

27 FEBRUARY 2026

1HFY26 Results



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1HFY26 Result overview



Our ambition is to be Australia's most loved airline – by our people, our guests and our owners

...with a winning team that generates strong loyalty from guests and delivers outstanding results, with an unwavering commitment to safety

A simple, focused business



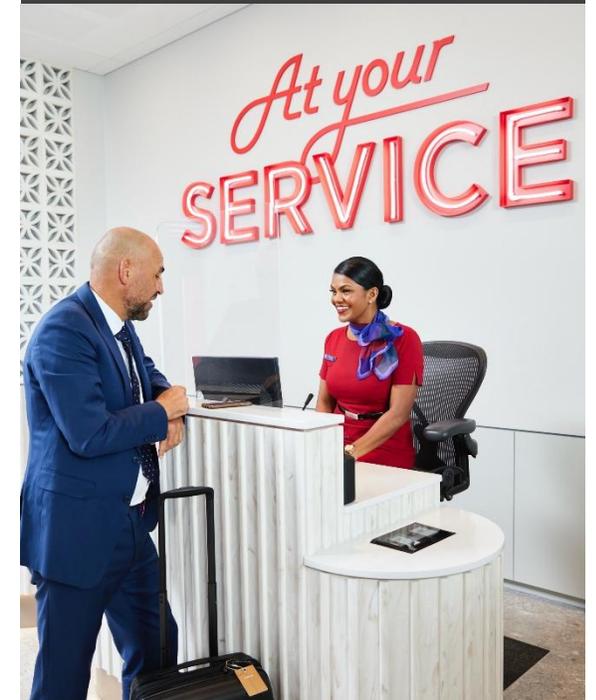
Experiences our guests love



Operational excellence



Exceptional financial performance



Key messages

**RASK growth of 6.4%
driven by strong demand
and revenue transformation**

**11.7% EBIT growth with
further margin expansion
despite high inflation**

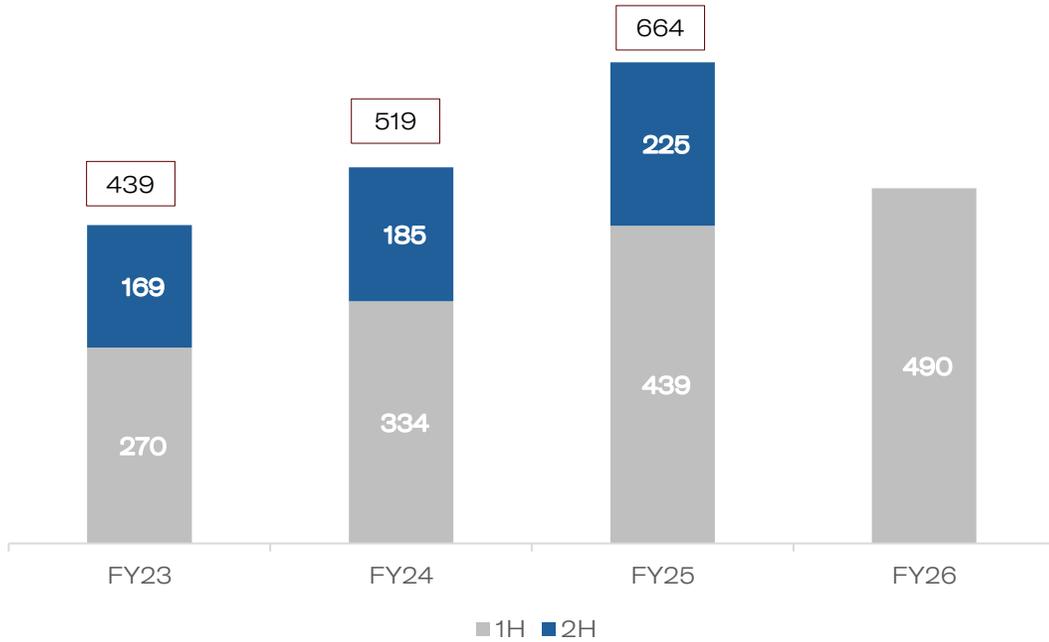
**Strong balance sheet with
leverage at 0.9x net debt /
EBITDA**

Results demonstrate Virgin Australia's ability to deliver on its commitments

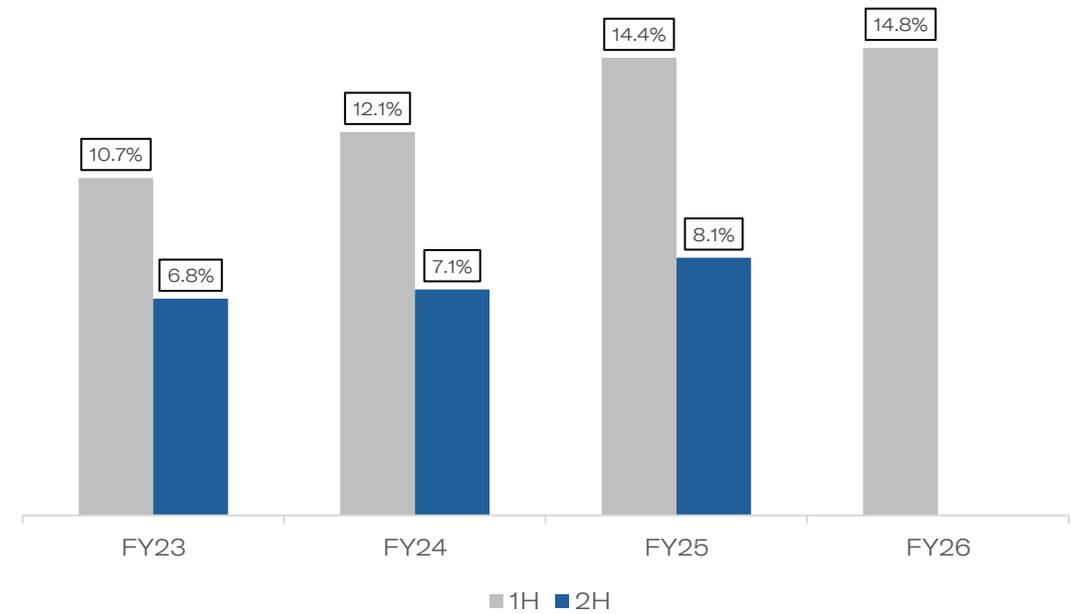
Earnings history

Significant growth in underlying EBIT and margins over past three years

Underlying EBIT (\$m)



Underlying EBIT Margin (%)



1HFY26 Result overview

Results reflect strong customer demand and transformation

\$490m

Underlying EBIT¹
Up 11.7% on 1HFY25

14.8%

Underlying EBIT Margin¹
Up 40bps on 1HFY25

\$279m

Underlying NPAT¹
Up 20.7% on 1HFY25

\$341m

Statutory NPAT
Down 27.9% on 1HFY25

35.1c

Diluted underlying EPS
Up 11.1% on 1HFY25

43.0c

Diluted statutory EPS
Down 33.5% on 1HFY25

\$3,323m

Revenue
Up 9.3% on 1HFY25

0.9x

Net Debt to underlying EBITDA
Below target range of 1-2x

- Result ahead of expectations despite inflationary headwinds driven by strong customer demand and benefits from Transformation Program
- Revenue growth of 9.3%
- EBIT increased 11.7% to \$490m, with EBIT margin expanding to 14.8%
- Leverage temporarily below target range of 1-2x Net debt/EBITDA ahead of purchase of new aircraft in 2HFY26
- Underlying NPAT increase reflects the growth in earnings and a 30% effective tax rate with all tax losses now fully utilised
- Statutory NPAT decrease reflects the prior period benefit from recognising a deferred tax asset

1. Underlying results exclude the impact of Significant Items.

Airline segment overview

Strong customer demand and operational performance

\$419m

Underlying EBIT¹

Up 13.5% on 1HFY25

13.1%

Underlying EBIT Margin^{1, 2}

Up 40bps on 1HFY25

6.4%

RASK growth

1HFY26 RASK of 17.84c vs 16.77c in 1HFY25

5.7%

CASK growth

1HFY26 CASK of 15.48c vs 14.65c in 1HFY25

2.3%

ASK growth

1HFY26 ASK of 17,818m vs 17,410m in 1HFY25

72.6%

On time performance

Up from 71.6% or up 100bps on 1HFY25

28

Strategic Net Promoter Score

Up 3 on 1HFY25

98.5%

Completion rate

Down from 98.7% or down 20bps on 1HFY25

- Strong market demand, especially leisure customers due to event driven travel
- This better than expected leisure demand combined with commercial transformation drove higher yields leading to RASK growth above expectations at +6.4%. December particularly strong
- Disciplined capacity investment resulting in 2.3% ASK growth with 4.2% domestic growth partly offset by 6.7% SHI³ decline due to Haneda exit annualisation
- Transformation delivering to plan driving Underlying EBIT margin expansion and offsetting significant inflation (CASK increased 5.7%)
- Continued momentum in Strategic Net Promoter Score (NPS) which increased to 28

1. Underlying EBIT excludes the impact of Significant Items.
2. Underlying EBIT Margin is Underlying EBIT/Underlying Revenue.
3. Short Haul International.

Velocity segment overview

Record external billings

\$74m

Underlying EBIT¹

Up 14.8% on 1HFY25

30.7%

Underlying EBIT Margin^{1, 2}

Up 140bps on 1HFY25

\$242m

Underlying Revenue

Up 9.5% on 1HFY25

18.8%

External Billings growth

vs 1HFY25

700k+

New Members

vs 1HFY25

11%

Growth in Active Members

vs 1HFY25 Active Members

80+

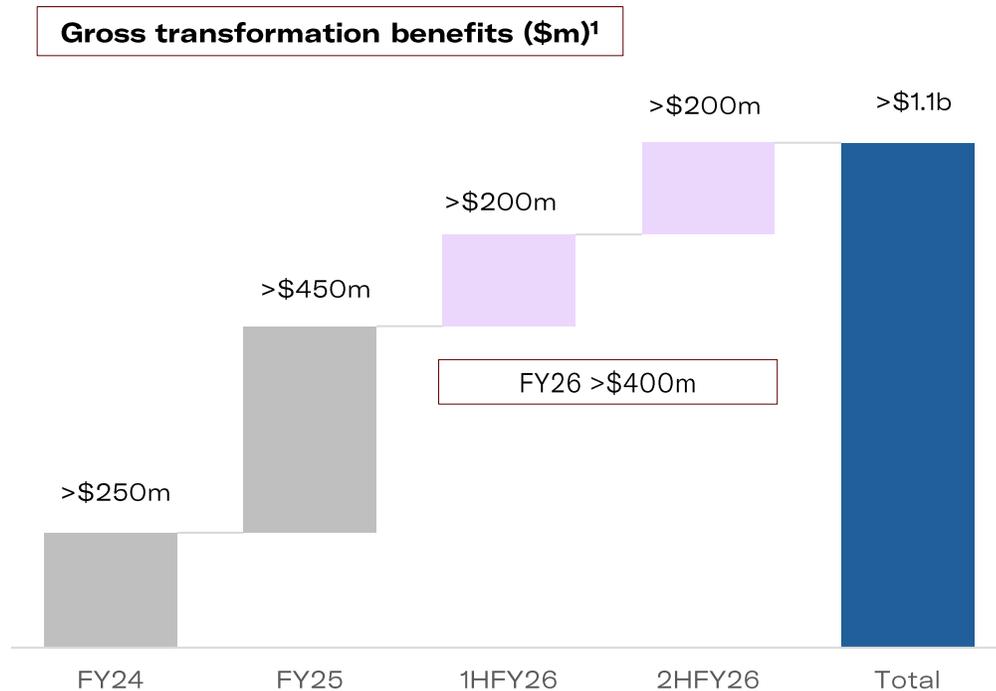
Partners

- Revenue growth of 9.5% with record external billings which grew at 18.8%
- New partners added with strength across the portfolio of existing partnerships and products, including strong growth in new credit cards and points regularly transferred from bank and non-bank partners
- Pay-with-points launched³ and available for use on board and with partners
- Partnership with Qatar Airways continues to improve member engagement
- Increased investment in partners and members planned in 2HFY26 including data and personalisation

1. Underlying EBIT excludes the impact of Significant Items.
2. Underlying EBIT Margin is Underlying EBIT/Underlying Revenue.
3. Launched May 2025.

Transformation

On track to deliver more than \$1 billion in gross transformation benefits since FY24



- Over \$200m in gross transformation benefits in the first half – on track to exceed >\$400m in FY26
- Transformation program critical to deliver sustainable earnings growth and offset industry wide inflation
- Program mainly comprised of commercial (e.g. revenue management optimisation) and operational/fleet initiatives (e.g. VARA fleet renewal and 737 cabin renewal/seat densification) for the Airline with additional initiatives for Velocity (e.g. branding and data personalisation)
- Investment in transformation is planned to continue, delivering anticipated value in FY27 and beyond

1. Gross transformation benefits are defined as annual recurring EBIT benefits before one time implementation cost and impact of competition. Investments classified as Significant Items are decreasing.

1HFY26 Financial information



1HFY26 Group underlying results

Continued EBIT margin expansion

	Underlying		Change	
	1HFY26	1HFY25	YOY	
Underlying Income Statement¹ (\$m)				
Revenue and income	3,322.9	3,039.1	283.8	9.3%
Operating expenditure	(2,602.6)	(2,400.2)	(202.4)	(8.4%)
EBITDA	720.3	638.9	81.4	12.7%
Depreciation and amortisation	(229.9)	(200.0)	(29.9)	(15.0%)
EBIT	490.4	438.9	51.5	11.7%
Net finance costs	(91.2)	(81.5)	(9.7)	(11.9%)
Net profit before tax	399.2	357.4	41.8	11.7%
Income tax expense	(120.5)	(126.5)	6.0	4.7%
Net profit after tax	278.7	230.9	47.8	20.7%
Key Financial Metrics				
Underlying EBITDA margin	21.7%	21.0%		70bps
Underlying EBIT margin	14.8%	14.4%		40bps
Diluted underlying EPS (cents)	35.1	31.6	3.5	11.1%

- Result ahead of expectations with very strong December revenue performance
- Continued earnings and margin growth with strong revenue from higher yields and disciplined capacity
- Lower fuel and transformation helping to partly offset high inflationary costs and fleet investment
- Income tax expense reflects 30% effective tax rate with all tax losses now fully utilised

1. Reconciliation of the 1HFY26 Group Statutory to Group Underlying Income Statement on page 26.

Underlying operating expenses

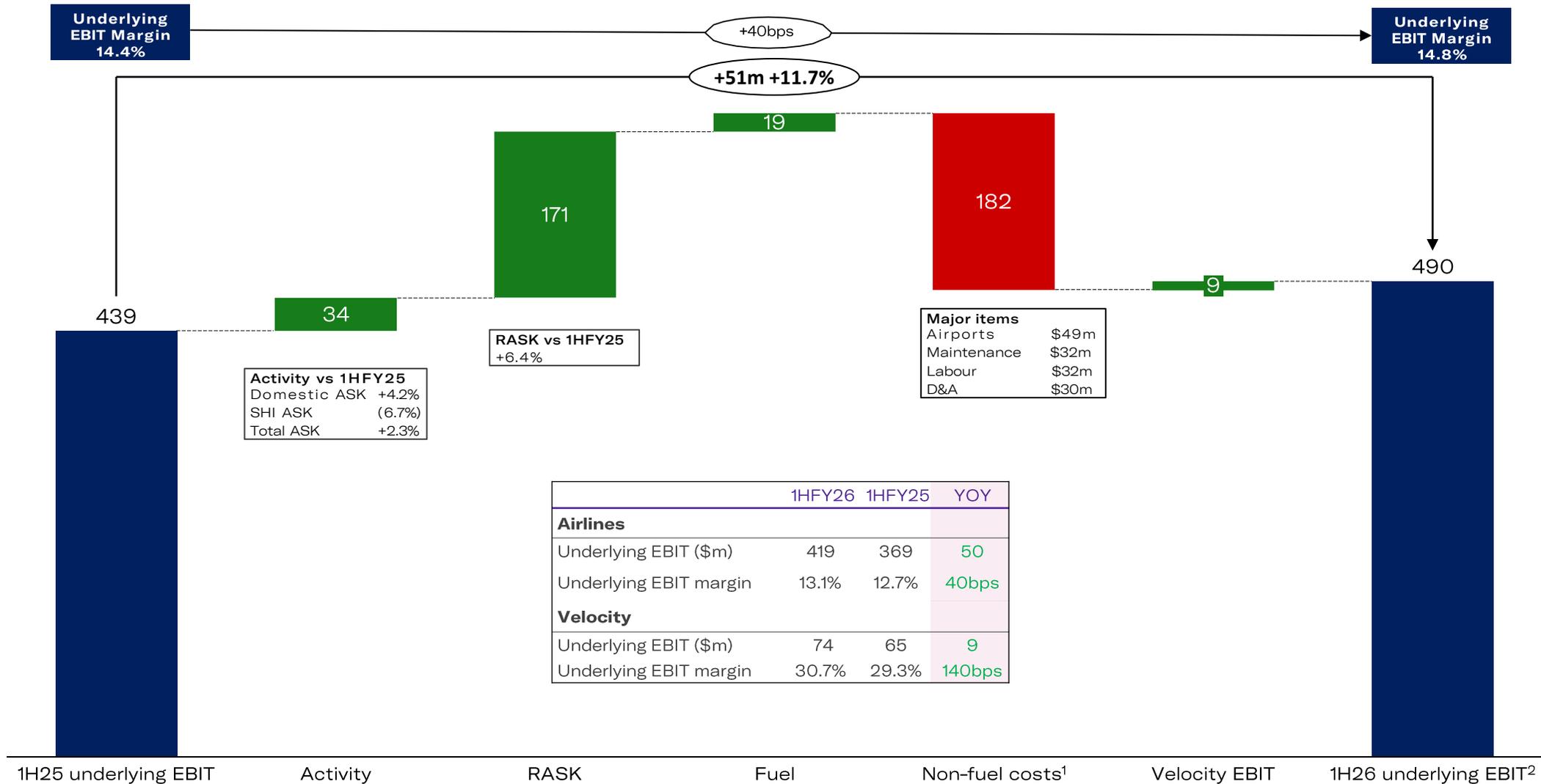
Transformation partly offsetting industry wide headwinds

	1HFY26	1HFY25	Change YOY
Underlying operating expenses (\$m)			
Labour and staff related	692.3	642.1	(7.8%)
Fuel and oil	554.7	567.8	2.3%
Airport charges, navigation & station operations	629.2	551.7	(14.0%)
Commissions, other marketing & reservations	232.6	209.2	(11.2%)
Contract & other maintenance	241.9	185.6	(30.3%)
Communications and technology	77.6	62.4	(24.4%)
Aircraft variable leases	39.6	45.8	13.5%
Other	134.7	135.6	0.7%
Total operating expenses	2,602.6	2,400.2	(8.4%)
Depreciation and amortisation	229.9	200.0	(15.0%)
Total expenses	2,832.5	2,600.2	(8.9%)
Operating Metrics			
Passengers carried (m) ¹	11.1	10.8	3.4%
ASK (m)	17,818	17,410	2.3%
CASK (cents per ASK)	15.48	14.65	(5.7%)
CASK ex Fuel (cents per ASK)	12.37	11.38	(8.7%)

1. Percentage increase based on actual passenger numbers.

- Total underlying operating expenses increased 8.4% with lower fuel and transformation benefits more than offset by increases in other operating costs
- Fuel costs benefitted from new 737-8 (Max), lower Brent prices and effective hedging program – all in fuel price of \$163/bbl
- Labour reflects transformation investment, growth of the business and transition to public company remuneration structure
- Increase in airport charges reflects the continued investment by monopoly critical infrastructure, driving up costs
- Maintenance increase driven by fleet growth and global rate increases due to delays in aircraft deliveries
- Commissions increase primarily driven by higher revenue
- Depreciation increase due to fleet investment and replacement to more efficient aircraft

Underlying EBIT drivers

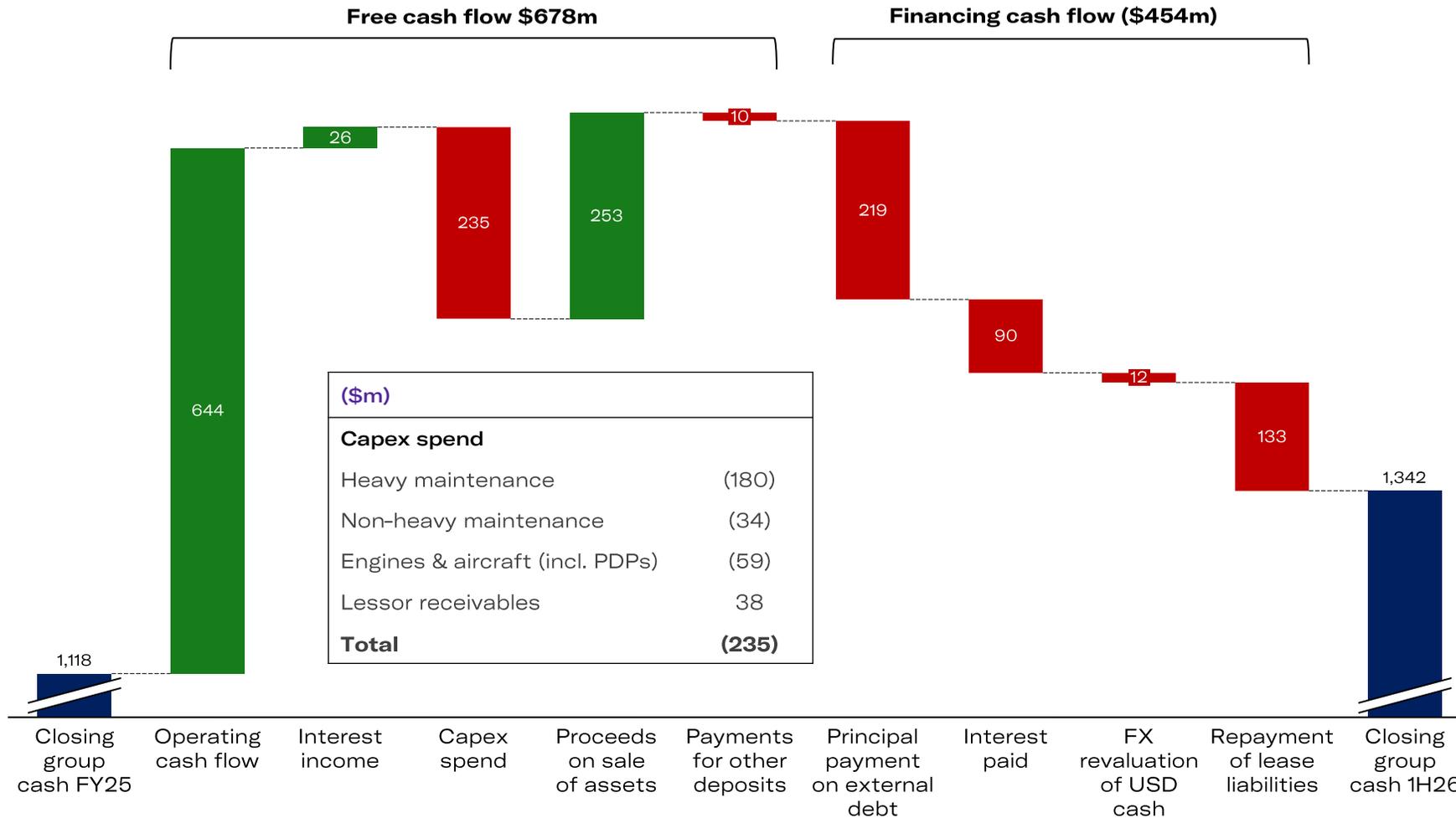


NOTE: Numbers may not add due to rounding.

1. Non-fuel costs includes direct costs, overhead, depreciation and amortisation and FX.

2. Gross Transformation benefits >\$200m included above.

Cash flow



- Strong operating cash flow of \$644m inclusive of \$90m income tax payments
- Limited engine and aircraft spend this half, capex mainly relates to maintenance
- Asset proceeds from sale and leaseback (SLB) for three Boeing 737-8 (Max) aircraft – proceeds used to repay loan
- Total cash increase \$223m

NOTE: Numbers may not add due to rounding.

Group net debt and liquidity

Leverage below target range ahead of aircraft purchases in 2H

Balance sheet item	31 Dec 2025	30 Jun 2025	Change
	\$m	\$m	\$m
Interest-bearing liabilities			
Secured aircraft finance facilities	510.4	730.1	219.7
Secured loan	583.5	435.1	(148.4)
Unsecured loan	-	146.2	146.2
Total interest-bearing liabilities	1,093.9	1,311.4	217.5
Leases			
Aircraft	1,093.4	829.2	(264.2)
Property	139.1	147.8	8.7
Other	4.5	7.3	2.8
Total leases	1,237.0	984.3	(252.7)
Total debt	2,330.9	2,295.7	(35.2)
Cash			
Cash and cash equivalents	1,205.5	1,035.2	170.3
Term deposits at bank	136.0	83.0	53.0
Total cash, cash equivalents and term deposits²	1,341.5	1,118.2	223.3
Total net cash/(debt)	(989.4)	(1,177.5)	188.1
Undrawn debt facility	343.5	500.0	(156.5)
Net debt to underlying EBITDA	0.9x	1.1x	0.2x

- Conservative leverage in advance of aircraft purchases over the next 12 months with net debt below 1-2x underlying EBITDA target
- Total debt stable with lower debt offset by higher leases
- Interest-bearing liabilities reduced with proceeds from sale and leaseback of aircraft used to reduce secured aircraft facilities
- QIC loan repaid utilising new, lower cost revolving cash facility
- Aircraft leases increased with eight new leased aircraft¹ delivered
- Liquidity of \$1.4b at 31 December 2025 including unrestricted cash of \$1.1b³

1. Six Boeing 737-8 and two Embraer E190-E2.

2. \$1,096.1m of unrestricted cash, cash equivalents and term deposits.

3. \$1,096.1m of unrestricted cash, cash equivalents and term deposits, and a \$343.5m undrawn debt facility.

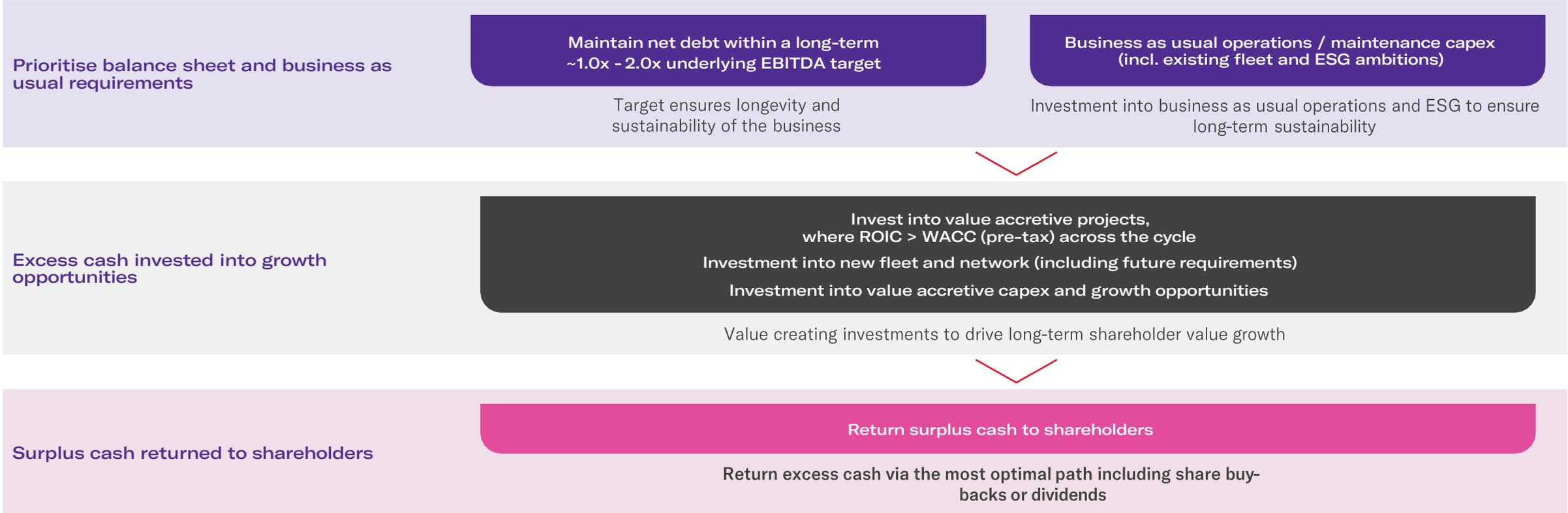
Capital Allocation framework

Disciplined approach to create shareholder value



Capital Allocation Framework

Capital Operating Cash Flow



Fleet profile and order book

Disciplined growth of more efficient aircraft, simplifying fleet

Virgin Australia narrowbody fleet profile¹

AOC	Aircraft	Jun 2025	Change	Dec 2025	Change	Jun 2026	Change	Jun 2027
VA Airlines ²	737-800	79	(3)	76	(2)	74	(2)	72
	737-700	9	-	9	-	9	-	9
	737-8 (MAX)	8	6	14	7	21	5	26
VARA	F100	3	(1)	2	(2)	-	-	-
	A320	5	(1)	4	(1)	3 ⁵	(3)	-
	E190-E2	-	2	2	2	4	2	6
Total (excl. wet lease)		104	3	107	4	111	2	113
A320 leased aircraft held for return						(3) ⁵		
Total (excl. wet lease & leased aircraft held for return)						108		113
Domestic wet lease lines ³		11		11		7		7
Total (incl. Domestic wet lease & excl. leased aircraft held for return)		115		118		115		120
Average fleet age ⁴		13.4 years		12.6 years		11.3 years		11.4 years
Leased fleet ⁴		68%		70%		69%		64%

- Long term fleet growth expected to be consistent with longer term RPT demand growth of ~3% annually
- Continuation of fleet simplification to Boeing 737s and Embraer E190s
- Exit of VARA's Fokker F100s and Airbus A320s remains on track – F100s have ceased operations
- Young average fleet age of 12.6 years, expected to drop further as fleet replacement continues
- Boeing 737-8 (Max) aircraft deliveries remain on track – six delivered during 1HFY26 with a further 12 expected by FY27
- Fleet plan provides operational flexibility

1. As at 31 December 2025. Reflects contractual positions and does not include wide body aircraft for the wet lease arrangement with Qatar Airways. Contracted fleet position aligns with the accounting treatment for recognition of aircraft leases to the financial statements.

2. VA Airlines AOC are held by Virgin Australia Airlines Pty Ltd and Virgin Australia International Airlines Pty Ltd.

3. Wet lease lines include Fokker F70, Fokker F100, Embraer E1 and Saab 340 aircraft.

4. Calculation excludes wet lease aircraft and A320 leased aircraft held for return.

5. These aircraft will continue to be leased but will no longer be operated and will be held for return.

Aircraft financing – buy versus lease

Purchase of aircraft delivers significant value through lower costs and additional liquidity

- 70% of fleet currently leased¹
- 12 remaining Boeing 737-8 (Max) aircraft to be delivered over next 12 months
 - Three to be leased 2HFY26
 - Nine to be purchased (four in 2HFY26 and five in 1HFY27) which is expected to deliver favourable earnings outcome and creates potential source of additional liquidity
- Decision in line with capital management framework
- FY26 capex guidance already assumed aircraft would be purchased therefore no change from this decision
- Net debt to EBITDA expected to be at the low end of the 1-2x target range at end of FY26
- No buy vs lease decision made on four remaining Embraer E190-E2 aircraft scheduled for delivery in FY27 and FY28²

	Boeing 737-8 (Max)		
	Firm orders 26x	Leases 17x	Purchases 9x
Delivered so far		14x	-
Future deliveries		3x – 2HFY26	9x – 2HFY26 (4x) and FY27 (5x)

1. 75 leased aircraft of 107 total at 31 December 2025.

2. First four aircraft being delivered in FY26 are all leased – eight firm orders in total.

FY26 Outlook



FY26 Outlook

Reflects strong start to the year

Demand for air travel expected to remain strong and Virgin Australia will remain disciplined with its capacity growth adding 2%-3% domestic capacity in 2HFY26 and 3% in 1QFY27.

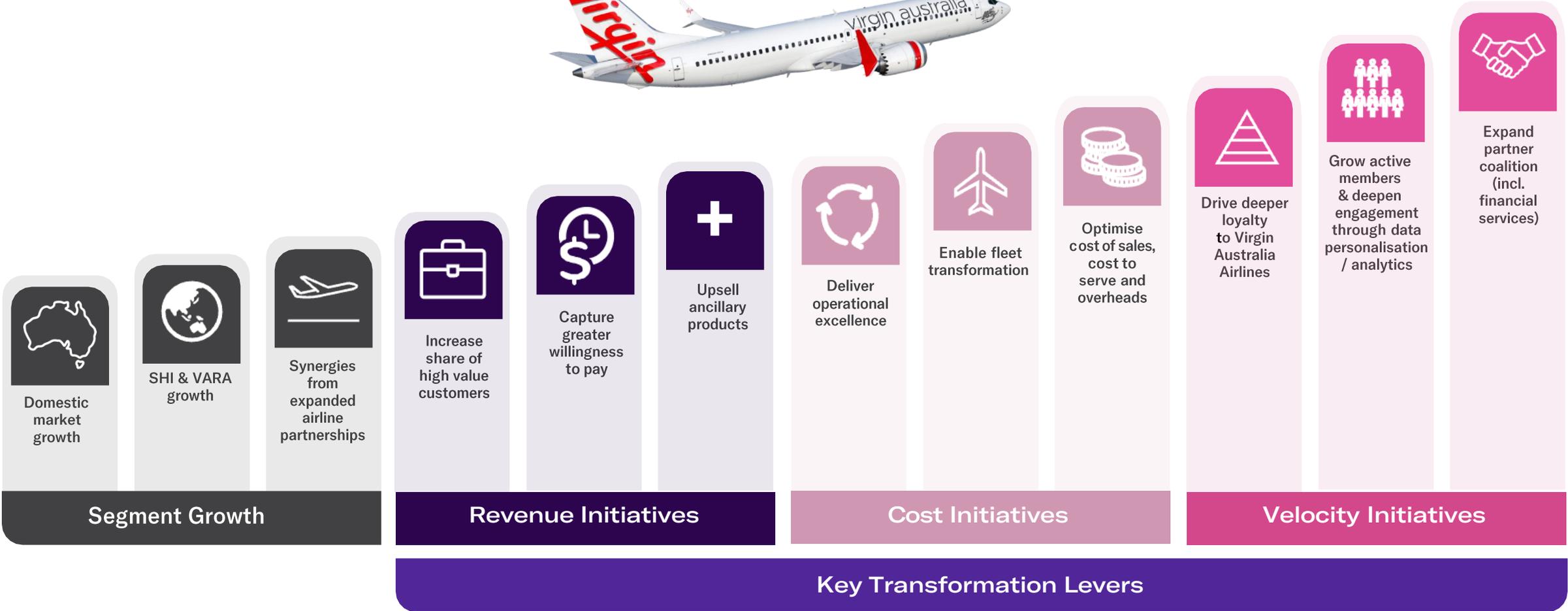
	Actual			Forecast	
	1QFY26	2QFY26	1HFY26	2HFY26	1QFY27
Domestic capacity growth ¹	5%	4%	4%	2%-3%	3%

Key items

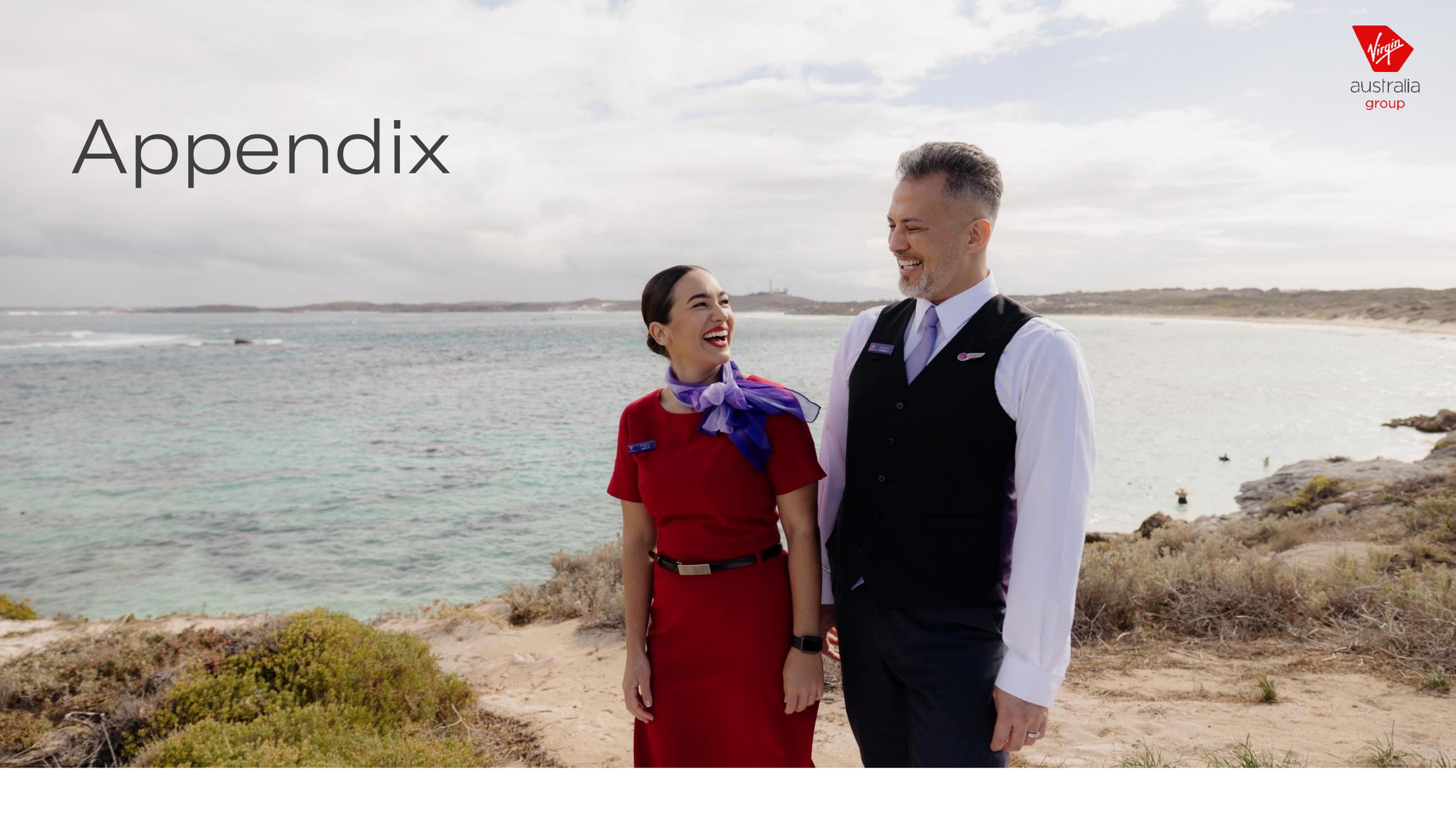
- Continued growth expected in 2HFY26 EBIT and continued margin accretion compared to 2HFY25, despite further increases in airport charges with estimated 2HFY26 RASK growth of 3%-4%
- Gross transformation benefits expected of >\$400m in FY26 with planned transformation investment brought forward to accelerate FY27 benefits
- Hedging for 2HFY26 – fuel (85%), FX (94%) which allows for protection against increased costs and majority participation to any favourable moves
- Velocity – continued growth expected with external billings >10% and no FY26 impact from proposed RBA decision. 2HFY26 EBIT margin to be modestly lower than 1HFY26
- Total expected FY26 capex ~\$850-950m (\$235m in 1HFY26) inclusive of purchase of four Boeing 737-8 (Max) aircraft, with final amount dependent on timing of aircraft deliveries. In addition, there will be expected SLB proceeds of ~\$200m in 2HFY26
- Leverage expected to be at the low end of target range of 1-2x net debt / EBITDA at end of FY26, providing optionality for future shareholder distributions
- Significant Items not included in FY26 underlying results:
 - Transformation related restructuring and IT costs remain ~\$70m (\$27m in 1HFY26) – significantly lower compared to FY25
 - Share-based payments associated with the IPO ~\$41m (\$23m in 1HFY26)
 - COVID credits (income) held on balance sheet will expire at 30 June 2026 – currently \$93m
 - Any FX movements in aircraft lease liabilities

1. Compared to prior corresponding period.

We have a clear plan to deliver continued earnings and margin growth



Appendix



Virgin Australia overview and investment thesis

-
- We are the second largest airline group operating in the structurally attractive¹ Australian aviation market
-
- Our business has been reinvigorated through a comprehensive strategy reset, refocusing our target customer segment supported by a refreshed, focused customer value proposition, and becoming a simpler, resilient and more focused airline with a disciplined approach
-
- We have a stated ambition of being Australia's most loved airline – by our people, our guests and our owners
-
- We see continued significant room for growth for Velocity Frequent Flyer – our award-winning loyalty program, and growth opportunities for Virgin Australia Regional Airlines (VARA) – the 'World's Best Regional Airline'²
-
- We have world class international airline partners, which is strengthened by Qatar Airways Group's equity investment and integrated alliance with Virgin Australia
-
- We have a conservative balance sheet, with financial discipline applied throughout the business
-
- We are in the midst of a significant Transformation Program that is expected to continue to drive EBIT margin growth through revenue, cost and Velocity initiatives
-
- We have a clear plan to deliver continued earnings and margin growth
-

1. Attractive due to vast geography, long distances between capital cities and limited fast transport alternatives

2. [AirlineRatings.com](https://www.airlineratings.com) 'World's Best Airlines Awards' (2025).

Embedding sustainability at the core of our business

Protecting our Natural World

Climate Change

- Target 22% reduction in net Scope 1 and Scope 2 greenhouse gas (GHG) emissions intensity by 2030, from a FY19 base year¹ - 13% achieved by end of FY25
- Commitment to target net zero emissions by 2050
- Entered into SAF² partnership with Viva Energy, a MOU with Qatar Airways and an agreement with Renewable Developments Australia to explore homegrown SAF production in North Queensland

Waste

- Organic waste separation in lounges by 2026
- Remove single-use plastics by 2027³
- 85% general waste diverted from landfill by 2030⁴
- Zero general waste to landfill by 2032

Caring for our People, Guests and Communities

Safety and wellbeing

- Trusted, safe operations. Safety is first and above all else
- On track with safety targets and maintaining industry best practice

Engaging and developing our people

- Inclusive, diverse and collaborative organisation
- Our people and customers are at the core
- Virgin Flair is visible and celebrated
- Motivated and empowered teams with momentum to innovate
- Launched our second Innovate Reconciliation Action Plan (RAP), advancing our reconciliation commitments

Maintaining Customer Trust

Cybersecurity and Privacy

- Building a resilient, collaborative, compliant, security-minded culture
- Building a strong culture of privacy
- Responsible use of data
- Maintaining customer trust

1. This target applies to all Virgin Australia domestic and SHI flights. The LHI services operated under wet lease arrangements with Qatar Airways that commenced from June 2025 are excluded from this target. The FY19 baseline was adjusted when the targets were set to reflect the post-administration operation and flight paths – it excludes Tiger Airways Australia, LHI operations/routes, domestic freighters, and Alliance Airlines operations.

2. Sustainable Aviation Fuel

3. This target includes all items banned by state governments, as well as problematic and unnecessary single-use plastics. It excludes items required for medical or health and safety reasons.

4. General waste excludes quarantine, aeronautical, liquid and hazardous waste.

1HFY26 Group Statutory to Group Underlying reconciliation

	1HFY26			1HFY25		
	Statutory	Significant Items	Underlying	Statutory	Significant Items	Underlying
Income Statement (\$m)						
Revenue and income	3,322.9	-	3,322.9	3,039.1	-	3,039.1
Operating expenses						
Labour and staff related	(736.0)	43.7	(692.3)	(666.0)	23.9	(642.1)
Fuel and oil	(554.7)	-	(554.7)	(567.8)	-	(567.8)
Airport charges, navigation and station ops	(629.2)	-	(629.2)	(551.7)	-	(551.7)
Commissions & other marketing & reservation costs	(232.6)	-	(232.6)	(209.2)	-	(209.2)
Contract & other maintenance	(241.9)	-	(241.9)	(185.4)	(0.2)	(185.6)
Communications & technology	(84.1)	6.5	(77.6)	(68.3)	5.9	(62.4)
Aircraft variable leases	(39.6)	-	(39.6)	(45.8)	-	(45.8)
Depreciation & amortisation	(230.9)	1.0	(229.9)	(204.3)	4.3	(200.0)
Other	(113.6)	(21.1)	(134.7)	(210.7)	75.1	(135.6)
Total expenditure	(2,862.6)	30.1 ¹	(2,832.5)	(2,709.2)	109.0 ¹	(2,600.2)
Profit before net finance costs and tax (EBIT)	460.3	30.1	490.4	329.9	109.0	438.9
EBIT Margin	13.9%		14.8%	10.9%		14.4%
Net finance costs	(91.2)	-	(91.2)	(81.5)	-	(81.5)
Net profit before tax	369.1	30.1	399.2	248.4	109.0	357.4
Income tax benefit/ (expense)	(28.0)	(92.5)	(120.5)	224.7	(351.2)	(126.5)
Net profit after tax	341.1	(62.4)	278.7	473.1	(242.2)	230.9

1. Refer to page 27 for a reconciliation of EBIT and Significant Items.

Reconciliation of EBIT and Significant Items

(\$m)	1HFY26	1HFY25
Statutory EBIT	460.3	329.9
Significant Items		
IPO related share based payments	22.8	-
Restructuring and transformation costs	4.4	20.1
IT Transformation projects	18.2	26.6
Impairment of assets and accelerated depreciation	1.0	4.3
IPO planning and preparation costs	-	0.7
Foreign exchange revaluation on aircraft leases	(16.3)	57.3
Total Significant Items	30.1	109.0
Underlying EBIT	490.4	438.9

Airlines segment overview

	1HFY26	1HFY25	Change YOY	
Key Financial Metrics				
Underlying Revenue and income (\$m)	3,189.1	2,919.1	270.0	9.2%
Underlying EBIT (\$m)	419.3	369.4	49.9	13.5%
Underlying EBIT margin (%)	13.1%	12.7%	40bps	
Operating Metrics				
Passengers carried (m)	11.1	10.8	0.4	3.4%
ASK (m)	17,818	17,410	409	2.3%
Load factor (%)	86.1%	86.4%	(30bps)	
RASK (cents per ASK)	17.84	16.77	1.07	6.4%
CASK (cents per ASK)	15.48	14.65	(0.83)	(5.7%)
CASK ex Fuel (cents per ASK)	12.37	11.38	(0.99)	(8.7%)

NOTE: Numbers may not add due to rounding.

Velocity segment overview

	1HFY26	1HFY25	Change YOY	
Key Financial Metrics				
Underlying Revenue and income (\$m)	242.4	221.4	21.0	9.5%
Underlying EBIT (\$m)	74.4	64.8	9.6	14.8%
Underlying EBIT margin (%)	30.7%	29.3%	140bps	
Operating Metrics				
Points earned ¹ (b)	29.2	26.9	2.3	8.6%
Points redeemed ¹ (b)	19.1	18.4	0.7	3.8%

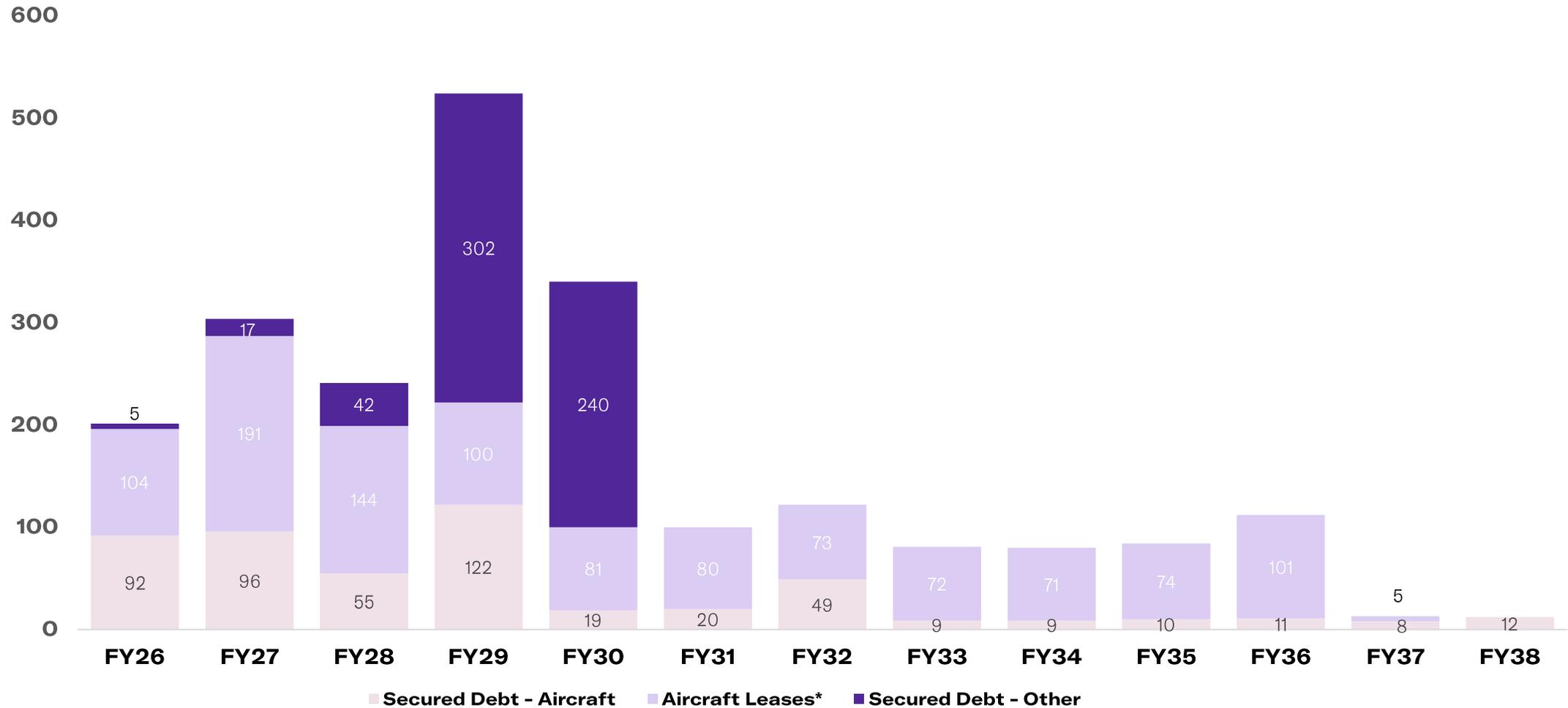
1. Excludes points from family pooling.

Balance Sheet

	31 Dec 2025	30 June 2025	Change
Balance sheet item	\$m	\$m	
Property, plant and equipment	2,887.9	2,712.6	175.3
Intangible assets	40.3	41.9	(1.6)
Fixed assets	2,928.2	2,754.5	173.7
Inventories	33.1	29.0	4.1
Operating receivables	451.0	483.9	(32.9)
Operating payables	(610.1)	(581.9)	(28.2)
Unearned revenue and income	(1,553.8)	(1,663.4)	109.6
Provisions	(1,121.9)	(1,025.4)	(96.5)
Derivative financial instruments	4.7	(6.0)	10.7
Net working capital	(2,797.0)	(2,763.8)	(33.2)
Cash and cash equivalents	1,341.5	1,118.2	223.3
Financing liabilities	(2,330.9)	(2,295.7)	(35.2)
Net cash/debt	(989.4)	(1,177.5)	188.1
Deferred tax asset	301.7	343.2	(41.5)
Current tax liability	(2.5)	(102.8)	100.3
Other financial assets	121.4	131.8	(10.4)
Other	420.6	372.2	48.4
Net liabilities	(437.6)	(814.6)	377.0

Group debt maturity profile

as at 31 December 2025 (\$m)



*Excludes property and other leases, \$143.6m of repayments due from H2 FY26 through to FY47.

Ancillary revenue – Revenue generated in association with airline passenger revenue. It includes revenue from services such as baggage and change fees, fees for additional legroom, seat allocation, cabin upgrades, booking fees, in-flight food and beverage sales, lounge access, in-flight wi-fi internet access and third party ancillary sales (including travel insurance, hotels, parking and other partner sales).

Available Seat Kilometres (ASK) – Measured as the number of seats multiplied by the distance flown in kilometres for RPT services in the Airlines segment. This is a measure of the Airlines segment RPT capacity, excluding VARA, which does not use ASK as an operating metric.

Cost per Available Seat Kilometre (CASK) – Measure of the cost to operate each seat for every kilometre. It is calculated as the Airlines segment underlying revenue and income less underlying EBIT (adjusted for costs recharged to Qatar Airways), divided by ASKs.

CASK (excl. fuel) – Is an alternative measure of the cost to operate each seat for every kilometre, excluding the variability of fuel costs. It is calculated as the Airlines segment underlying revenue and income less underlying EBIT (adjusted for costs recharged to Qatar Airways), less fuel costs, divided by ASKs.

Charter services – Contracted air services primarily where a commercial or government customer hires a whole aircraft (or a block of seats) for their specific needs. For charter services, customers specify the routes, times and capacity required and these services are not generally open to the public. The Australian domestic charter industry predominantly comprises services provided to resources and energy companies, and government entities for the transport of their employees to and from work sites.

EBIT – Profit before net finance costs and tax.

EBITDA – Profit before net finance costs, tax, depreciation and amortisation. EBITDA excludes the cost of leases recognised on-balance sheet in accordance with AASB 16 Leases (for which depreciation and interest expense is incurred) but includes variable lease costs.

EPS – Earnings per share.

FX – Foreign Exchange.

Load factor – Percentage of ASKs occupied by passengers (RPKs) for RPT services in VA Airlines (i.e. excluding VARA). This is a measure of the utilisation of available seats.

LHI – Long haul international, meaning long distance international flights often connecting different continents and typically operated using wide-body aircraft.

Net Debt – Total interest bearing liabilities and lease liabilities, net of total of cash and cash equivalents (including short-term deposits). Management uses this measure to understand its overall credit position.

Net working capital – Total balance of current trade and other receivables and inventory less the total balance of current trade and other payables, unearned revenue and provisions. The net working capital of Virgin Australia is typically negative due to unearned revenue generated by both the Airlines (ticket sales in advance of carriage) and Velocity (deferral of a portion of each point's value when issued). Management uses this measure to provide insight into its short-term liquidity. This measure may be calculated differently to how other companies calculate net working capital (for example, it does not include all current assets and all current liabilities).

NPAT – Net profit after tax.

On time performance (OTP) – On time performance (OTP) is a VA Airlines metric (i.e. excluding VARA), measured as domestic flights that departed on time as a percentage of all departures operated on any domestic sector. A flight departure is considered on time if it departed the gate within 15 minutes after the scheduled departure time shown in the airline's schedule.

Passengers carried – Passengers carried is the total number of passengers flown by VA Airlines (i.e. excluding VARA) on RPT services on Australian domestic and short-haul international routes.

Points earned – Number of Velocity Frequent Flyer points issued to members.

Points redeemed – Number of Velocity Frequent Flyer points redeemed by members for available rewards.

PPTS – Percentage Points.

Revenue per Available Seat Kilometre (RASK) - Airlines segment underlying revenue and income, excluding recharge revenue from Qatar Airways, divided by ASKs.

Revenue Passenger Kilometres (RPKs) – Number of seats occupied by passengers multiplied by the distance flown in kilometres for RPT services in the Airlines segment. RPKs is a measure used in calculating yield and load factor. RPKs are a key indicator of demand.

RPT – Regular public transport, meaning scheduled passenger transport services operated for the public on fixed routes and timetables (in contrast to charter services).

SHI – Short haul international, meaning short international flights usually between neighbouring or nearby countries and typically operated using narrow-body aircraft.

Significant Items – Income received and expenses incurred that are considered transformational in nature or are outside of Virgin Australia's normal operating activities together with foreign exchange revaluation gains or losses on USD denominated aircraft lease liabilities. Due to the nature of these items, management believes it is useful to exclude them when measuring Virgin Australia's underlying operating performance.

SME – Small to medium enterprise.

Strategic Net Promoter Score (NPS) – Based on a monthly market survey commissioned by Virgin Australia and conducted by a third party. Approximately 1,000 Australian travellers are asked to rate their likelihood to recommend each domestic airline they have flown with in the prior 12 months.

Underlying – Virgin Australia uses certain measures to manage and report on its business that are not recognised under Australian Accounting Standards (AAS) or International Financial Reporting Standards (IFRS). These measures are referred to as 'non-IFRS financial information' under ASIC Regulatory Guide 230 'Disclosing non-IFRS financial information'. Non-IFRS financial measures are intended to supplement the financial information calculated in accordance with AAS or IFRS and not as a substitute for that information. These non-IFRS measures do not have a prescribed definition under AAS or IFRS and the method that Virgin Australia uses to calculate them may be different to methods adopted by other companies to calculate similarly titled measures. Management uses these non-IFRS financial measures to evaluate the performance and profitability of the overall business, to make operational and investment decisions and for comparison with its business plan and operating budgets and the allocation of resources. Underlying results exclude the impact of Significant items.

Velocity or Velocity Frequent Flyer – Virgin Australia's loyalty program.

Wet lease – A leasing arrangement where an airline (the lessor) provides an aircraft along with crew, maintenance and insurance services to another airline (the lessee), for consideration. Under a wet lease the aircraft operates under the lessor's Air Operator Certificate (AOC), and the lessor retains operational control of the flight.

Yield – Airline segment RPT passenger ticket revenue divided by RPKs.



australia group

Authorised for release by the Virgin Australia
Disclosure Committee on 27 February 2026

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