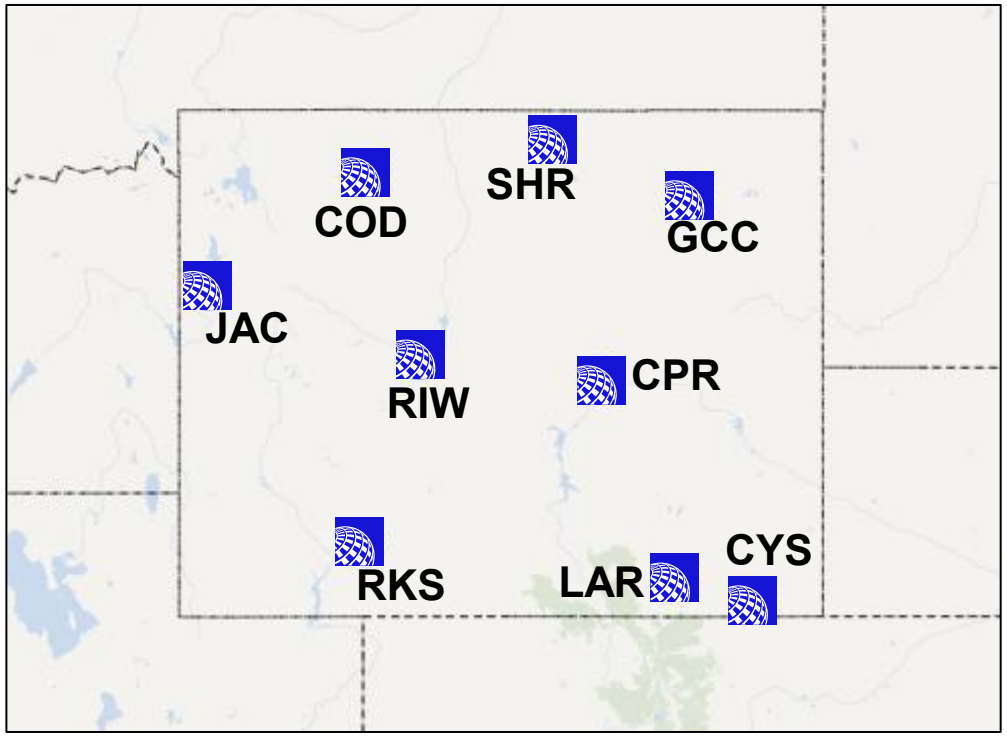
2026 is another record-breaking year for United in Wyoming



Source: Diio Mi



United has a long history of connecting Wyoming to the world



How we achieved this growth
2016 > 2026

New Destinations
CYS, RIW, SHR

New Routes
e.g. IAD-JAC

Frequency Growth
e.g. CPR (4x > 8x)

Growing Shoulder Periods
e.g. DEN-JAC

Source: Diio Mi, peak day July 2026

Denver keeps growing as an international gateway

Every destination here is a single stop from Wyoming

Caribbean



DEN – Turks & Caicos

Year-round 1X/wk MAX9



DEN – Punta Cana, DR

Year-round Daily MAX9

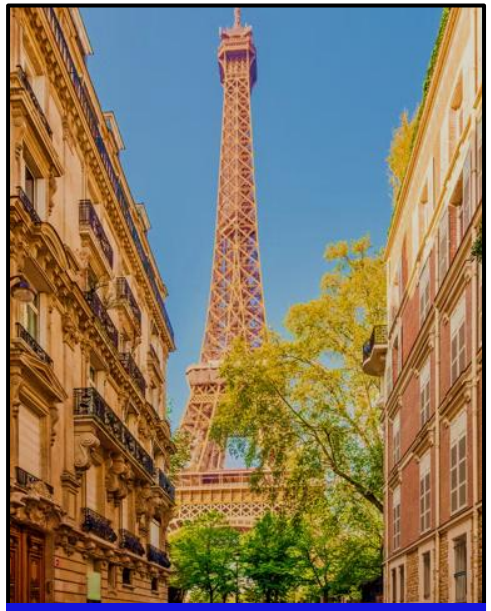
Mexico



DEN – Mexico City, MX

Year-round Daily MAX8

Europe



DEN – Paris, FR

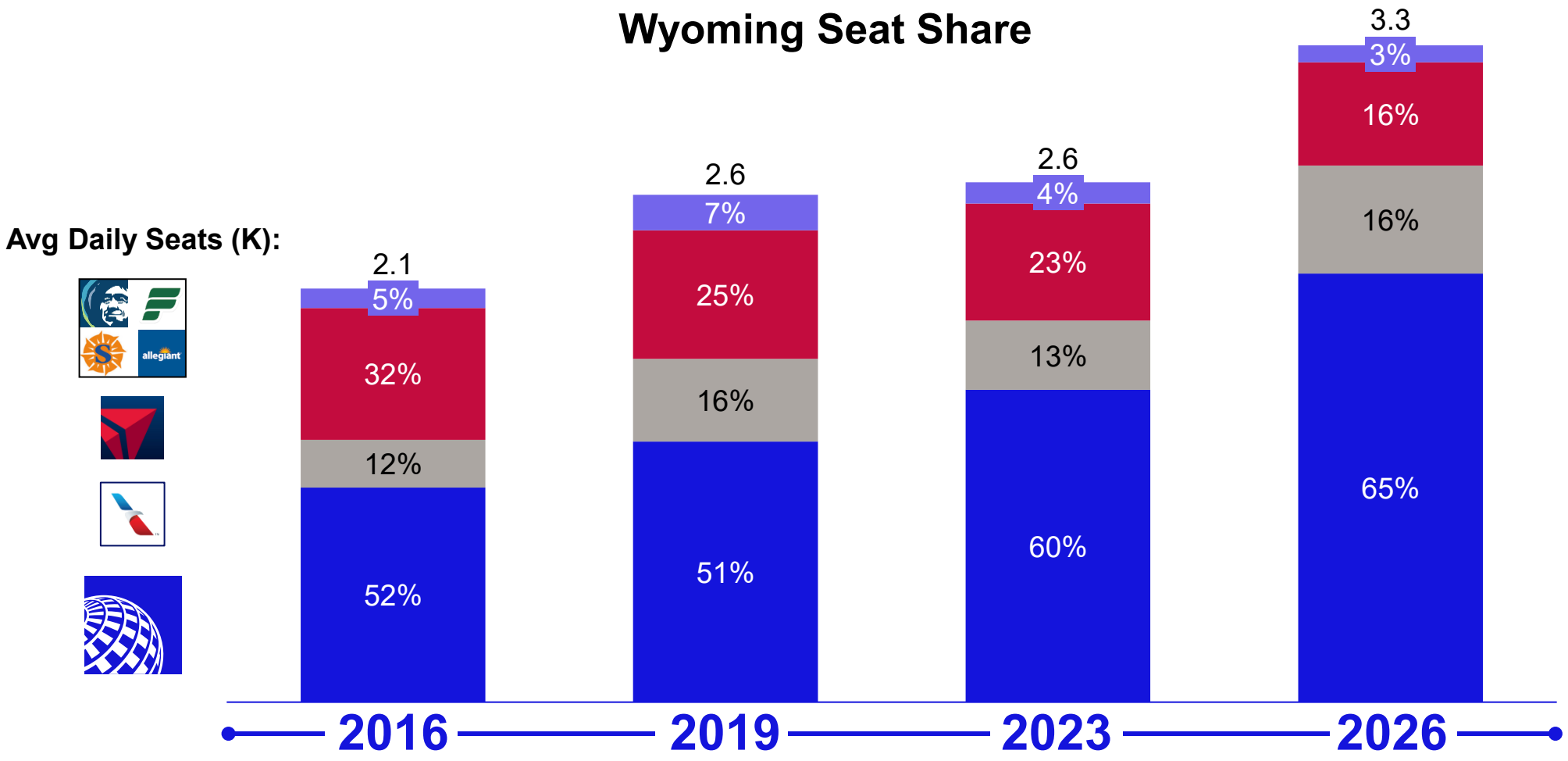
Year-round Daily 789



DEN – Rome, IT

Seasonal Daily 789

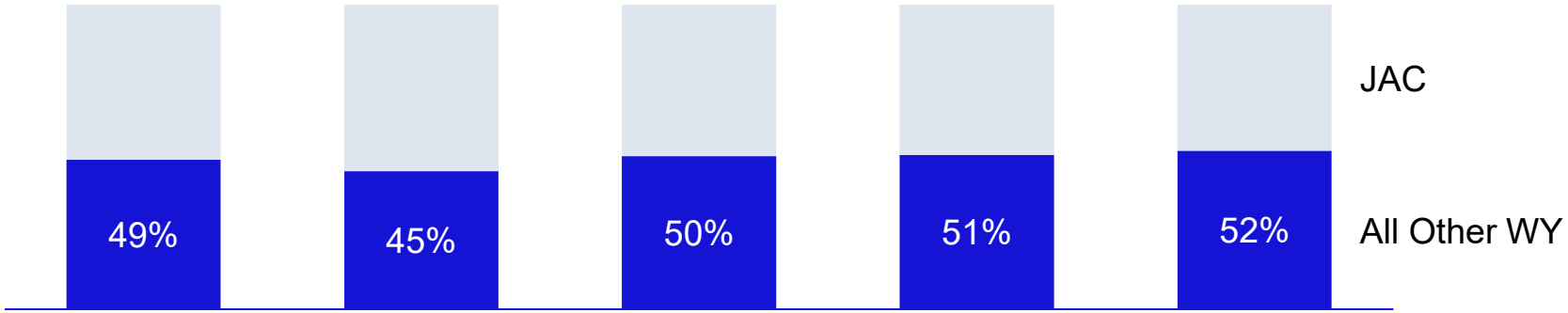
Wyoming’s investment allows United to continue our growth

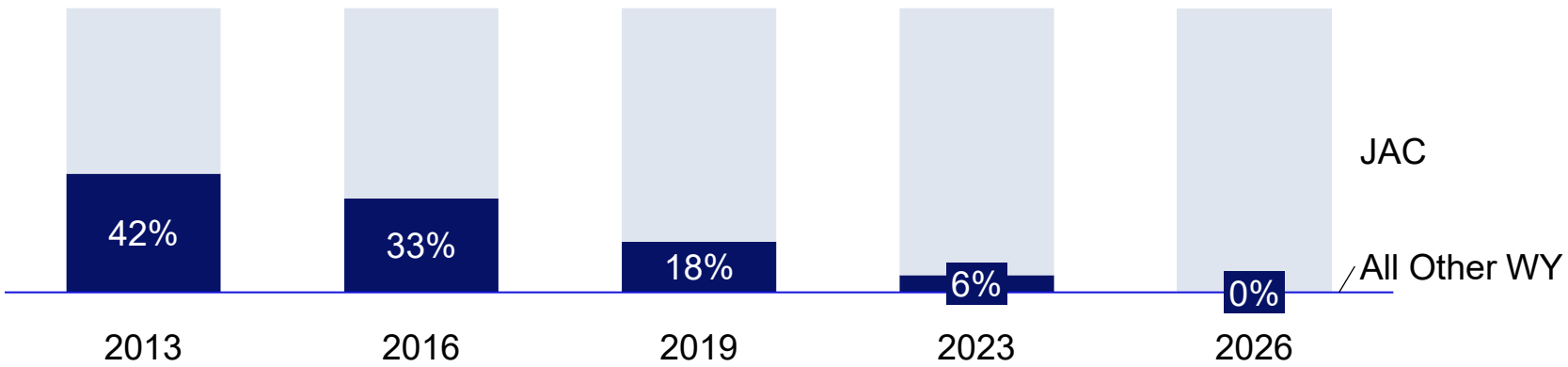


Source: Diio Mi

United’s investment in Wyoming goes beyond Jackson Hole

Distribution of Annual Seats





Source: Diio Mi

Developments in 2026 and beyond…

Chicago – Cody



Summer seasonal service started May 2026

Boston – Jackson Hole



New winter seasonal service starts Feb 2027

Introduce CRJ-450



CRJ-450 rollout to Wyoming expected to begin by late 2027 / early 2028

United will continue to expand the Wyoming route map and invest in best-in-class product

UNITED

Thank You

Please Contact us with any questions

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- Mizraim Cordero – Managing Director, Government Affairs

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