KENYA AIRWAYS PLC

SUMMARY UNAUDITED GROUP RESULTS
FOR THE SIX MONTHS PERIOD ENDED 30 JUNE 2026

SUMMARY CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

	30 June 2026 KShs M	30 June 2025 KShs M
Total income	81,254	74,504
Total operating costs	(91,895)	(80,743)
Operating loss	**(10,641)**	**(6,239)**
Foreign currency exchange loss on borrowings and leases	(102)	(824)
Finance costs	(5,227)	(5,145)
Interest income	47	35
Loss before income tax	**(15,923)**	**(12,173)**
Income tax (expense)/credit	(152)	19
Loss for the period	**(16,075)**	**(12,154)**
Other comprehensive income		
Items that may be reclassified subsequently to profit or loss		
Foreign currency exchange gains on cashflow hedges-lease liabilities	-	836
Other comprehensive income for the period net of tax	-	**836**
Total comprehensive loss for the period	**(16,075)**	**(11,318)**
Loss for the period is attributable to:		
Owners of the company	(16,089)	(12,157)
Non-controlling interest	14	3
	(16,075)	**(12,154)**
Total comprehensive loss is attributable to:		
Owners of the company	(16,089)	(11,321)
Non-controlling interest	14	3
Total comprehensive loss for the period	**(16,075)**	**(11,318)**
Basic loss per share(KShs)	**(2.75)**	**(2.09)**
Diluted loss per share(KShs)	**(2.15)**	**(1.62)**

SUMMARY CONSOLIDATED STATEMENT OF FINANCIAL POSITION

	30 June 2026 KShs M	31 December 2025 KShs M
Assets		
Non-current assets	136,324	141,803
Current assets	43,974	41,425
TOTAL ASSETS	**180,298**	**183,228**
EQUITY AND LIABILITIES		
Capital and reserves		
Share capital	5,860	5,824
Share premium	49,469	49,223
Convertible loan notes	9,630	9,630
Treasury shares	(142)	(142)
Reserves	(212,651)	(196,562)
Equity attributable to owners	**(147,834)**	**(132,027)**
Non-controlling interest	(24)	(38)
TOTAL EQUITY	**(147,858)**	**(132,065)**
Liabilities		
Non - current liabilities	187,544	182,372
Current liabilities	140,612	132,921
TOTAL LIABILITIES	**328,156**	**315,293**
TOTAL EQUITY AND LIABILITIES	**180,298**	**183,228**

SUMMARY CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

	Share capital KShs M	Share premium KShs M	Convertible loan notes KShs M	Treasury shares KShs M	Other reserves KShs M	Accumulated losses KShs M	Total KShs M	Non controlling interest KShs M	Total equity KShs M
Year ended 31 December 2025									
At 1 January 2025	5,824	49,223	9,630	(142)	6,970	(189,747)	(118,242)	(9)	(118,251)
Loss for the year	-	-	-	-	-	(17,134)	(17,134)	(29)	(17,163)
Other comprehensive income for the year	-	-	-	-	1,421	-	1,421	-	1,421
Revaluation on land and building	-	-	-	-	1,928	-	1,928	-	1,928
At 31 December 2025	**5,824**	**49,223**	**9,630**	**(142)**	**10,319**	**(206,881)**	**(132,027)**	**(38)**	**(132,065)**
Six months period ended 30 June 2026									
At 1 January 2026	5,824	49,223	9,630	(142)	10,319	(206,881)	(132,027)	(38)	(132,065)
Loss for the period	-	-	-	-	-	(16,089)	(16,089)	14	(16,075)
Issuance of ordinary shares through conversion of mandatory convertible notes	36	246	-	-	-	-	282	-	282
At 30 June 2026	**5,860**	**49,469**	**9,630**	**(142)**	**10,319**	**(222,970)**	**(147,834)**	**(24)**	**(147,858)**

SUMMARY CONSOLIDATED STATEMENT OF CASH FLOWS

	30 June 2026 KShs M	30 June 2025 KShs M
Cash flows from operating activities		
Cash generated from operations	13,568	8,942
Interest received	47	35
Interest paid on borrowings	(2,169)	(1,212)
Income tax paid	(29)	(26)
Net cash generated from operating activities	**11,417**	**7,739**
Cash flows from investing activities		
Purchase of property and equipment and intangible assets	(3,254)	(3,345)
Proceeds from disposal of property and equipment	905	1,038
Payment of deposits for aircraft leases	(713)	(278)
Proceeds from refunds of aircraft deposits	99	172
Net cash used in investing activities	**(2,963)**	**(2,413)**
Cash flows from financing activities		
Proceeds from borrowings	-	142
Repayments of borrowings	(252)	(795)
Repayment of lease liabilities	(6,794)	(6,221)
Movement in restricted cash	(2,693)	-
Net cash used in financing activities	**(9,739)**	**(6,874)**
Decrease in cash and cash equivalents	**(1,285)**	**(1,548)**
Cash and cash equivalents at beginning of period	**5,333**	**5,781**
Cash and cash equivalents at end of period	**4,048**	**4,233**

The summarized consolidated financial statements of Kenya Airways Plc have been prepared as per the requirements of the Capital Markets (Securities) (Public Offers, Listings and Disclosures) Regulation, 2002 (''the Regulations'') as applicable to summary financial statements.

COMMENTARY

On behalf of the board of Directors, I hereby present the Kenya Airways PLC financial results for the six months period ended 30 June 2026.

The first half of 2026 experienced a strong passenger demand amid a challenging global aviation environment. Despite these challenges, the airline achieved notable commercial and operational results, underscoring the airline's resilience and customers' ongoing trust.

Revenue increased by 9% to close at KShs 81 billion despite a 9% decline in capacity, mainly driven by a four (4) percentage point improvement in cabin factor and strong average coupon values.

However, external pressures persisted, impacting adversely on performance and operations. Jet fuel prices rose by 66% due to geopolitical tensions in the Middle East, leading to a 32% increase in fuel costs, which accounted for 32% of total operating expenses and 52% of the direct operating costs. The ongoing global supply chain constraints including shortages of critical spare parts, extended lead times, and delays in component availability disrupted fleet availability and operational reliability. Collectively, these factors exerted sustained pressure on margins and overall network profitability.
Consequently, total operating costs increased by 14% during the period.

Based on the above revenue and cost dynamics, the Group reported a loss after tax of KShs 16.1 billion compared with a loss of KShs 12.2 billion reported in the prior period. These financial results reflect extraordinary industry conditions; however, the underlying commercial performance remains encouraging with strong demand and revenue growth signaling fundamental strength and recovery potential as conditions normalize.

We are particularly encouraged by the developments since the end of the reporting period. One Boeing 787-8 aircraft resumed operations in mid July 2026, while a Boeing B777-300 ER has been delivered and returned to Kenya Airways operations.

Industry overview

The broader aviation industry continued to demonstrate resilience during the first half of the year, supported by sustained international passenger demand. This trend reflects across Kenya Airways'

The global aviation industry's recovery remains uneven due to delays in aircraft deliveries, engine shortages, and ongoing supply-chain disruptions, limiting capacity restoration. These challenges were compounded by sharp increase in jet fuel prices following the escalation of geopolitical tensions in the Middle East. Fuel remains one of the largest cost components for airlines, and the increase placed considerable pressure on industry profitability.

Air cargo continued to support network economics, but growth moderated as the conflict disrupted hub connectivity and constrained effective capacity.

Against this backdrop, the Group maintained a disciplined focus on capacity deployment, cost management, and operational resilience.

Outlook

According to IATA's June 2026 Sustainability and Economics report, global passenger traffic is expected to grow by 2.1% in 2026, while air cargo growth will ease to just 0.7%, reflecting the impact of economic challenges, supply chain disruptions, regulatory changes, and increased competition from lower-cost ocean freight.

Kenya Airways will maintain its focus on bringing back the full complement of the aircraft as well as continue to focus on cost reduction and cash conservation. Along with this, in the near term, the focus is on deleveraging the business as well as completing the capital raising, in order to place Kenya Airways on a stronger footing and provide a stable base for long-term growth.

We remain confident in the long term prospects of Kenya Airways and in its important role in connecting Kenya and Africa to the world. Our focus remains firmly on strengthening our operational and financial foundations, serving our customers reliably and efficiently, and creating sustainable value for all our stakeholders.

On behalf of the Board of Directors, I take this opportunity to express my sincere appreciation to our customers, the Government of Kenya, shareholders, financiers, lessors, the management, staff, suppliers, and other stakeholders for their continued support.

Kiprono Kittony, EBS
Chairman
25th August 2026