

KENYA AIRWAYS PLC
SUMMARY UNAUDITED GROUP RESULTS
FOR THE SIX MONTHS PERIOD ENDED 30 JUNE 2025

**SUMMARY CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER
COMPREHENSIVE INCOME**

	30 June 2025	30 June 2024
	KShs M	KShs M
Total income	74,504	91,493
Total operating costs	(80,743)	(90,195)
Operating (loss)/profit	(6,239)	1,298
Foreign currency exchange (loss)/gains on borrowings and leases	(824)	5,394
Finance costs	(5,145)	(6,081)
Interest income	35	23
(Loss)/profit before income tax	(12,173)	634
Income tax credit/(expense)	19	(121)
(Loss)/profit for the period	(12,154)	513
Other comprehensive income		
<i>Items that may be reclassified subsequently to profit or loss</i>		
Foreign currency exchange gains on cashflow hedges-borrowings	-	2,972
Foreign currency exchange gains on cashflow hedges-lease liabilities	836	9,034
Other comprehensive income for the period net of tax	836	12,006
Total comprehensive (loss)/income for the period	(11,318)	12,520
(Loss)/profit for the period is attributable to:		
Owners of the company	(12,157)	549
Non-controlling interest	3	(36)
	(12,154)	513
Total comprehensive (loss)/income is attributable to:		
Owners of the company	(11,321)	12,556
Non-controlling interest	3	(36)
Total comprehensive (loss)/profit for the period	(11,318)	12,520
Basic (loss)/profit per share(KShs)	(2.09)	0.09
Diluted (loss)/profit per share(KShs)	(1.62)	0.07

SUMMARY CONSOLIDATED STATEMENT OF FINANCIAL POSITION

	30 June 2025	31 December 2024
	KShs M	KShs M
Assets		
Non-current assets	136,044	137,497
Current assets	44,341	41,607
TOTAL ASSETS	180,385	179,104
EQUITY AND LIABILITIES		
Capital and reserves		
Share capital	5,824	5,824
Share premium	49,223	49,223
Mandatory convertible note	9,630	9,630
Treasury shares	(142)	(142)
Reserves	(194,098)	(182,777)
Equity attributable to owners	(129,563)	(118,242)
Non-controlling interest	(6)	(9)
TOTAL EQUITY	(129,569)	(118,251)
Liabilities		
Non - current liabilities	155,915	177,914
Current liabilities	154,039	119,441
TOTAL LIABILITIES	309,954	297,355
TOTAL EQUITY AND LIABILITIES	180,385	179,104



SUMMARY CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

	Share capital KShs M	Share premium KShs M	Mandatory convertible note 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 2024									
At 1 January 2024	5,824	49,223	9,630	(142)	(7,410)	(195,258)	(138,133)	70	(138,063)
Profit for the year	-	-	-	-	-	5,511	5,511	(79)	5,432
Other comprehensive income for the year	-	-	-	-	10,554	-	10,554	-	10,554
Reclassified to profit or loss	-	-	-	-	3,826	-	3,826	-	3,826
At 31 December 2024	5,824	49,223	9,630	(142)	6,970	(189,747)	(118,242)	(9)	(118,251)
Six months period ended 30 June 2025									
At 1 January 2025	5,824	49,223	9,630	(142)	6,970	(189,747)	(118,242)	(9)	(118,251)
Loss for the period	-	-	-	-	-	(12,157)	(12,157)	3	(12,154)
Other comprehensive loss for the period	-	-	-	-	(4)	-	(4)	-	(4)
Reclassified to profit or loss	-	-	-	-	840	-	840	-	840
At 30 June 2025	5,824	49,223	9,630	(142)	7,806	(201,904)	(129,563)	(6)	(129,569)

SUMMARY CONSOLIDATED STATEMENT OF CASH FLOWS

	30 June 2025	30 June 2024
	KShs M	KShs M
Cashflows from operating activities		
Cash generated from operations	8,942	11,784
Interest received	35	23
Interest paid on borrowings	(1,212)	(3,830)
Income tax paid	(26)	(28)
Net cash generated from operating activities	7,739	7,949
Cash flows from investing activities		
Purchase of property and equipment and intangible assets	(3,345)	(3,584)
Proceeds from disposal of property and equipment	1,038	10
Payment of deposits for aircraft leases	(278)	(324)
Proceeds from refunds of aircraft deposits	172	-
Net cash used in investing activities	(2,413)	(3,898)
Cash flows from financing activities		
Proceeds from borrowings	142	-
Repayments of borrowings	(795)	(62)
Repayment of lease liabilities	(6,221)	(6,996)
Payment of deferred borrowing costs	-	(10)
Net cash used in financing activities	(6,874)	(7,069)
Decrease in cash and cash equivalents	(1,548)	(3,017)
Cash and cash equivalents at beginning of period	5,781	7,765
Cash and cash equivalents at end of period	4,233	4,748

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 2025.

During the first half of 2025, overall performance and operations were severely impacted by the temporary grounding of three Boeing 787-8 Dreamliner aircraft, which constitutes 33% of our wide body fleet. This was driven by the global spare parts supply chain constraints and limited engine availability. At the same time in the first half of the year, the Kenya Shilling remained stable against major currencies compared to the first half of 2024 where the company recorded significant exchange gains as the Kenya shilling strengthened against the major currencies.

Key performance highlights:

- Revenue declined by 19% (KShs 17 billion) mainly driven by 14% decline in passenger numbers as a result of 16% reduction in capacity.
- Operating costs decreased by 10%, driven by reduced operations

This resulted in an operating loss of KShs 6.2 billion compared to the operating profit of KShs 1.3 billion reported in the previous period, and a loss of KShs 12 billion compared to a profit of KShs 513 million reported in the prior period.

Encouragingly, one of the Boeing 787-8 aircraft resumed operations in late July 2025, with the remaining two expected to return to operation later in the year.

Industry overview

During the first half of the year, the aviation industry continued its steady recovery, supported by strong passenger demand, particularly on international routes. However, the sector continued to face notable headwinds, including delays in aircraft deliveries, engine availability challenges, and persistent spare parts global supply chain constraints. Cargo performance softened amid a slowdown in global trade and evolving tariff regimes. Additionally, recovery expectations and regulatory costs continue to place pressure on performance within the aviation sector.

Africa continues to present a complex operating environment, shaped by economic pressures, infrastructure gaps, and connectivity challenges that impact industry performance. Nevertheless, sustained demand for air travel across the region offers encouraging signs and supports the industry's steady path toward long-term profitability.

Economy Impact

The aviation industry continues to navigate a range of macroeconomic challenges. Inflation has eased slightly but remains high, keeping input costs, especially fuel and labor, elevated. Geopolitical instability continues to impact fuel prices and global economic confidence. While demand for air travel is strong, global GDP growth has only modestly improved, limiting the pace of full industry recovery.



Despite economic uncertainties, passengers' desire to travel remains undiminished.

Revenue and Capacity

Revenue declined by 19%, capacity down by 16%

The Group offered to the market a capacity of 6,715 million measured in Available Seat Kilometres (ASKs), down from 7,991 million offered in the prior period.

Total revenues decreased by 19% to close at KShs 75 billion compared to KShs 91 billion in the prior period. This is mainly attributable to a decline in passenger numbers by 14% due to reduction in seats offered.

Costs

The Group reported 10% reduction in total operating costs. This is mainly attributed to reduced activity levels resulting from the temporary grounding of three Boeing 787-8 Dreamliner aircraft. Fleet ownership costs went up by 29% due to the remeasurement of leased assets as well as an additional aircraft (Boeing 738).

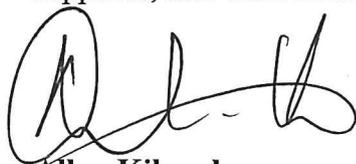
Overheads increased by 64% mainly due to the stability of the Kenya shilling in the period compared to the previous period where the Kenya Shilling substantially appreciated against the dollar and other global currencies giving rise to foreign exchange gains.

Outlook

According to IATA's May 2025 Sustainability and Economics report, global passenger traffic growth is expected to increase by a moderate 5.8% year-on-year, 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 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 completing the capital raising plan through strategic investment. The main objective of the capital raise is to grow the business by increasing its fleet size and diversification of the revenue streams. In addition, it will reduce the Group's financial leverage and increase liquidity. This will place Kenya Airways on a stronger footing and provide a stable base for long-term growth.

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.



Allan Kilavuka
Group Managing Director & CEO
26th August 2025