

Japan Credit Rating Agency, Ltd. (JCR) announces the following credit rating.

Philippine Airlines, Inc. (security code: -)

<Assignment>

Foreign Currency Long-term Issuer Rating: BBB
Outlook: Stable

Rationale

- (1) Philippine Airlines (PAL) is the core subsidiary of the Philippine Airlines Group, whose holding company is PAL Holdings, Inc. (PHI). PAL's principal businesses are domestic and international air passenger and air cargo transportation services. The group's credit profile is supported by its strong business franchises in both the domestic and international markets, high profitability underpinned by cost-efficient operations, a relatively sound balance between interest-bearing debt and cash flow, and a conservative financial management policy. On the other hand, its credit profile is constrained by the inherent volatility of the airline industry, as earnings are susceptible to unexpected fluctuations in demand, increases in fuel prices, and deterioration in financial conditions. JCR has assigned PAL an issuer rating of "BBB", in line with the group's credit profile. Going forward, JCR will focus on whether PAL can maintain or improve its financial balance amid changes in the business environment and planned aircraft investments.
- (2) Together with PAL Express, a sister airline that mainly operates domestic routes under the same brand, PAL has established strong business franchises in both the domestic and international markets. PAL is enhancing its brand strength by improving on-time performance and the customer experience, as well as expanding partnerships under its loyalty program. In June 2026, PAL was invited to join the oneworld Alliance and is expected to become its 16th member airline. Following its admission, PAL is expected to gain access to oneworld's network of nearly 1,000 destinations across 170 countries and territories through enhanced connectivity and reciprocal lounge and frequent flyer program benefits. JCR believes that membership will contribute to strengthening PAL's competitiveness in the international market.
- (3) In the domestic market, PAL held a 29% share in 2025, ranking second behind Cebu Pacific, an LCC with a market share exceeding 50%. As the country's only full-service carrier, PAL captures profitable business travel demand through its domestic network centered on Manila Airport. While slot constraints at the airport limit opportunities for route expansion, the competitive environment remains stable. PAL's domestic operations maintain high profitability and account for slightly over 20% of its total revenue.
- (4) In the international segment, demand for high-yield long-haul services is underpinned by travel between more than 10 million Filipinos living overseas, particularly in North America, and their families and relatives in the Philippines. Supported also by strong cost competitiveness, PAL holds the largest share of the transpacific market between the Philippines and North America. The Philippines–North America routes account for approximately 35% of total revenue and make a significant contribution to earnings. In 2026, PAL proceeded with the deployment of its A350-1000 aircraft on North American routes serving New York, Toronto, and San Francisco. It is also scheduled to launch the Manila–Chicago route in November 2026. In addition to its existing bilateral partnerships with airlines such as ANA, PAL has expanded its partnerships with Qantas Airways and Qatar Airways as it proceeds with preparations to join oneworld.
- (5) Following the deterioration in its operating performance during the COVID-19 pandemic, PAL filed for Chapter 11 protection in September 2021 and, with support from its major shareholder, completed the proceedings by the end of December that year. PAL has since maintained strict cost discipline by returning economically inefficient leased aircraft and reviewing its maintenance strategy. It has also improved its earnings capacity by increasing the number of seats in higher-yield cabin classes and adding frequencies on long-haul routes. For FY2025, PHI reported revenue of PHP 183.8 billion and net income of PHP 10.1 billion, representing increases in both revenue and profit. In the first half of 2026, revenue increased 11.2% year on year to PHP 103.8 billion. However, the company recorded a net loss attributable to owners of the parent of PHP 1.8 billion due to a sharp rise in fuel prices amid tensions in the Middle East. At the PAL level, fuel expenses increased 48.2% year on year. Although

the EBITDA margin declined to 15.5% from 23.0% in the same period of the previous year, it remained at a solid level.

- (6) PAL has made progress in reducing its debt through the Chapter 11 restructuring and subsequent improvement in cash flow generation. However, PHI's interest-bearing debt-to-EBITDA ratio increased from approximately 2.7 times at the end of December 2025 to approximately 4.2 times on a last-twelve-month basis at the end of June 2026. Its debt-to-equity ratio also deteriorated from 2.2 times to 3.0 times, while its interest coverage ratio declined from 2.85 times to slightly above 1.0 time. These changes reflect both the temporary deterioration in earnings caused by the sharp rise in fuel prices and an increase in debt associated with aircraft deliveries. It is therefore necessary to closely monitor the recovery in earnings following a normalization of fuel prices and the impact of financing for future aircraft investments on the company's financial indicators. PAL's liquidity is supported by the maintenance of adequate cash and deposit balances and the establishment of credit lines.
- (7) To meet robust demand supported by the growth of the Philippine economy, PAL plans to expand its fleet through medium- to long-term aircraft investments. Its fleet has an average age of approximately 11 years. Of the nine A350-1000 aircraft ordered in 2023, two had been delivered by the end of June 2026, with the remaining seven scheduled for delivery by 2028. In July 2026, PAL also signed a memorandum of understanding with Airbus for the acquisition of nine additional A350-1000 aircraft and secured purchase rights for five more. Deliveries of the additional aircraft are scheduled for 2034 through 2036. PAL also signed a memorandum of understanding with Boeing for the acquisition of 15 Boeing 787-10 aircraft, with the opportunity to acquire five additional aircraft. The company also has outstanding orders for A321neo aircraft. At the same time, PAL intends to maintain its financial balance within an acceptable range even under adverse external conditions by selecting flexible procurement methods. JCR considers the effectiveness of this policy to be important, particularly the company's ability to adjust the timing of aircraft investments and diversify its funding sources when the external environment deteriorates.

Kiichi Sugiura, Masataka Itoh

Rating

Issuer: Philippine Airlines, Inc.

<Assignment>

Foreign Currency Long-term Issuer Rating: BBB Outlook: Stable

Rating Assignment Date: October 7, 2026

The assumptions for the credit ratings and the definitions of the rating symbols are published as "Types of Credit Ratings and Definitions of Rating Symbols" (January 6, 2014) in Information about JCR Ratings on JCR's website (<https://www.jcr.co.jp/en/>).

Outline of the rating methodology is shown as "JCR's Rating Methodology" (October 1, 2024) and "Air Transportation" (October 4, 2024) in Information about JCR Ratings on JCR's website (<https://www.jcr.co.jp/en/>).

The rating stakeholder participated in the rating process of the aforementioned credit ratings.

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JCR publishes its press releases regarding the rating actions both in Japanese and in English on the same day. In case that it takes time to translate rating rationale, JCR may publicize the summary version, which will be replaced by the full translated version within three business days. (Regarding Structured Finance products, JCR only publicize the summary version in English.)



INFORMATION DISCLOSURE FORM

Japan Credit Rating Agency, Ltd.

Disclosure Required by Paragraph (a)(1)(ii) of Rule 17g-7

Issuer:	Philippine Airlines, Inc.
Rating Publication Date:	October 7, 2026

1

The Symbol, Number, or Score in the Rating Scale used to Denote Credit Rating Categories and Notches and, the Identity of the Obligor or the Identity and a Description of the Security or Money Market Instrument as Required by Paragraph (a)(1)(ii)(A) of Rule 17g-7

- Please see the news release. If the credit rating is a private rating, please see the report for private rating.

2

The version of the procedure or methodology used to determine the credit rating; as Required by Paragraph (a)(1)(ii)(B) of Rule 17g-7

- Please see the news release. If the credit rating is a private rating, please see the report for private rating.

3

The Main Assumptions and Principles used in Constructing the Procedures and Methodologies used to Determine the Credit Rating as Required by Paragraph (a)(1)(ii)(C) of Rule 17g-7

- The credit rating methodology assumes, in principle, to be applied to assess the likelihood of a given debt payment in light of its issuer's condition and business environment, etc. in the relevant future. There is certain limitation, however, in the time horizon that the rating foresees.
- The credit rating methodology assumes, in principle, that the factors posted in the below are particularly important for such likelihood to be determined, and that the rating determination is made by evaluating each of them not only quantitatively but also employing qualitative analyses.

A) Business Bases

The likelihood of a given debt payment is highly conditional to its issuer's business bases - how they can be maintained/ expanded into the future and thereby secure earnings and cash flows in adequacy and in a sustainable way.

B) Financial Grounds and Asset Quality

The likelihood of debt payment is highly dependent on the degree of the issuer's indebtedness and loss absorption capacity in terms of equity capital. Also notable is that a financial institution might see a significant loss of financial grounds as a result of changes in value of the assets under its possession.

C) Liquidity Positions

The likelihood of debt payment is highly dependent on the adequacy of the issuer's cash and other sources of repayment (liquidity positions).

D) Related Parties' Status and Stance of Support/ Assistance for the Issuer

The likelihood of debt payment is affected one way or the other by the issuer's related parties such as parent company, subsidiary, guarantor, and the government of the issuer's business domicile, etc. - by their own conditions and/ or position of support/ assistance for the issuer.

E) Order of Seniority in Debt Payment

The likelihood of debt payment can be different between given debts of the same issuer. The likelihood of debt payment for an individual debt is dependent on the issuer's discretion, and/ or its rank relative to other debts of the same issuer in the order of seniority in principal/ interest payment which is determined by design as financial product or by laws, etc.

4 The Potential Limitations of the Credit Rating as Required by Paragraph (a)(1)(ii)(D) of Rule 17g-7

- The credit rating herewith presented by JCR is its summary opinion with regard to the likelihood of given debt payment and hence not necessarily a perfect representation of such likelihood. The credit rating is not intended to estimate the probability of default or the loss on given default, either.
- The objective of the credit rating herewith presented does not include any concerns other than the likelihood of debt payment, such as risks of price changes, market liquidity, etc.
- The credit rating herewith presented is necessary to be reviewed along with possible changes of the issuer of rated objects in its business performance and/ or circumstances which include regulatory environment, and hence subject to possible alteration.

5 Information on the Uncertainty of the Credit Rating as Required by Paragraph (a)(1)(ii)(E) of Rule 17g-7

- The information used for the determination of credit rating as herewith presented is obtained by JCR from the issuer of rated objects and other sources that JCR trusts in terms of accuracy and reliability but possibly contains errors due to human, non-human or other causes. Consequently, the credit rating determined on the grounds of such information does not constitute, explicitly or implicitly, any representation or warrant of JCR on the information itself or any consequences of its use in terms of accuracy, relevance, timeliness, wholeness, market value, or usefulness for any specific purposes.

6 Use of Due Diligence Services of a Third Party in Taking the Rating Action as Required by Paragraph (a)(1)(ii)(F) of Rule 17g-7

- There is no use of any third-party due diligence service in the determination of the credit rating herewith presented.

7 Use of Servicer or Remittance Reports to Conduct Surveillance of the Credit Rating Required by Paragraph (a)(1)(ii)(G) of Rule 17g-7

- There is no use of any servicer or remittance report to conduct surveillance of the credit rating herewith presented.

8 The Types of Data Relied Upon for the Purpose of Determining the Credit Rating as Required by Paragraph (a)(1)(ii)(H) of Rule 17g-7

- The information posted in the below, which includes data, is used for the determination of the credit rating herewith presented.

A) Audited financial statements presented by the rating stakeholders

B) Explanations of business performance, management plans, etc. presented by the rating stakeholders

9 Overall assessment of the Quality of Information Available and Considered in Determining the Credit Rating as Required by Paragraph (a)(1)(ii)(I) of Rule 17g-7

- JCR holds its basic policies for securing the quality of information as a base of due diligence for the determination of credit ratings. The information used as a base for the determination of credit rating herewith presented satisfies such policies, which include the audit by an independent auditor, the warranty made by the issuer, the publication by the issuer, some independent media or, otherwise, JCR analyst's scrutiny, etc.
- JCR sees no particular weakness in the quality of information used for the determination of the credit rating herewith presented as compared to the information used in other cases of the credit rating for comparable issuers or ratable objects.
- If the credit rating is an Indication, please see the report for Indication.

10 Information Relating to Conflicts of Interest as Required by Paragraph (a)(1)(ii)(J) of Rule 17g-7

- JCR receives payment of compensation for the determination of the credit rating herewith presented from either one of those parties who are issuer, underwriter, depositor or sponsor.
- JCR did not receive in the last fiscal year in the past payment of compensation from the same party for any kind of JCR's service other than the determination of public or private credit rating, such as one in the ancillary business.

11 Explanation or Measure of the Potential Volatility of the Credit Rating as Required by Paragraph (a)(1)(ii)(K) of Rule 17g-7

A) Business Bases

The credit rating is subject to alteration if there is improvement or deterioration of the issuer's business bases, since its revenue, etc. may improve or deteriorate by the change in its business management policies, clients' preferences, competitive situation, or a technological innovation. The resultant alteration of the credit rating is usually by a notch, with possibility of a few notches if and when the change in the business bases is large.

B) Financial Grounds and Asset Quality

The credit rating is subject to alteration if the issuer increases/ decreases its debt/ capital or vice versa and thereby makes its individual debt payment liability less or more bearable and its loss absorption capacity into the future decreased or increased. Also, the changes in the quality of asset under the issuer's holding may affect the credit rating, since such changes could raise or lower the likelihood of future loss of the issuer's financial grounds. The resultant alteration of the credit rating is usually by a notch, with possibility of a few notches if and when the change in the financial grounds and/ or asset quality is large.

C) Liquidity Positions

The credit rating is subject to alteration if there is a change in the issuer's financial management policy or in the relations with fund procurement sources and the change thereby makes its liquidity positions improve or deteriorate. The resultant alteration of the credit rating is usually by a notch, with possibility of a few notches if and when the change is large.

D) Related Parties' Status and Stance of Support/ Assistance for the Issuer

The credit rating is subject to alteration if there is a change in the issuer's parent company or subsidiary, guarantor or other provider of credit enhancement, or the government of the issuer's business domicile, or other related parties' own conditions and/ or position of support/ assistance for the issuer, and the change thereby makes its business bases, financial grounds and/ or liquidity positions improve or deteriorate, and/ or making the effectiveness of guarantee and other credit enhancement improve or deteriorate. The resultant alteration of the credit rating is usually a notch, with possibility of a few notches if and when the change is large.

E) Order of Seniority in Debt Payment and Non-Payment Forgiven by Contract

The credit rating is subject to alteration if there is a change in the rated debt's status in the order of seniority relative to other debts caused by the improvement/ deterioration of the issuer's financial condition. The resultant alteration of the credit rating is usually a notch, with possibility of a few notches if and when the change is large. Also, in case of the financial products for which non-payment of interest/ principal is contractually permissible, the credit rating is subject to alteration if and when the likelihood of such non-payment is projected to increase or decrease. The resultant alteration of the credit rating could be by a notch but often as much as a few notches.

F) Rise and Fall in General Economy and Markets

The credit rating is subject to alteration if there is a rise/ fall in the general economy and/ or the markets inducing the issuer's revenues/ expenses to increase/ decrease and vice versa, etc. The resultant alteration of the credit rating is usually by a notch, with possibility of a few notches if and when the change is exceptionally large.

G) Various Events

The credit rating is subject to alteration on occurrence of various events, such as change in the issuer's major shareholders, M&A and other organizational change, accident, violation of the law, litigation, legal/ regulatory change, natural disaster, etc., which are unforeseeable at the time when the credit rating is determined, causing a significant change on the issuer's business bases, financial grounds, etc. The resultant alteration of the credit rating could be by a notch but more often than not as much as a few notches.

12

Information on the Content of the Credit Rating, Including the Historical Performance of the Credit Rating and the Expected Probability of Default and the Expected Loss in the Event of Default as Required by Paragraph (a)(1)(ii)(L) of Rule 17g-7

- The credit rating herewith presented by JCR is its summary opinion with regard to the likelihood of given debt payment and hence not necessarily a perfect representation of such likelihood. The credit rating is not intended to estimate the probability of default or the loss on given default, either.
- Facts of the probability of default are posted as Form NRSRO Exhibit 1 on the JCR website under the URL:

<https://www.jcr.co.jp/en/service/company/regu/nrsro/>

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Information on the Sensitivity of the Credit Rating to Assumptions Made as Required by Paragraph (a)(1)(ii)(M) of Rule 17g-7

A) Business Bases

The credit rating herewith presented could be changed if and when the assumptions made at the time of its determination turn out to be inaccurate with regard to the issuer's business bases and powers of earning or cash flow generation, etc. The resultant change of the credit rating is most likely by a notch, as JCR speculates, but possibly as much as a few notches if the development is rapid in improvement or deterioration of the issuer's business bases on some drastic change in the operational environments, etc.

B) Financial Grounds and Asset Quality

The credit rating herewith presented could be changed if and when the assumptions made at the time of its determination turn out to be inaccurate with regard to the issuer's financial grounds and asset quality. The resultant change of the credit rating is most likely by a notch, as JCR speculates, but

possibly as much as a few notches if the development is rapid in improvement or deterioration of the issuer's financial grounds and/ or asset quality on some drastic change in its business bases.

C) Liquidity Risks

The credit rating herewith presented could be changed if and when the assumptions made at the time of its determination turn out to be inaccurate with regard to the issuer's liquidity positions. The resultant change of the credit rating is most likely by a notch, as JCR speculates, but possibly as much as a few notches if the development is rapid in improvement or deterioration of the issuer's liquidity positions on some drastic change in its financial management policy or relations with fund procurement sources, etc.

D) Related Parties' Status and Stance of Support/ Assistance for the Issuer

The credit rating herewith presented could be changed if and when the assumptions made at the time of its determination turn out to be inaccurate with regard to the issuer's parent company or subsidiaries, guarantor or other providers of credit enhancement, the government of the issuer's business domicile or other related parties' status and stance of support/ assistance for the issuer. The resultant change of the credit rating is most likely by a notch, as JCR speculates, but possibly as much as a few notches if there is a major change on the part of related parties, such as replacement, disappearance, some drastic improvement/ deterioration of financial grounds/ balances, etc.

E) Rise and Fall in General Economy and Markets

The credit rating herewith presented could be changed if and when the assumptions made at the time of its determination turn out to be inaccurate with regard to the prospects of general economy and markets. JCR expects the change should be most likely by a notch but could be as much as a few notches, should the economy or the markets change so greatly.

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Information on the Representations, Warranties, and Enforcement Mechanisms of an Asset-backed Security as Required by Paragraph (a)(1)(ii)(N) of rule 17g-7

- The credit rating herewith presented is not for an ABS product, and hence no relevant issue.

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Attestation Required by Paragraph (a)(1)(iii) of Rule 17g-7

I, Kiichi Sugiura, have responsibility to this Rating Action and to the best of my knowledge:

- A) No part of the credit rating was influenced by any other business activities.
- B) The credit rating was based solely upon the merits of the obligor, security, or money market instrument being rated.
- C) The credit rating was an independent evaluation of the credit risk of the obligor, security, or money market instrument.

杉浦 輝一

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General Manager of International Department

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