

JOINT STOCK COMPANY AIR ASTANA

Interim condensed consolidated financial information

for the six-month period ended 30 June 2026 (unaudited)

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Report on Review of Interim Financial Information

To the Shareholders, Board of Directors and Management of JSC “Air Astana”

Introduction

We have reviewed the accompanying interim condensed consolidated financial statements of JSC “Air Astana” and its subsidiary (hereinafter, the “Group”), which comprise the interim condensed consolidated statement of financial position as at 30 June 2026, the related interim condensed consolidated statement of profit or loss, interim condensed consolidated statement of other comprehensive income, interim condensed consolidated statement of changes in equity and interim condensed consolidated statement of cash flows for the six-month period then ended, and selected explanatory notes (interim financial information). Management is responsible for the preparation and presentation of this interim financial information in accordance with IAS 34, *Interim Financial Reporting*. Our responsibility is to express a conclusion on this interim financial information based on our review.

Scope of review

We conducted our review in accordance with International Standard on Review Engagements 2410, *Review of Interim Financial Information Performed by the Independent Auditor of the Entity*. A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with International Standards on Auditing and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the accompanying interim financial information is not prepared, in all material respects, in accordance with IAS 34, *Interim Financial Reporting*.



Shape the future
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Other matter

The interim condensed consolidated statement of profit or loss and interim condensed consolidated statement of other comprehensive income for the three-month period ended 30 June 2026 were not reviewed.

Ernst & Young LLP

Paul Cohn
Audit Partner

[Signature]
Dinara Malayeva
Auditor

Auditor Qualification Certificate
No. МФ-0000323 dated 25 February 2016

A15E3H4, Republic of Kazakhstan, Almaty
Al-Farabi ave., 77/7, Esentai Tower

4 August 2026

[Signature]
Rustamzhan Sattarov
General Director
Ernst & Young LLP

State Audit License for audit activities on the
territory of the Republic of Kazakhstan:
series МФЮ-2, № 0000003, issued by the
Ministry of Finance of the Republic of
Kazakhstan on 15 July 2005

STATEMENT OF MANAGEMENT'S RESPONSIBILITIES FOR THE PREPARATION AND APPROVAL OF THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION**For the six-month period ended 30 June 2026**

Management is responsible for the preparation and presentation of the interim condensed consolidated financial information of JSC Air Astana (the "Company") and its subsidiary (the "Group") as at 30 June 2026, the results of its operations for the three- and six-month periods ended 30 June 2026, cash flows and changes in equity for the six-month period then ended, in compliance with International Accounting Standard 34 *Interim Financial Reporting* (IAS 34).

In preparing the interim condensed consolidated financial information, management is responsible for:

- Properly selecting and applying accounting policies;
- Presenting information, including accounting policies, in a manner that provides relevant, reliable, comparable and understandable information;
- Providing additional disclosures when compliance with the specific requirements in IFRS accounting standards as issued by the international accounting standards board ("IFRS accounting standards") are insufficient to enable users to understand the impact of particular transactions, other events and conditions on the group's financial position and financial performance; and
- Making an assessment of the Group's ability to continue as a going concern.

Management is also responsible for:

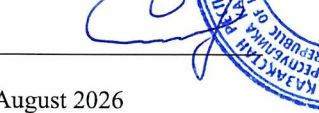
- Designing, implementing and maintaining an effective and sound system of internal controls throughout the Group;
- Maintaining adequate accounting records that are sufficient to show and explain the Group's transactions and disclose with reasonable accuracy at any time the financial position of the Group, and which enable them to ensure that the interim condensed consolidated financial information of the Group comply with IAS 34;
- Maintaining statutory accounting records in compliance with the legislation of Kazakhstan and IFRS accounting standards;
- Taking such steps as are reasonably available to them to safeguard the assets of the Group; and
- Preventing and detecting fraud and other irregularities.

The interim condensed consolidated financial information for the six-month period ended 30 June 2026 was authorised for issue on 4 August 2026 by management of the Group.

On behalf of the Group's management:







Chief Executive Officer

Chief Financial Officer

Chief Accountant

4 August 2026
Almaty, Republic of Kazakhstan

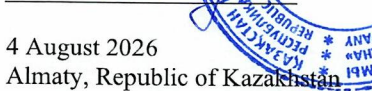
INTERIM CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS

For the six-month period ended 30 June 2026 (unaudited)

	Notes	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
<i>(in thousands of USD)</i>					
Revenue and other income					
Passenger revenue	7	406,864	357,249	721,478	627,867
Gain from sale and leaseback transactions	7	15,327	–	20,150	14,309
Cargo and mail revenue	7	7,547	6,608	13,229	12,368
Other income		3,221	1,973	9,087	3,665
Total		432,959	365,830	763,944	658,209
Operating expenses					
Fuel and oil costs		(105,329)	(79,595)	(181,020)	(147,908)
Employee and crew costs	8	(68,712)	(59,748)	(135,719)	(113,218)
Depreciation and amortisation	12	(64,961)	(57,118)	(126,293)	(109,704)
Engineering and maintenance	8	(47,059)	(32,739)	(81,231)	(58,346)
Passenger service	8	(44,631)	(34,420)	(82,075)	(63,321)
Handling, landing fees and route charges	8	(38,261)	(34,063)	(74,572)	(65,151)
Selling costs	8	(14,739)	(13,135)	(27,096)	(23,409)
Insurance		(3,241)	(3,478)	(7,133)	(6,836)
Information technology		(2,610)	(1,861)	(5,340)	(3,358)
Taxes, other than income tax		(1,741)	(1,496)	(3,310)	(2,375)
Property and office costs		(1,322)	(1,059)	(2,884)	(2,189)
Consultancy, legal and professional services		(1,056)	(1,358)	(2,416)	(2,955)
Aircraft variable lease costs		(840)	(584)	(1,293)	(1,145)
Other		(11,072)	(6,125)	(20,102)	(12,701)
Total operating expenses		(405,574)	(326,779)	(750,484)	(612,616)
Operating profit		27,385	39,051	13,460	45,593
Finance income	9	4,352	5,871	8,638	11,033
Finance costs	9	(22,913)	(20,762)	(44,502)	(39,967)
Foreign exchange loss, net		(1,725)	(2,599)	(831)	(4,843)
Profit/(loss) before tax		7,099	21,561	(23,235)	11,816
Income tax (expense)/benefit	10	(7,193)	(3,600)	2,074	(1,153)
(Loss)/profit for the period		(94)	17,961	(21,161)	10,663
Basic and diluted earnings/(loss) per share (in USD)	19	–	0.051	(0.060)	0.030

On behalf of the Group's management





Ibrahim Canliel

Chief Executive Officer

Gonzalo Pires

Chief Financial Officer

Sayle Khasanova

Chief Accountant

4 August 2026

Almaty, Republic of Kazakhstan

The notes on pages 8-38 form an integral part of this condensed consolidated interim financial information.

For the six-month period ended 30 June 2026 (unaudited)

		Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
<i>(in thousands of USD)</i>	Notes				
Loss for the period		(94)	17,961	(21,161)	10,663
Other comprehensive income					
<i>Other comprehensive income that may be reclassified to profit or loss in subsequent periods (net of tax):</i>					
Cash flow hedges effective portion of changes in fair value		(2,049)	(367)	147	(226)
Corporate income tax related to cash flow hedges – effective portion of changes in fair value		410	73	(29)	45
Realised net loss from cash flow hedging instruments	24	–	2,119	–	4,225
Corporate income tax related to loss from hedging instruments	24	–	(424)	–	(845)
Net other comprehensive (loss)/income that may be reclassified to profit or loss in subsequent periods, net of tax		(1,639)	1,401	118	3,199
Other comprehensive (loss)/income for the period, net of tax		(1,639)	1,401	118	3,199
Total comprehensive (loss)/income for the period		(1,733)	19,362	(21,043)	13,862

On behalf of the Group's management:



Chief Accountant

4 August 2026
Almaty, Republic of Kazakhstan

The notes on pages 8-38 form an integral part of this condensed consolidated interim financial information.

INTERIM CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As at 30 June 2026 (unaudited)

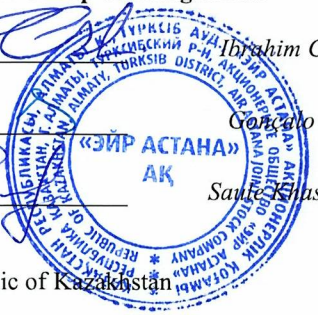
<i>(in thousands of USD)</i>	Notes	30 June 2026 (unaudited)	31 December 2025
Assets			
Non-current assets			
Property and equipment	11	1,250,719	1,195,775
Intangible assets		6,662	6,502
Prepayments	15	65,688	20,326
Guarantee deposits	13	44,882	44,950
Trade and other receivables	16	2,134	1,661
Deferred tax assets	10	103,224	80,925
		1,473,309	1,350,139
Current assets			
Inventories	14	95,301	86,417
Prepayments	15	42,028	31,414
Income tax prepaid		9,250	7,105
Trade and other receivables	16	73,237	25,997
Other taxes prepaid	17	42,639	31,900
Guarantee deposits	13	7,489	50,490
Other financial assets		–	243
Cash and cash equivalents	18	481,472	472,876
		751,416	706,442
Total assets		2,224,725	2,056,581
Equity and liabilities			
Equity			
Share capital	19	138,112	138,112
Functional currency transition reserve		(9,324)	(9,324)
Other reserves		(1,576)	(1,285)
Treasury shares		(6,166)	(5,460)
Reserve on hedging instruments, net of tax		–	(118)
Retained earnings		218,885	247,389
Total equity		339,931	369,314
Non-current liabilities			
Loans	24	4,971	4,965
Lease liabilities	24	890,521	846,256
Provision for aircraft maintenance	22	278,827	264,313
Employee benefits		1,310	1,226
		1,175,629	1,116,760
Current liabilities			
Trade and other payables	23	167,663	123,411
Loans	24	687	627
Lease liabilities	24	221,095	198,111
Deferred revenue	21	150,130	99,079
Provision for aircraft maintenance	22	165,991	136,817
Income tax payable		3,599	12,462
		709,165	570,507
Total liabilities		1,884,794	1,687,267
Total equity and liabilities		2,224,725	2,056,581
Book value per ordinary share (in USD) *	19	0.943	1.025

* Disclosure of the book value per common share is not covered by IFRS and is disclosed upon request and in accordance with the rules of KASE.

The number of ordinary shares used in calculation as of 30 June 2026 and 31 December 2025 was 353,447,793 and 353,948,253 respectively.

On behalf of the Group's management:



Ibrahim Canliel

Chief Executive Officer

Gonçalo Pires

Chief Financial Officer

Saule Mussenova

Chief Accountant

4 August 2026

Almaty, Republic of Kazakhstan

The notes on pages 8-38 form an integral part of this condensed consolidated interim financial information.

INTERIM CONDENSED CONSOLIDATED STATEMENT OF CHANGES IN EQUITY**For the six-month period ended 30 June 2026 (unaudited)**

<i>(in thousands of USD)</i>	Share capital	Treasury shares	Other reserves	Functional currency translation reserve	Reserve on hedging instruments	Retained earnings	Total equity
At 1 January 2025	138,112	(8,240)	3,009	(9,324)	(5,775)	276,748	394,530
Profit for the period (unaudited)	–	–	–	–	–	10,663	10,663
Other comprehensive income: Realised loss on cash flow hedging instruments and effective portion of changes in fair value of fuel call options, net of tax (unaudited)	–	–	–	–	3,199	–	3,199
Total comprehensive income for the period (unaudited)	–	–	–	–	3,199	10,663	13,862
Dividends declared (unaudited) <i>(Note 19)</i>	–	–	–	–	–	(37,253)	(37,253)
Transfer of rights to equity instruments for share-based payments (unaudited)	–	5,350	(5,365)	–	–	–	(15)
Treasury shares purchased (unaudited) <i>(Note 19)</i>	–	(1,712)	–	–	–	–	(1,712)
Equity settled share-based program (unaudited) <i>(Note 20)</i>	–	–	426	–	–	–	426
Cancelled rights of share-based payments	–	–	(328)	–	–	–	(328)
At 30 June 2025 (unaudited)	138,112	(4,602)	(2,258)	(9,324)	(2,576)	250,158	369,510

The notes on pages 8-38 form an integral part of this condensed consolidated interim financial information.

INTERIM CONDENSED CONSOLIDATED STATEMENT OF CHANGES IN EQUITY (continued)

<i>(in thousands of USD)</i>	Share capital	Treasury shares	Other reserves	Functional currency translation reserve	Reserve on hedging instruments	Retained earnings	Total equity
At 1 January 2026	138,112	(5,460)	(1,285)	(9,324)	(118)	247,389	369,314
Loss for the period (unaudited)	-	-	-	-	-	(21,161)	(21,161)
Other comprehensive income: Realised loss on cash flow hedging instruments and effective portion of changes in fair value of fuel call options, net of tax (unaudited)	-	-	-	-	118	-	118
Total comprehensive loss for the period (unaudited)	-	-	-	-	118	(21,161)	(21,043)
Dividends declared (unaudited) (Note 19)	-	-	-	-	-	(7,343)	(7,343)
Treasury shares purchased (unaudited) (Note 19)	-	(706)	-	-	-	-	(706)
Equity settled share-based program (unaudited) (Note 20)	-	-	1,177	-	-	-	1,177
Cancelled rights of share-based payments	-	-	(1,468)	-	-	-	(1,468)
At 30 June 2026 (unaudited)	138,112	(6,166)	(1,576)	(9,324)	-	218,885	339,931

On behalf of the Group's management:



Ibrahim Canliel
Gongora Pires
Saima Khassenova

Chief Executive Officer

Chief Financial Officer

Chief Accountant

4 August 2026
Almaty, Republic of Kazakhstan

The notes on pages 8-38 form an integral part of this condensed consolidated interim financial information.

INTERIM CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS**For the six-month period ended 30 June 2026 (unaudited)**

<i>(in thousands of USD)</i>	Notes	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Operating activities:			
(Loss)/profit before tax		(23,235)	11,816
Adjustments for:			
Depreciation and amortisation of property and equipment and intangible assets	12	126,293	109,704
Gain from sale and leaseback transactions and gain from sale of inventories		(23,729)	(14,469)
Change in impairment allowance for prepayments, trade receivables, guarantee deposits and cash and cash equivalents	13, 15, 16, 18	194	26
Write-down / (reversal of write off) to net realisable value of inventories		(112)	1,832
Change in vacation accrual	23	1,613	2,339
Accrual of provision for aircraft maintenance	22	57,778	49,214
Change in customer loyalty programme contract liability	21	(3,620)	298
Foreign exchange loss, net		858	4,843
Finance income		(8,609)	(11,007)
Finance costs		44,421	39,900
Equity-settled share-based payment	20	(219)	98
Operating cash flow before changes in operating assets and liabilities		171,633	194,594
Change in trade and other accounts receivables		(42,672)	(24,361)
Change in prepayments		(21,997)	(12,065)
Change in inventories		(8,360)	(1,134)
Change in trade and other payables and provision of aircraft maintenance		(19,148)	(15,076)
Change in deferred revenue		54,671	48,874
Change in other financial assets		390	(37)
Cash generated from operations		134,517	190,795
Income tax paid		(30,359)	(14,592)
Interest received		8,595	11,007
Net cash generated from operating activities		112,753	187,210
Investing activities:			
Purchase of property and equipment		(30,236)	(20,397)
Proceeds from sale and leaseback transaction	7	71,661	40,025
Proceeds from disposal of property and equipment		8,231	1,243
Purchase of intangible assets		(693)	(968)
Bank and Guarantee deposits placed		(7,891)	(3,589)
Bank and Guarantee deposits withdrawn		4,382	371
Net cash generated from investing activities		45,454	16,685

The notes on pages 8-38 form an integral part of this condensed consolidated interim financial information.

INTERIM CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS (unaudited)
(continued)

<i>(in thousands of USD)</i>	Notes	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Financing activities:			
Repayment of lease liabilities	24	(103,979)	(96,206)
Interest paid	24	(37,273)	(31,205)
Repayment of borrowings and additional financing from sale and leaseback	24	(319)	(208)
Proceeds from borrowings	7, 24	385	5,518
Treasury shares purchased	19	(706)	(1,712)
Dividends paid	19	(7,343)	(37,253)
Net cash used in from financing activities		(149,235)	(161,066)
Net increase in cash and cash equivalents		8,972	42,829
Effect of exchange rate changes on cash and cash equivalents held in foreign currencies		(374)	62
Effects of movements in ECL on cash and cash equivalents		(2)	(2)
Cash and cash equivalents, at the beginning of the period	18	472,876	488,702
Cash and cash equivalents, at the end of the period	18	481,472	531,591

On behalf of the Group's management:



 Ibrahin Canliel
 Chief Executive Officer


 Gonçalo Pires
 Chief Financial Officer


 Saule Khassenova
 Chief Accountant

4 August 2026
Almaty, Republic of Kazakhstan

The notes on pages 8-38 form an integral part of this condensed consolidated interim financial information.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION**For the six-month period ended 30 June 2026**

1. NATURE OF ACTIVITIES

JSC Air Astana (the “Company”) is a joint stock company as defined in the Civil Code of the Republic of Kazakhstan.

The Company was established as a closed joint stock company on 14 September 2001 by Resolution of the Government of the Republic of Kazakhstan #1118 dated 29 August 2001. Due to a change in legislation introduced in 2003, the Company was re-registered as a joint stock company on 27 May 2005.

The Company has a subsidiary JSC “FlyArystan” (formerly JSC “Aviation Company “Air Kazakhstan”) (hereinafter – the “Subsidiary”) which was acquired in November 2019 by purchasing one hundred percent of the shares and voting interests. Together the Company and the Subsidiary are referred to as the “Group”.

In October 2024, the Subsidiary was assigned FS code by the International Air Transport Association (IATA) and started tickets sales for passenger flights, scheduled after 31 December 2024. In December 2024, the Subsidiary operated its first charter flight. Before October 2024, the Subsidiary has not been carrying out any operating activities of passenger and cargo transportation. Starting from January 2025, the Subsidiary has commenced to carry out the activities of FlyArystan brand for provision of passengers and cargo transportation by civil aviation aircraft services.

In June 2025, the Group established LLP ‘Air Astana Terminal Services’, in which it holds a 100% ownership interest. The subsidiary is included in the Group’s consolidation. During the six-month period ended 30 June 2026, the subsidiary did not conduct operating activities and did not have material assets, liabilities, income or expenses.

The Group’s principal activity is the provision of scheduled domestic and international air services for passengers. Other business activities include freight and mail transportation.

As at 30 June 2026 and 31 December 2025, the Group operated 63 and 62 aircraft respectively.

On December 18 2025, BAE Systems Kazakhstan Limited sold 9,000 thousand Global Depositary Receipts (GDRs), representing 10.1% of the Company’s issued share capital. As of 31 December 2025, BAE Systems Kazakhstan Limited retains ownership of 6.85% of issued share capital.

On March 18 2026, the BAE Systems announced the sale of their remaining share stake in the Group accounting for 6,110 thousand GDRs representing 6.85% of total shares. As of 30 June 2026, the share stake of the BAE Systems in the Group was equal to nil (Note 28).

2. BASIS OF ACCOUNTING**Statement of compliance**

This condensed consolidated interim financial information has been prepared in accordance with IAS 34 *Interim Financial Reporting*. Selected explanatory notes are included to explain events and transactions that are significant to an understanding of the changes in financial position and performance of the Group since the last annual consolidated financial statements as at and for the year ended 31 December 2025. This condensed consolidated interim financial information should be read in conjunction with those financial statements. This condensed consolidated interim financial information does not include all the information required for full annual financial statements prepared in accordance with IFRS accounting standards as issued by the International Accounting Standards Board (“IFRS accounting standards”).

Functional and presentation currency

Even though the national currency of Kazakhstan is the Kazakhstani tenge (“tenge”), the Company’s functional currency is determined as the US Dollar (“USD”). The USD reflects the economic substance of the underlying events and circumstances of the Company and is the functional currency of the primary economic environment in which the Company operates. The functional currency of the Company’s subsidiary FlyArystan is determined as the US Dollar.

All currencies other than the currency selected for measuring items in the condensed consolidated interim financial information are treated as foreign currencies. Accordingly, transactions and balances denominated in currencies other than USD are remeasured into USD in accordance with IAS 21 *The Effects of Changes in Foreign Exchange Rates*.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

2. BASIS OF ACCOUNTING (continued)**Functional and presentation currency (continued)**

As requested by shareholders, the Group prepares two sets of financial statements with presentation currency Kazakhstani tenge and USD as shareholders believe that both currencies are useful for the users of the Group's financial statements. This condensed consolidated interim financial information for the three- and six-month periods ended 30 June 2026 has been presented in USD. All financial information presented in USD has been rounded to the nearest thousand.

Going concern

The condensed consolidated interim financial information has been prepared on a going concern basis. Management has considered the Group's liquidity position, forecast cash flows, available financing facilities, aircraft lease obligations and other relevant factors for at least twelve months from the reporting date and concluded that the going concern basis of preparation remains appropriate.

3. MATERIAL ACCOUNTING POLICIES**New standards, interpretations and amendments adopted by the Group**

The accounting policies adopted in the preparation of the interim condensed consolidated financial information are consistent with those followed in the preparation of the Group's annual consolidated financial statements for the year ended 31 December 2025, except for the adoption of new standards effective as of 1 January 2026. The Group has not early adopted any standard, interpretation or amendment that has been issued but is not yet effective.

Classification and Measurement of Financial Instruments – Amendments to IFRS 9 and IFRS 7

In May 2024, the IASB issued Amendments to IFRS 9 and IFRS 7, Amendments to the Classification and Measurement of Financial Instruments (the Amendments). The Amendments include:

- Clarifications of the requirements for recognition and derecognition of financial assets and financial liabilities. In particular, a financial liability is derecognised on the 'settlement date' and an accounting policy choice is introduced (if specific conditions are met) to derecognise financial liabilities settled using an electronic payment system before the settlement date;
- Additional guidance on how the contractual cash flows for financial assets with environmental, social and corporate governance (ESG) and similar features should be assessed;
- Clarifications on what constitutes 'non-recourse features' and what are the characteristics of contractually linked instruments;
- The introduction of disclosures for financial instruments with contingent features and additional disclosure requirements for equity instruments classified at fair value through other comprehensive income (OCI).

The amendments had no impact on the Group's interim condensed financial information.

Annual Improvements to IFRS Accounting Standards – Volume 11

In July 2024, the IASB issued nine narrow scope amendments as part of its periodic maintenance of IFRS Accounting standards. The amendments include clarifications, simplifications, corrections or changes to improve consistency in IFRS 1 *First-time Adoption of International Financial Reporting Standards*, IFRS 7 *Financial instruments: Disclosure* and its accompanying Guidance on implementing IFRS 7, IFRS 9 *Financial Instruments*, IFRS 10 *Consolidated Financial Statements* and IAS 7 *Statements of Cash Flows*.

The amendments had no impact on the Group's interim condensed financial information.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

3. MATERIAL ACCOUNTING POLICIES (continued)**New standards, interpretations and amendments adopted by the Group (continued)*****Contracts Referencing Nature-dependent Electricity – Amendments to IFRS 9 and IFRS 7***

In December 2024, the IASB issued Amendments to IFRS 9 and IFRS 7 - *Contracts Referencing Nature-dependent Electricity*. The amendments apply only to contracts that reference nature-dependent electricity, and they:

- Clarify the application of the ‘own-use’ requirements for in-scope contracts;
- Amend the designation requirements for a hedged item in a cash flow hedging relationship for in-scope contracts.

Add new disclosure requirements to enable investors to understand the effect of these contracts on a company’s financial performance and cash flows.

The amendments had no impact on Group’s interim condensed financial information.

4. CRITICAL ACCOUNTING JUDGEMENTS AND KEY SOURCES OF ESTIMATION UNCERTAINTY

In preparing this condensed consolidated interim financial information, the significant judgments made by management in applying the Group’s accounting policies and the key sources of estimation uncertainty were consistent with those that were applied to the Group’s annual financial statements for 2025 prepared in accordance with IFRS accounting standards.

5. SEASONALITY OF OPERATIONS

The Group is a provider of passenger and cargo air transportation services, offering scheduled and charter flights across domestic and international routes. Owing to the seasonal nature of the airline business, higher revenues and operating profits are ordinarily expected in the second half of the financial year — and particularly the third quarter — than in the first half. This is primarily attributable to increased demand for air travel during the peak holiday and vacation season in the summer months of June to August. .

6. SEGMENT REPORTING

For management purposes, the Group is organised into legal entities based on its services and has two reportable segments, as follows:

- Full-service brand Air Astana, that provides scheduled and charter, point-to-point and transit, short-haul and long-haul air travel and cargo on domestic, regional and international routes;
- Low-cost brand FlyArystan, that provides scheduled short haul and medium-haul, point-to-point air travel across Kazakhstan and further into the Caucasus, Central Asia, Turkey and the Middle East.

No operating segments have been aggregated to form the above reportable operating segments.

The Group’s management makes decisions regarding resource allocation to segments based upon the results and the activities of its full-service brand Air Astana and low-cost brand FlyArystan segments for the purpose of segments’ performance evaluation. The Group management uses the operating profit calculated according to IFRS accounting standards while evaluating the performance of the segments adjusted for the impact of inter-segments leases.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

6. SEGMENT REPORTING (continued)

Financial results for the six-month period ended 30 June 2026 and 30 June 2025:

<i>(in thousands of USD)</i> Condensed consolidated interim profit or loss statement	Six-month period ended 30 June 2026 (unaudited) Air Astana	Six-month period ended 30 June 2026 (unaudited) FlyArystan	Inter-group elimination (unaudited)	Total
Revenue and other income				
Passenger revenue	565,806	155,626	46	721,478
Other income	39,913	1,116	(31,942)	9,087
Gain from sale and leaseback transactions	20,150	–	–	20,150
Cargo and mail	13,229	937	(937)	13,229
Lease	10,519	33,871	(44,390)	–
Total revenue and other income	649,617	191,550	(77,223)	763,944
Operating expenses				
Fuel and oil costs	(140,870)	(40,150)	–	(181,020)
Employee and crew costs	(126,181)	(22,291)	12,753	(135,719)
Depreciation and amortisation	(88,813)	(42,423)	4,943	(126,293)
Passenger service	(72,532)	(9,571)	28	(82,075)
Engineering and maintenance	(66,815)	(42,197)	27,781	(81,231)
Handling, landing fees and route charges	(60,155)	(16,069)	1,652	(74,572)
Selling costs	(25,788)	(1,308)	–	(27,096)
Aircraft variable lease costs	(23,098)	(3,429)	25,234	(1,293)
Information technology	(4,869)	(483)	12	(5,340)
Insurance	(4,865)	(2,268)	–	(7,133)
Consultancy, legal and professional services	(3,190)	(8,656)	9,430	(2,416)
Property and office costs	(2,817)	(68)	1	(2,884)
Taxes, other than income, and other expenses	(22,226)	(1,112)	(74)	(23,412)
Total operating expenses	(642,219)	(190,025)	81,760	(750,484)
Operating profit/(loss)	7,398	1,525	4,537	13,460
Finance income	7,019	7,079	(5,460)	8,638
Finance costs	(31,378)	(19,132)	6,008	(44,502)
Foreign exchange loss, net	(125)	(706)	–	(831)
Loss before tax	(17,086)	(11,234)	5,085	(23,235)
Income tax benefit	669	1,405	–	2,074
Loss for the period	(16,417)	(9,829)	5,085	(21,161)
Other Segmental Information				
Total Assets	1,724,439	698,838	(198,552)	2,224,725
Total Liabilities	1,375,816	707,991	(199,013)	1,884,794

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

6. SEGMENT REPORTING (continued)

<i>(in thousands of USD)</i> Condensed consolidated interim profit or loss statement	Six-month period ended 30 June 2025 (unaudited) Air Astana	Six-month period ended 30 June 2025 (unaudited) FlyArystan	Inter-group elimination (unaudited)	Total
Revenue and other income				
Passenger revenue	479,263	148,608	(4)	627,867
Other income	34,739	902	(31,976)	3,665
Gain from sale and leaseback transactions	14,309	–	–	14,309
Cargo and mail	12,368	940	(940)	12,368
Lease	11,180	22,231	(33,411)	–
Total revenue and other income	551,859	172,681	(66,331)	658,209
Operating expenses				
Fuel and oil costs	(109,038)	(39,031)	161	(147,908)
Employee and crew costs	(103,764)	(15,653)	6,199	(113,218)
Depreciation and amortisation	(78,552)	(36,138)	4,986	(109,704)
Passenger service	(55,293)	(8,461)	433	(63,321)
Handling, landing fees and route charges	(53,843)	(14,016)	2,708	(65,151)
Engineering and maintenance	(39,819)	(30,645)	12,118	(58,346)
Aircraft variable lease costs	(23,376)	(5,574)	27,805	(1,145)
Selling costs	(22,333)	(1,076)	–	(23,409)
Insurance	(4,901)	(1,935)	–	(6,836)
Consultancy, legal and professional services	(3,662)	(13,707)	14,414	(2,955)
Information technology	(2,938)	(426)	6	(3,358)
Property and office costs	(2,131)	(62)	4	(2,189)
Taxes, other than income, and other expenses	(16,933)	(882)	2,739	(15,076)
Total operating expenses	(516,583)	(167,606)	71,573	(612,616)
Operating profit	35,276	5,075	5,242	45,593
Finance income	10,015	5,425	(4,407)	11,033
Finance costs	(27,948)	(17,795)	5,776	(39,967)
Foreign exchange loss/(gain), net	(5,090)	247	–	(4,843)
Profit/(loss) before tax	12,253	(7,048)	6,611	11,816
Income tax expense/(benefit)	(2,573)	1,420	–	(1,153)
Profit/(loss) for the period	9,680	(5,628)	6,611	10,663

<i>(in thousands of USD)</i>	31 December 2025 Air Astana	31 December 2025 FlyArystan	Inter-group elimination	Total
Other Segmental Information				
Total Assets	1,581,132	711,508	(236,059)	2,056,581
Total Liabilities	1,207,869	710,833	(231,435)	1,687,267

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

7. REVENUE AND OTHER INCOME

<i>(in thousands of USD)</i> Passenger revenue	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Scheduled passenger flights	381,393	321,177	668,295	571,150
including:				
Fuel surcharge	45,266	29,101	72,335	54,081
Airport services	26,775	16,669	46,234	30,445
Excess baggage	1,681	1,586	3,140	2,930
Charter flights	25,471	36,072	53,183	56,717
	406,864	357,249	721,478	627,867

Passenger revenue increased by USD 93,611 thousand, or 14.9% increase, for the period ended 30 June 2026 as compared to the same period in 2025.

<i>(in thousands of USD)</i> Cargo and mail	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Cargo-Regular	7,034	6,079	12,250	11,326
Mail	513	529	979	1,042
	7,547	6,608	13,229	12,368

Cargo and mail revenue increased by USD 861 thousand, or 7% increase, for the period ended 30 June 2026 as compared to the same period in 2025.

The geographical analysis below represents the disaggregation of revenue from contracts with customers during the six-month period ended 30 June 2026 and 2025:

<i>(in thousands of USD)</i>	Operating segments		Intergroup Elimination (unaudited)	Three-month period ended 30 June 2026 (unaudited)
	Three-month period ended 30 June 2026 (unaudited) Air Astana	Three-month period ended 30 June 2026 (unaudited) FlyArystan		
Asia and Middle East	134,190	2,343	179	136,712
Domestic	77,464	78,396	(792)	155,068
Europe	74,613	5,122	69	79,804
CIS	34,068	8,748	11	42,827
Total Passenger and Cargo and mail revenue	320,335	94,609	(533)	414,411

<i>(in thousands of USD)</i>	Operating segments		Intergroup Elimination (unaudited)	Six-month period ended 30 June 2026 (unaudited)
	Six-month period ended 30 June 2026 (unaudited) Air Astana	Six-month period ended 30 June 2026 (unaudited) FlyArystan		
Asia and Middle East	293,623	7,337	181	301,141
Domestic	132,487	132,207	(1,153)	263,541
Europe	105,659	5,122	70	110,851
CIS	47,265	11,899	10	59,174
Total Passenger and Cargo and mail revenue	579,034	156,565	(892)	734,707

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

7. REVENUE AND OTHER INCOME (continued)

	Operating segments			
	Three-month period ended 30 June 2025 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Intergroup Elimination (unaudited)	Three-month period ended 30 June 2025 (unaudited)
(in thousands of USD)	Air Astana	FlyArystan		
Asia and Middle East	119,838	3,067	(3)	122,902
Domestic	64,718	72,931	(449)	137,200
Europe	63,371	9,451	(2)	72,820
CIS	23,144	7,800	(9)	30,935
Total Passenger and Cargo and mail revenue	271,071	93,249	(463)	363,857

(in thousands of USD)	Operating segments		Intergroup Elimination (unaudited)	Six-month period ended 30 June 2025 (unaudited)
	Six-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2025 (unaudited)		
	Air Astana	FlyArystan		
Asia and Middle East	254,177	7,127	(3)	261,301
Domestic	113,588	121,215	(930)	233,873
Europe	90,925	10,359	(2)	101,282
CIS	32,941	10,847	(9)	43,779
Total Passenger and Cargo and mail revenue	491,631	149,548	(944)	640,235

Gain from sale and leaseback transactions

As of 30 June 2026, The Group purchased four spare engines, which were immediately sold as part of a sale and leaseback transaction. Total cash receipt from the transaction was USD 71,661 thousand and the total amount of trade receivable of USD 25,369 thousand related to the sale and leaseback transaction was not collected. Before the transaction, the engines were carried at a cost of USD 61,901 thousand. At the same time, the Group entered into the contracts with the Buyer-lessor for the right to use the engines for eight years with monthly payments. The terms and conditions of the transactions are such that the transfer of the engine by the Group satisfies the requirements of IFRS 15 *Revenue from Contracts with Customers* to be accounted for as a sale of the engines. Accordingly, the Group and Buyer-lessor accounted for the transaction as a sale and leaseback. As the gain arises from the disposal of non-current assets accounted for under IFRS 16 rather than from contracts with customers within the scope of IFRS 15, it is not included in the disaggregation of revenue from contracts with customers

The fair value of the engine at the date of sale was USD 96,645 thousand and the Group recognised a right-of-use assets of USD 29,225 thousand and lease liabilities of USD 43,819 thousand. The consideration for three engines was assessed to be at fair value. For one engine, the consideration exceeded fair value by USD 385 thousand. This excess was accounted for as additional financing provided by the buyer-lessor and presented within borrowings. The present value of the corresponding annual payments was USD 43,819 thousand.

Applying paragraph 100(a) of IFRS 16, at the commencement date, the Group measured the right-of-use asset arising from the leaseback of the engines at the proportion of the previous carrying amount of the engines that relates to the right-of-use retained by the Group, which is USD 29,226 thousand. Accordingly, the Group recognized a net gain of USD 20,150 thousand which represents the excess of the sale proceeds over lease liabilities and the changes in engines' related assets.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

7. REVENUE AND OTHER INCOME (continued)

Gain from sale and leaseback transactions (continued)

As at 30 June 2025 two of the Group's engines were sold as a part of sale and leaseback transactions. The Group measured the right-of-use assets arising from the leaseback at the proportion of the previous carrying amount of the asset that relates to the right-of-use retained by the Group. Accordingly, the Group recognized a net gain of USD 14,309 thousand which represents the excess of the sale proceeds over lease liabilities and the changes in engines' related assets. The Group has sold the spare engines for the total amount of USD 45,558 thousand with the carrying value of USD 16,745 and recognised a right-of-use assets of USD 6,792 thousand and lease liabilities of USD 15,455 thousand. Under the lease agreement the Group has leased back the spare engines for eight years with monthly payments. The Group recognised USD 5,518 thousand as the excess of sale proceeds above the fair value of the underlying asset as financing cash inflow with USD 40,025 thousand (the amount of the sale proceeds) presented within investing activities in the interim condensed consolidated statement of cash flows. As at 30 June 2025 the financial liability of USD 5,518 thousand was presented as the part of long-term loans in the interim condensed consolidated statement of financial position.

8. OPERATING EXPENSES

<i>(in thousands of USD)</i>	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Employee and crew costs				
Wages and salaries	53,219	44,832	105,209	85,137
Accommodation and allowances	6,656	6,105	12,380	11,231
Social tax	3,907	4,492	7,912	8,909
Training	1,664	1,310	3,293	2,292
Other	3,266	3,009	6,925	5,649
	68,712	59,748	135,719	113,218

The average number of employees during the six-month period ended 30 June 2026 was 6,488 (30 June 2025: 6,114).

<i>(in thousands of USD)</i>	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Engineering and maintenance				
Maintenance, including components	34,710	21,056	61,210	38,075
Maintenance – variable lease payments	5,643	5,909	7,566	9,176
Spare parts	5,549	4,537	10,237	8,985
Technical inspection	1,157	1,237	2,218	2,110
	47,059	32,739	81,231	58,346

The increase in engineering and maintenance expenses was primarily driven by a higher number of maintenance events and increased aircraft utilisation across the Group's fleet. Passenger service costs increased in line with growth in passenger traffic and flight operations during the period. Handling, landing fees and route charges increased due to higher flight volumes and network expansion, reflecting increased operational activity. Employee and crew costs increased mainly as a result of workforce growth supporting the expansion of operations, together with salary adjustments and inflationary pressures in the markets in which the Group operates.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

8. OPERATING EXPENSES (continued)

<i>(in thousands of USD)</i> Handling, landing fees and route charges	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Aero navigation	15,455	13,860	27,801	25,119
Handling charge	13,431	13,678	30,574	28,375
Landing fees	6,775	5,930	12,353	10,398
Other	2,600	595	3,844	1,259
	38,261	34,063	74,572	65,151

<i>(in thousands of USD)</i> Passenger service	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Airport charges	22,423	15,917	40,489	29,570
Catering	13,322	10,984	24,833	20,211
Security	2,823	1,851	4,445	2,987
In-flight entertainment	1,910	1,832	3,707	3,439
Other	4,153	3,836	8,601	7,114
	44,631	34,420	82,075	63,321

<i>(in thousands of USD)</i> Selling costs	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Reservation costs	7,758	7,033	14,904	13,148
Commissions	4,420	3,430	7,728	5,721
Advertising	2,314	2,463	4,050	4,207
Other	247	209	414	333
	14,739	13,135	27,096	23,409

9. FINANCE INCOME AND COSTS

<i>(in thousands of USD)</i> Finance income	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Interest income on bank deposits	4,292	5,689	8,527	10,825
Other	60	182	111	208
	4,352	5,871	8,638	11,033

<i>(in thousands of USD)</i> Finance costs	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Interest expense on lease liabilities (Note 24)	19,054	17,466	37,098	33,697
Unwinding of the discount of provision for aircraft maintenance (Note 22)	3,657	3,062	7,057	5,883
Other	202	234	347	387
	22,913	20,762	44,502	39,967

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

10. INCOME TAX EXPENSE

The Group's income tax (expense)/benefit for the six-month period ended 30 June was as follows:

<i>(in thousands of USD)</i>	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Current income tax				
Current income tax	(20,711)	(11,977)	(22,568)	(15,690)
Adjustment recognised in the current period in relation to the current tax of prior periods	(329)	1,122	4,572	3,052
	(21,040)	(10,855)	(17,996)	(12,638)
Deferred tax				
Deferred income tax benefit	13,847	7,255	20,070	11,485
	13,847	7,255	20,070	11,485
	(7,193)	(3,600)	2,074	(1,153)

Deferred income taxes reflect the net tax effects of temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and the amounts used for income tax purposes. In addition, as the Company has a functional currency that is different from the currency of the country in which it is domiciled, it recognises temporary differences on changes in exchange rates which lead to changes in the tax basis rather than the book basis.

Income tax for the interim period is recognised based on management's best estimate of the weighted average annual income tax rate expected for the full financial year, adjusted for discrete items recognised in the period.

The tax effect on the major temporary differences that give rise to the deferred income tax assets and liabilities as at 30 June 2026 and 31 December 2025 is presented below.

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
Deferred tax assets		
Lease liabilities	228,552	215,745
Provision for aircraft maintenance	95,714	83,142
Trade and other payables	10,844	8,326
Trade Receivables	2,356	3,314
Other	1,470	1,492
Total deferred tax assets	338,936	312,019
Deferred tax liabilities		
Right of use assets	(201,856)	(192,595)
Difference in depreciable value of property, plant and equipment and intangible assets	(29,952)	(33,141)
Inventories	(3,019)	(3,690)
Prepaid expenses	(885)	(1,615)
Other	-	(53)
Total deferred tax liabilities	(235,712)	(231,094)
Net deferred tax assets	103,224	80,925

Deferred tax assets and liabilities are offset when there is a legally enforceable right to offset current tax assets against current tax liabilities and when they relate to income taxes levied by the same taxation authority on the same taxable entity. The management assessed the recoverability of the tax assets based on the taxable income forecasted for the current year adjusted to the historical non-deductible expenses.

Movements in deferred tax assets and liabilities were recognised in profit or loss, except for deferred tax related to cash flow hedges, which was recognised in other comprehensive income consistently with the underlying hedging reserve (six-month ended 2025: USD 800 thousand).

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

10. INCOME TAX EXPENSE (continued)

In accordance with the local tax legislation both hedged and unhedged foreign currency losses are treated as deductible expenses for the purpose of corporate income tax calculations. If such deductible expenses cannot be fully utilised in the year of origination the tax code permits an entity to carry forward the accumulated tax losses for the next ten years.

The income tax rate in the Republic of Kazakhstan, where the Group is located, at 30 June 2026 and 31 December 2025 was 20%. The taxation benefit for the year is different from that which would be obtained by applying the statutory income tax rate to profit or loss before income tax.

Below is a reconciliation of theoretical income tax at 20% (2025: 20%) to the actual income tax benefit recorded in the Group's condensed consolidated interim statement of profit or loss:

	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
<i>(in thousands of USD)</i>		
(Loss)/profit before tax	(23,235)	11,816
Corporate income tax %	20%	20%
Income tax benefit/(expense) at applicable rate	4,647	(2,363)
USD forex effect	1,178	1,758
Tax effect of non-deductible expenses	(4,768)	(1,871)
Other changes	1,017	1,323
Income tax benefit/(expense)	2,074	(1,153)

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)**11. PROPERTY AND EQUIPMENT**

<i>(in thousands of USD)</i>	Rotable spare parts	Office and training equipment	Building, premises and land	Technical equipment and vehicles	Aircraft	Equipment-in- transit and construction- in-progress	Total
Cost							
At 1 January 2025	138,583	26,687	56,470	15,919	1,707,895	7,109	1,952,663
Additions (unaudited)	32,040	1,058	3,212	77	190,260	(1,813)	224,834
Disposals (unaudited)	(24,317)	(284)	(853)	(260)	(20,747)	–	(46,461)
At 30 June 2025 (unaudited)	146,306	27,461	58,829	15,736	1,877,408	5,296	2,131,036
At 1 January 2026	187,881	28,934	63,351	16,660	1,967,346	15,057	2,279,229
Additions (unaudited)	110,692	10,544	407	1,393	65,270	(3,492)	184,814
Disposals (unaudited)	(2,422)	(742)	–	(3,873)	(19,581)	–	(26,618)
Transfers (unaudited)	(35,916)	14	–	477	37,210	(1,785)	–
At 30 June 2026 (unaudited)	260,235	38,750	63,758	14,657	2,050,245	9,780	2,437,425
Accumulated depreciation							
At 1 January 2025	55,504	10,703	19,054	6,453	797,665	–	889,379
Charge for the period (unaudited) (Note 12)	7,452	1,233	2,863	602	97,086	–	109,236
Disposals (unaudited)	(7,132)	(347)	(303)	(181)	(20,656)	–	(28,619)
At 30 June 2025 (unaudited)	55,824	11,589	21,614	6,874	874,095	–	969,996
At 1 January 2026	64,129	12,584	24,578	7,394	974,769	–	1,083,454
Charge for the period (unaudited) (Note 12)	16,364	2,016	3,258	539	103,583	–	125,760
Disposals (unaudited)	(930)	(715)	–	(1,646)	(19,217)	–	(22,508)
At 30 June 2026 (unaudited)	79,563	13,885	27,836	6,287	1,059,135	–	1,186,706
Net book value							
At 30 June 2025 (unaudited)	90,482	15,872	37,215	8,862	1,003,313	5,296	1,161,040
At 31 December 2025 (audited)	123,752	16,350	38,773	9,266	992,577	15,057	1,195,775
At 30 June 2026 (unaudited)	180,672	24,865	35,922	8,370	991,110	9,780	1,250,719

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

11. PROPERTY AND EQUIPMENT (continued)

The assets of the Group mainly consist of aircraft, rotatable spare parts and technical equipment and vehicles. Rotatable spare parts include aircraft modification costs.

As at 30 June 2026, the Group made a repayment of finance lease obligation in accordance with the lease schedule on one Boeing 767, resulting in the transfer of title for the aircraft. The book value of the aircraft was USD 17,253 thousand (31 December 2025: two Boeing 767 aircraft with book value of USD 29,389 thousand).

Consequently, the right-of-use assets related to these aircraft are now classified as owned property.

<i>(in thousands of USD)</i>	Rotable spare parts	Building, premises and land	Aircraft	Total
Cost				
At 1 January 2025	45,993	28,269	1,565,186	1,639,448
Additions and modifications (unaudited)	28,019	3,085	173,247	204,351
Disposals (unaudited)	(3,621)	(853)	(16,262)	(20,736)
At 30 June 2025 (unaudited)	70,391	30,501	1,722,171	1,823,063
At 1 January 2026	112,370	35,518	1,688,293	1,836,181
Additions and modifications (unaudited)	103,917	184	52,483	156,584
Disposals (unaudited)	–	–	(13,724)	(13,724)
Transfers (unaudited)	(36,657)	–	36,657	–
At 30 June 2026 (unaudited)	179,630	35,702	1,763,709	1,979,041
Accumulated depreciation				
At 1 January 2025	15,630	14,278	720,211	750,119
Charge for the period (unaudited)	3,454	2,524	91,103	97,081
Disposals (unaudited)	(2,891)	(303)	(16,215)	(19,409)
At 30 June 2025 (unaudited)	16,193	16,499	795,099	827,791
At 1 January 2026	24,906	19,127	831,177	875,210
Charge for the period (unaudited)	12,070	2,670	89,510	104,250
Disposals (unaudited)	–	–	(13,724)	(13,724)
At 30 June 2026 (unaudited)	36,976	21,797	906,963	965,736
Net book value				
At 30 June 2025 (unaudited)	54,198	14,002	927,072	995,272
At 31 December 2025 (audited)	87,464	16,391	857,116	960,971
At 30 June 2026 (unaudited)	142,654	13,905	856,746	1,013,305

The carrying value of lease liabilities related to aircraft amounted to USD 905,247 thousand as at 30 June 2026 (31 December 2025: USD 902,238 thousand) (refer to Note 24). The carrying amount of aircraft right-of-use assets amounted to USD 856,746 thousand as at 30 June 2026 (31 December 2025: USD 857,116 thousand). The total amount of Aircraft under lease as at 30 June 2026 includes twenty-four Airbus aircraft under leases related to the FlyArystan brand with the net book value of USD 340,956 thousand (31 December 2025: twenty-four Airbus aircraft with the net book value of USD 367,512 thousand).

As per the loan agreement with JSC Halyk Bank of Kazakhstan, the Technical Center (Hangar) in Astana, with a carrying amount of USD 17,345 thousand, is currently pledged in favour of JSC Halyk Bank of Kazakhstan (31 December 2025: USD 17,561 thousand).

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

12. DEPRECIATION AND AMORTISATION

<i>(in thousands of USD)</i>	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Depreciation of property and equipment (Note 11)	64,658	56,880	125,760	109,236
Amortisation of intangible assets	303	238	533	468
	64,961	57,118	126,293	109,704

13. GUARANTEE DEPOSITS

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
<i>Non-current</i>		
Guarantee deposits for leased aircraft	39,483	41,238
Other guarantee deposits	6,023	4,284
Impairment allowances	(624)	(572)
	44,882	44,950
<i>Current</i>		
Other guarantee deposits	4,052	3,473
Guarantee deposits for leased aircraft	3,455	47,017
Impairment allowances	(18)	–
	7,489	50,490
	52,371	95,440

Guarantee deposits for leased aircraft comprise security deposits required by the lease agreements as security for future lease payments to be made by the Group. Guarantee deposits are denominated primarily in US Dollars. The Group assesses credit risk for such deposits as low mainly because almost all lessors are rated from “AA” to “BBB” in accordance with Standard and Poor’s Global Ratings (S&P Global Ratings) credit quality grades.

For those lessors who are not credit rated by international rating agencies, the management calculates the expected credit loss based on the assumption that such lessors are rated at “CCC” by S&P Global Ratings. The amount of deposits with such lessors as of 30 June 2026 is USD 2,055 thousand (31 December 2025: USD 2,395 thousand).

As at 30 June 2026, the Group had guarantees and stand-by letters of credit in JSC Halyk Bank of Kazakhstan in the amount of USD 5,066 thousand, USD 15,653 thousand in JSC Altyn Bank and USD 22,349 thousand in JSC Citibank Kazakhstan.

As at 31 December 2025, the Group had guarantees and stand-by letters of credit in JSC Halyk Bank of Kazakhstan in the amount of USD 4,609 thousand, USD 12,455 thousand in JSC Altyn Bank and USD 22,693 thousand in JSC Citibank Kazakhstan.

Guarantee deposits for leased aircraft are receivable as follows:

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
Within one year	3,455	47,017
After one year but not more than five years	10,474	9,838
More than five years	29,014	31,400
	42,943	88,255
Fair value adjustment at initial recognition	(5)	–
	42,938	88,255

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

14. INVENTORIES

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
Spare parts	46,655	42,323
Fuel	19,338	23,036
Goods in transit	15,518	6,669
Crockery	3,796	3,413
Uniforms	3,614	3,351
Promotional materials	1,594	1,255
De-icing liquid	625	2,614
Other	4,161	3,756
Total inventories at the lower of cost and net realisable value	95,301	86,417

Goods in transit increased due to the purchase of the fuel in the amount of USD 11,607 thousand as of 30 June 2026 (30 June 2025: USD 1,798 thousand).

15. PREPAYMENTS

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
<i>Non-current</i>		
Prepayments for aircraft and rotatable spare parts	53,843	8,920
Advances for services	11,845	11,406
	65,688	20,326
<i>Current</i>		
Advances for goods	28,694	24,985
Advances for services	11,085	2,962
Prepayments of leases without transfer of legal title	2,249	3,494
	42,028	31,441
Impairment allowance for prepayments	–	(27)
	42,028	31,414

The increase in prepayments for long-term assets mainly relates to advance payments under aircraft purchase agreements for Boeing 787-9 and Airbus A320N aircraft. The related contractual commitments and expected delivery timing are disclosed in Note 27. Management assessed these prepayments for impairment and did not identify indicators of impairment as at 30 June 2026. As at 31 December 2025, the impairment allowance related to advance payments made to suppliers subject to legal claims. As at 30 June 2026, management reassessed the recoverability of such advances and reversed the allowance in full following favourable resolution of the related legal claims. The impairment allowance includes advance payments made by the Group to suppliers which are currently subject to legal claims for recovery due to the suppliers' inability to complete the transactions.

16. TRADE AND OTHER RECEIVABLES

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
<i>Non-current</i>		
Other financial assets	44,795	44,534
Other receivables	2,134	1,661
	46,929	46,195
Less: impairment allowance	(44,795)	(44,534)
	2,134	1,661
<i>Current</i>		
Trade receivables	71,439	24,075
Other receivables	2,974	2,684
	74,413	26,759
Less: impairment allowance	(1,176)	(762)
	73,237	25,997

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

16. TRADE AND OTHER RECEIVABLES (continued)

The increase in trade receivables primarily relates to USD 25,369 thousand receivable from the buyer-lessor under the sale and leaseback transaction described in *Note 7* and increased passenger and cargo receivables. The receivable from the buyer-lessor expected to be collected in July 2026. Management assessed expected credit losses on this receivable and concluded that the ECL is immaterial.

In 2016, due to the significant credit quality deterioration, KazInvestBank JSC announced that its banking license was recalled, and Delta Bank JSC experienced temporary suspension of its license for accepting new deposits and opening new accounts on 22 May 2017. Consequently, the management reclassified all funds held with these banks from the bank deposit line item to non-current trade and other receivables and recognised an impairment allowance of approximately 90% of the funds as at 31 December 2016.

As at 30 June 2026 and 31 December 2025 the allowance for those banks comprises 100% of their gross balances.

17. OTHER TAXES PREPAID

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
Value-added tax recoverable	41,884	31,404
Other taxes prepaid	755	496
	42,639	31,900

Value-added tax receivable is recognised within current assets as the Group annually applies for reimbursement of these amounts. VAT recoverable increased primarily due to higher taxable purchases during the period and the increase in the VAT rate in Kazakhstan from 12% to 16% effective from 2026.

18. CASH AND CASH EQUIVALENTS

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
Term deposits with an initial maturity of less than 3 months	399,919	406,208
Current accounts with foreign banks	58,386	37,591
Current accounts with local banks	12,689	28,472
US Treasury Bills with initial maturity of less than 3 months*	10,005	–
Accrued interest	359	527
Cash in hand	130	92
	481,488	472,890
Impairment allowance	(16)	(14)
	481,472	472,876

* US Treasury Bills are classified as cash equivalents because they are highly liquid, have an original maturity of less than three months from the date of acquisition and are held to meet short-term cash management needs.

19. EQUITY

As at 30 June 2026 share capital was comprised of 353,447,793 authorised, issued and fully paid ordinary shares (31 December 2025: 353,948,253 ordinary shares). The holders of ordinary shares are entitled to receive dividends as declared from time to time and are entitled to one vote per share at meetings of the Group.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

19. EQUITY (continued)

The movement of treasury shares for the periods ended 30 June 2026 and 31 December 2025 as follows:

<i>(in thousands of USD)</i>	Treasury shares
At January 1 2025	4,638,555
Equity settled share-based program	(4,638,555)
Treasury shares purchased	2,578,062
At December 31 2025	2,578,062
At January 1 2026	2,578,062
Treasury shares purchased	500,460
At June 30 2026	3,078,522

The number of authorised but not issued shares is 9,473,685 as at the date of approval of the condensed consolidated interim financial statements.

The total amount of treasury shares as at 30 June 2026 is 500,460 shares (30 June 2025: 2,525,917 shares). The Company repurchased its own shares on the open market during the six-month periods ended 30 June 2026 and 2025 for a total consideration of USD 706 thousand and USD 1,712 thousand, respectively.

In accordance with Kazakhstan legislation the Company's distributable reserves are limited to the balance of retained earnings as recorded in the Company's statutory financial statements prepared in accordance with IFRS accounting standards. A distribution cannot be made when equity is negative or if distribution would result in negative equity or the Company's insolvency.

As at 30 June 2026 the Company had retained earnings, including the loss for the current period, of USD 218,885 thousand (31 December 2025: USD 247,389 thousand).

On 29 May 2026, the Annual General Meeting of Shareholders approved the payment of ordinary dividends in the total amount of KZT 9.92 per ordinary share and KZT 39.68 per global depositary receipt (equal to four shares). During the six months ended on 30 June 2026, the Company accrued and paid out USD 7,343 thousand of dividends payables.

On 31 May 2025, the Annual General Meeting of Shareholders approved the payment of ordinary and special dividends in the total amount of KZT 53.7 per ordinary share and KZT 214.8 per global depositary receipt (equal to four shares). During the six months ended on 30 June 2025, the Company accrued and paid out USD 37,253 thousand of dividends payables.

On 17 March 2026 the Company announced the continuation of the buyback programme to purchase ordinary shares of the Company and global depositary receipts representing shares. The purpose of the programme is to meet the Company's obligations arising from its employee incentive programmes.

On 14 March 2025 the Company announced the second buyback programme to purchase ordinary shares of the Company and global depositary receipts representing shares. The purpose of the programme is to meet the Company's obligations arising from its employee incentive programmes.

The calculation of basic earnings per share is based on profit or loss for the period and the weighted average number of ordinary shares outstanding during the six-month period ended 30 June 2026.

<i>(in thousands of USD)</i>	Three-month period ended 30 June 2026 (unaudited)	Three-month period ended 30 June 2025 (unaudited)	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
(Loss)/profit for the period	(94)	17,961	(21,161)	10,663
Shares outstanding net of treasury shares	353,644,606	355,019,173	353,788,371	354,350,337
Earnings/(loss) per share – basic and diluted (USD)	–	0.051	(0.060)	0.030

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

19. EQUITY (continued)

Outstanding employee share schemes do not have dilutive impact on the earnings per share for the six-month period ended 30 June 2026.

Book value per share (non-IFRS measure)

In accordance with the KASE decision dated 4 October 2010, financial statements must contain information on the book value per share (common and preferred) as of the reporting date, calculated in accordance with the rules approved by the KASE.

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
Total assets	2,224,725	2,056,581
Less: intangible assets	(6,662)	(6,502)
Less: total liabilities	(1,884,794)	(1,687,267)
Net Asset Value	333,269	362,812
Number of ordinary shares	353,447,793	353,948,253
Book value per common share (in USD)	0.943	1.025

20. SHARE-BASED PAYMENTS

The Group operates share-based payment schemes as part of the total remuneration package provided to employees. These schemes include share award plans in which shares are provided to employees at no cost, subject to the Group achieving specified performance targets. All the programs imply equity settlement.

IPO Award

The IPO Award plan is granted to key management personnel. The IPO Award plan vests after one year from the IPO date, subject to continued service, with no further performance conditions. The fair value of IPO Award is based on the market value of the share at the reporting date. The programme was completed during the first quarter of 2025.

Long-Term Incentive Plan

The Long-Term Incentive Plan (LTIP) is a recurring plan granted to the key management personnel, following the announcement of full year results of each third IPO anniversary. The LTIP award is subject to the achievement of performance conditions: 60% of the award is based on a range of net profit margin targets for the 2026-2027 year-end, and 40% of the award is based on the Company's total shareholder return ("TSR") performance against a peer group of other airlines. The total award amount is determined by the fulfilment of these performance conditions. The plan terminates on the tenth anniversary. The fair value of LTIP is based on the market value of the share at the reporting date, KZT 653 (USD 1.36).

The fair value of awards granted within LTIP was determined at reporting date using a binomial model (The Cox-Ross-Rubinstein binomial model) for TSR and Monte Carlo model for EPS with the following assumptions:

Inputs into the Models	Long-Term Incentive Plan (2024-2026)	Long-Term Incentive Plan (2025-2027)	Long-Term Incentive Plan (2026-2028)
Market share price	1.36	1.36	1.36
Expected volatility	5.51 %	5.51%	5.51%
Expected dividends	dividend payment does not have impact	dividend payment does not have impact	dividend payment does not have impact
Risk-free interest rate (based on US Treasury bonds)	2.37%	4.12%	4.12 %

The expected volatility of Group's share return was determined as the median volatility of peer companies' share returns. As of 30 June 2026, the weighted average performance conditions levels for EPS and TSR of the 2024-2026 programme – 62.53%, the 2025-2027 programme – 57.78% and the 2026-2028 programme – 59.16% (30 June 2025: the 2024-2026 programme – 60.14%, the 2025-2027 programme – 57.32% and the 2026-2028 programme – nil).

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

20. SHARE-BASED PAYMENTS (continued)

Employee Share Ownership Plan

The Employee Share Ownership Plan (ESOP) is granted to eligible employees who had worked for the company for at least 1 year prior to the IPO. The ESOP will vest one year after the IPO with no further performance conditions except for continuous service. The programme was completed during the first quarter of 2025.

Total expense recognised in the six-month period ended 30 June 2026 in respect to equity-settled share-based payment was USD 1,396 thousand before income tax of USD 219 thousand (30 June 2025: USD 533 thousand before income tax of USD 107 thousand).

The fair value of share rights at reporting date granted to employees is recognised as an expense, within “Employee and crew costs” in profit or loss, over the vesting periods (1 and 3 years). The corresponding entry is reflected directly in equity.

21. DEFERRED REVENUE

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
Unearned transportation revenue	138,521	83,850
Customer loyalty programme contract liability	11,609	15,229
Total contract liabilities	150,130	99,079

Revenue recognised during the 6 months period ended 30 June 2026 that was included in the opening unearned transportation revenue balance amounted to USD 83,850 thousand (6 months period ended 2025: USD 89,801 thousand). The increase in unearned transportation revenue primarily reflects higher advance ticket sales for flights scheduled after 30 June 2026, consistent with the seasonal peak in demand during the summer months. Unearned transportation revenue represents the value of tickets sold for which the transportation service has not yet been provided. Passenger revenue is recognised when transportation is provided.

The Group allocates part of the transaction price of passenger tickets to points awarded under the Nomad Club programme based on their relative stand-alone selling price. Revenue is recognised when the points are redeemed or when the likelihood of redemption becomes remote.

A portion of tickets sold is expected not to be used or refunded. The related revenue is recognised in proportion to the pattern of rights exercised by passengers as flights occur, reflecting the expected level of ticket breakage.

The Company applies the IFRS practical expedient under which it does not disclose the transaction price allocated to remaining performance obligations for contracts with an original expected duration of one year or less. The majority of the Company’s passenger ticket contracts fall within this exemption.

Deferred revenue attributable to the customer loyalty program refers to the Company’s Nomad Club program.

22. PROVISION FOR AIRCRAFT MAINTENANCE

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
Engines	386,773	346,098
D-Check	25,415	26,807
Landing gear	9,647	8,398
Auxiliary Power unit	8,092	6,420
Provision for redelivery of aircraft	7,889	7,713
C-Check	7,002	5,694
	444,818	401,130

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

22. PROVISION FOR AIRCRAFT MAINTENANCE (continued)

The movements in the provision for aircraft maintenance were as follows for the six-month periods ended 30 June 2026 and 30 June 2025:

<i>(in thousands of USD)</i>	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
At 1 January	401,130	315,135
Accrued during the period	58,362	52,410
Unwinding of the discount (Note 9)	7,057	5,883
Recognised in property, plant and equipment	(2,084)	541
Reversed during the period	(584)	(3,737)
Used during the period	(19,063)	(21,837)
At 30 June (unaudited)	444,818	348,395

The rates applied in discounting the provisions for aircraft maintenance as of 30 June 2026 were 4.07%–4.54% (30 June 2025: 3.74%–4.35%).

Under the terms of certain lease agreements without transfer of title for aircraft, the Group is obliged to carry out and pay for maintenance based on use of the aircraft and to return aircraft to the lessors in a satisfactory condition at the end of the lease term. The maintenance cost estimates used for calculating the provisions are stated in US Dollars.

The planned utilisation of these provisions is as follows:

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
Within one year	165,991	136,817
During the second year	96,389	98,046
During the third year	87,039	99,577
After the third year	95,399	66,690
Total provision for aircraft maintenance	444,818	401,130
Less: current portion	165,991	136,817
Non-current portion	278,827	264,313

Significant judgment is involved in determining the provision for aircraft maintenance. Management has engaged an independent specialist to assist in estimating the timing and cost of expected engine maintenance activities. The estimate by the independent specialist is prepared based on the current condition of aircraft, historical flight hours and cycles, expected future utilisation of the aircraft over the remaining life of the leases without transfer of title as well as requirements for returnable condition when the lease term is concluded.

The estimates are based on the following key assumptions:

- Expected utilisation rate for flight hours and cycles is based on historical data and actual usage;
- Market prices are used for services and parts;
- It is assumed that aircraft will be operated within standard norms and conditions; and

No provision has been recognised for unscheduled maintenance, because such costs do not represent a present obligation as at the reporting date. All provisions assumptions outlined above are consistent with the year-end assumptions.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

23. TRADE AND OTHER PAYABLES

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
<i>Financial liabilities</i>		
Trade payables	105,419	68,139
Deposits received from agents	12,427	10,379
Due to employees	10,159	8,764
Vacation pay accrual	5,210	3,597
Accrued bonuses	1,174	11,198
	134,389	102,077
<i>Non-financial liabilities</i>		
Advances received	22,230	16,541
Taxes payable	8,729	2,846
Pension contribution	1,784	1,721
Other	531	226
	33,274	21,334
	167,663	123,411

The increase in trade payables primarily resulted from higher operating activity, aircraft-related purchases and timing of supplier settlements. The decrease in accrued bonuses reflects settlement of 2025 bonus accruals during the period.

The Group's trade and other payables are denominated in the following currencies:

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
US Dollar	79,883	41,838
Tenge	50,126	52,156
Euro	10,167	7,669
British Pound	1,174	1,201
Other	26,313	20,547
	167,663	123,411

24. LEASE LIABILITIES

As at 30 June 2026, the Group fully repaid liabilities under fixed interest lease agreements with transfer of title related to the last Boeing 767 aircraft (31 December 2025: one Boeing 767 aircraft). The Group's borrowings and lease liabilities do not contain financial covenants that require compliance after the reporting date as a condition for classifying the liabilities as non-current. Certain financing agreements include cross-default clauses; however, these do not impose separate covenant compliance requirements within twelve months after the reporting date. Accordingly, the classification of the Group's liabilities as current or non-current is not affected by covenant conditions.

All other aircraft leases other than described above are contracted without the right for purchase at the end of the lease term.

The Group's lease liabilities are effectively secured by the lessors' rights to the underlying leased aircraft in the event of default under the lease agreements. The Group does not obtain legal title to these assets during the lease term.

The Group's obligations under leases are secured by the lessors' title to the leased assets. These assets have a carrying value of USD 1,012,773 thousand (31 December 2025: USD 960,971 thousand) (*Note 11*). The Group's lease obligations are mainly denominated in US Dollars.

Certain lease agreements may also require the Group to provide security deposits or guarantees in favour of the lessors in accordance with the respective lease terms.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

24. LEASE LIABILITIES (continued)

Reconciliation of movements of loans and lease liabilities to cash flows arising from financing activities

<i>(in thousands of USD)</i>	Loans (unaudited)	Lease liabilities (unaudited)	Total (unaudited)
Balance as at 1 January 2026	5,592	1,044,367	1,049,959
Changes from financing cash flows			
Proceed from borrowings	385	–	385
Repayment of lease liabilities	–	(103,979)	(103,979)
Interest paid	(193)	(37,080)	(37,273)
Repayment of additional financing	(319)	–	(319)
Total changes from financing cash flows	(127)	(141,059)	(141,186)
The effect of changes in foreign exchange rates	–	596	596
Other changes			
Non-cash settlement due to netting with guarantee deposits	–	(23)	(23)
New leases and modifications	–	170,637	170,637
Interest expense (Note 9)	193	37,098	37,291
Total other changes	193	207,712	207,905
Balance as at 30 June 2026	5,658	1,111,616	1,117,274

<i>(in thousands of USD)</i>	Loans (unaudited)	Lease liabilities (unaudited)	Total (unaudited)
Balance as at 1 January 2025	577	888,661	889,238
Changes from financing cash flows			
Proceed from borrowings	5,518	–	5,518
Repayment of lease liabilities	–	(96,206)	(96,206)
Interest paid	(115)	(31,090)	(31,205)
Repayment of additional financing	(208)	–	(208)
Total changes from financing cash flows	5,195	(127,296)	(122,101)
The effect of changes in foreign exchange rates	–	143	143
Other changes			
Non-cash settlement due to netting with guarantee deposits	–	(469)	(469)
New leases and modifications	–	200,536	200,536
Interest expense (Note 9)	115	33,697	33,812
Total other changes	115	233,764	233,879
Balance as at 30 June 2025	5,887	995,272	1,001,159

On 1 July 2015 the Group designated a portion of its US dollar lease obligations as hedges of highly probable future US Dollar revenue streams. The Group applied the cash flow hedge accounting model to this hedging transaction, in accordance with IAS 39.

In connection with the transition of the functional currency to US Dollar, this hedge ceased to be economically effective from 31 December 2017. As a result of the change, the hedge relationship has been discontinued so that starting from 1 January 2018 no further foreign currency translation gains or losses are transferred from profit or loss to the hedge reserve, and the hedge reserve recognised in equity as at 31 December 2017 shall remain in equity until the forecasted revenue cash flows are received.

During the six-month period of 2026 the amount reclassified from the hedging reserve to foreign exchange loss in the condensed consolidated interim profit and loss statement was equal to nil (six-month period ended 30 June 2025: USD 4,225 thousand (before income tax of USD 845 thousand)).

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

25. FINANCIAL INSTRUMENTS

Exposure to credit, interest rate, currency and commodity price risk arises in the normal course of the Group's business. The Group does not hedge its exposure to such risks, other than commodity price risk and interest rate risks arising from lease contractual obligations as discussed below.

Capital management

The Group manages its capital to ensure the Group will be able to continue as going concern while maximising the return to the shareholders through the optimisation of the debt and equity balance.

The capital structure of the Group consists of net debt (comprising loans and lease obligations in *Note 24*) and equity of the Group (comprising issued capital, functional currency translation reserve, reserve on hedging instruments and retained earnings as detailed in *Note 19*).

The Group is not subject to any externally imposed capital requirements.

The Group does not have a target gearing ratio.

Credit risk

Credit risk refers to the risk that a counterparty will default on its contractual obligations resulting in financial loss to the Group. The Group has adopted a policy of only dealing with creditworthy counterparties and obtaining sufficient collateral, where appropriate, as a means of mitigating the risk of financial loss from defaults. Credit exposure is controlled by counterparty limits that are reviewed and approved by the risk management committee annually.

The maximum exposure to credit risk related to financial instruments, such as cash, guarantee deposits and accounts receivable, is calculated on basis of their book value.

Trade receivables consist of a large number of customers, spread across diverse industries and geographical areas. Ongoing credit evaluation is performed on the financial condition of accounts receivable and, where appropriate, credit guarantee insurance cover is purchased.

As at 30 June 2026 there was no significant concentration of credit risk in respect of trade accounts receivable (*Note 16*).

The Group uses reputable banks and has established a prudent cash investment policy which limits the credit risk related to bank accounts and deposits.

As per the Group's cash management policy minimum credit ratings are required for banks to be added to the Group's list of accredited banks. The Group places its main amounts due from banks in banks with ratings of "BBB", or higher. The carrying amounts of financial assets represent the maximum credit exposure.

As at 30 June 2026 Management believes that there has been no significant increase in credit risk of major banks and debtors in comparison to the prior year end.

Interest rate risk

The Group is not exposed to significant interest rate risk because the Group borrows funds at fixed interest rates.

Foreign currency risk

The Group is exposed to foreign currency risk on sales and purchases that are denominated in currencies other than the US dollar. The currency giving rise to this risk is primarily the tenge and Euro. For amounts of liabilities denominated in foreign currencies refer to *Note 23*.

The management believes that it has taken appropriate measures to support the sustainability of the Group business under the current circumstances in respect of foreign currency risk.

Foreign currency sensitivity analysis

The Group is mainly exposed to the risk of change of exchange rates of the USD against tenge and Euro.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

25. FINANCIAL INSTRUMENTS (continued)

Foreign currency sensitivity analysis (continued)

The carrying value of the Group's monetary assets and liabilities in foreign currency as at the reporting date has been provided below. This disclosure excludes assets and liabilities denominated in other currencies as they do not have significant effect on the condensed consolidated interim financial information of the Group.

		30 June 2026	30 June 2026	31 December 2025	31 December 2025
		KZT	EUR	KZT	EUR
(in thousands of USD)	Notes	(unaudited)	(unaudited)		
Assets					
Trade and other receivables	16	33,004	3,340	12,503	1,256
Cash and cash equivalents	18	13,884	5,124	25,557	2,634
Guarantee deposits		591	364	540	333
Total		47,479	8,828	38,600	4,223
Liabilities					
Trade and other payables	23	50,126	10,167	52,156	7,669
Lease liabilities		11,690	–	11,989	–
Total		61,816	10,167	64,145	7,669
Net position		(14,337)	(1,339)	(25,545)	(3,446)

As at 30 June 2026 the following table details the Group's sensitivity of weakening of the US Dollar against the tenge by 10% (31 December 2025: 10%) and Euro by 10 % (31 December 2025: 10%) and strengthening of the US Dollar against the tenge by 10 % (31 December 2025: 10%) and Euro by 10 % (31 December 2025: 10%).

The sensitivity analysis includes only outstanding foreign currency denominated monetary items and adjusts their translation at the period end for above mentioned sensitivity ratios. The sensitivity analysis includes trade and other receivables, cash and cash equivalents, bank deposits, guarantee deposits, trade and other payables, financial assets and liabilities at fair value through profit or loss and lease liabilities.

A negative number below indicates a decrease in profit or loss and positive number would be an increase on the profit or loss.

	Weakening of US Dollar		Strengthening of US Dollar	
(in thousands of USD)	Tenge	Euro	Tenge	Euro
30 June 2026	10%	10%	(10%)	(10%)
Loss/(profit)	1,147	107	(1,147)	(107)

	Weakening of US Dollar		Strengthening of US Dollar	
(in thousands of USD)	Tenge	Euro	Tenge	Euro
31 December 2025	10%	10%	(10%)	(10%)
Loss/(profit)	(2,044)	(276)	2,044	276

The Group limits the currency risk by monitoring changes in exchange rates of foreign currencies in which trade and other receivables, cash and cash equivalents, bank deposits, guarantee deposits, trade and other payables, financial assets and liabilities at fair value through profit or loss, loans and lease liabilities are denominated.

Fuel price risk

The Group is exposed to fuel price risk. In order to mitigate such risk, under the Group's fuel price risk management strategy Asian Call Option contracts are entered into. The Group strategy is to hedge a proportion of fuel consumption up to two years within the approved hedging profile.

As at 30 June 2026, the Group had no outstanding fuel hedging derivative instruments (31 December 2025: Asian call option contracts). Accordingly, no sensitivity analysis for fuel price risk has been presented as at 30 June 2026.

Although no fuel hedging derivative instruments were outstanding as at 30 June 2026, the Group recognised OCI movements during the period in relation to contracts that were settled before the reporting date. The hedge reserve balance was nil as at 30 June 2026.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

25. FINANCIAL INSTRUMENTS (continued)

Climate-related considerations

The Group monitors developments in climate-related regulation and industry initiatives aimed at reducing greenhouse gas emissions in the aviation sector. The global aviation industry has committed to achieving net-zero carbon emissions by 2050, which is also reflected in the Group's long-term sustainability ambitions. Alongside the assessment of climate-related physical risks, the Group is also assessing measures to support the transition of the aviation sector, including the potential use of sustainable aviation fuel over time. Management has considered whether climate-related matters could affect significant accounting estimates applied in the preparation of the consolidated financial statements and concluded that, as at the reporting date, no material adjustments to the carrying amounts of the Group's assets and liabilities were required.

Liquidity risk management

Liquidity risk is the risk that a Group will encounter difficulty in meeting the obligations associated with its liabilities that are settled by delivering cash or another financial asset. The Group's approach to managing liquidity is to ensure, as far as possible, that it will always have sufficient liquidity to meet its liabilities when due, under both normal and stressed conditions, without incurring unacceptable losses or risking damage to the Group's reputation.

Ultimate responsibility for liquidity risk management rests with the Group's Management. The Group manages liquidity risk by maintaining adequate reserves, continuously monitoring forecast and actual cash flows and matching the maturity profiles of financial assets and liabilities.

Liquidity and interest risk tables

The following tables detail the Group's remaining contractual maturity for its non-derivative financial liabilities and assets. The tables have been drawn up based on the undiscounted cash flows of financial liabilities based on the earliest date on which the Group can be required to pay.

<i>(in thousands of USD)</i>	Up to 3 months	3 months to 1 year	1-5 years	Over 5 years	Total
30 June 2026 (unaudited)					
Financial assets					
Trade and other receivables	71,170	2,067	2,134	–	75,371
Guarantee deposits	1,755	5,748	11,910	32,963	52,376
Cash and cash equivalents	481,472	–	–	–	481,472
Financial liabilities					
Non-interest bearing					
Trade and other payables	105,419	12,427	–	–	117,846
Fixed rate					
Loans	167	522	3,286	1,683	5,658
Lease liabilities	122,454	364,192	1,247,186	258,208	1,992,040
<i>(in thousands of USD)</i>	Up to 3 months	3 months to 1 year	1-5 years	Over 5 years	Total
31 December 2025					
Financial assets					
Trade and other receivables	23,862	2,134	1,662	–	27,658
Guarantee deposits	1,936	48,551	11,214	34,311	96,012
Cash and cash equivalents	472,876	–	–	–	472,876
Financial liabilities					
Non-interest bearing					
Trade and other payables	68,139	10,379	–	–	78,518
Fixed rate					
Loans	134	475	3,889	1,094	5,592
Lease liabilities	111,071	334,009	874,633	178,879	1,498,592

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

25. FINANCIAL INSTRUMENTS (continued)**Fair values***Cash and cash equivalents*

The carrying value of cash and bank equivalents approximates their fair value as they either have short-term maturity or are interest-bearing and hence are not discounted.

Fuel call options

The Group uses options to hedge the risk of jet fuel price movement. The Group uses standard market instruments for fuel hedging purposes, such as “call option” (where the premium is paid in advance by the Group to cover the risk of increases of commodity price above the predetermined level). Since there is no possibility to hedge the risk of changes in jet fuel prices purchased in domestic market, the Group hedges only the amount of fuel purchased outside the Republic of Kazakhstan by signing a general agreement with several international banks on the conclusion of derivative transactions. The management of the Group determines the volume of jet fuel that will be hedged before executing the deal. Hedging is carried out according to the Fuel hedging policy approved by the directors and shareholders of the Company. The Group determines the economic relationship between the hedge instrument and the hedge item by analyzing the historic price movement of aviation fuel and Brent by performing a regression analysis. The resulting Beta coefficient is assessed for statistical significance and used as a hedge ratio.

The hedge ineffectiveness comes from the probability that due to constantly changing economic conditions the highly probable transaction, purchase of aviation fuel, might not occur.

The fair values (FV) of financial assets and financial liabilities of the Group are determined in accordance with generally accepted pricing models based on discounted cash flow analysis using prices from observable current market transactions and dealer quotes for similar instruments.

Level 2 fair values for financial assets and liabilities at fair value through profit or loss have been generally derived using the fair value valuation reports provided by the banks which participate in hedging transactions. The most significant input into this valuation approach are time left to maturity of the deal, implied volatility for Brent Crude Oil, forward and spot prices of crude oil.

The Group has no other financial and non-financial instruments that are measured subsequently to initial recognition at fair value, grouped into Levels 1 to 3 of fair value hierarchy.

Guarantee Deposits

Guarantee Deposits are recognised at amortised cost. Management believes that their carrying amounts approximate their fair value.

Trade and other receivables and payables

For receivables and payables with a maturity of less than six months fair value is not materially different from the carrying amount because the effect of the time value of money is not material. Ab-initio receivables are recorded at fair value at initial recognition and subsequently measured at amortised cost. Management believes that their carrying amounts approximate their fair value.

Loans

Loans are recognised at amortised cost. Management believes that their carrying amounts approximate their fair values.

Lease liabilities

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, the Group's incremental borrowing rate. Generally, the Group uses its incremental borrowing rate as the discount rate.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

26. MEASUREMENT OF FAIR VALUES

A number of the Group's accounting policies and disclosures require the measurement of fair values for financial assets and liabilities.

The Group has an established control framework with respect to the measurement of fair values. This includes a finance department that has overall responsibility for overseeing all significant fair value measurements, including Level 3 fair values.

The finance department regularly reviews significant unobservable inputs and valuation adjustments. If third party information, such as broker quotes or pricing services, is used to measure fair values, then the valuation team assesses the evidence obtained from the third parties to support the conclusion that such valuations meet the requirements of IFRS Accounting Standards, including the level in the fair value hierarchy in which such valuations should be classified.

If the inputs used to measure the fair value of an asset or a liability might be categorized in different levels of the fair value hierarchy, then the fair value measurement is categorized in its entirety in the same level of the fair value hierarchy as the lowest level input that is significant to the entire measurement.

The Group recognises transfers between levels of the fair value hierarchy at the end of the reporting period during which the change has occurred.

As at 30 June 2026 and 31 December 2025 all of the Group's assets were measured at amortised cost except for fuel call options.

As at 30 June 2026, the Group did not have financial instruments measured at fair value on a recurring basis. During the six-month period ended 30 June 2026, fuel call options outstanding during the period were measured using Level 2 valuation techniques based on observable market inputs.

27. COMMITMENTS AND CONTINGENCIES

Lease commitments

Aircraft

Aircraft leases are for terms of between 4 to 12 years. Lease contracts contain market review clauses in the event that the parties agree to renew the leases. The Group may not have an option to purchase the leased aircraft at the expiry of the lease period.

The fixed and variable lease payments are denominated and settled in US Dollars. This currency is routinely used in international commerce for aircraft operating leases.

The following table presents commitments for aircraft lease agreements that have been signed but for which the lease term has not yet commenced. Accordingly, the related lease liabilities have not yet been recognised in the statement of financial position.

The Group has commitments for aircraft leases not yet commenced, with deliveries expected from 2026 onwards.

<i>(in thousands of USD)</i>	30 June 2026 (unaudited)	31 December 2025
Within one year	30,136	15,011
After one year but not more than five years	680,481	669,932
More than five years	774,721	843,828
	1,485,338	1,528,771

During the six-month period ended 30 June 2026, the Group placed its largest orders for purchase of 25 firm Airbus A320neo family aircraft and 5 firm Boeing 787-9 Dreamliner aircraft. Additionally, one A321neo was delivered.

During the six-month period ended 30 June 2025, two Airbus 320Neo, two Airbus 320Ceo and two additional Airbus 320Neo in LCC configurations were delivered, while two Embraer E190-E2 were redelivered.

Also, lease extensions were executed for two Airbus A320neo family aircraft during 2025.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

27. COMMITMENTS AND CONTINGENCIES (continued)**Insurance***Aviation insurance*

Air Astana puts substantial attention in contracting insurance coverage for its aircraft operations and hence hedges aviation risks with major international insurance markets (e.g. Lloyd's) with a high rating of financial stability through the services of an international reputable broker. Types of insurance coverage are stated below:

- Aviation Hull, Total Loss Only and Spares All risks and Airline Liability including Passenger Liability;
- Aircraft Hull and Spare Engine Deductible;
- Aviation Hull and Spares "War and Allied Perils";
- Aviation War, Hi-Jacking and Other Perils Excess Liability.

Non – Aviation Insurance

Apart from aviation insurance coverage the Group constantly purchases non-aviation insurance policies to reduce the financial risk of damage to property and general liability, as well as covering employees from accidents and medical expenses, as follows:

- Medical insurance of employees;
- Directors, Officers and Corporate liability insurance;
- Property insurance;
- Comprehensive vehicle insurance;
- Compulsory insurance of employee from accidents during execution of labour (service) duties;
- Pilot's loss of license insurance;
- Insurance of goods at warehouse;
- Cyber insurance.

Taxation contingencies

The taxation system in Kazakhstan is relatively new and is characterized by frequent changes in legislation, official pronouncements and court decisions, which are often unclear, contradictory and subject to varying interpretation by different tax authorities, including opinions with respect to IFRS accounting standards treatment of revenues, expenses and other items in the condensed consolidated interim financial information. Taxes are subject to review and investigation by various levels of authorities, which have the authority to impose severe fines and interest charges. A tax year generally remains open for review by the tax authorities for five subsequent calendar years; however, under certain circumstances a tax year may remain open longer.

The management believes that it has provided adequately for tax liabilities based on its interpretations of applicable tax legislation, official pronouncements and court decisions. However, the interpretations of the relevant authorities could differ and the effect on this condensed consolidated interim financial information, if the authorities were successful in enforcing their interpretations, could be significant.

The functional currency of the Company is US Dollar, as it best reflects the economic substance of the underlying events and circumstances of the Company. The Tax Code of the Republic of Kazakhstan does not contain provisions which would regulate questions arising from the application of functional currency in accounting books different from tenge. However, the Tax Code requires all taxpayers in Kazakhstan to maintain their tax records and to settle tax liabilities in tenge. Therefore, the Group also maintains records and conducts calculations in tenge for the purpose of taxation and settlement of tax liabilities and makes certain estimates in this respect. The management believes that such approach is the most appropriate under the current legislation.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

27. COMMITMENTS AND CONTINGENCIES (continued)

Operating Environment

The future economic direction of Kazakhstan is heavily influenced by the fiscal and monetary policies adopted by the government, together with developments in the legal, regulatory, and political environment. As Kazakhstan produces and exports large volumes of oil and gas, its economy is particularly sensitive to the price of oil and gas on the world market.

Depreciation of the Kazakhstan tenge, volatility in the global price of oil and geopolitical conflicts have also increased the level of uncertainty in the business environment. The condensed consolidated interim financial information reflects the management's assessment of the impact of the Kazakhstan business environment on the operations and the financial position of the Group. The future business environment may differ from the management's assessment.

28. RELATED PARTY TRANSACTIONS

Management remuneration

Key management who have authority and responsibility regarding management, control and planning of the Group's activity received the following remuneration during the period, which is included in employee costs:

<i>(in thousands of USD)</i>	Six-month period ended 30 June 2026 (unaudited)	Six-month period ended 30 June 2025 (unaudited)
Wages and salaries	5,723	4,663
Termination benefits	1,779	–
Social tax	447	708
IPO Award	–	1,449
	7,949	6,820

Transactions with related parties

For the purposes of these condensed consolidated interim financial statements, related parties include:

- JSC “National Welfare Fund Samruk-Kazyna”, which holds 41% of the Group's shares as at 30 June 2026 and exercises significant influence over the Group;
- Entities controlled or significantly influenced by the Government of the Republic of Kazakhstan (government-related entities);
- Key management personnel of the Group and their close family members; and
- Entities controlled or jointly controlled by such persons.

The Government of the Republic of Kazakhstan is the ultimate controlling party of JSC “National Welfare Fund Samruk-Kazyna”.

Accordingly, entities controlled or significantly influenced by the Government of the Republic of Kazakhstan are considered government-related entities for the purposes of IAS 24.

Until 18 December 2025, BAE Systems Kazakhstan Limited held 16.95% of the Group's shares and was considered a related party due to its significant influence.

On 18 December 2025, BAE Systems Kazakhstan Limited disposed of 10.1% of its shareholding, reducing its ownership interest to 6.85%. Transactions with BAE Systems Kazakhstan Limited up to 18 December 2025 are disclosed as related party transactions.

On March 18 2026, the BAE Systems announced the sale of their remaining share stake in the Group accounting for 6,110 thousand GDRs representing 6.85% of total shares. There were no transactions with BAE Systems Kazakhstan Limited during the period from 1 January 2026 to 18 March 2026 (Note 1).

Following this transaction, BAE Systems Kazakhstan Limited no longer has share stake in the Group and therefore ceased to be a related party from that date.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

28. RELATED PARTY TRANSACTIONS (continued)

Transactions with related parties (continued)

Among shareholders and their subsidiaries, JSC NC KazMunayGas and its subsidiaries represent the Group's only individually significant supplier, primarily in respect of fuel purchases.

The following table represents the related party transactions:

<i>(in thousands of USD)</i>	Six-month period ended 30 June 2026 (unaudited) Transaction value	30 June 2026 (unaudited) Outstanding balance	Six-month period ended 30 June 2025 (unaudited) Transaction value	31 December 2025 Outstanding balance
Services received				
State-owned companies	36,523	(266)	27,734	(114)
	36,523	(266)	27,734	(114)
JSC NC KazMunayGas and its subsidiaries	133,449	(5,191)	88,795	(4,835)
Other shareholders and their subsidiaries	1,821	(55)	400	(38)
	135,270	(5,246)	89,195	(4,873)
	171,793	(5,511)	116,929	(4,987)

Services from related parties are represented by airport, navigation, meteorological forecasting services and fuel.

Among the shareholders and their subsidiaries, JSC NC Kazpost and its subsidiaries are the only significant client of the Group.

<i>(in thousands of USD)</i>	Six-month period ended 30 June 2026 (unaudited) Transaction value	30 June 2026 (unaudited) Outstanding balance	Six-month period ended 30 June 2025 (unaudited) Transaction value	31 December 2025 Outstanding balance
Services provided by the Group				
JSC NC Kazpost and its subsidiaries	569	383	538	196
Other shareholders and their subsidiaries	181	18	99	9
	750	401	637	205

All outstanding balances with related parties are to be settled in cash within six months of the reporting date. None of the balances are secured.

Transactions with government-related entities

The Group transacts with a number of entities that are controlled by the Government of Kazakhstan. The Group applies the exemption in IAS 24 *Related Party Disclosures* that allows to present reduced related party disclosures regarding transactions with government-related entities.

The most significant transactions with government-related entities during the period were purchases of fuel from JSC NC KazMunayGas and its subsidiaries of USD 133,449 thousand and transportation services provided to JSC NC Kazpost of USD 569 thousand. Outstanding balances at 30 June 2026 were a payable of USD 5,191 thousand to JSC NC KazMunayGas and its subsidiaries and a receivable of USD 538 thousand from JSC NC Kazpost.

These transactions are conducted in the ordinary course of the Group's business on terms comparable to those with other entities that are not government-related.

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION (continued)

29. SUBSEQUENT EVENTS

The Group did not have any significant subsequent events after reporting date.

30. APPROVAL OF THE CONDENSED CONSOLIDATED INTERIM FINANCIAL INFORMATION

The condensed consolidated interim financial information was approved by management of the Group and authorised for issue on 4 August 2026.