FY26 Results

Supplementary Presentation

Qantas Airways Limited
27 August 2026

ASX: QAN
US OTC: QABSY

Disclaimer

Summary information

This Presentation contains summary information about Qantas and its controlled entities (Qantas Group) and their activities as at 27 August 2026, unless otherwise stated.

The information in this Presentation does not purport to be complete. It should be read in conjunction with the Qantas Group's Annual Report and Appendix 4E for the year ended 30 June 2026, along with other periodic and continuous disclosure announcements lodged with the Australian Securities Exchange, which are available at www.asx.com.au.

Financial data

All dollar values are in Australian dollars (A$) unless otherwise stated.

This Presentation is unaudited. Notwithstanding this, the Presentation contains disclosures which are extracted or derived from the Qantas Group's Annual Report and Appendix 4E for the full year ended 30 June 2026 which has been reviewed by the Group's independent Auditor.

This Presentation also makes reference to certain non-International Financial Reporting Standards (non-IFRS) financial information. Non-IFRS financial information is financial information that is presented other than in accordance with relevant accounting standards and may not be directly comparable with other companies' information. Non-IFRS measures are used by management to assess and monitor business performance and should be considered in addition to, and not as a substitute for, IFRS information. The non-IFRS financial information is unaudited and has not been reviewed by the Group's Independent Auditor.

For definitions of non-IFRS financial information refer to the Glossary (see slide 34) and the Qantas Group's Annual Report and Appendix 4E for the full year ended 30 June 2026.

Future performance and forward-looking statements

Forward looking statements, opinions and estimates provided in this Presentation are based on assumptions and contingencies which are subject to change.

Forward-looking statements may include, but are not limited to, statements about Qantas' projections, guidance on future earnings, expectations, plans, strategies and objectives of management; strategy, targets, goals and objectives with regard to climate change, the environment, and other sustainability issues; future customer demand; development of new initiatives and projects; capital expenditure or costs and scheduling.

Forward-looking statements may be identified by the use of terminology, including terms such as 'target', 'expect', 'will', 'guidance', 'outlook' or other similar words.

These forward-looking statements reflect Qantas' expectations at the date of this Presentation. They are not guarantees or predictions of future performance or outcomes, and involve known and unknown risks, uncertainties and other factors, many of which are beyond Qantas' control and which may cause actual results to differ materially from those expressed in the statements contained in this Presentation.

There are many factors that can affect forward looking statements, including general economic conditions and geopolitical developments and uncertainties, including global market conditions and demand; and legal, technological and regulatory changes and risks. Accordingly, Qantas cautions against reliance on any forward-looking statements.

Except as required by applicable laws or regulations, the Qantas Group does not undertake to publicly update, review or revise any forward-looking statements or to advise of any change in assumptions on which any such statement is based. Past performance cannot be relied on as a guide for future performance.

No representation or warranty, express or implied, is made as to the fairness, accuracy, completeness or correctness of the information, opinions and conclusions contained in this Presentation.

Group Performance

FY26 Key Group Financial Metrics

		FY26	FY25
Profit metrics			
Revenue	$M	**25,516**	23,823
Underlying Profit Before Tax[1]	$M	**2,064**	2,394
Underlying Earnings per Share[2]	c	**95.7**	109.8
Statutory Profit After Tax	$M	**1,289**	1,605
Statutory Earnings per Share	c	**85.4**	105.2

Balance Sheet and Cash Flow metrics			
Rolling 12 month ROIC[3]	%	**32.2**	50.8
Net Debt[4]	$B	**6.16**	5.03
Operating cash flow	$M	**3,893**	4,253
Net free cash flow	$M	**(75)**	440
Weighted Average Shares Outstanding[6]	M	**1,510**	1,526

Net Debt Target Range[5] of $5.5b - $6.9b for FY26

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1. Refer to slide 7 of this Presentation for a reconciliation of Underlying to Statutory PBT. 2. Calculated as Underlying PBT adjusted for 30% corporate tax rate divided by the same number of shares as statutory EPS. 3. For a detailed calculation of ROIC refer to slide 16. 4. For a detailed calculation of Net Debt, refer to slide 19. 5. For a detailed calculation of the Net Debt Target Range, refer to slide 18. 6. The weighted average number of shares used in the Statutory and Underlying Earnings Per Share calculation excludes unallocated treasury shares.

FY26 Key Group Operating Metrics

		FY26	FY25	Change (%)
Unit Revenue (RASK)[1]	c/ASK	11.56	11.05	4.6%
Total Unit Revenue (TRASK)[1]	c/ASK	16.15	15.59	3.6%
Total Unit Cost[1]	c/ASK	14.84	14.05	5.6%
Total Unit Cost (ex-Fuel)[1]	c/ASK	11.22	10.78	4.1%
Available Seat Kilometres (ASK)	M	157,957	152,804	3.4%
Revenue Passenger Kilometres (RPK)	M	133,398	129,382	3.1%
Passengers carried	‘000	55,945	55,901	0.1%
Seat Factor	%	84.5%	84.7%	(0.2)ppts
Operating margin	%	9.2%	11.1%	(1.9)ppts
Full-time equivalent employees[2]	FTE	29,175	28,239	3.3%

1. Refer to slide 11 for detailed calculation. 2. The total number of full-time equivalent (FTE) employees as at 30 June 2026, reported for the Qantas Group in Australia and overseas. This is calculated using standard working hours for full-time and part-time employees and actual hours worked by the casual and temporary workforce.

Items not included in Underlying PBT

$M	FY26	Comments
Closure of Jetstar Asia and related costs	(48)	Strategic restructure following closure of Jetstar Asia and its related costs, including incremental accelerated depreciation of ($30) million and impairment of ($6) million due to Jetstar Asia fleet redeployment resulting in earlier retirement of F100 aircraft and the disposal of two Jetstar A320-200 aircraft, and ($12) million relating to fleet transfer and other costs.
Employee Ownership Plan (non-executive) financial year 2024/25 award	(26)	Financial year 2024/25 Employee Ownership Plan announced in August 2025 and awarded to non-executive employees in September 2025. The 2025/26 Employee Ownership Plan has been recognised in Underlying PBT in the 2025/26 financial year.
Cyber incident	(15)	Costs of managing and responding to the recent cyber incident.
Organisational restructure costs	(33)	Redundancies arising from organisational restructure changes during the 2025/26 financial year.
Legal provisions and related costs	(114)	For the Qantas Flight Credits Class Action, comprising a ($105) million legal provision and ($9) million of related costs, recognised in Other Expenditure.
Total Items not included in Underlying PBT[1]	**(236)**	

1. Items which are identified by Management and reported to the Chief Operating Decision-Making bodies as not representing the underlying performance of the business are not included in Underlying PBT. The determination of these items is made after consideration of their nature and materiality and is applied consistently from period to period. Items not included in Underlying PBT primarily result from revenues or expenses outside the ordinary course of business. These may relate to business activities in other reporting periods, major transformational/restructuring initiatives, transactions involving investments, gains/losses on sale and/or impairments of assets and other transactions.

Reconciliation to Underlying Profit Before Tax

$M	FY26			FY25		
	Statutory	Items not included in Underlying	Underlying	Statutory	Items not included in Underlying	Underlying
Net passenger revenue	21,814	–	21,814	20,411	–	20,411
Net freight revenue	1,414	–	1,414	1,298	–	1,298
Other revenue and income	2,288	–	2,288	2,114	–	2,114
Total Revenue	**25,516**	**–**	**25,516**	**23,823**	**–**	**23,823**
Salaries, wages and other benefits	5,645	(2)	5,643	5,228	–	5,228
Aircraft operating variable[1]	6,115	(8)	6,107	5,655	–	5,655
Fuel	5,724	–	5,724	5,003	–	5,003
Depreciation and amortisation	2,278	(30)	2,248	2,012	–	2,012
Share of net loss/(profit) of investments accounted for under the equity method	12	–	12	(46)	–	(46)
Net gain on disposal of assets	(41)	–	(41)	(45)	–	(45)
Other expenditure[1]	3,671	(196)	3,475	3,509	(132)	3,377
Total Expenditure	**23,404**	**(236)**	**23,168**	**21,316**	**(132)**	**21,184**
EBIT	**2,112**	**236**	**2,348**	**2,507**	**132**	**2,639**
Net finance costs	(284)	–	(284)	(245)	–	(245)
Profit Before Tax	**1,828**	**236**	**2,064**	**2,262**	**132**	**2,394**

1. Comparatives for FY25 have been restated due to a reclassification of $10 million for inventory write offs, from Other expenditure to Aircraft operating variable.

Statutory Income Statement Detail

$M	FY26
Net passenger revenue	21,814
Net freight revenue	1,414
Other revenue and income (refer to slide 9)	2,288
Total Revenue	**25,516**
Salaries, wages and other benefits	5,645
Aircraft operating variable	6,115
Fuel	5,724
Depreciation and amortisation	2,278
Share of net loss of investments accounted for under the equity method	12
Net gain on disposal of assets	(41)
Other expenditure (refer to slide 9)	3,671
Total Expenditure	**23,404**
EBIT	**2,112**
Net finance costs	(284)
Profit Before Tax	**1,828**
Income Tax expense	(539)
Profit After Tax	**1,289**

Net passenger revenue ~+7%
- Group capacity increased 3% from new fleet related capacity with Group RASK up 5%
- Group Domestic[1] Unit Revenue up 4%
- Group International[2] Unit Revenue up 5%

Net freight revenue ~+9%
- Growth driven by belly space uplift, freighter network mix and increased yields

Salaries, wages and other benefits ~+8%
- Increased flying activity across the Group
- Group Wage Policy of 3% escalation and promotions
- SJSP effective from November 2024, including balance sheet leave revaluation

Aircraft operating variable (AOV) costs ~+8%
- Additional AOV expense driven by airport, security and ground services costs above CPI
- Increased engineering maintenance activity to support fleet health
- Higher flying activity-driven cost increases, including landing fees, passenger costs and ground handling

Fuel ~+14%[3]
- Increased flying and Group capacity increase of 3%
- Fuel price spiked 22%[4] in 2H26 due to Middle East conflict

Net finance costs ~+16%
- Rise in average debt balance of ~$1.2b[5]

Depreciation and amortisation ~+13%
- Depreciation increased with delivery of new aircraft and increased capital maintenance, partially offset by aircraft retirement

Share of net loss of investments, unfavourable to FY25
- Jetstar Japan share of losses materially impacted by ($46m) foreign exchange movements compared to FY25 on lease liabilities

Net gain on disposal of assets
- Gains upon disposal of retired Q300 aircraft and associated parts and disposal of 737 spare engines

1. Includes Qantas Domestic and Jetstar Domestic. 2. Group International includes Qantas International, Jetstar International Australian operations, Jetstar New Zealand (including Jetstar Regionals) and Jetstar Asia (Singapore). 3. Net of hedging. 4. Versus 2H25, AUD fuel price, net of hedging. 5. FY26 average: $6.8b vs FY25 average: $5.6b.

Statutory Other Revenue and Expenses Detail – Compared to FY25

($M)	FY26	FY25	Variance
Other Revenue and Income	2,288	2,114	174

Frequent Flyer marketing revenue and other Qantas Loyalty businesses +$231m
- Continued increase in TripADeal holiday package revenue driven by uplift in international travel and expanded cruise offering
- Continued growth in gift card sales
- Higher marketing revenue from external points sales to Financial Services and coalition partners

Qantas Marketplace and other redemption revenue up +$38m
- Favourable redemption activity mix resulting in positive impact on net margin

Third party services revenue and other revenue and income ($95m)
- Decrease in commissions received from passengers travelling on partner airlines due to Middle East conflict
- Closure of JSA

($M)	FY26	FY25	Variance
Other Expenditure[1]	3,671	3,509	162

Costs to support revenue growth

Hotel, holiday and tour related costs +$41m
- TripADeal holiday package costs increased in line with higher checked-in total transaction volume

Qantas Loyalty gift card expenses +$66m
- Growth in gift card procurement costs due to introduction of the cash payment option

Commissions and other selling costs +$93m
- Increased agency costs from higher passenger activity and includes distribution expenses following implementation of NDC[2]

Other costs

Technology and digital +$27m
- Increased usage of licences and other support services
- Higher project-related technology costs primarily on transformation initiatives

Impact of discount rate changes to provisions ($75m)
- $47m gain in FY26 from revaluation of future liabilities and provisions due to higher interest rates

1. Comparatives for FY25 have been restated due to a reclassification of $10 million for inventory write offs, from Other expenditure to Aircraft operating variable. 2. New Distribution Capability.

Corporate and Unallocated/Eliminations

Corporate		FY26	FY25	Change
Underlying EBIT	$M	(278)	(292)	5%
Net Finance Costs	$M	(284)	(245)	(16)%
Underlying PBT	$M	(562)	(537)	(5)%

Unallocated/Eliminations		FY26	FY25	Change
Revenue[1]	$M	(1,346)	(1,246)	(8)%
Underlying EBIT	$M	0	(46)	100%

Includes investment in Sustainability, our People and Group cyber

- Investment in Group cyber
- Investments in technology transformation, corporate systems and Group-wide AI capability
- Investment in Group People and Culture programs
- Net finance costs increase due to an increase in Net Debt

Revenue adjustment within unallocated/eliminations

- Eliminations of intercompany segment revenue and costs between segments to balance to nil at Group level

Underlying EBIT within unallocated/eliminations

- Net unfavourable impact from foreign exchange movements on centrally managed cash balances and intercompany balances
- Non-cash carbon costs related to increased CORSIA compliance obligations
- FY26 Employee Ownership Plan expense
- Favourable impact of discount rate changes on provisions

1. Effective 1 July 2025, the presentation of revenue in the Qantas Loyalty operating segment has changed for external transactions where Qantas Loyalty acts as an agent between customer and supplier. The revenue within the Qantas Loyalty operating segment is now presented net of direct costs when Qantas Loyalty acts as an agent. Previously, Qantas Loyalty operating segment presented revenue/expenses as gross, with the presentation adjustment made in Unallocated/Eliminations. There is no change to Underlying EBIT and no impact to consolidated balances.

Group Unit Revenue and Total Unit Cost (c/ASK)[1]

	TRASK		FY26
	Net passenger revenue	$M	21,814
	Plus: Net freight revenue	$M	1,414
	Plus: Other Revenue	$M	2,288
A	**Total Revenue**	**$M**	**25,516**

	RASK		FY26
	Net passenger revenue	$M	21,814
	Excluding Other passenger revenue	$M	(3,547)
B	**Ticketed Passenger Revenue**	**$M**	**18,267**

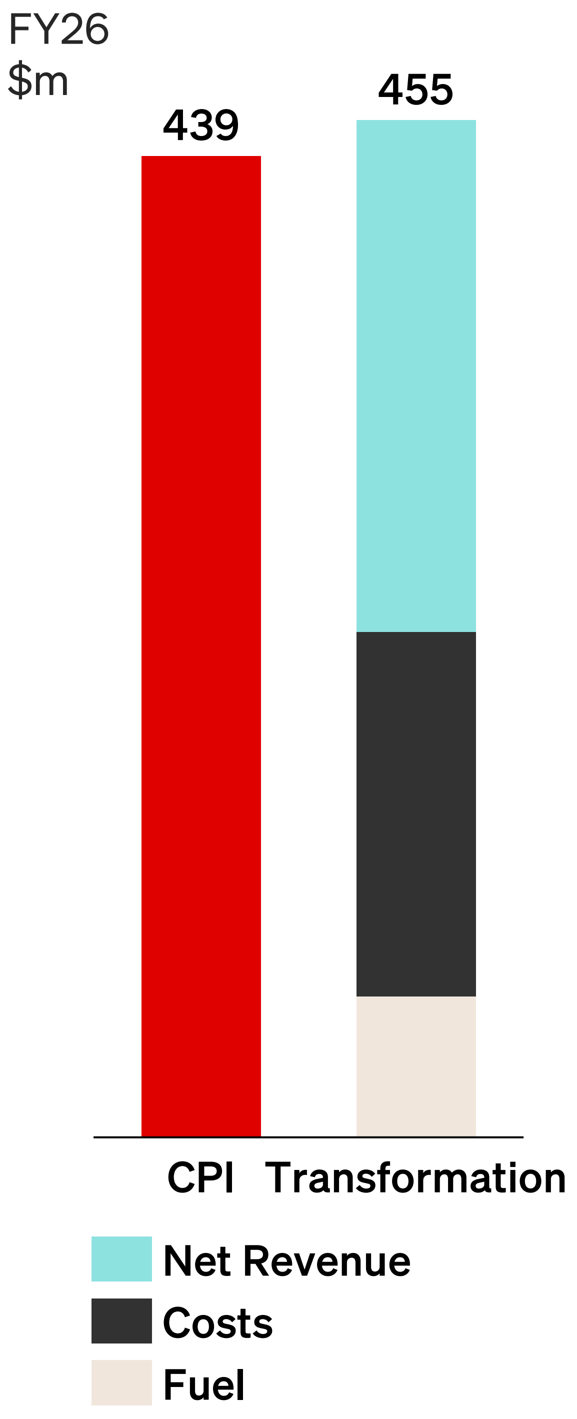
C	Available Seat Kilometres (ASKs)	M	157,957
A/C	**TRASK**	**c/ASK**	**16.15**
B/C	**RASK**	**c/ASK**	**11.56**

	TCASK		FY26
	Total Revenue	$M	25,516
	Less: Underlying (Profit) Before Tax	$M	(2,064)
	Less: Share of net loss of investments accounted under the equity method (SOP)	$M	(12)
D	**Total Costs (excluding SOP)**	**$M**	**23,440**
	Less: Fuel	$M	(5,724)
E	**Total Costs (excluding fuel and SOP)**	**$M**	**17,716**

C	Available Seat Kilometres (ASKs)	M	157,957
D/C	**TCASK**	**c/ASK**	**14.84**
E/C	**Ex-Fuel TCASK**	**c/ASK**	**11.22**

1. Unit-cost methodology was updated in 1H26 to better reflect the business's underlying cost base. This replaces the previous unit cost metric, which was calculated as Underlying PBT less ticketed passenger revenue, fuel, impact of discount rate changes on provisions and share of net profit of investments accounted under the equity method per ASK.

Continuous delivery of transformation benefits



FY26 transformation highlights

Fleet & Network	Data & Digitisation	Ways of Working
Fleet renewal	AI revenue management	Qantas on-airport upgrades
Qantas Economy Plus Expansion	Fare inventory optimisation	Maintenance program optimisation
A321XLR deliveries	Jetstar Business Class upgrades	Inflight catering optimisation
Jetstar 787 reconfiguration	Virtual reality flight training	Fuel efficient operations[1]
T900 Engine Overhaul	Ground operations digitisation	Supply chain optimisation

Ongoing transformation focus for FY27+

New fleet deliveries[2]	Continuous Pricing	Ancillary growth opportunities
A320 cabin configuration	Retail and price optimisation	Fuel monitoring technology
Fuel-efficient tail allocation	Seating automation (Agentic AI)	Automated duty swaps
Load control optimisation	AI supported customer service	Next-generation JOCC[3]
Jetstar cabin baggage refresh	ADL Product Innovation Centre	Disrupt management transformation

1. Discretionary fuel, single-engine taxiing, 737 Scimitars and tech crew. 2. Including additional A321F freighters. 3. Jetstar Operations Control Centre.

New fleet technology to drive benefits over time

Legend: + Some EIS costs | ++ Relatively higher EIS costs | ✓ Material benefit | ✓✓ Relatively greater benefit

Target financial benefits at scale

	A321LR vs A321/A320-200	A220 vs 717-200	A321XLR[1] vs 737-800
Scale established (Year)	✓	FY27	FY28
EIS costs / Capex[2]	Minimal	+	++
Cost drivers (CASK)[3]			
• Fuel efficiencies (included in transformation)	✓✓	✓✓	✓✓
• Reduced maintenance	✓	✓	✓
• Scale cost efficiencies	✓	✓	✓
Revenue drivers (RASK)			
• Yield premium	-	✓[4]	✓
• Utilisation[5]	✓✓	✓✓	✓✓
Annual EBITDA benefit per replacement hull[6] up to:	$10m	$9m	$5m
Network/capacity growth	✓✓	✓✓	✓✓

Customer

Modernised cabin design improving comfort and convenience with quieter cabins, in-seat power, larger overhead lockers

Improved operations enabled by greater reliability and flexibility

People

Growth and promotional opportunities in pilots, cabin crew, engineering and operational roles over the next decade

Improved efficiency and reliability assisting pilots, engineers and cabin crew in delivering customer outcomes

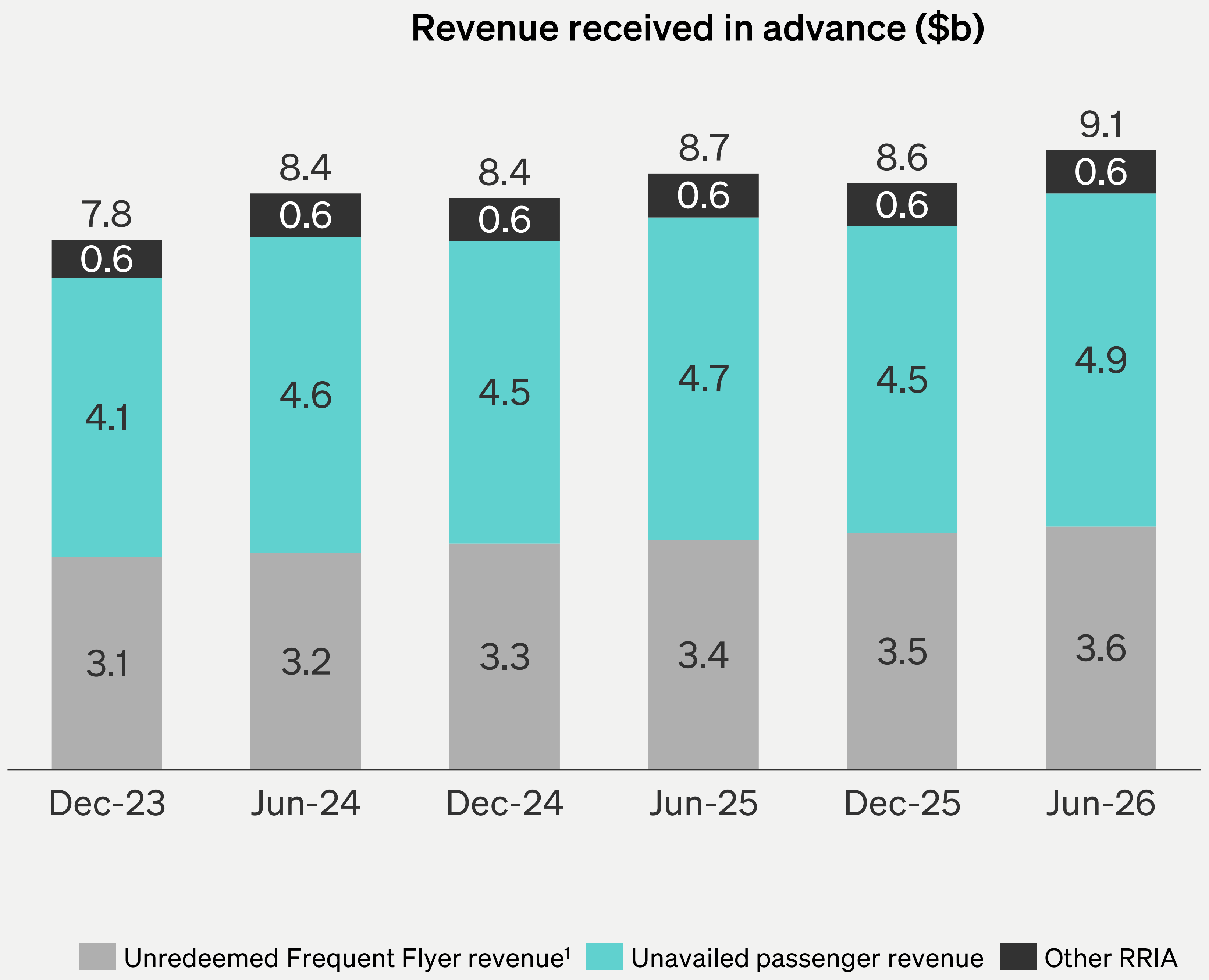
Sustainability

Expected to emit less carbon per seat on a like-for-like sector compared to the aircraft they replace

Partnering with Airbus and Boeing to help secure pathway to support our 2030 SAF target of 10%

1. Excluding lie-flat bed fleet type. 2. Outputs on table for A220 and A321XLR based on relative EIS costs/Capex to A321LR. 3. Underlying PBT less total revenue divided by ASKs. 4. Higher premium seats mix on aircraft replacing single class 717 configuration. 5. Utilisation benefit achieved once network scale established. 6. Benefit excludes EIS and transition costs.

Revenue received in advance (RRIA)



- Airline RRIA rose seasonally in 2H26 and increased versus 2H25, reflecting higher Capacity and RASK following the Middle East conflict, partially offset by reduced partner airline flying through the region.
- Unredeemed Frequent Flyer revenue continued to grow supported by increased active membership and points activity.

1. Includes restatement across all periods between Other Assets and Unredeemed Frequent Flyer revenue received in advance relating to the Group's Loyalty programs. Refer to Note 1(B) in the Financial Report for further detail.

Financial Framework

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Return on Invested Capital (ROIC) Calculation

$M	FY26	FY25
Underlying EBIT	2,348	2,639
Add back: Lease depreciation under AASB 16	337	346
Less: Notional depreciation[1]	(112)	(113)
Less: Cash expenses for non-aircraft leases	(269)	(272)
ROIC EBIT	2,304	2,600

$M	As at 30 Jun 2026	As at 30 Jun 2025
Net working capital[2]	(11,603)	(11,078)
Fixed assets[3]	18,719	16,562
Capitalised leased aircraft assets[1]	880	939
Invested Capital	7,996	6,423
Average Invested Capital[4]	7,151	5,120
Return on Invested Capital (%)	32.2	50.8

- ROIC EBIT is derived by adjusting Underlying EBIT to exclude AASB 16 lease depreciation and includes notional depreciation for leased aircraft as if they were owned
- Non-aircraft leases reduce ROIC EBIT for the lease payment rather than depreciation to account for these items as a service cost
- Aircraft financed via leases are adjusted as if owned, i.e. AASB 16 accounting and lease return provision replaced with market value assets depreciated in line with owned aircraft assets
- Average Invested Capital is used to determine Net Debt Target Range
- ROIC to moderate as Invested Capital rebuilds, with continued investment in fleet expected to deliver ROIC greater than pre-COVID levels

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1. For calculating ROIC, all statutory aircraft lease balances and provisions relating to the leased aircraft are adjusted to represent capitalised aircraft value as if they were owned. It also includes owned aircraft accounted for as finance lease receivables. Capitalised leased aircraft assets are included in the Group's Invested Capital at the AUD market value (referencing AVAC) of the aircraft at the date of commencing operations at the prevailing AUD/USD rate and is notionally depreciated in accordance with the Group's accounting policies. The calculated depreciation expense is referred to as notional depreciation. 2. Net working capital is the net total of the following items disclosed in the Group's Consolidated Balance Sheet: receivables, inventories and other assets reduced by payables, provisions, and revenue received in advance. 3. Fixed assets is the sum of the following items disclosed in the Group's Consolidated Balance Sheet: investments accounted for under the equity method, property, plant and equipment, intangible assets, and assets classified as held for sale. 4. Equal to the 12 months average of monthly Invested Capital.

Balance Sheet Summary under Financial Framework

$M	As at 30 Jun 2026	As at 30 Jun 2025
Net Assets	1,504	783
Less: Cash and cash equivalents	(3,274)	(2,213)
Add back: Interest-bearing liabilities	8,611	6,400
Less: Other financial assets	(334)	(186)
Add back: Tax balances	448	480
Less: Right of use assets	(1,443)	(1,280)
Add back: Lease Liabilities	1,741	1,556
Less: Finance Lease Receivables	(137)	(56)
Add: Capitalised leased aircraft assets[1]	880	939
Invested Capital	7,996	6,423
Average Invested Capital[2]	7,151	5,120

Invested Capital is defined as Net Assets adjusted for the following:

- Exclusion of Cash and cash equivalents and Interest-bearing liabilities which are included in Net Debt
- Exclusion of Other financial (assets)/liabilities which is primarily made up of derivatives and other financial instruments
- Exclusion of Tax balances to reflect Invested Capital as pre-tax
- Reversal of balances related to AASB 16 accounting including Right of use assets, Lease liabilities and Finance lease receivables
- Inclusion of capitalised leased aircraft assets as if owned and depreciated in line with owned aircraft assets (adjusted for lease return provisions)
- The resulting Invested Capital is used to determine Net Debt target range and ROIC

1. Capitalised leased aircraft assets are included in the Group's Invested Capital at the AUD market value (referencing AVAC) of the aircraft at the date of commencing operations at the prevailing AUD/USD rate and is notionally depreciated in accordance with the Group's accounting policies. The calculated depreciation expense is referred to as notional depreciation. The carrying value of leased aircraft is adjusted for owned aircraft accounted for as finance lease receivables and excludes aircraft lease return provisions. 2. Equal to the 12 months average of monthly Invested Capital.

Net Debt Target Range

- Net Debt target range = 2.0x — 2.5x EBITDA where ROIC = 10%
- At average Invested Capital of **$7.2b**, optimal Net Debt range is **$5.5b to $6.9b**

	Jun 26 $B	Drivers of Net Debt Range
Invested Capital *Avg Invested Capital for trailing 12 months*	7.2	Invested Capital will rebuild with fleet reinvestment
10% ROIC EBIT *Invested Capital x 10%*	0.72	Notional EBIT increases as Invested Capital grows
12 month ROIC depreciation[1] *Includes notional depreciation on aircraft leases*	2.05	Depreciation changes as fleet renewed
EBITDA where ROIC = 10%	2.77	
Net Debt Target Range[2] Net Debt at 2.0x EBITDA where ROIC = 10%	5.5	Net Debt Target Range moves over time with the above
Net Debt at 2.5x EBITDA where ROIC = 10%	6.9	

1. Equal to ROIC depreciation for the 12 months to 30 June 2026 and includes depreciation and amortisation (excluding lease depreciation under AASB 16), and notional depreciation on leased aircraft. 2. The appropriate level of Net Debt reflects the Qantas Group's size, measured by Invested Capital and is premised on maintaining ROIC above 10%.

Net Debt movement under the Financial Framework

$M	FY26	FY25
Opening Net Debt	**(5,029)**	**(4,106)**
Net cash from operating activities	3,893	4,253
Less: Net lease principal repayments under AASB 16[1]	(309)	(312)
Add: Principal portion of aircraft lease rentals	74	87
Funds from Operations	**3,658**	**4,028**
Net cash from investing activities	(3,968)	(3,813)
Addition of leased aircraft	–	(40)
Net Capital Expenditure	**(3,968)**	**(3,853)**
Base dividend paid to shareholders	(550)	(250)
Special dividend paid to shareholders	(150)	(150)
Payments for share buy-back	–	(448)
Shareholder Distributions	**(700)**	**(848)**
Payment for treasury shares	(87)	(133)
FX revaluations and other fair value movements	(35)	(117)
Closing Net Debt	**(6,161)**	**(5,029)**

The Financial Framework considers aircraft leases as part of Net Debt

- Aircraft leases are initially recognised in Net Debt at fair value
- Principal portions of aircraft rentals are treated as debt reduction
- Purchase of aircraft leases are treated as refinancing
- Commencing (or returning) aircraft leases are treated as capital acquisitions / borrowings (or capital disposals / repayments)
- Under AASB 16, leases are recognised on the balance sheet and measured as the present value of future lease payments. This differs to the fair value at recognition approach under the Financial Framework

1. Includes repayments of lease liabilities, proceeds from lease receivables and payments for aircraft security deposits.

Financial Framework versus Statutory Net Debt

$M	As at 30 Jun 2026	As at 30 Jun 2025
Interest-bearing liabilities	8,611	6,400
Fair value hedge	25	(22)
Cash and cash equivalents	(3,274)	(2,213)
Capitalised aircraft lease liabilities	799	864
Financial Framework Net Debt	**6,161**	**5,029**

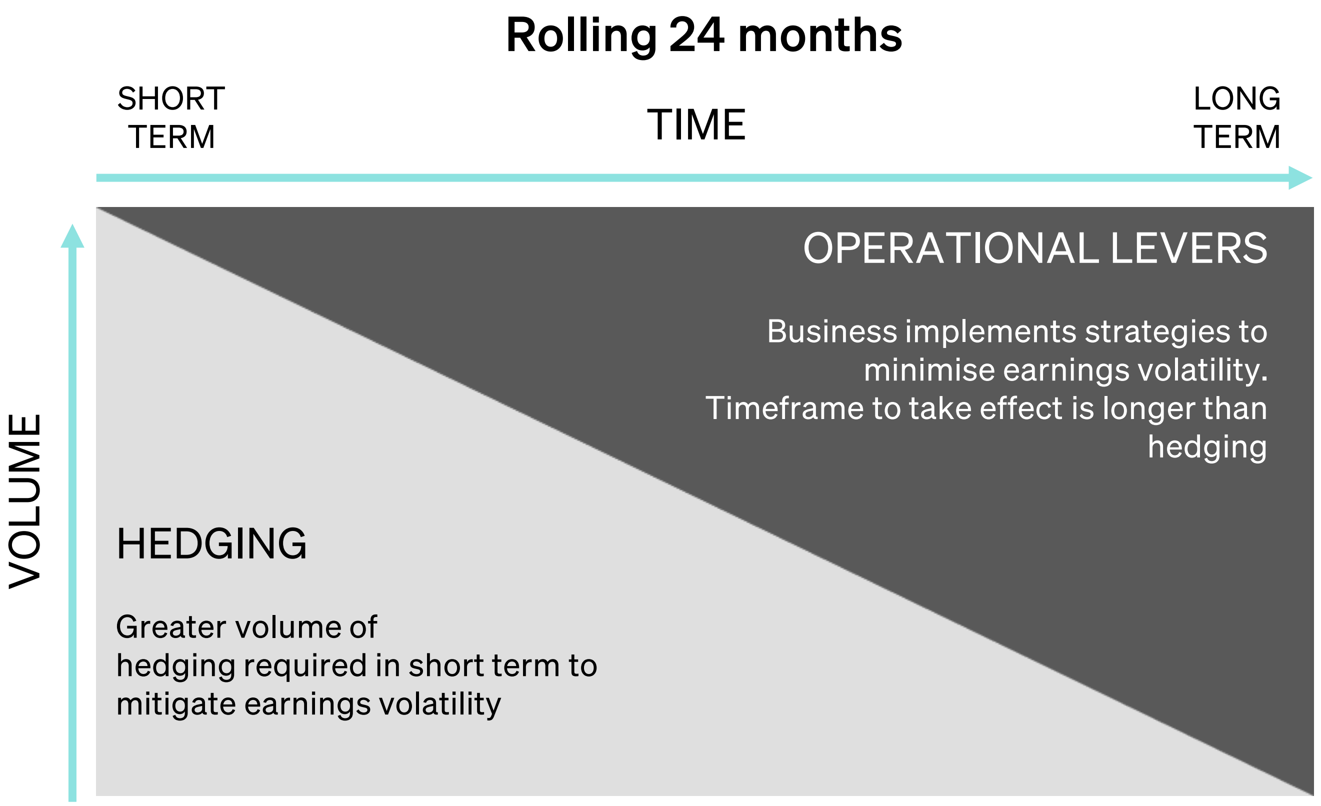
$M	As at 30 Jun 2026	As at 30 Jun 2025
Interest-bearing liabilities	8,611	6,400
Cash and cash equivalents	(3,274)	(2,213)
Lease liabilities	1,741	1,556
Statutory Net Debt	**7,078**	**5,743**

- Under the Financial Framework, aircraft leases are treated as capital acquisitions and recognised at fair value (through Net Capex) and a notional borrowing recognised as part of Net Debt as Capitalised aircraft lease liabilities
- Principal portions of aircraft rentals are treated as debt repayments
- Focus on income producing assets and as a result non-aircraft leases (e.g. property leases including airports) are excluded
- Under AASB 16, leases are recognised on balance sheet and measured at present value of future lease payments
- Statutory lease liabilities includes both aircraft and non-aircraft leases
- This differs to the Financial Framework which recognises aircraft at fair value and excludes non-aircraft which is not income generating. Non-aircraft lease payments are recognised in ROIC EBIT as a service cost

Robust financial risk management

Hedging program

Reducing cash flow volatility in the short term through disciplined hedging program to allow for implementation of operational levers



Principles of Financial Risk Management

- Principles of financial risk management
  - Manage net cash flow impacts
  - Takes into consideration both revenue and cost drivers
  - Greater use of derivatives in the short term and reliance on operational levers in the long term
  - Rolling 24-month hedge horizon
  - Preference for optionality to minimise worst case outcome and allow participation in favourable market moves
  - Expected capital costs for fleet are based on long term average AUD/USD rates. This is consistent with the extended fleet delivery profile. Cash flow risk is then managed within a 24-month period per above.
- Remaining financial risks impacting earnings are largely accounting based and include:
  - Discount rate impact on valuation of accounting provisions
  - FX revaluation of foreign currency non-hedged balance sheet items e.g. lease return provisions denominated in USD
- As accounting estimates become cash obligations and fall within 24-month hedge horizon, principles of financial risk management are applied

Robust financial risk management

Operational Fuel and FX

- FY26 fuel cost at $5.7b
  - Inclusive of SAF premium and carbon costs
- Fuel and FX hedging strategy remains consistent with long term approach to risk management
  - Declining wedge hedge profile - greater volume of hedging in short term to mitigate earnings volatility
  - Preference for options in hedging allowing high level of participation to lower fuel prices
  - 1H27 fuel exposure is 85%[1] hedged in Brent through a combination of outright options and collars. Brent hedging highly effective versus current spot prices.
  - Continue to maintain high levels of participation to lower fuel prices (both Brent and refiner's margin)
  - Timing difference of cash flow date and accounting recognition can create additional FX volatility within reporting periods

Capital Expenditure FX – Hedging of USD Fleet Payments

- Hedging remains consistent with long term approach to risk management
- 1H27 is 96%[1] hedged through a combination of outright options and collars

Interest rates

Significant cash holdings partially offset floating rate debt interest exposures

Fuel consumption

Barrels of fuel ('000)[2]	FY26	FY25	% Change	FY26 vs FY25 ASKs
Qantas Domestic	7,725	7,538	2%	3%
Qantas International	14,663	13,561	8%	7%
Qantas Freight	1,213	1,131	7%	N/A
Jetstar Group	8,548	8,738	(2)%	0%
Total fuel consumption	32,149	30,968	4%	3%

1. Hedge position as at 21 August 2026 for remaining 1H27. 2. Inclusive of SAF.

FY26 Sustainability Report | Includes New Mandatory Climate-related Disclosures

AASB S2 Disclosure Focus Areas

Climate-related Risks and Opportunities

- Six Climate-related Risks and Opportunities (CRROs)[1] identified
- Mitigations and resilience assessed across multiple scenarios and time horizons

Financial Effects[2]

- Current year physical and transition risk costs disclosed
- Anticipated FY27 carbon costs reported
- Internal carbon price disclosed

Assurance

- Limited assurance for required new areas (governance, CRROs)
- Continued reasonable (Scope 1 and 2) and limited (Scope 3) emissions assurance

Carbon Costs and Mitigations

Carbon costs include SAF premium to conventional jet fuel and the cost of meeting carbon credit obligations, both managed in line with the broader financial risk management framework

Total Carbon Costs ($m)	FY26	FY27 forecast
Compliance – Domestic	18	25
Compliance – International[3]	42	66
Voluntary	10	26
Total Carbon Costs	70	117
Mitigations[4]	(9)	(22)
Net Carbon Costs	61	95

Compliance obligations include:

- Safeguard mechanism – domestic
- CORSIA – international
- SAF mandates

Refer to Sustainability Report for further detail on compliance obligations.

1. Across physical risks, transition risks, and opportunities. 2. Refer to the Sustainability Report for figures. 3. Includes CORSIA provision recognised for the period's obligation, measured at the best estimate of the cost to settle. Credits are acquired and surrendered in subsequent periods, with surrender for CORSIA first phase (2024 to 2026) not required until January 2028. 4. Includes product offerings and partnerships with customers and suppliers.

Supplementary Segment and Other Information

QANTAS GROUP

Investing in our People and Culture

Listen and Act

Workforce stability: Renewed terms and conditions across 12 enterprise agreements (8,173 employees) through constructive union engagement.

Culture change: Engaged ~2,800 leaders face-to-face across the Group on strategy, values and connection, with a further rollout of the program planned across the network.

Group-wide values: Embedded for the first time via employee co-design, driving a one-team, high-performing culture.

Listening channels: Broadened leader-led conversations, town halls and frontline forums to keep frontline and offshore voices shaping direction.

Building Capability

Workforce growth: Recruited 4,400 new onshore operational team members since 2023 to support new aircraft and network growth across the Group.

Pilot & cabin crew training: Opened a new training centre at Mascot (July 2026), leveraging industry leading VR, to support the growth and development of our pilots and cabin crew in emergency procedures and medical and security training.

Engineering training: Opened Engineering training centre at Sydney Airport, introducing Airbus digital simulated training for A321XLR and the A350 EIS.

AI Upskilling: Trained 2,000+ new Claude users across Group and delivered Copilot cohort training for an additional 200. Scaling impact through a Super User network, case study library and advanced training in AI coding tools, use of agents and process optimisation.

Inclusion & Belonging

Accessibility: Trialled automated boarding gate technology and consulted with accessibility groups on new seat designs to shape a more inclusive, accessible customer experience.

Veteran employment: Recognised as a Veteran Employment Supporter in 2026, reflecting the Group's ongoing commitment to defence community employment and inclusion.

First Nations representation: Maintained at 1.5% of the Australian-based workforce, underpinned by the 2025–28 Stretch Reconciliation Action Plan.

LGBTQ+ inclusion: Awarded AWEI Gold employer status for the third consecutive year.

Engagement

72%

Engagement Score[1]

Continued upward trend from 64% in March 2024

Reward

~$25m

Continuing Employee Share Program[2]

$1,000 grant in FY26

Diversity

42.4%

Women in Senior Management[3]

Exceeding the Group's 40% target

Attrition

5.0%

June 2026 Group Attrition[4]

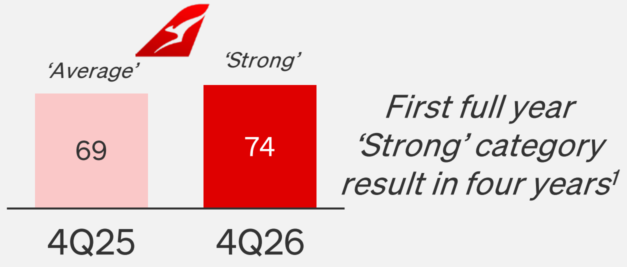
Stable over the past 12 months at 5.0%

1. Qualtrics EX Methodology for single KPI of 'Engagement'. Score represents March 2026 survey result. 2. Annual ongoing grant of $1,000 of shares or cash equivalent; ongoing nature of the employee share program subject to the achievement of a defined profit level. ~25,000 employees participated in 2026. 3. In Job Grade 4 and above. 4. 12-month rolling attrition rate as at 30 June 2026 for permanent and fixed term employees.

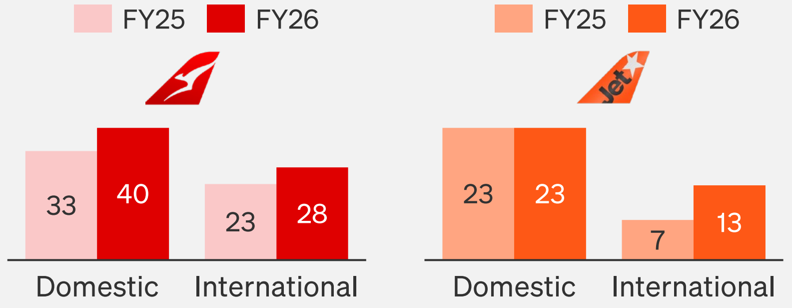
Investing in our Customers

FY26 performance

Qantas Airlines Reputation (RepTrak Score)



Airline NPS



Key Drivers of NPS

- **Qantas –** domestic on-time performance improved to 81%; strongest scores to date[2] for several customer experience touchpoints
- **Jetstar –** increased customer satisfaction across multiple areas, specifically booking, check-in and onboard service
- **Brand –** reputation improved significantly for Qantas and Jetstar, with gains across most underlying drivers

Customers

Flying

Qantas Economy Plus: launched across Qantas 737s, A321XLRs and QantasLink A220s. Expanding Qantas Economy Plus to A330s (from 1Q27) and A380s (within CY27)

Wi-Fi connectivity: Qantas A380s, A330s and A320s and Jetstar 787s rollout complete by end of CY27

Ground

Lounges: Refreshed Los Angeles Business lounge and nine regional lounges[3]; Hobart Qantas Club and Sydney International Business Lounge opening 1H27

Proactive notifications: Launched management and tracking of delayed baggage and new transit connection guides in the Qantas App

Digital

Flight Reward Finder: Launched new search tool, broadening discovery of international Classic Rewards on Qantas, Jetstar and partner airlines; >20m searches using Flight Reward Finder since March 2026 launch

Disruption digitisation: Digitising hotel, meal and transport recovery options for disrupted Qantas customers

Recovery

Qantas disruption management: More proactive communications and faster cancellation rebooking via new Qantas disruption management engine; Proactive disruption assistance and re-routing for customers impacted by Middle East conflict

Jetstar disruption management: Implemented 'Fly Forward', offered to customers at higher risk of disruption. Further enhancement underway, including improved customer communications and self-service options

1. RepTrak 'Strong' category between 70 – 79. First full year result in 'Strong' category since FY22. 2. Excluding Covid period. 3. Coffs Harbour, Devonport, Emerald, Gladstone, Karratha, Kalgoorlie-Boulder, Mackay, Rockhampton, Tamworth regional lounges.

Sustainability – Continued progress across key focus areas

Sustainable Aviation Fuel (SAF)

1.1% SAF procured of total FY26 fuel, +5x YoY

- **Offtake:** Commenced new ~50m L / year SAF agreement at LAX[1], and first procurement at Vancouver
- **Scope 3 program:** Launched B2B portal for corporate, SME and freight customers for their scope 3 emissions, and continued to evolve SAF Coalition to mitigate the cost of SAF
- **Investments:**
  - $2.5m[2] in HAMR Energy, which uses forestry waste as feedstock for methanol-to-jet
  - SAFFA invested in EcoCeres[3], one of Asia's largest SAF producers
  - CTP[4] invested into Wildfire Energy, an Australian landfill to SAF project

Carbon Markets & Nature

$30M committed to carbon removal projects[5]

- **Nature-based focus:** Sourced 100% of domestic carbon credits from Australian nature-based projects
- **Compliance:** 218kt CO_2-e surrendered in FY26 to meet domestic FY25 compliance obligations[6]
- **Investments:**
  - CIM & GA[5] targeting diverse native species planting and connection of fragmented wildlife corridors
  - Silva Capital nature-based carbon removal investment progressing well with projects demonstrating strong co-benefits, including registration of Australia's first Nature Repair Market project

Fleet & Operational Improvement

Up to **15-25%** new fleet fuel efficiency improvement per seat on like-for-like sectors[7]

- **Operational efficiency:** Delivering >40kt CO_2-e reduction across a range of initiatives
- **More than 40 initiatives, including**:
  - Tech crew utilising enhanced flight planning capabilities enabling better route selection and more accurate performance modelling
  - Engineering focused programs such as engine overhaul and addition of winglets that improve aerodynamics to B737 aircraft
- **Renewable energy:** 100% renewable electricity (via LGCs[8]) continues to be sourced for Australian buildings

Circular Economy (CE)

62% waste diverted from landfill at priority locations[9]

- **Single Use Plastic (SUP):** Removed >19m SUPs in FY26 through item replacement and packaging redesign
- **Circular Economy strategy:** Launched new strategy focused on using fewer resources, extending asset life, and keeping materials out of landfill
- **Pilot programs:** Launched uniform recycling, fleet renewal and cabin refresh, and smarter onboard offerings – to test solutions and build evidence for future targets

1. Los Angeles International Airport. 2. Of $5m Qantas Climate Fund investment which includes $2.5m from Airbus partnership. 3. Sustainable Aviation Fuel Financing Alliance of which Qantas is an LP. ~2% indirect interest in EcoCeres in partnership with Kerogen CX Capital 4. Climate Tech Partners (CTP) with Qantas' contribution of $1.5m. 5. With Conscious Investment Management (CIM) and Greening Australia (GA), incl. fees. 6. Reflects credits surrendered in Mar26 to acquit the FY25 Safeguard Mechanism obligation. The FY26 obligation will be surrendered in Mar27. 7. Per seat on like-for-like sectors versus the aircraft they replace in our fleet 8. Large-scale Generation Certificates 9. Locations include Mascot Head Office, Sydney Terminal 2 and 3, all Freight terminals and Melbourne jet base. Reported data is limited to where the Group directly manages waste services with primary waste providers and other contracted waste suppliers.

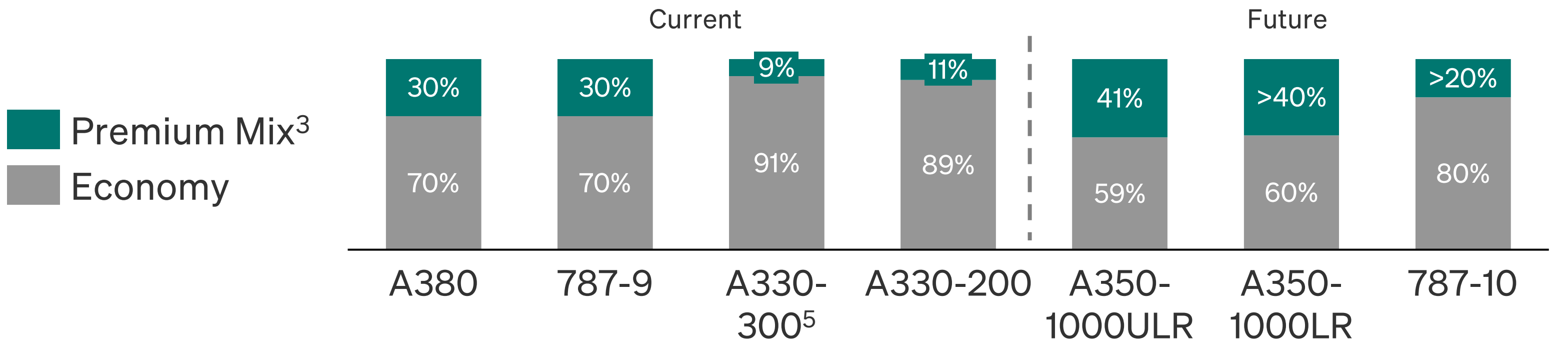
Qantas Domestic and International Overview

Qantas Domestic

- Consists of Qantas Domestic and QantasLink
- Multi-gauge domestic fleet uniquely positioned to serve Australian market
  - Largest domestic network and schedule providing customer choice and flexibility
  - Large narrowbody fleet servicing high density routes such as Triangle and East West flying
  - Extensive range of small and medium narrowbody aircraft serving Australia's largest resource markets (charter and RPT[1])
  - Serving all states and territories as Australia's largest regional carrier
- Full service offering targeting business and premium leisure sectors
  - Market-leading operational standards across OTP, safety and customer service
  - Comprehensive Loyalty & Business Rewards programs providing customers with points earn and burn opportunities
  - 35 lounges across 23 domestic ports
  - All-inclusive onboard service offering including food, beverage and Wi-Fi
- Narrowbody fleet replacement program underway:
  - Progressive introduction of A321XLR and A220 aircraft to replace retiring 737 and 717 fleets

Qantas International

- Consists of Qantas International and Qantas Freight
- Globally recognised long haul carrier targeting high demand business and premium leisure segments into the Americas, Europe and Asia
  - Leverage new fleet technology to facilitate direct point-to-point network, including investments in A220-300, A321XLR, Boeing 787 family and A350-1000 family aircraft
  - Strong partnership portfolio for network reach and access to point-of-sale strengths
- Investment in premium-heavy cabin configurations to meet customer segment preferences and complement ultra-long haul flying strategy



- Freight business that leverages Qantas' portfolio strength and delivers diversified earnings stream to the Group
  - Attractive domestic market as e-commerce adoption rates accelerate
  - Successful transition to all Airbus freighter fleet supports growth and unlocks cost synergies

Margin Target[2] — 18% EBIT (Qantas Domestic) | >8% EBIT | Future state: 10-12% EBIT[4] (Qantas International)

QANTAS GROUP

1. Regular passenger transport. 2. Investor Day 2023 Operating Margin Target (Underlying EBIT divided by Total Revenue). 3. First, Business and Premium Economy. Seat count and premium cabin mix is indicative only. To be finalised. 4. Future state Margin Target including Project Sunrise. 5. Excluding leased aircraft.

Jetstar Group Overview

Jetstar Domestic

- Australian industry-leading LCC[1]
- Strong operational performance, customer service and profitability
- New fleet arrivals to provide the most fuel-efficient aircraft per seat in Australia, and grow margin advantage through further cost and utilisation benefits
- Continued customer experience improvements through enhanced booking, travel and communications
- Ancillary product portfolio provides greater choice, driving revenue opportunities

Jetstar International and New Zealand

Jetstar International[3]

- Australian industry-leading LCC[1] capitalising on opportunities in Asia Pacific
- Strong profitability through competitive advantage from brand strength and local partnerships
- Investment in new fleet (including cabin reconfiguration) and fleet expansion providing aircraft which are more fuel efficient per seat, enabling new short haul international markets, additional frequency on key markets including Bali and redeployment of 787s to international long haul markets

Jetstar New Zealand Domestic

- Serves domestic destinations in NZ with unique low fares proposition and provides valuable connecting traffic across the Tasman

Jetstar in Asia

Jetstar Japan[5]

- Qantas and Japan Airlines (JAL) signed the binding agreements to facilitate the divestment of Qantas shareholding in Jetstar Japan to a new Japanese capital-led ownership structure
- Financial impact of transaction valued at JPY8.2b, expected to deliver A$115m net gain on sale to Qantas Group, reported outside underlying earnings, predominantly in FY27[6]

Jetstar Asia

- The closure of Singapore based Jetstar Asia supports the Qantas Group's strategy of recycling capital to drive improved returns and supports fleet renewal strategy
- Jetstar Asia ceased operations 31 July 2025, posting FY26 ($31m) Underlying EBIT loss, $48m costs not included in Underlying PBT

Margin Target[2]: 15% EBIT (Jetstar Domestic) | 10-12% EBIT[4] (Jetstar International and New Zealand)

1. Low-Cost Carrier. 2. Investor Day 2023 Operating Margin Target (Underlying EBIT divided by Total Revenue). 3. Jetstar International AU includes Jetstar Australia long haul, short haul and trans-Tasman international services. 4. Excluding Jetstar New Zealand Domestic. 5. Subject to transaction completion by 30 June 2027, the proposed transaction would see Qantas divest its minority (33.32%) shareholding in Jetstar Japan. 6. Subject to regulatory approvals and transaction completion by 30 June 2027.

Diversification and growth at Qantas Loyalty

Members

- Deliver **everyday engagement** between members and the Qantas brand
- Incentivise members to **join and participate** through Qantas and partner channels
  - Providing engaging options for members across travel, retail, entertainment, and experiences
  - Attracting SMEs by demonstrating value for business travel and rewards for everyday expenses
- Innovate to support member engagement
  - Grow digital engagement primarily through investment in mobile app
  - Leverage technology to enable seamless customer journeys
  - Recognise and reward non-flying behaviours

Growing members and promoting broader and deeper engagement drives the flywheel faster

Redemption

- Increase points earn through the **flywheel effect** from growth in overall redemptions
- **Diversify redemption** options that deliver more choice for members
  - Enhanced flight reward propositions to meet member demand
  - Expand Hotels & Holidays propositions
  - Continue to invest in tour and packages segment through TripADeal
  - Grow strategic network of partners with major Australian retailers
  - New retail redemption offerings with small, more attainable rewards for more frequent engagement (e.g. Ticketek)

Earn

- Large **ecosystem** for members to engage in everyday earn
  - Market leading airline loyalty program
  - Portfolio of partnerships across financial services, travel, retail and other categories attracting on-the-ground spend
- Targeted expansion to attract all everyday needs
  - Increase engagement through Financial Services and Insurance products (including opportunities in home lending)
  - More everyday opportunities across retail partnerships
  - Scale QBR by rewarding SMEs for their business expenses

FY30 Target[1]: $0.8b - $1.0b EBIT

Growth Forecast to FY30 Target: +7% p.a. Points Redeemed; +6% p.a. Points Earned

1. Investor Day 2023 Underlying EBIT target.

2H26 Group Domestic Traffic Statistics vs 2H25

		3Q26	3Q25	Change (%)	4Q26	4Q25	Change (%)	2H26	2H25	Change (%)
Total Qantas Group Operations										
Passengers Carried	‘000	13,696	13,592	1	13,536	14,010	(3)	27,232	27,602	(1)
Revenue Passenger Kilometres	M	33,048	31,513	5	33,092	32,532	2	66,140	64,045	3
Available Seat Kilometres	M	39,227	37,589	4	39,284	38,777	1	78,511	76,366	3
Seat Factor	%	84.2	83.8	0.4ppts	84.2	83.9	0.3ppts	84.2	83.9	0.3ppts
Group Unit Revenue	c/ASK	11.6	11.0	5	11.4	10.6	7	11.5	10.8	6
Group Domestic										
Available Seat Kilometres	M	13,564	12,907	5	13,757	13,861	(1)	27,321	26,768	2
Group Domestic Unit Revenue Change	%			4			5			5
Qantas Domestic										
Passengers Carried	‘000	5,032	4,968	1	5,186	5,314	(2)	10,218	10,282	(1)
Revenue Passenger Kilometres	M	5,928	5,820	2	6,162	6,355	(3)	12,090	12,175	(1)
Available Seat Kilometres	M	7,965	7,569	5	8,246	8,338	(1)	16,211	15,907	2
Seat Factor	%	74.4	76.9	(2.5ppts)	74.7	76.2	(1.5ppts)	74.6	76.5	(1.9ppts)
Jetstar Domestic										
Passengers Carried	‘000	4,114	3,918	5	3,951	3,948	–	8,065	7,866	3
Revenue Passenger Kilometres	M	4,993	4,750	5	4,916	4,890	1	9,909	9,640	3
Available Seat Kilometres	M	5,599	5,338	5	5,511	5,523	–	11,110	10,861	2
Seat Factor	%	89.2	89.0	0.2ppts	89.2	88.5	0.7ppts	89.2	88.8	0.4ppts

2H26 Group International Traffic Statistics vs 2H25

		3Q26	3Q25	Change (%)	4Q26	4Q25	Change (%)	2H26	2H25	Change (%)
Group International										
Available Seat Kilometres	M	25,663	24,682	4	25,527	24,916	2	51,190	49,598	3
Group International Unit Revenue Change	%			6			8			7
Qantas International										
Passengers Carried	‘000	2,287	2,093	9	2,213	2,058	8	4,500	4,151	8
Revenue Passenger Kilometres	M	14,423	13,051	11	14,299	13,122	9	28,722	26,173	10
Available Seat Kilometres	M	17,004	15,697	8	16,836	15,643	8	33,840	31,340	8
Seat Factor	%	84.8	83.1	1.7ppts	84.9	83.9	1.0ppts	84.9	83.5	1.4ppts
Jetstar International										
Passengers Carried	‘000	2,263	1,959	16	2,186	2,022	8	4,449	3,981	12
Revenue Passenger Kilometres	M	7,704	6,893	12	7,715	7,131	8	15,419	14,024	10
Available Seat Kilometres	M	8,659	7,761	12	8,691	8,001	9	17,350	15,762	10
Seat Factor	%	89.0	88.8	0.2ppts	88.8	89.1	(0.3ppts)	88.9	89.0	(0.1ppts)
Jetstar Asia										
Passengers Carried	‘000	–	654	(100)	–	668	(100)	–	1,322	(100)
Revenue Passenger Kilometres	M	–	999	(100)	–	1,034	(100)	–	2,033	(100)
Available Seat Kilometres	M	–	1,224	(100)	–	1,272	(100)	–	2,496	(100)
Seat Factor	%	–	81.6	–	–	81.3	–	–	81.5	–

Key Metrics – Guidance vs Actual

			Actual	Guidance	
2H26	**Airline Revenue**				
2H26	Group Domestic RASK	% vly[1]	+5	+5	✓
2H26	Group International RASK	% vly	+7	+4-6	✓
2H26	Net Freight Revenue	$m vly	+79	~2H25	✓
FY26	**Loyalty**				
FY26	EBIT	% vly	12	+10–12	✓
FY26	**Costs**				
FY26	Fuel	$B	5.7	5.7 – 5.9	✓
FY26	Depreciation & Amortisation	$B	2.25	2.25	✓
FY26	Net finance costs	$B	0.3	0.3	✓
FY26	Transformation benefits	$m	455	~400	✓
FY26	**Financial Framework**				
FY26	Net Debt (versus Target Range)		Middle	At or above middle	✓
FY26	Net Capital Expenditure	$B	4.0	4.1 or below	✓

1. Versus last year.

Glossary

Available Seat Kilometres (ASK) – Total number of seats available for passengers, multiplied by the number of kilometres flown

AWEI – Australian Workplace Equality Index

Cancellation rate – Measured as number of flights cancelled as a percentage of number of flights scheduled (if cancelled or rescheduled less than 7 days prior to scheduled departure time)

Capex – Refer to Net Capital Expenditure (Net Capex)

Capitalised aircraft lease liabilities – Capitalised aircraft lease liabilities measured at fair value at the lease commencement date and remeasured over the lease term on a principal and interest basis. Residual value of capitalised aircraft lease liability denominated in foreign currency is translated at the long-term exchange rate

CPI – Consumer Price Index

EBIT – Earnings before interest and tax

EBIT margin (Operating Margin) – Underlying EBIT divided by Total Revenue

EBITDA – Earnings before interest, tax, depreciation, amortisation and impairment

EIS – Entry into service

EPS – Earnings Per Share

Financial Framework – The Group has a financial framework that guides shareholder value creation, optimal capital structure and capital allocation. The framework has three pillars supported by measurable targets, aligned with those of shareholders.

FX – Foreign exchange

ICAO – International Civil Aviation Organisation

Invested Capital (IC) – Net assets (excluding cash, debt, other financial assets and liabilities, certain finance lease receivables and tax balances) including capitalised aircraft lease assets (adjusted to exclude aircraft lease return provisions from Invested Capital)

JSA – Jetstar Asia

Net Capital Expenditure (Net Capex) – Net expenditure of investing cash flows included in the Consolidated Cash Flow Statement and the impact to Invested Capital from acquiring or returning leased aircraft. Refer to slide 19 for the calculation of Net Capital Expenditure.

Net Debt – Under the Group's Financial Framework, includes net on Balance Sheet debt and capitalised aircraft lease liabilities

Net Debt Target Range – For a detailed calculation of the Net Debt Target Range, refer to slide 18

Net Free Cash Flow – Cash from operating activities less net cash outflows from investing activities

NPS – Net promoter score. Customer advocacy measure.

Operating Margin (EBIT margin) – Underlying EBIT divided by Total Revenue

OTP – On Time Performance (within 15 minutes of departure time)

PBT – Profit Before Tax

Points / Qantas Points / Loyalty Points – Refers to Qantas Frequent Flyer Points

PPTS – Percentage Points

QBR – Qantas Business Rewards

RASK – Ticketed passenger revenue divided by ASKs. For a detailed calculation of RASK, refer to slide 11

Return on Invested Capital (ROIC) – ROIC EBIT for the 12 months ended for the reporting period, divided by the 12 months average Invested Capital. Refer to slide 16 for the calculation of ROIC.

Revenue Passenger Kilometres (RPK) – Total number of passengers carried, multiplied by the number of kilometres flown

RRIA – Revenue Received in Advance

SAF – Sustainable Aviation Fuel

Seat Factor (Load factor) – RPKs divided by ASKs

SJSP – Same Job Same Pay Legislation

SME – Small and medium-sized enterprise

Ticketed passenger revenue – Uplifted passenger revenue included in Net Passenger Revenue

Total Unit Cost (TCASK) – Underlying PBT less Total Revenue and share of net profit/(losses) of investments accounted under the equity method divided by ASKs, refer to slide 11

Total Unit Cost ex. Fuel (Ex-Fuel TCASK) – Underlying PBT less Total Revenue, fuel, and share of net profit/(losses) of investments accounted under the equity method divided by ASKs, refer to slide 11

TRASK – Total Revenue divided by ASKs, see slide 11

Underlying EPS – Underlying Earnings Per Share is calculated as Underlying PBT adjusted for 30% corporate tax rate divided by the weighted average number of issued shares, excluding unallocated treasury shares. Measured as cents per share.

Underlying PBT – A non-statutory measure and is the primary reporting measure used by the Chief Operating Decision-Making bodies, being the Chief Executive Officer, Group Leadership Team and the Board of Directors, for the purpose of assessing the performance of the Qantas Group. Refer to slide 7 for a reconciliation of Underlying PBT to Statutory PBT

Unit Revenue – See RASK

VR – Virtual reality