JAPAN AIRLINES

[REFERENCE TRANSLATION]
Please note that this translation is to be used solely as reference and the financial statements in this material are unaudited.
In case of any discrepancy between this translation and the Japanese original, the latter shall prevail.

Consolidated Financial Results for the Three Months Ended June 30, 2026[IFRS]

August 3, 2026

Company name **Japan Airlines Co., Ltd**
Stock Listing **Tokyo Stock Exchange**
Code No. **9201** **URL: https://www.jal.com**
Representative **Mitsuko Tottori, President**
Contact **Maki Takahashi, General Manager, Finance** **Phone: +81-3-5460-3121**

Scheduled date for dividend payment: -
Supplementary explanations of the financial results: Yes
Presentation for the financial results: Yes (for institutional investors and analysts)

(Amounts are rounded down to the nearest million yen unless otherwise indicated)

1. Consolidated Financial Results for the Three Months Ended June 30, 2026 (April 1, 2026 to June 30, 2026)

(1) Consolidated Operating Results (Cumulative)

(Percentage compared to prior year)

	Revenue		Profit before financing and income tax		Interim Profit before tax		Interim Profit attributable to owners of parent		Interim Comprehensive income	
	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%
Three months ended June 30, 2026	523,737	11.2	12,703	(72.1)	9,907	(75.8)	5,353	(80.2)	(16,698)	-
Three months ended June 30, 2025	471,083	11.1	45,506	105.7	40,861	92.7	27,081	93.7	25,988	44.0

	Interim earnings per share	Diluted Interim earnings per share
	Yen	Yen
Three months ended June 30, 2026	9.09	-
Three months ended June 30, 2025	60.04	-

(Note) Profit before financing and income tax represents an index to monitor, compare and evaluate the JAL Group’s performance continuously. Profit before financing and income tax is Profit from which Income tax expense, Interest, and Finance income and expense are deducted.

(2) Consolidated Financial Position

	Total Assets	Total Equity	Equity attributable to owners of parent	Ratio of equity attributable to owners of parent to total assets (%)	Equity per share attributable to owners of parent
	Millions of Yen	Millions of Yen	Millions of Yen	%	Yen
As of June 30, 2026	3,373,785	1,490,408	1,447,338	42.9	2,499.09
As of March 31, 2026	3,198,757	1,334,765	1,289,639	40.3	2,586.99

2. Dividends

	Dividends per Share				
	1st Quarter End	2nd Quarter End	3rd Quarter End	Fiscal Year End	Total
	Yen	Yen	Yen	Yen	Yen
Year Ended March 31, 2026	-	46.00	-	50.00	96.00
Year Ended March 31, 2027	-				
Year Ending March 31, 2027 (Forecast)		48.00	-	48.00	96.00

(Note) Revisions to the most recently disclosed dividends forecast: None

Please refer to “1. Summary of Business Results (4) The Dividends for the Current Term” in the Attachment.

3. Consolidated Financial Forecast for the Fiscal Year Ending March 31, 2027

(Percentage compared to prior year)

	Revenue		Profit before financing and income tax		Profit attributable to owners of parent	
	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%
Entire Fiscal Year	2,095,000	4.1	180,000	(17.4)	110,000	(20.1)

(Note) Revisions to the most recently disclosed forecast: None

Please refer to “1. Summary of Business Results (3) Explanations of Forecast of Consolidated Financial Results” in the Attachment.

Notes

(1) Changes in significant consolidated subsidiaries during this period : None

(2) Changes in accounting policies/changes in accounting estimates

1) Changes in accounting policies due to revisions in accounting standards under IFRS: None

2) Changes in accounting policies other than 1): None

3) Changes in accounting estimates: None

(3) Number of shares issued (common stock)

(a) Total number of shares issued at the end of the period (including treasury shares)

As of June 30, 2026 : 437,143,500

As of March 31, 2026 : 437,143,500

(b) Number of treasury shares at the end of the period

As of June 30, 2026 : 7,315,829

As of March 31, 2026 : 7,315,776

(c) Average number of shares outstanding

During the three months ended June 30, 2026 : 429,827,706

During the three months ended June 30, 2025 : 436,557,021

※Review of the Japanese-language originals of the attached consolidated quarterly financial statements by certified public accountants or an audit firm : Yes (voluntary)

※Explanation for appropriate use of forecasts and other notes

(Remarks on the description on future forecast)

The forward-looking statements such as operational forecasts contained in this statement summary are based on information currently available to the Company and certain assumptions which are regarded as legitimate. However, it does not mean that we guarantee its achievement.

※The Company holds a presentation for institutional investors and analysts on August 3, 2026.
Documents distributed at the presentation are scheduled to be posted on our website on the same day.

Attachment

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1. Summary of Business Results

The business environment of the first quarter (from April 1, 2026 to June 30, 2026) was that the sharp rise in fuel cost due to the escalating tension in the Middle East and the persistent depreciation of yen, exerted a significant upward force on operating costs. Despite this business environment, International Passenger sales performed well and achieved a significant year-on-year increase in unit revenue. This was driven by the continuing strong inbound demand and outbound business demand from Japan, as well as the revenue management aimed to maximize the revenue, enabled by accurately leveraging the increased fuel surcharge table and the tightening supply-demand balance resulting from the flight suspensions by airlines in the Middle East. Domestic Passenger sales also progressed steadily, with unit revenue growing substantially year-on-year as a result of flexible revenue management. International Cargo sales also progressed steadily driven by increasing in the number of large freighters and the volume of high-value-added cargo, and yield improvement by capturing the tight supply and demand and thorough the application of fuel surcharge.

As a result, our earnings before interest and taxes (hereinafter referred to as "EBIT") was 12.7 billion yen.

(1) Summary of Business Results

The revenue for the three months ended June 30, 2026 (from April 1, 2026 to June 30, 2026 hereinafter referred to as the "First Quarter Period") increased by 11.2% year on year to 523.7 billion yen, the operating expense increased by 18.7% year on year to 516.8 billion yen, the EBIT decreased by 72.1% year on year to 12.7 billion yen, the profit attributable to owners of parent decreased by 80.2% year on year to 5.3 billion yen.

Consolidated financial results are as follows.

(JPY Bn)	Three months ended June 30, 2025	Three months ended June 30, 2026	% or points compared to prior period
Revenue	471.0	523.7	111.2%
Operating Expense	435.4	516.8	118.7%
Fuel	94.0	148.8	158.4%
Excluding Fuel	341.4	367.9	107.8%
Profit or loss before financing and income tax (EBIT)	45.5	12.7	27.9%
EBIT Margin (%)	9.7	2.4	(7.2)
Interim Profit attributable to owners of parent	27.0	5.3	19.8%

(Note) 1. Figures have been truncated and percentages are rounded off to the first decimal place.
2. Profit or loss before financing and income tax is defined as EBIT for the JAL Group. EBIT is calculated as Profit or Loss for the current fiscal year excluding Income tax expense, Interest, and Finance income and expense.
3. EBIT Margin=EBIT/Revenue.

The JAL Group has been driving the business portfolio transformation after the company's experience with the COVID pandemic. While pursuing growth, we are simultaneously establishing a structure capable of agilely responding to various risks probable in the future. To this end, we aim to create new business models particularly in non-aviation domains and expand the overall profitability of the Group. As we enhance the flexibility and resilience of our entire business, we will strategically execute growth investments and accelerate this transformation to steadily achieve not only our EBIT target of JPY 180 billion in the current fiscal year - the first year of the "JAL Group Management Vision 2035" - but also JPY 300 billion in FY2030 and JPY 350 billion in FY2035. The main topics are the growth and expansion of profit in the International Passenger Business and the "Mileage/Finance and Commerce Business", as well as the establishment of a sustainable Domestic Passenger Business.

For the "Full Service Carrier Business", we will expand the scale of our International Passenger Business by up-gauging aircraft size and introducing more medium to long-haul aircraft. For the Domestic Passenger Business, on the other hand, we will establish a sustainable domestic network that serves as vital social infrastructure, as we rapidly improve the profitability through the introduction of fuel surcharges, collaboration with other airlines, and cross-industry improvements in the supply-demand balance. For the Cargo business, we will expand our freighter network by introducing additional large freighters and expanding the transport of high-value-added cargo. For the "LCC Business", we will scale up our international presence by expanding the network from Narita International Airport mainly with ZIPAIR - our medium to long-haul international LCC. Furthermore, we will accelerate the business diversification with the "Mileage/Finance and Commerce Business" through strategic investments and broadening cross-industry partnerships both domestically and globally.

The JAL Group has maintained a consolidated profit in the first quarter (from April 1,2026 to June 30, 2026) led by both the power of foreign currency earnings in the International Passenger Business and the revenue diversification with non-aviation business, despite the extremely volatile external environment with demand shifts and soaring fuel costs driven by the escalating Middle East tensions. Notably, the stable revenues in the “Mileage/Finance and Commerce Business” forming the foundation for profitability, represent as a result of the steady progress in the business model reform and the business portfolio transformation that we have been promoting since the COVID pandemic.

Furthermore, toward the realization of the “JAL Group Management Vision 2035”, we issued the Series 1 Bond-Type Class Stock on June 3, 2026, to implement large-scale growth investments while maintaining a strong financial foundation. The proceeds secured through this issuance will be used to fund a portion of the capital investment for the purchase of cutting-edge aircraft, including the Airbus A350 and Boeing 737-8.

Regarding human capital management, we will continue to foster an environment where diverse talents can thrive across a wide range of fields and realize the creation of new value. For the Green Transformation, we have been operating environmentally friendly flights with the introduction of the Airbus A350-1000. Going forward, we will continue to work alongside our customers and society to expand the use of SAF, aiming to take climate action while achieving business growth.

<Full Service Carrier Business>

The revenue for the First Quarter Period increased by 13.8% year on year to 420.2 billion yen, and EBIT was loss of 0.8 billion yen (EBIT of 30.7 billion yen in the same period in the previous year) (Revenue and segment profit are figures before intersegment eliminations.)

Revenue Results (FSC)

(JPY Bn)	Three months ended June 30, 2025	Three months ended June 30, 2026	% or points compared to prior period
Full Service Carrier Business	369.3	420.2	113.8%
INTERNATIONAL	220.8	266.2	120.5%
Passenger operations	184.9	211.6	114.4%
Cargo and mail-service operations	35.5	54.1	152.4%
Luggage operations	0.3	0.4	113.4%
DOMESTIC	142.4	147.7	103.7%
Passenger operations	134.2	139.0	103.6%
Cargo and mail-service operations	8.1	8.5	105.7%
Luggage operations	0.1	0.1	106.8%
OTHER	5.9	6.2	103.7%

(Note) Figures have been truncated and percentages are rounded off to the first decimal place.

Traffic Results (Full Service Carrier)

	Three months ended June 30, 2025	Three months ended June 30, 2026	% or points compared to prior period
INTERNATIONAL			
Revenue passengers carried (number of passengers)	1,955,922	1,947,506	99.6%
Revenue passenger km (1,000 passenger-km)	11,045,771	10,813,526	97.9%
Available seat km (1,000 seat-km)	12,827,389	12,731,201	99.3%
Revenue passenger-load factor (%)	86.1	84.9	(1.2)
Revenue cargo ton-km (1,000 ton-km)	774,453	880,395	113.7%
Mail ton-km (1,000 ton-km)	22,389	17,312	77.3%
DOMESTIC			
Revenue passengers carried (number of passengers)	9,081,699	8,832,736	97.3%
Revenue passenger km (1,000 passenger-km)	6,880,404	6,722,550	97.7%
Available seat km (1,000 seat-km)	8,653,559	8,472,709	97.9%
Revenue passenger-load factor (%)	79.5	79.3	(0.2)
Revenue cargo ton-km (1,000 ton-km)	76,112	72,915	95.8%
Mail ton-km (1,000 ton-km)	5,960	6,031	101.2%
TOTAL			
Revenue passengers carried (number of passengers)	11,037,621	10,780,242	97.7%
Revenue passenger km (1,000 passenger-km)	17,926,175	17,536,076	97.8%
Available seat km (1,000 seat-km)	21,480,949	21,203,911	98.7%
Revenue passenger-load factor (%)	83.5	82.7	(0.7)
Revenue cargo ton-km (1,000 ton-km)	850,566	953,311	112.1%
Mail ton-km (1,000 ton-km)	28,349	23,343	82.3%

1. Revenue Passenger Kilometers (RPK) is the number of fare-paying passengers multiplied by the distance flown (km).
   Available Seat Kilometers (ASK) is the number of available seats multiplied by the distance flown (km).
   Revenue Cargo Ton Kilometers (RCTK) is the amount of cargo (ton) transported multiplied by the distance flown (km).
2. The distance flown between two points, used for calculations of RPK, ASK and RCTK above, is based on the great-circle distance and according to statistical data from IATA (International Air Transport Association) and ICAO (International Civil Aviation Organization).
3. Full Service Carrier (International): Japan Airlines Co., Ltd., Japan Transocean Air Co., Ltd.
   Full Service Carrier (Domestic): Japan Airlines Co., Ltd., J-Air Co., Ltd., Japan Air Commuter Co., Ltd., Hokkaido Air System Co., Ltd., Japan Transocean Air Co., Ltd. and Ryukyu Air Commuter Co., Ltd.,
4. Figures have been truncated and percentages are rounded off to the first decimal place.

The JAL Group has achieved a significant increase in revenue in the first quarter (from April 1, 2026 to June 30, 2026) year on year.

For International Passenger, the unit price increased significantly year-on-year, despite the extremely volatile external environment with demand shifts and soaring fuel costs driven by the escalating Middle East tensions. This growth was driven by the continuing strong inbound demand and outbound business demand from Japan, as well as the revenue management aimed to maximize the revenue by leveraging the increased fuel surcharge table and the tightening supply-demand balance resulting from the flight suspensions by airlines in the Middle East. As a result, the revenue exceeded the previous year’s level.

Regarding flight operations, we will increase flights on the Narita-San Diego and Bengaluru routes, upgrading them to daily operations from September 2026 onwards. Furthermore, to accommodate robust inbound demand, we will increase flights on the Narita-Melbourne, Kansai-Los Angeles, and Haneda-Helsinki routes to operate daily during certain periods. Additionally, by deploying the Airbus A350-1000, state-of-the-art aircraft returning from long-term maintenance, on the Haneda-London route, we will temporarily expand its network from 12 flights across 5 routes to 14 flights across 5 routes. Through these initiatives, we will continue striving to enhance customer convenience and further profitability.

Furthermore, on April 15,2026, we completely redesigned our JAL app, in response to the rapid increase in first-time travelers and inbound tourists generated from diversifying air travel needs after the COVID pandemic. With this renewal, we focused on intuitive operability and a simple, universally accessible design to provide optimal information in a stress-free way, tailored to each customer’s specific circumstances, from travel preparation through to arrival. Going forward, we will continue to pursue and innovate convenience and contribute to realizing a society where all customers can travel effortlessly and reassuringly.

For Domestic Passenger, steadily capturing robust demand amid the severe business conditions, we maintained the passenger numbers on par with the previous year. Furthermore, the unit price significantly increased year-on-year, as a result of capturing last-minute demand during the Golden Week holidays and executing agile pricing strategies in response to these late bookings. Consequently, the revenue exceeded the previous year's levels.

The report by the expert committee on the future of domestic aviation was published on May 29, 2026, presenting crucial recommendations aimed at ensuring customer convenience and maintaining domestic flight networks. This report includes policies directly linked to our future business operations, such as the abolition of investment restrictions on specific airlines and the authorization of agile adjustments to flight schedules and capacity in response to specific route characteristics. We will swiftly adapt to these new recommendations and institutional reforms to drive the establishment of strategic collaborative frameworks with other airlines, as well as to strive to maintain a sustainable domestic route network with the further enhancement of the profitability in parallel.

For International Cargo, in addition to operating our own freighters, we expanded our freighter network by increasing the flights of large freighters operated by Kalitta Air on North America routes and launching codeshare flights with Cargolux Airlines on Europe routes. In response to the soaring fuel market prices, we passed on costs through measures such as modifying our fuel surcharges scheme. Concurrently, by capturing robust demand between Asia and North America and focusing on the acquisition of high-value-added cargo such as pharmaceuticals and AI-related components, both cargo volume and unit prices significantly exceeded the previous year's levels, resulting in achieving substantial increase in revenue. For Domestic Cargo, although overall demand remained sluggish, we strived to capture new demand through new services such as security screening agency service. As a result, the revenue exceeded the previous year's levels.

<LCC Business>

The revenue for the First Quarter Period increased by 6.7% year on year to 32.4 billion yen, and EBIT was loss of 0.1 billion yen (EBIT of 4.2 billion yen in the same period in the previous year) (Revenue and EBIT are figures before intersegment eliminations.)

Revenue Results (LCC)

(JPY Bn)	Three months ended June 30, 2025	Three months ended June 30, 2026	% or points compared to prior period
Revenue	30.4	32.4	106.7%
International	25.9	27.0	103.9%
Domestic	0.3	0.4	127.3%
Others	4.1	5.0	122.4%

(Note) Figures have been truncated and percentages are rounded off to the first decimal place.

Traffic Results (LCC)

	Three months ended June 30, 2025	Three months ended June 30, 2026	% or points compared to prior period
ZIPAIR			
Revenue passengers carried (number of passengers)	348,582	355,240	101.9%
Revenue passenger km (1,000 passenger-km)	2,162,710	2,260,986	104.5%
Available seat km (1,000 seat-km)	2,803,472	2,554,968	91.1%
Revenue passenger-load factor (%)	77.1	88.5	11.3
SPRING JAPAN			
Revenue passengers carried (number of passengers)	279,916	179,545	64.1%
Revenue passenger km (1,000 passenger-km)	469,556	284,442	60.6%
Available seat km (1,000 seat-km)	533,264	338,173	63.4%
Revenue passenger-load factor (%)	88.1	84.1	(3.9)

1. Revenue Passenger Kilometers (RPK) is the number of fare-paying passengers multiplied by the distance flown (km).
   Available Seat Kilometers (ASK) is the number of available seats multiplied by the distance flown (km).
   Revenue Cargo Ton Kilometers (RCTK) is the amount of cargo (ton) transported multiplied by the distance flown (km).
2. The distance flown between two points, used for calculations of RPK, ASK and RCTK above, is based on the great-circle distance and according to statistical data from IATA (International Air Transport Association) and ICAO (International Civil Aviation Organization).
3. Traffic Results for SPRING JAPAN includes both International and Domestic carriage.
4. Figures have been truncated and percentages are rounded off to the first decimal place.

Flexibly responding to the rising demand in the LCC market, we achieved an increase in revenue year-on-year, while the number of aircraft remained flat from the previous year.

ZIPAIR - an LCC for medium to long-haul international flights, completed the implementation of SpaceX's satellite internet service named "Starlink" to all 8 owning aircraft of Boeing 787-8 in collaboration with Boeing Global Services on May 5, 2026. Therefore, ZIPAIR became the first airline in Asia to operate a fully Starlink-enabled fleet across its entire route network, allowing high-speed, low-latency, and free of charge internet access for all passengers aboard. Going forward, all passengers on the flights, regardless of destination or seat class, can connect Starlink Wi-Fi using their personal devices, with performance comparable to on-the-ground broadband.

Leveraging the enhanced competitiveness led by these service improvements, we will temporarily increase flights on the Narita-Los Angeles, Honolulu, Vancouver, and Seoul routes to capture the robust summer travel demand. Furthermore, following strong passenger turnout on the first-ever direct charter flight from Japan to Orlando operated in February and March 2026, we have decided to operate three round charter flights (six flights in total) on the Narita-Orlando route in August 2026. We will continue to drive further growth by combining enhancement of product value and agile expansion of route and number of flights.

Meanwhile, Spring Japan - an LCC mainly operating to China, drove precise and efficient revenue management against the backdrop of a tighter supply-demand balance resulting from flight reductions by the Chinese airlines. Consequently, unit price increased significantly year on year.

Going forward, through building a network with three distinct LCCs including Jetstar Japan, we will keep on contributing to the growth of both inbound and outbound travel while aiming to create new flows of people.

<Mileage/Finance and Commerce Business> <Others>

The revenue for the First Quarter Period increased by 13.3% year on year to 56.3 billion yen, and EBIT increased by 17.6% year on year to 12.0 billion yen. (Revenue and EBIT are figures before intersegment eliminations.)

For Mileage/Finance, mileage issuance in the non-aviation domain has steadily increased, driven by organic growth in volume of payment alongside the expansion of the JAL Card business, as well as the broadening of global partnerships with overseas financial institutions such as Capital One and Bilt Rewards. Furthermore, to expand opportunities of earning mileage in daily life, we launched "JAL Mobile powered by ahamo" and "JAL Water," adding to the well-received "JAL Mobile powered by IIJmio”.

Meanwhile, aiming to address diversifying customer needs, we drive to expand attractive rewards comparable to award tickets, such as "Miles-de-Experience", thus encouraging mileage redemptions in both aviation and non-aviation domains. Consequently, revenue generated from mileage issuance and redemption maintained high profit margins, contributing significantly to securing overall JAL Group profitability by absorbing temporary downward pressure on the aviation business caused by heightened tensions in the Middle East.

Additionally, on April 30, 2026, we resolved to enter into a capital and business alliance (the “Capital and Business Alliance”) with Lifenet Insurance Company ("Lifenet Insurance") and acquired the shares in June, making it our equity-method affiliate. Under the Capital and Business Alliance, the Company and Lifenet Insurance will work on exploring and discussing the development of insurance products utilizing JAL’s brand strength, customer base, and assets such as JAL Miles, as well as establishing a framework for the JAL Group to sell Lifenet’s insurance products. Through this alliance, integrating insurance business into “JAL Mileage Lifestyle”, we aim to expand the customer base, drive business growth, and broaden the non-aviation business domain. We will continue to promote the “JAL Mileage Lifestyle” concept, which enhances the opportunities of earning and using mileage, thereby expanding our customer base and achieving profit growth.

Commerce, led by strong trading of aircraft engine parts at JALUX and supported by solid performance across various business domains, recorded stable profits, alongside Mileage & Financial Services, contributed to securing overall profitability for the Group as a whole.

(2) Summary of Financial Position

(Assets, liabilities and net asset)

Assets at the end of the First Quarter Period increased by 175.0 billion yen from the end of the previous consolidated fiscal year to 3,373.7 billion yen, mainly due to the increase of cash and cash equivalents.

Liabilities increased by 19.3 billion yen from the end of the previous consolidated fiscal year to 1,883.3 billion yen mainly due to the increase in contract Liabilities.

Equity increased by 155.6 billion yen from the end of the previous consolidated fiscal year to 1,490.4 billion yen, mainly due to the recognition of other equity instruments through the issuance of the Bond-Type Class Shares, in spite of the dividends paid.

Liquidity at hand was maintained at a sufficient amount of 1,157.4 billion yen at the end of the First Quarter, as well as the unused credit line of 150.0 billion yen.

(Outline of Cash Flows)

Cash and cash equivalents at the end of the First Quarter Period increased by 147.2 billion yen from the end of the previous consolidated fiscal year to 1,157.4 billion yen.

1 Cash Flows from Operating Activities

As a total of quarterly profit before tax of 9.9 billion yen, non-cash expenses such as depreciation, and trade and other payables and receivables, cash flow from operating activities (inflow) was 97.8 billion yen (cash inflow of 81.0 billion yen in the same period of the previous year).

2 Cash Flows from Investing Activities

Cash flow from investing activities (outflow) was 66.5 billion yen mainly due to the acquisition of fixed assets (cash outflow of 24.2 billion yen in the same period of the previous year).

3 Cash Flows from Financing Activities

Cash flow from financing activities (inflow) was 114.1 billion yen mainly due to the issuance of shares (cash inflow of 145.7 billion yen in the same period of the previous year).

(3) Explanations of Forecast of Consolidated Financial Results

There are no changes to the full-year consolidated financial results forecast and dividend forecast announced in “Consolidated Financial Results for the year Ended March 31, 2026" dated April 30, 2026.

2. Condensed Quarterly Consolidated Financial Statement and Primary Notes

(1) Condensed Quarterly Consolidated Statement of Financial Position

	As of March 31, 2026	As of June 30, 2026
	Millions of Yen	Millions of Yen
Assets		
Current assets		
Cash and cash equivalents	1,010,185	1,157,424
Trade and other receivables	254,576	252,035
Other financial assets	31,216	14,635
Inventories	60,606	74,394
Other current assets	88,961	98,115
Total current assets	1,445,545	1,596,606
Non-current assets		
Tangible fixed assets		
Flight equipment	1,041,696	1,026,451
Advances on flight equipment	115,612	121,592
Other tangible fixed assets	102,221	103,773
Total tangible fixed assets	1,259,530	1,251,818
Goodwill and intangible assets	111,731	116,591
Investment property	2,902	1,850
Investments accounted for using equity method	33,532	62,908
Other financial assets	182,127	169,682
Deferred tax assets	109,866	119,988
Retirement benefit asset	36,393	36,835
Other non-current assets	17,128	17,505
Total non-current assets	1,753,211	1,777,179
Total assets	3,198,757	3,373,785

	As of March 31, 2026	As of June 30, 2026
	Millions of Yen	Millions of Yen
Liabilities and equity		
Liabilities		
Current liabilities		
Trade and other payables	208,687	228,806
Interest-bearing liabilities	149,883	112,524
Other financial liabilities	73,523	88,332
Income taxes payable	7,445	3,400
Contract liabilities	484,519	529,501
Provisions	5,045	4,295
Other current liabilities	73,589	65,499
Total current liabilities	1,002,693	1,032,361
Non-current liabilities		
Interest-bearing liabilities	726,034	715,391
Other financial liabilities	13,443	15,135
Deferred tax liabilities	3,961	3,219
Provisions	28,568	28,194
Retirement benefit liability	82,321	82,401
Other non-current liabilities	6,967	6,673
Total non-current liabilities	861,297	851,015
Total liabilities	1,863,991	1,883,377
Equity		
Share capital	273,200	273,200
Capital surplus	270,540	464,804
Other equity instruments	177,679	177,679
Retained earnings	508,279	492,914
Treasury shares	(21,213)	(21,213)
Accumulated other comprehensive income		
Financial assets measured at fair value through other comprehensive income	47,713	45,370
Effective portion of cash flow hedges	31,747	12,578
Exchange differences on translation of foreign operations	1,692	2,004
Total accumulated other comprehensive income	81,153	59,953
Total equity attributable to owners of parent	1,289,639	1,447,338
Non-controlling interests	45,126	43,070
Total equity	1,334,765	1,490,408
Total liabilities and equity	3,198,757	3,373,785

(2) Condensed Quarterly Consolidated Statement of Profit or Loss and Other Comprehensive Income

	Three months ended June 30, 2025	Three months ended June 30, 2026
	Millions of Yen	Millions of Yen
Revenue		
International passenger revenue	210,947	238,650
Domestic passenger revenue	134,557	139,446
Other revenue	125,578	145,640
Total revenue	471,083	523,737
Other income	7,693	3,959
Operating expenses		
Personnel expenses	(94,647)	(100,745)
Aircraft fuel	(94,015)	(148,894)
Depreciation, amortization and impairment losses	(40,781)	(42,814)
Other operating expenses	(206,014)	(224,399)
Total operating expenses	(435,459)	(516,853)
Operating profit	43,317	10,843
Share of profit of investments accounted for using equity method	211	596
Profit before investing, financing and income tax	43,529	11,440
Income/expenses from investments		
Investing income	2,416	1,370
Investing expenses	(439)	(107)
Profit before financing and income tax	45,506	12,703
Finance income/expenses		
Finance income	501	2,268
Finance expenses	(5,146)	(5,063)
Profit before tax	40,861	9,907
Income tax expense	(12,749)	(4,298)
Profit	28,111	5,608
Profit attributable to		
Owners of parent	27,081	5,353
Non-controlling interests	1,030	255
Other comprehensive income		
Items that will not be reclassified to profit or loss		
Financial assets measured at fair value through other comprehensive income	4,886	(3,664)
Share of other comprehensive income of investments accounted for using equity method	56	56
Total of items that will not be reclassified to profit or loss	4,943	(3,607)
Items that may be reclassified to profit or loss		
Effective portion of cash flow hedges	(6,742)	(18,641)
Exchange differences on translation of foreign operations	(356)	147
Share of other comprehensive income of investments accounted for using equity method	32	(205)
Total of items that may be reclassified to profit or loss	(7,066)	(18,699)
Other comprehensive income, net of tax	(2,123)	(22,307)
Comprehensive income	25,988	(16,698)

	Three months ended June 30, 2025	Three months ended June 30, 2026
	Millions of Yen	Millions of Yen
Comprehensive income attributable to		
Owners of parent	25,257	(15,937)
Non-controlling interests	731	(760)
Earnings per share		
Basic earnings per share (Yen)	60.04	9.09
Diluted earnings per share (Yen)	-	-

(3) Condensed Quarterly Consolidated Statement of Changes in Equity

Consolidated Financial Results for the First Quarter Period of FY2025 (April 1, 2025 to June 30, 2025)

	Equity attributable to owners of parent					
						Accumulated other comprehensive income
	Share capital	Capital surplus	Other equity instruments	Retained earnings	Treasury shares	Financial assets measured at fair value through other comprehensive income
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Balance as of April 1, 2025	273,200	274,242	-	395,719	(1,473)	35,745
Profit	-	-	-	27,081	-	-
Other comprehensive income	-	-	-	-	-	4,930
Comprehensive income	-	-	-	27,081	-	4,930
Issuance of other equity instruments	-	-	177,679	-	-	-
Dividends	-	-	-	(20,081)	-	-
Share-based payments transactions	-	120	-	-	-	-
Transfer to hedged non-financial assets	-	-	-	-	-	-
Changes in ownership interest in subsidiaries	-	(0)	-	-	-	-
Transfer to retained earnings	-	-	-	0	-	(0)
Total transactions with owners	-	120	177,679	(20,081)	-	(0)
Balance as of June 30, 2025	273,200	274,363	177,679	402,719	(1,473)	40,676

	Equity attributable to owners of parent					
	Accumulated other comprehensive income					
	Effective portion of cash flow hedges	Exchange differences on translation of foreign operations	Total accumulated other comprehensive income	Total Equity attributable to owners of parent	Non-controlling interests	Total equity
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Balance as of April 1, 2025	(3,860)	1,484	33,369	975,057	41,615	1,016,673
Profit	-	-	-	27,081	1,030	28,111
Other comprehensive income	(6,574)	(179)	(1,824)	(1,824)	(299)	(2,123)
Comprehensive income	(6,574)	(179)	(1,824)	25,257	731	25,988
Issuance of other equity instruments	-	-	-	177,679	-	177,679
Dividends	-	-	-	(20,081)	(1,318)	(21,400)
Share-based payments transactions	-	-	-	120	-	120
Transfer to hedged non-financial assets	202	-	202	202	239	442
Changes in ownership interest in subsidiaries	-	-	-	(0)	0	-
Transfer to retained earnings	-	-	(0)	-	-	-
Total transactions with owners	202	-	202	157,921	(1,078)	156,842
Balance as of June 30, 2025	(10,232)	1,304	31,748	1,158,236	41,268	1,199,504

Consolidated Financial Results for the First Quarter Period of FY2026 (April 1, 2026 to June 30, 2026)

	Equity attributable to owners of parent					
						Accumulated other comprehensive income
	Share capital	Capital surplus	Other equity instruments	Retained earnings	Treasury shares	Financial assets measured at fair value through other comprehensive income
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Balance as of April 1, 2026	273,200	270,540	177,679	508,279	(21,213)	47,713
Profit	-	-	-	5,353	-	-
Other comprehensive income	-	-	-	-	-	(2,343)
Comprehensive income	-	-	-	5,353	-	(2,343)
Issuance of new shares	97,500	96,534	-	-	-	-
Transfer from share capital to capital surplus	△97,500	97,500	-	-	-	-
Dividends	-	-	-	(21,491)	-	-
Share-based payments transactions	-	230	-	-	-	-
Transfer to hedged non-financial assets	-	-	-	-	-	-
Purchase of treasury shares	-	-	-	-	(0)	-
Changes in ownership interest in subsidiaries	-	(0)	-	-	-	-
Change in scope of consolidation	-	-	-	773	-	-
Total transactions with owners	-	194,263	-	(20,718)	(0)	-
Balance as of June 30, 2026	273,200	464,804	177,679	492,914	(21,213)	45,370

	Equity attributable to owners of parent					
	Accumulated other comprehensive income					
	Effective portion of cash flow hedges	Exchange differences on translation of foreign operations	Total accumulated other comprehensive income	Total Equity attributable to owners of parent	Non-controlling interests	Total equity
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Balance as of April 1, 2026	31,747	1,692	81,153	1,289,639	45,126	1,334,765
Profit	-	-	-	5,353	255	5,608
Other comprehensive income	(19,061)	113	(21,291)	(21,291)	(1,016)	(22,307)
Comprehensive income	(19,061)	113	(21,291)	(15,937)	(760)	(16,698)
Issuance of new shares	-	-	-	194,034	-	194,034
Transfer from share capital to capital surplus	-	-	-	-	-	-
Dividends	-	-	-	(21,491)	(2,354)	(23,845)
Share-based payments transactions	-	-	-	230	-	230
Transfer to hedged non-financial assets	(107)	-	(107)	(107)	(126)	(234)
Purchase of treasury shares	-	-	-	(0)	-	(0)
Changes in ownership interest in subsidiaries	-	-	-	(0)	0	-
Change in scope of consolidation	-	198	198	971	1,185	2,156
Total transactions with owners	(107)	198	90	173,636	(1,295)	172,341
Balance as of June 30, 2026	12,578	2,004	59,953	1,447,338	43,070	1,490,408

(4) Condensed Quarterly Consolidated Statement of Cash Flows

	Three months ended June 30, 2025	Three months ended June 30, 2026
	Millions of Yen	Millions of Yen
Cash flows from operating activities		
Profit before tax	40,861	9,907
Depreciation, amortization and impairment losses	40,781	42,814
Loss (gain) on sale and retirement of fixed assets	(3,590)	(308)
Increase (decrease) in retirement benefit liability	(353)	79
Interest and dividend income	(2,798)	(2,274)
Interest expenses	3,753	4,297
Foreign exchange loss (gain)	690	(983)
Share of loss (profit) of investments accounted for using equity method	(211)	(596)
Decrease (increase) in trade and other receivables	(4,813)	(2,990)
Decrease (increase) in inventories	(2,898)	(8,013)
Increase (decrease) in trade and other payables	(10,084)	19,650
Increase (decrease) in contract liabilities	16,595	44,967
Other, net	7,965	(1,002)
Subtotal	85,896	105,547
Income taxes paid	(4,869)	(7,693)
Net cash provided by (used in) operating activities	81,027	97,854
Cash flows from investing activities		
Purchase of non-current assets	(30,543)	(43,204)
Proceeds from sales of non-current assets	5,006	1,081
Purchase of investments accounted for using equity method	-	(29,452)
Purchase of other financial assets	(1,774)	(267)
Payments for loans receivable	(288)	(553)
Collection of loans receivable	186	191
Interest received	616	1,307
Dividends received	2,427	4,201
Other, net	103	127
Net cash provided by (used in) investing activities	(24,265)	(66,568)
Cash flows from financing activities		
Net increase (decrease) in short-term borrowings	18,407	4,997
Repayments of long-term borrowings	(20,956)	(20,805)
Redemption of bonds	-	(30,000)
Proceeds from issuance of shares	-	193,640
Proceeds from issuance of other equity instruments	177,160	-
Interest paid	(2,632)	(3,021)
Dividends paid	(19,117)	(20,686)
Dividends paid to non-controlling interests	(1,222)	(957)
Distributions to owners of other equity instruments	-	(3,009)
Repayments of lease liabilities	(5,465)	(5,628)
Other, net	(442)	(416)
Net cash provided by (used in) financing activities	145,730	114,113
Effect of exchange rate changes on cash and cash equivalents	(1,320)	1,514
Net increase (decrease) in cash and cash equivalents	201,172	146,914
Cash and cash equivalents at beginning of period	749,030	1,010,185
Increase (decrease) in cash and cash equivalents resulting from change in scope of consolidation	-	325
Cash and cash equivalents at end of period	950,202	1,157,424

(5) Notes for Condensed Quarterly Consolidated Financial Statements

(Reporting Company)

Japan Airlines Co., Ltd. (hereinafter the "Company") is a stock company located in Japan. The registered address of its Head Office is 4-11, 2-chome Higashi-shinagawa, Shinagawa-ku, Tokyo. The Company's condensed quarterly consolidated financial statements for the three months ended June 30, 2026 consists of the Company and its subsidiaries (the "JAL Group") and interests in affiliates and jointly controlled entities.

The JAL Group's main businesses are "Full Service Carrier (hereinafter "FSC") Business", "LCC Business", and Mileage/Finance and Commerce Business". Details of each business are described in Note "Revenue."

(Basis of Preparation)

1) Method of preparation of condensed quarterly consolidated financial statements

The Company's quarterly consolidated financial statements have been prepared in accordance with the quarterly financial statement preparation standards of the Tokyo Stock Exchange, Inc. In accordance with the provisions of Article 5, Paragraph 2 of these preparation standards, the summary quarterly consolidated financial statements are prepared based on International Accounting Standard 34 "Interim Financial Reporting" (hereinafter "IAS 34"). However, in accordance with the provisions of Article 5, Paragraph 5 of these preparation standards, some of the disclosure items and notes required by IAS 34 have been omitted. Therefore, these financial statements are not a set of condensed financial statements in accordance with IAS 34.

2) Functional currency and presentation currency

The JAL Group's condensed quarterly consolidated financial statements are stated in Japanese yen, the Company's functional currency, rounded down to the nearest million yen.

(Going Concern Assumptions)

None

(Revenue)

(1) Breakdown of Revenue

Revenue and Segment Revenue

Consolidated Financial Results for the first quarter of FY2025 (April 1, 2025 to June 30, 2025)

	Reportable Segment						
	FSC Business	LCC Business	Mileage/ Finance and Commerce Business	Others	Sub-total	Internal transaction adjustment	Total
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
International							
Passenger	184,966	25,988	-	-	210,955	-	-
Cargo and mail	35,523	-	-	-	35,523	-	-
Baggage	391	-	-	-	391	-	-
Sub-total	220,880	25,988	-	-	246,869	-	-
Domestic							
Passenger	134,268	321	-	-	134,589	-	-
Cargo and mail	8,115	-	-	-	8,115	-	-
Baggage	106	-	-	-	106	-	-
Sub-total	142,489	321	-	-	142,811	-	-
Total revenues from international and domestic operations	363,370	26,310	-	-	389,680	-	-
Mileage/Finance Commerce	-	-	49,713	-	49,713	-	-
Travel agency	-	-	-	25,359	25,359	-	-
Others	5,980	4,142	-	34,569	44,691	-	-
Total revenues	369,350	30,452	49,713	59,928	509,445	(38,362)	471,083

(Note) Segment revenue is stated before elimination of intersegment transactions.

Consolidated Financial Results for the first quarter of FY2026 (April 1, 2026 to June 30, 2026)

	Reportable Segment						
	FSC Business	LCC Business	Mileage/ Finance and Commerce Business	Others	Sub-total	Internal transaction adjustment	Total
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
International							
Passenger	211,648	27,009	-	-	238,658	-	-
Cargo and mail	54,143	-	-	-	54,143	-	-
Baggage	443	-	-	-	443	-	-
Sub-total	266,235	27,009	-	-	293,245	-	-
Domestic							
Passenger	139,072	409	-	-	139,481	-	-
Cargo and mail	8,578	-	-	-	8,578	-	-
Baggage	113	-	-	-	113	-	-
Sub-total	147,764	409	-	-	148,173	-	-
Total revenues from international and domestic operations	414,000	27,419	-	-	441,419	-	-
Mileage/Finance Commerce	-	-	56,337	-	56,337	-	-
Travel agency	-	-	-	21,656	21,656	-	-
Others	6,202	5,070	-	34,993	46,267	-	-
Total revenues	420,203	32,490	56,337	56,649	565,680	(41,942)	523,737

(Note) Segment revenue is stated before elimination of intersegment transactions.

The JAL Group operates “FSC Business”, “LCC Business”, mainly in passenger and baggage carriage or mail and cargo handling in both international and domestic routes, “Mileage/Finance and Commerce Business”, mainly in mileage award services provided to its member customers, and “Other” businesses.

Revenues arising out of these businesses are recognized in accordance with contracts with customers, and there is no significant financing component in the contracts. All considerations in contracts with customers are reflected in transaction prices..

The JAL Group operates a customer loyalty program called “JAL Mileage Bank”. Members of the JAL Mileage Bank can collect miles through flights with the airlines in JAL Group or other services and can redeem them for flights with JAL group or other partners' services. Miles granted are deemed as performance obligations and contract liabilities are recognized. The transaction price is allocated to each performance obligation based on the ratio of the stand-alone selling price, considering the utilization rate of the service and the expected expiration. A transaction price allocated as performance obligations of miles is deferred as contract liabilities in the condensed quarterly consolidated statement of financial position, and revenue is recognized as miles are redeemed.

FSC Business・LCC Business

In the FSC Business and LCC Business, the JAL Group provides services related to the international and domestic transportation of passengers, cargo and mail and baggage on aircraft. The main revenues are recognized when the performance obligations are satisfied, as follows.

Passenger

Passenger revenue is mainly revenue earned from passenger transportation services using aircraft. The JAL Group has the obligation to provide customers with international and domestic air transportation services according to the Conditions of Carriage. The performance obligation is satisfied upon completion of the passenger's air transportation service. The consideration for transactions may vary because the JAL Group may offer discounts when selling tickets or pay incentives based on the amount of sales. In addition, consideration for a transaction is generally received in advance at a point in time before the performance obligation is satisfied.

Cargo and mail

Cargo and mail revenues are mainly revenues earned from air cargo and air mail handling operations. The JAL Group has the obligation to provide international and domestic cargo and mail transportation services. The performance obligation is satisfied upon completion of cargo and mail air transportation service. The amount of variable consideration included in revenue is not material. Consideration for a transaction is generally received within two months after the completion of cargo and mail air transportation.

Baggage

Baggage revenue is mainly revenue earned from baggage transportation services that accompany passenger transportation on aircraft. The JAL Group has the obligation to provide customers with international and domestic baggage transportation services. The performance obligation is satisfied upon completion of baggage air transportation service. The amount of variable consideration included in revenue is not material. Consideration for a transaction is generally received on the day of baggage transportation..

Mileage/Finance and Commerce Business

In the Mileage/Finance and Commerce, the JAL Group provides benefit services to JAL Mileage Bank member customers through its group and partner companies, offer credit card related services, and sell products through wholesale and retail channels. The main revenues are recognized when the performance obligations are satisfied, as follows.

Mileage/Finance and Commerce

Mileage/Finance and Commerce Revenue includes income from providing benefit services related to miles, income from providing credit card related services, and income from product sales. In terms of income from providing benefit services related to miles, the JAL Group is obligated to provide benefit services in exchange for miles granted to its member customers by its group or partner companies. This performance obligation is satisfied upon the completion of providing the benefit services. The timing of receiving monetary compensation varies depending on the service that grants the miles. The timing of receiving compensation for miles granted in accordance with the use of the JAL Group's air transportation services is mainly before the use of the air transportation services, while the timing of receiving compensation for miles granted in accordance with the use of services by partner companies is mainly after the use of those services.

In terms of income from providing credit card related services, the JAL group is primarily obligated to provide payment services to the card members who are mainly its customers. This performance obligation is satisfied according to the membership period based on the contract with the card members, and the transaction compensation is usually received in advance before the performance obligation is satisfied. Additionally, in terms of income from product sales, the JAL Group sells mainly clothing, miscellaneous goods, food, etc., through stores and e-commerce, and is obligated to deliver these products to customers. This performance obligation is satisfied upon the completion of product delivery or customer inspection, and the transaction compensation is usually received after the performance obligation is satisfied. The amount of variable consideration included in these revenues is not material.

Others

In “Others”, the JAL Group is mainly engaged in planning and sales of air travel package tour, undertaking ground handling services for foreign airline flights. Revenue related to planning and sales of air travel package tours is mainly recognized over a certain period of time as the service is provided, and consideration for a transaction is generally received in advance at a point in time before the performance obligation is satisfied. Additionally, revenue from ground handling services for foreign airline flights is mainly recognized upon the completion of providing the service, and consideration for a transaction is generally received at a point in time after the performance obligation is satisfied.

(Segment Information)

(1) Overview of segment reporting

The reportable segments of the JAL Group are components of the Company about which separate financial information is available and evaluated regularly by the Board of Directors in deciding how to allocate resources and evaluating business performance.

Based on similar economic characteristics, the reportable segments of the JAL Group are aggregated into the “FSC Business,” “LCC Business,” and “Mileage/Finance and Commerce Business.” Both “FSC Business” and “LCC Business” primarily include passenger, baggage carriage, mail and cargo handling in both international and domestic routes, while “Mileage/Finance and Commerce Business” primarily includes mileage award services provided to its member customers.

(2) Information on reportable segment

Revenue and business performance by JAL Group’s reportable segment are as follows.

Intersegment sales are based on the current market price.

Consolidated financial results for the first quarter of FY2025 (April 1, 2025 to June 30, 2025)

	Reportable segment							
	FSC Business	LCC Business	Mileage/ Finance and Commerce Business	Sub-total	Others (Note)1	Total	Adjustment (Note) 2	Consolidated Statement (Note) 3
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Revenue								
Sales to external customers	357,199	26,996	33,927	418,123	52,959	471,083	-	471,083
Intersegment	12,151	3,456	15,785	31,393	6,969	38,362	(38,362)	-
Total	369,350	30,452	49,713	449,516	59,928	509,445	(38,362)	471,083
Profit or loss before financing and income tax	30,716	4,235	10,240	45,193	1,358	46,552	(1,045)	45,506
Finance income	-	-	-	-	-	-	-	501
Finance expenses	-	-	-	-	-	-	-	(5,146)
Profit before tax	-	-	-	-	-	-	-	40,861

(Note) 1. “Others” generally comprise travel business

2. Adjustment includes intersegment elimination.

3. Segment profit has been adjusted with profit before financing and income tax on the condensed quarterly consolidated statement of profit or loss and other comprehensive income.

Consolidated financial results for the first quarter of FY2026 (April 1, 2026 to June 30, 2026)

	Reportable segment							
	FSC Business	LCC Business	Mileage/ Finance and Commerce Business	Sub-total	Others (Note)1	Total	Adjustment (Note) 2	Consolidated Statement (Note) 3
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Revenue								
Sales to external customers	409,730	28,103	37,851	475,685	48,052	523,737	-	523,737
Intersegment	10,473	4,386	18,485	33,345	8,597	41,942	(41,942)	-
Total	420,203	32,490	56,337	509,030	56,649	565,680	(41,942)	523,737
Profit or loss before financing and income tax	(812)	(134)	12,047	11,099	2,672	13,772	(1,068)	12,703
Finance income	-	-	-	-	-	-	-	2,268
Finance expenses	-	-	-	-	-	-	-	(5,063)
Profit before tax	-	-	-	-	-	-	-	9,907

(Note) 1. “Others” generally comprise travel business.

2. Adjustment includes intersegment elimination.

3. Segment profit has been adjusted with profit before financing and income tax on the condensed quarterly consolidated statement of profit or loss and other comprehensive income.