Hitit

Interim Activity Report

HİTİT BİLGİSAYAR HİZMETLERİ ANONİM ŞİRKETİ

Period from 01.01.2026 - 30.06.2026

INTERIM ACTIVITY REPORT

Your team.

CONVENIENCE TRANSLATION INTO ENGLISH OF INDEPENDENT AUDITOR'S REVIEW REPORT ON SEMI-ANNUAL REPORT ORIGINALLY ISSUED IN TURKISH

To the General Assembly of Hitit Bilgisayar Hizmetleri A.Ş.

We have been assigned to the review whether the financial information in the review report of Hitit Bilgisayar Hizmetleri A.Ş. (the "Company") and its subsidiaries (collectively referred as the "Group") prepared as at 30 June 2026 is consistent with the reviewed interim condensed consolidated financial information. Management is responsible for the preparation of the semi-annual report. Our responsibility is to express a conclusion on whether the financial information provided in the semi-annual report is consistent with the reviewed interim condensed consolidated financial information on which we have expressed our conclusion dated 11 August 2026.

We conducted our review in accordance with the Standard on Review Engagements ("SRE") 2410 "Review on Interim Financial Information Performed by the Independent Auditor of the Entity". Our review includes the assessment as to whether the financial information included in the semi-annual report is consistent with the reviewed interim condensed consolidated financial statements and other explanatory notes. A review is substantially less in scope than an audit conducted in accordance with Independent Auditing Standards, the objective of which is to express an opinion on the financial statements. Consequently, a review on the semi-annual financial information does not provide assurance that the audit firm will be aware of all significant matters which would have been identified in an audit. Accordingly, we do not express an audit opinion.

Based on our review, nothing has come to our attention that causes us to conclude that the accompanying financial information included in the review report is not consistent, in all material respects, with the interim financial information and the information presented in the explanatory notes to interim condensed consolidated financial statements.

PwC Bağımsız Denetim ve
Serbest Muhasebeci Mali Müşavirlik A.Ş.

Orhan Öztürk, SMMM
Independent Auditor

Istanbul, 11 August 2026

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HİTİT BİLGİSAYAR HİZMETLERİ ANONİM ŞİRKETİ BOARD OF DIRECTORS

01.01.2026 - 30.06.2026 INTERIM PERIOD ACTIVITY REPORT

1- GENERAL INFORMATION

Report Period: 01.01.2026 - 30.06.2026
Trade Name: Hitit Bilgisayar Hizmetleri A.Ş.
Trade Registry Number: 315040
Center Address: Reşitpaşa Mah. Katar Cad. No:4/1 Arı Teknokent 2 Interior Door No:601, Maslak/Istanbul
Additional Workplace Address: Kızılırmak Mahallesi Dumlupınar Bulvarı 9/A No:292 Çankaya / Ankara
Pakistan Liaison Office Address: Office #318,The Forum Khayaban-e-Jami Clifton,Karachi Pakistan
Netherlands Branch Address: Amsterdam Schiphol Airport The Base B Building, Office #101 Evert van de Beekstraat 1 1118CL Schiphol, The Netherlands.

Contact Information

Telephone	: 0212 276 15 00
Fax	: 0212 276 15 17
E-mail Address	: hitit@hitit.com
Website Address	: www.hitit.com

2-SECTOR IN WHICH THE COMPANY OPERATES

The company was founded in 1994 and is a technology company based in Istanbul. The company produces, develops and provides "Crane" branded software solutions to the national and international aviation and travel industry.

The Company provides consultancy and training to its customers regarding the software solutions it develops, as well as after-sales support and maintenance services. The Company's customers are airlines, travel companies and airports. The Company's software solutions consist of the following 6 solution groups:

Passenger Service System

- crane.PAX | Reservation & Passenger Service
- crane.IBE | Internet Booking Engine
- crane.MA | Mobile Application
- crane.ALM | Allotment Manager
- crane.DCS | Departure Control System
- crane.WB | Weight & Balance
- crane.LL | Loyalty Layer
- crane.CDP | Customer Data Platform

Operations Planning

- crane.SP | Schedule Planning
- crane.OCC | Operations Control
- crane.CREW | Crew Management

Accounting

- crane.RA | Revenue Accounting
- crane.CA | Cost Accounting
- crane.BPI | Business Performance Index
- crane.AUDIT | Audit

Merchandising

- crane.TM | Airline Travel Merchandising

Travel Solutions

- crane.OTA | Online Travel Agency
- crane.APP | Agent Portal Plus

Cargo

- crane.CGO | Reservation & Cargo Services
- crane.CFS | Customs Filing System
- crane.CRA | Cargo Revenue Accounting

1. **Passenger Service System:** This is the Company's flagship software solutions group offered to customers under the umbrella of "Crane PSS". This group includes the software solutions that airlines need to fulfill their main activities. These software solutions include functions such as reservations, sales and ticketing, inventory, tariff, fare management, airport and baggage handling, passenger loyalty and customer management, online sales and mobile application solutions.

2. **Operations Planning:** This solution group includes products that support the basic operational activities of airlines. These software solutions include functions such as long-term schedule planning, flight crew management and assignments, instant status tracking and management of aircraft.

3. **Travel Solutions:** The solutions under this heading are designed for the use of travel agencies rather than airlines. These software solutions enable a travel agency to create and sell travel packages both for multiple airlines and by combining different products under Virtual Merchandising.

4. **Merchandising:** This category includes software that allows airlines and travel agencies to sell "shopping baskets" consisting of different products other than airline tickets to their passengers. In this way, users can offer many different services and products such as hotels, transfers, tours, insurance, etc. in dynamic packages.

5. **Cargo:** Recently launched by Hitit, this solution group includes cargo tracking and distribution software and accounting solutions suitable for domestic and international use by both airlines and cargo carriers.

6. **Accounting Solutions:** Airlines have different accounting and settlement needs in addition to those of a normal commercial firm, based on various international aviation rules, industry standards or mutual agreements. The specialized airline revenue and expense accounting solutions under this heading meet this need. Also included are business intelligence solutions that enable airline line managers to monitor key performance indicators such as revenue streams and profitability in real time.

The Company has service contracts with 68 airline and travel industry companies operating in 47 countries on 6 continents. The Company's software solutions cover a wide range of transactions between airlines, passengers and airports.

<u>Hitit Saas Turizm Servisleri A.Ş.</u>

On 09.11.2021, the Company established a subsidiary, Hitit SAAS Turizm Servisleri Anonim Şirketi, in which the Company owns all of the shares representing its capital, in order to ensure the sales and expansion of tickets, hotels, car rentals, airport transfers, insurance and other non-ticketed travel products and additional services through its agency network in the global market. The Company started its operational activities gradually.

Hitit Tech Lab-ISB (SMC-Private) Limited

A software development company was established on 05.04.2023 in NUST (National University of Sciences & Technology), Pakistan's leading university in the field of technology and the only university with a technopark within its body, under the title of HITIT TECH LAB-ISB (SMC-PRIVATE) LIMITED, in which our Company holds all of the shares representing its capital.

Hitit PK Travel Agency Distribution Systems Inc.

In order to support agency distribution services in the Pakistani market, to promote and market Pakistan-based travel content worldwide through Hitit ADS, and to facilitate travel agencies, corporate travel and similar daily activities of Hitit ADS users within this framework, a joint stock company was established on 05.01.2024 with the title "Hitit PK Seyahat Acente Dağıtım Sistemleri A.Ş." with a head office address in Türkiye/Istanbul, in which our Company holds 100% of the capital.

3- CAPITAL AND SHAREHOLDING STRUCTURE OF THE COMPANY

a- Company Capital:

The Company's shares were offered to the public through shareholder sales and capital increase in 2022 and are traded on Borsa İstanbul A.Ş. Bist Star as of 03.03.2022.

The registered capital ceiling of the Company is TRY 1.500,000,000 (One billion five hundred million). The issued capital is TRY 300,000,000.00 (Three hundred million Turkish Liras) and consists of 108,597,285 Group A registered shares, 108,597,285 Group B registered shares and 82,805,430 Group C registered shares, each with a nominal value of TRY 1,00.

b- Shareholding Structure:

As of June 30, 2026, the shareholding structure of the Company is as follows

Name/Title of Shareholder	Share Group	Share in Capital	Share in Capital (%)	Proportion of Voting Rights (%)
Fatma Nur Gökman	A	68,416,287.23	22.81%	29.27%
Dilek Ovacık	A	14,117,647.10	4.71%	6.04%
Hakan Ünlü	A	13,031,675.33	4.34%	5.57%
Özkan Dülger	A	13,031,675.34	4.34%	5.57%
Pegasus Hava Taşımacılığı A.Ş.	B	108,597,285.00	36.20%	46.46%
Publicly Traded	C	82,805,430.00	27.60%	7.09%
Fatma Nur Gökman	*C*	*0.61*	*0.00%*	*0.00%*
Dilek Ovacık	*C*	*0.64*	*0.00%*	*0.00%*
Hakan Ünlü	*C*	*0.52*	*0.00%*	*0.00%*
Özkan Dülger	*C*	*0.52*	*0.00%*	*0.00%*
Pegasus Hava Taşımacılığı A.Ş.	*C*	*0.29*	*0.00%*	*0.00%*
Other	*C*	*82,805,427.42*	*27.60%*	*7.09%*
Total		**300,000,000.00**	**100.00%**	**100.00%**

Actual Shares Outstanding: TRY 82,764,861.55 – 27.59 %

c- Information on Privileged Shares

The Company's capital is divided into a total of 300,000,000 shares, of which 108,597,285 are Class A registered shares with a nominal value of TRY 1 (one) each, 108,597,285 are Class B registered shares with a nominal value of TRY 1 (one) each, and 82,805,430 are Class C registered shares with a nominal value of TRY 1 (one) each. All of the Company shares are registered shares.

Group A and B registered shares are privileged. Group C registered shares do not have any privileges.

- **Privilege in Nominating Candidates to the Board of Directors**

Pursuant to Article 7 of the Company's Articles of Association titled "Board of Directors and its Term", the Company's affairs and management shall be carried out by a Board of Directors consisting of 6 (six) persons to be elected by the General Assembly for a maximum term of 3 years in accordance with the provisions of the Turkish Commercial Code and the Capital Markets Law, and Group (A) and Group (B) shares have been granted privileges over Group (C) shares with respect to "Nomination of Candidates for Election of Members to the Board of Directors".

One (1) of the members of the Board of Directors shall be elected by the General Assembly from among the candidates nominated by the Shareholder or Shareholders holding the majority of the Group (A) Shares, and one (1) from among the candidates nominated by the majority of the Group (B) Shareholders.

In the event that a member nominated by Group (A) and Group (B) shareholders resigns from the Board of Directors for any reason whatsoever, whichever share group's nominated member of the Board of Directors becomes vacant, the new member shall be elected from among the nominees nominated by that share group, in accordance with Article 363 of the TCC, and shall be submitted to the next General Assembly for approval.

- **Privilege in Nominating the Chairperson of the Board of Directors**

Pursuant to Article 7 of the Articles of Association titled "Board of Directors and its Term", the Chairperson of the Board of Directors is a member of the Board of Directors elected by nomination of Group (A) shareholders. Pursuant to Article 9 of the Articles of Association titled "General Assembly", the Chairperson of the Board of Directors shall preside over the General Assembly Meetings, and in the absence of the Chairperson of the Board of Directors, the General Assembly shall elect the chairperson of the meeting.

- **Privilege in General Manager Selection**

Pursuant to Article 17, paragraph 2 of the Articles of Association titled "General Manager", the General Manager is elected among the candidates nominated by the majority of Group (A) shares.

- **Voting Privilege**

Pursuant to Article 9 of the Articles of Association entitled "General Assembly", Group (A) and Group (B) shareholders have five voting rights for each Group (A) and Group (B) share they hold, and Group (C) shareholders have one voting right for each Group (C) share they hold. When voting, the provisions of the Turkish Commercial Code, Capital Markets Law and other relevant legislation shall be complied with.

Pursuant to Article 15 of the Company's Articles of Association titled "Special Board of Privileged Shareholders", the Articles of Association grant certain privileges to (A) and (B) share groups, which are clearly stated in certain articles.

In relation to the privileged shares in the Company, for General Assembly resolutions regarding amendments to the Articles of Association, including the increase in the registered capital ceiling, which require the approval of the special committee of privileged shareholders pursuant to Article 454 of the Turkish Commercial Code, the special committee of privileged shareholders convenes separately for each privileged share group and with the participation of at least 60% of the capital representing the relevant share group, and takes decisions with the affirmative vote of at least 51% of the capital representing the relevant privileged share group. Unless the approval and decision of the Special Assembly of Preference Shareholders convened by the aforementioned shareholders is obtained, no decisions affecting the rights of the preference shareholders in that group may be taken.

The meeting procedures and principles of the Special Board of Privileged Shareholders are subject to the working procedures and principles of the General Assembly determined by these Articles of Association, except for those stated above.

d- Information on the Company's own shares acquired: None.

e- Information on the Company's direct or indirect subsidiaries and their shareholding rates:

Direct Subsidiaries	**Share Ratio**
Hitit Saas Turizm Servisleri A.Ş.	100
Hitit Tech Lab-ISB (SMC-Private) Limited	100
Hitit PK Seyahat Acente Dağıtım Sistemleri A.Ş.	100

Indirect Subsidiaries	**Share Ratio**
None	-

4- BOARD OF DIRECTORS AND COMMITTEES

The Board of Directors consists of 6 members.

Name Surname	Current Position	Term of Office / Remaining Term of Office
F. Nur Gökman	Chairperson of the Board of Directors	Elected for 3 years at the General Assembly dated 25.04.2024.
Dilek Ovacık	Vice Chairperson of the Board of Directors	Elected for 3 years at the General Assembly dated 25.04.2024.
Mahmut Barbaros Kubatoğlu	Board Member	Elected for 3 years at the General Assembly dated 25.04.2024.
Ali Uzun	Board Member	Elected for 3 years at the General Assembly dated 25.04.2024.
Aliye Sultan Alptekin	Independent Board Member	Elected for 3 years at the General Assembly dated 25.04.2024.
Turgut Gürsoy	Independent Board Member	Elected for 3 years at the General Assembly dated 25.04.2024.

Limits of Authorization of the Members of the Board of Directors:

The Chairperson and Members of the Board of Directors have the powers set forth in the relevant articles of the Turkish Commercial Code and Articles 7 - 8 of the Company's Articles of Association.

Board Committees

Audit Committee	Early Detection of Risk Committee
Aliye Sultan ALPTEKİN (Committee Chairperson*)* Turgut GÜRSOY	Turgut GÜRSOY *(Committee Chairperson)* Dilek OVACIK Atilla LİSE

Corporate Governance Committee
Aliye Sultan ALPTEKİN (Committee Chairperson*)* Fatma Nur GÖKMAN Ali UZUN Hülya YILDIRIM (Investor Relations Manager)

Fatma Nur Gökman

Chairperson of the Board of Directors - Founding Partner

Elected as the Chairwoman of the Board of Directors of Hitit for a period of three years at the General Assembly held on April 25, 2024, Nur Gökman is also a founding partner of Hitit. A graduate of the Departments of Physics and Mathematics at İstanbul University in 1973, Nur Gökman started her career as a Computer Programmer at Akbank Information Processing Center from 1975 to 1977, after completing programming training in 1974. She later held various roles at Turkish Airlines (THY), including Computer Programmer (1977-1983), Project Leader (1983-1989), System Development Manager (1989-1990), IT Vice President (1990-1994), and Training President (1994-1996). As one of the founders of Hitit, the first company in Türkiye's aviation informatics sector, Gökman has been integral to its rise to become one of the leading aviation technology companies in the world. She stepped down as CEO on September 1, 2024, continuing her role as the Chairwoman of the Board.

Dilek Ovacık

Board Member - Founding Partner

Elected for a three-year term at the General Assembly held on April 25, 2024, Dilek Ovacık graduated from the Department of Production Management of the School of Business of İstanbul University in 1973, received Paris CEPIA (Centre d'etudes pratiques et automatiques) certificate in 1975. Before THY, she took part in business survey and remuneration of a Holding and studied the subjects of organization/remuneration. She took office as Analyst Programmer at the Turkish Airlines (THY) Information Processing Center in 1976; and took part in various airline projects as Senior Programmer and Project Manager in the following years. In 1994, she retired from THY and took part in establishment of Hitit in 1994. She carried out the financial and administrative affairs of the Company as of 2006. While she decided to quit this position in 2016, she continues her contributions to Hitit in the board of directors of the Company.

Mahmut Barbaros Kubatoğlu

Board Member

Elected for a three-year term at the General Assembly held on April 25, 2024, Mahmut Barbaros Kubatoğlu completed his Undergraduate Study at Shipbuilding and Marine Sciences Faculty at İstanbul Technical University in 1995, then, his Post- Graduate Study in the field of Business Engineering at the same university. He started his career at Çelebi Holding in 1997 as Operation Planning Specialist. He served as Budget and Finance Manager and Technical and Logistics Director at HAVAŞ Holding, which he joined in 2002. In 2007, he started to serve as Project Coordinator at Pegasus Airlines, carried out the position of Senior Vice President of the Financial Reporting and Control Department. He has been working as Chief Financial Officer as from January 2018.

Ali Uzun

Board Member

Elected for a three-year term at the General Assembly held on April 25, 2024, Ali Uzun graduated from Galatasaray University Faculty of Law in 2007 with a bachelor's degree and has been a registered lawyer at the Istanbul Bar Association since 2008. He has completed various academic programs in international relations, capital markets, sports law, circular economy, and sustainability strategies. Since 2013, he has been working at Pegasus Airlines and currently serves as the company's Chief Legal Counsel and Director of Sustainability. Additionally, he holds positions as the Chairman of the IATA Legal Advisory Council and as a member of the Board of Trusteesof the Health and Education Foundation.

Aliye Sultan Alptekin

Independent Board Member

Elected for a three-year term at the General Assembly held on April 25, 2024, Aliye Sultan Alptekin completed her undergraduate studies in Business Administration at Hacettepe University in 1982. She brings 33 years of professional experience, including 10 years in marketing and 15 years in human resources. She has spent 8 years as a corporate executive and 8 years as a consultant, accumulating a total of 18 years of senior management experience as a leadership team member and board member in large organizations. She has deep expertise in various HR areas, including merger and acquisition cultural and organizational integration, strategy development, organizational restructuring, HR systems and process design, talent and competency development, succession planning, organizational culture management, expatriate management, executive compensation, and industrial relations.

During her 15 years of career at Turkish Airlines (THY), she held senior leadership positions such as Marketing Director, Deputy HR Director, and Business Support. She also served as a Board Member of SunExpress Airlines, a joint venture between THY and Lufthansa German Airlines. Alptekin has gained significant experience not only in general commercial airline operations but also in strategic partnerships, governance, and business models. She further expanded her expertise while serving as the HR Director and Excom member for Coca Cola İçecek A.Ş. for nine years, overseeing HR responsibilities across Türkiye, Central Asia, Middle East, and Pakistan, covering a total of 10 countries.

Turgut Gürsoy

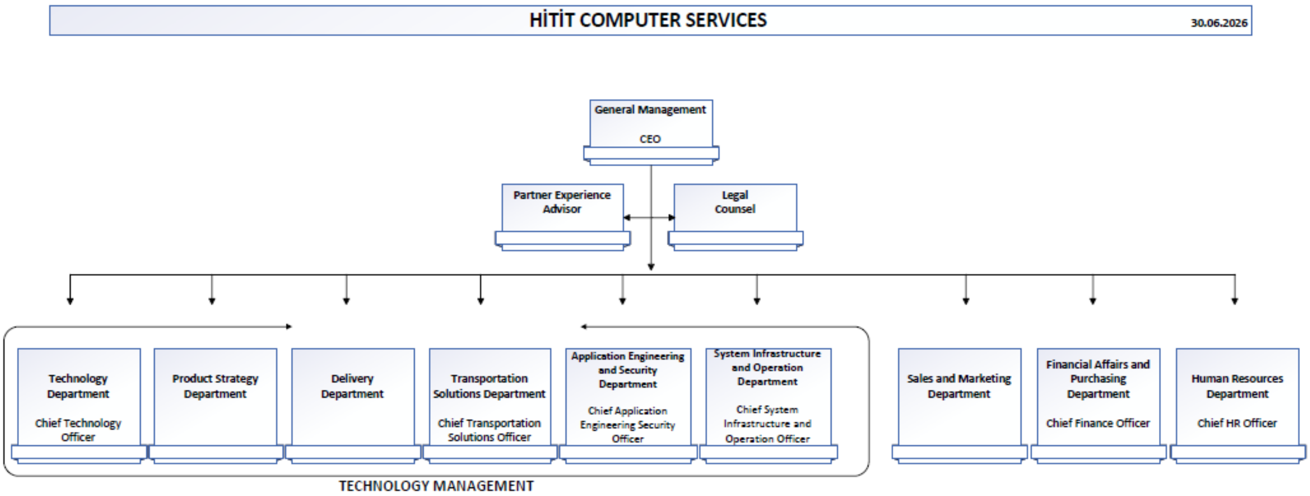
Independent Board Member

Elected for a three-year term at the General Assembly held on April 25, 2024, Turgut Gürsoy, graduated from the Faculty of Engineering of Yıldız Technical University, Turgut Gürsoy started his professional career as design engineer in 1984. He served at Transteknik Holding as technical manager from 1986- 1989. He established Probil in 1989 and pioneered the entities of Proservis and Pronetwork in 1986 and 1989, respectively. In 2000, he received the first "private equity" investment from EMEA Technology Investment.
He merged the companies Probil, Proservis, Pronetwork, Teknobim and Bordata under Probil AŞ. In 2009, he carried out the sale of 100 percent shares of Bizitek, a subsidiary Probil, to Ericsson (NASDAQ: ERIC), one of the global telecom leaders, and sale of Probil to Netaş in 2011. Having served as the President of TUBİSAD through 2008-2012, Turgut Gürsoy has been serving as the Chairman of Board of Directors of Lidya Ventures, Enocta and Agito. He takes part as an investor in various companies besides serving as Board Member at Cyberwise, E-Güven and Blesh.

5- TOP MANAGEMENT

a-Organization Chart

As of 30 June 2026, the organizational chart of our Company is as follows:



Name Surname	Mission
Ş. Nevra Onursal Karaağaç	General Manager - CEO
Sezer Tuğ Özmutlu	Assistant General Manager - Financial Affairs and Purchasing - CFO
Özgür Çuhadar	Assistant General Manager - Technology – CTO
Semih Sakız	Assistant General Manager - Application Engineering and Security Officer -CAESO
Yener Kılıç	Assistant General Manager - System Infrastructure and Operations - CSIOO
Atilla Lise	Assistant General Manager - Transportation Solutions
Figen Dönder	Assistant General Manager - Human Resources - CHRO
Özlem Salihoğlu	Partner Experience Advisor – General Management

Ş. Nevra Onursal Karaağaç

General Manager - CEO

Nevra Onursal Karaağaç completed her undergraduate studies in Communication Design at Carnegie Mellon University in 2002, followed by a master's degree in Interaction Design at Domus Academy in 2005. She holds certifications in Business Strategy and Financial Performance from INSEAD Business School and in Executive Leadership from Oxford University. She started her career in 2002 as Graphic Designer Intern at Wunderman NYC, serves as Art Director at On3 Creative Group between 2003-2004 and at Leo Burnett Istanbul in 2006. Mrs. Nevra joined Hitit as a Creative Director in 2006. After holding positions as Brand Manager and Marketing Director, she was appointed as Chief Sales and Marketing Officer in 2018. Karaağaç has played a key role in driving Hitit's sales growth and expanding its presence in the global market. In addition to these achievements, she has also led the company's IPO process, enhanced brand awareness, and spearheaded Hitit's digital transformation efforts. As of September 2024, Nevra Onursal Karaağaç serves as the CEO of the company.

Sezer Tuğ Özmutlu

Assistant General Manager - Financial Affairs and Purchasing - CFO

Sezer Tuğ Özmutlu graduated from the Department of Economics (English) at Istanbul University in 1992 and received her master's degree in international relations from the same university. She began her professional career at Pegasus Airlines in 1992 as Assistant Manager of Financial Affairs and was appointed Director of Revenue Control in 2012. Throughout her tenure, she played a key role in the company's growth and its transformation into a globally recognized brand. On 1 June 2015, Mrs. Özmutlu joined Hitit as CFO and led the comprehensive restructuring of the company's financial operations, made significant contributions to its institutionalization, and successfully managed the financial processes of Hitit's IPO. She currently oversees the departments of finance, accounting, budgeting, procurement, and post-IPO investor relations. Mrs. Özmutlu is a Certified Public Accountant and holds an Internal Audit Certificate, along with various professional certifications and training in auditing, accounting, and finance. She also holds an IATA diploma in passenger revenue accounting and control.

Özgür Çuhadar

Assistant General Manager - Technology - CTO

Özgür Çuhadar graduated with a degree in Computer Engineering from Bilkent University in 2003. He began his career as a Software Engineer at Nexus Bilişim, then moved to Escort Bilgisayar as a Computer Programmer in 2004. He joined Hitit in 2005, where he progressed through roles as Project Manager and Technology Director before being appointed Chief Technology Officer (CTO) in 2018. With over 20 years of service at Hitit, Özgür Çuhadar has played a key role in the development of the Crane PAX solution and Crane PSS System. He has also made significant contributions to the strategic development of airline support systems, including Revenue and Cost Accounting, Schedule Planning, Operations Control, and Crew Management. Çuhadar also currently leads the end-to-end technological development of the Agency Distribution System (ADS), one of the company's most strategic projects.

Semih Sakız

Assistant General Manager - Application Engineering and Security Officer - CAESO

Semih Sakız graduated from the Computer Engineering Department of Ege University in 1999. While still a student, he gained early experience working part-time as a Java Developer at Elit Software, a Java Application Programmer at Tarişbank, and as a Student Assistant at Ege University. After graduation, he joined Turkish Airlines (THY) in 1999, where he spent 15 years, holding roles as a System Programmer, Team Leader, and Solution Manager. During his time at THY, he completed Management Development Programs at Sabancı University (2012- 2013), participated in the Harvard Mentorship Program, attended business administration courses, and finished the Leadership Academy MBA program.

In 2014, he transitioned to Garanti Teknoloji BBCA as a Senior Technology Specialist, and in 2018, he joined Yapı Kredi-UniCredit Group as a Director and Solution Architect Consultant. Sakız has also successfully completed the Leading Organizations for High Velocity Performance executive program at MIT in 2024. In 2019, Sakız joined Hitit as Director of the System Infrastructure and Operations Department, and in January 2021, he was promoted to Chief Officer of System Infrastructure and Operations. Following the Board of Directors' decision on October 11, 2024, he was appointed as Chief Application Engineering and Security Officer, a position he continues to hold.

Yener Kılıç

Assistant General Manager - System Infrastructure and Operations – CSIOO

Yener Kılıç graduated with honours from Ege University's Computer Engineering Department in 1999 and began his career at Koçbank. From 1999 to 2002, he worked as a System Engineer in the Information Systems Support Department. Between 2002 and 2009, he served as a Database Administrator in the Database Management Department. In 2006, he played a key role in the merger between Yapı Kredi and Koçbank, continuing his position afterward. At Yapı Kredi, Kılıç held several leadership roles, including Manager of Open Systems and Data Storage Management (2009-2010), Manager of System Design and Planning (2011-2014), and Director of Security Management (CISO) from 2014 to 2020. In January 2021, He joined Hitit as a Director in the System Infrastructure and Operations Department. Following the Board of Directors' decision on October 11, 2024, he was appointed Chief System Infrastructure and Operation Officer, a role he continues to hold.

Atilla Lise

Assistant General Manager - Transportation Solutions

Graduated from the Department of Computer Engineering of Boğaziçi University in 1987, Atilla Lise started his career at Turkish Airlines (THY). He served as Project Manager at Information Processing Cargo Automation Systems and E-Business Department through 1987-2000, as President (SVP) at Cargo Department through 2000-2010, and as President (SVP) at the Social and Administrative Affairs Department in the period of 2010-2018. In 2014-2015, he joined the Manager Mentor Program at Harvard Business School and attended the Business Administration & Management Certificate Program. He has PPL (Private Pilot License) Certificate. In November 2018, he took office at Hitit, and he was appointed to the position of Chief Officer of Transportation Solutions as of 05.11.2021.

Figen Dönder

Assistant General Manager - Human Resources - CHRO

Figen Dönder completed both her undergraduate and post-graduate studies at Marmara University. She graduated in 1992 with a degree in English Teaching from the Faculty of Education and earned a master's degree with thesis in English at the Department of Public Administration, specializing in Human Resources Management & Development in 2000. In 2014, she obtained the CTI Coaching Certificate. Before pursuing a career in Human Resources, Dönder gained diverse experience across various sectors, including roles at Citibank in 1994, Esem Spor Adidas in 1995, and Alman Südmo Group in 1996, where she experienced firsthand the impact of different organizational cultures and job diversity on employees.

She began her HR career in 1997 at Marshall Boya – Akzo Nobel, where she served as HR Manager from 2000 to 2003. Through 2003 to 2008, she worked as an HR Consultant/Manager at Mecaplast Group Monaco (Automotive), Corus Group England (Steel), Delta Gıda Akfen Holding, and Profera Danışmanlık. In 2010, she became HR Manager at Finans Emeklilik and later served as HR Vice President, overseeing Fund Raising, Recruitment, Orientation, and Employee Relations during her tenure at Cigna Finans Emeklilik. Between 2014 and 2016, Dönder worked as an HR Consultant/Manager at Artı Danışmanlık. She served as HR Director in the period of January 2018 - September 2022 at Hitit, where she had started as HR Manager in 2017, and she was appointed to the position of Chief Human Resources Officer as of 09.09.2022.

Özlem Salihoğlu

Partner Experience Advisor – General Management

Özlem Salihoğlu graduated from Boğaziçi University, Department of Industrial Engineering, with a bachelor's degree in 1994. She began her professional career at Turkish Airlines (THY), where she served for 31 years in various senior leadership roles across marketing, sales, airline partnerships, and alliance management, most notably as Senior Vice President of International Relations and Alliances. In addition to her extensive professional experience in the aviation sector, Özlem Salihoğlu has held prominent roles on international platforms and is a founding member of Women in Aviation International (WAI) Türkiye. She has served on various committees within Star Alliance, held the position of Vice President of Airlines International Representation in Europe, and was a member of Industury Affairs Advisory Council at the International Air Transport Association (IATA). She completed the Online Mentoring Training program in 2023, organized in collaboration with RK Academy and Coaching and Leading Academy, strengthening her leadership and mentoring capabilities alongside her professional expertise. Since December 2025, she has been serving as Partner Experience Advisor at Hitit, reporting directly to the General Manager.

b)- Number of Personnel:

As of June 30, 2026, the total number of personnel employed in the Group is 433. In addition, when consultant staff of 54 people are added, the Group provides services with a total of 487 personnel. In the second quarter of 2026, the total number of personnel increased by 8.

The rights and benefits provided by the Company to its personnel include salaries, severance and notice payments, Social Security Institution premiums, private pension, private health insurance, meals, transportation and social activities.

c)- Information on the transactions carried out by the members of the governing body with the company on behalf of themselves or others and their activities within the scope of the prohibition of competition within the framework of the permission granted by the General Assembly of the Company:

None.

d)- Financial Rights Provided to the Members of the Governing Body and Senior Executives

In the 2026 interim accounting period, the total remuneration and benefits provided to the Company's Independent Board Members is TRY 992,511. Total remuneration and fringe benefits provided to the Company's Senior Executives amounted to TRY 43,984,189.

e) Amendments made to the Articles of Association during the period and the reasons thereof:

None.

6- IMPORTANT DEVELOPMENTS REGARDING THE COMPANY'S ACTIVITIES

As a result of the sales and marketing activities carried out by the Company in a wider range of different customer segments and geographies, 1 new contract was signed within Q2. With 2 existing Partner contracts being suspended, the total number of customers as of June 30, 2026 was 68.

As a result of the contracts signed and sales made in the previous periods, 8 new implementation projects were completed in the 2nd Quarter of 2026, the relevant systems were put into use and started to generate revenue. As of the end of 2nd Quarter further implementation projects and new product additional development activities are ongoing for 15 more projects.

As a result of both new Partner acquisitions and integration efforts carried out in line with the evolving needs of our existing Partners, our Company's Crane solution platform has become operational in connection with more than 90 banks and payment system infrastructures, more than 900 airports and customs and border systems of 120 different countries worldwide.

Passenger throughput performance for the January - June period increased by 12% compared to the same period of the previous year. This increase was driven by new acquisitions as well as increases in the business volume of our existing partners.

Current Status of the Company's Social Responsibility and Sustainability Projects:

Sports:

Preparatory work is currently underway to launch Rackets Up, Türkiye's first and only sustainable social responsibility project in the field of table tennis, implemented by Hitit in cooperation with the Turkish Table Tennis Federation (TMTF), in Hatay, which has been identified as the project's next implementation location.

In addition to the Rackets Up project, which aims to introduce table tennis to wider audiences and encourage children to engage in sports, Hitit also continues to implement initiatives that support the development of table tennis and promising athletes with the potential to achieve success at the international level. Within the scope of the cooperation protocol signed with TMTF, transportation support will be provided throughout 2026 to two female national athletes for the national and international tournaments in which they will compete. Through this support, the company aims to contribute to the athletes' international competitive experience and help them earn ranking points on their journey to the 2028 Los Angeles Olympic Games.

During the reporting period, the sustainable vision and social impact-oriented approach of the Rackets Up project also received international recognition. In this context, Hitit CEO Nevra Onursal Karaağaç was honored with the "Leader of the Year" award by an international jury at The Source Awards 2026, held in London on April 17, 2026. Presented by a jury comprising academics from prestigious institutions including Bayes Business School, the University of Cambridge, King's College London and Imperial College London, the award served as a significant recognition of a leadership approach that integrates social benefit into corporate culture.

Another initiative aimed at promoting table tennis was the Hitit KidZania partnership, launched as part of the Rackets Up project. Through this collaboration, a dedicated table tennis area, which had not previously existed at KidZania, was established. As part of the initiative, "Table Tennis Day" events are held every Wednesday at the KidZania Stadium, giving children the opportunity to experience table tennis and discover the joy of sport. In the coming period, various events aimed at increasing the visibility and awareness of the Rackets Up project are planned to be held at KidZania.

Education & Gender Equality

Hitit promotes gender equality not only through its human resources practices but also through collaborations and industry initiatives within the technology ecosystem. In this context, the company continues to play an active role in projects carried out by the Women in Technology Association (Wtech), of which it is a member.

During the second quarter of 2026, two senior female executives from Hitit served as mentors and facilitators in Wtech's "Leaders of Technology" and "Global Engineer Girls" programs. Through these initiatives, more than 10 hours of mentoring and professional development support were provided to final year university students and newly graduated young women pursuing careers in technology. The programs aimed to support young women in their career development within the technology sector while contributing to strengthening female representation across the industry.

Hitit and Wtech aim to further expand their collaboration in the coming period. Accordingly, efforts have been initiated to develop educational projects focusing on topics at the intersection of the technology and aviation industries.

Our commitment to supporting and enhancing the visibility of women's leadership has also been recognized through award programs and national and international research. In this context, Nur Gökman, Chairwoman of the Board and Co-Founder of Hitit, was once again ranked among the Top 25 in Fast Company's 2026 Women Founders 100 list, which recognizes companies that have achieved sustainable growth and created value under the leadership of female founders. This achievement stands as a significant indicator of Hitit's impact in the fields of women's entrepreneurship, leadership and technology.

Sustainability:

As part of its efforts to integrate sustainability goals into its daily operations, Hitit continues its collaboration with Wastespresso, which transforms coffee waste into value through advanced upcycling methods. Within the scope of this partnership, coffee grounds generated in the company's offices are diverted from disposal and redirected into an advanced upcycling process that creates environmental value in line with the principles of the circular economy.

Implemented in alignment with United Nations Sustainable Development Goal 12 Responsible Consumption and Production, this initiative supports more efficient resource use while also contributing to waste reduction. Through the advanced upcycling activities carried out under this partnership during the second quarter of 2026, 55.97 kg of CO_2e emissions were avoided.

7- RESEARCH AND DEVELOPMENT ACTIVITIES OF THE COMPANY

The Company continues its activities in the technopolis area within the scope of R&D projects approved by the authorized administrative board within the framework of the Technology Zones Development Law No. 4691.

As of June 30, 2026, the Company carries out research and development activities to both enrich the capabilities of the products in its existing portfolio and to produce complementary or completely new modules, products and services. In addition, investments and developments are made to strengthen the existing products in different markets and to enable them to compete on their own. In addition to these, research and development activities are carried out for the developments foreseen in the sector in order to make airlines' e-commerce structures more flexible, and they are developed to be marketed in addition to the solutions offered.

In this context, the main modules, products and services that are being actively worked on are as follows;

New Function / Module Development within the Existing Product and Service Portfolio

1.1. New Functional Modules Developed Within Crane PSS and Related Applications

The Company's Passenger Service System under the umbrella of Crane PSS is a solution package that includes different sub-products and offers various planning, automation, reporting and tracking functions related to this flow, including an airline's ability to offer reservations and sell tickets to its passengers for their flights, manage different sales channels, offer additional services, perform additional passenger transactions at the airport, such as passenger and baggage processing, boarding.

The work carried out during the period has significantly supported the operational resilience of the product, integration capabilities and service-based architectural transformation. Enhancements amde to user management services, enabling the provision of a wider variety of services. In addition, system traceability has been enhanced through new reports, various performance improvements and operational logging mechanisms.

Within the **Group Module**, improvements were made to the cloud architecture infrastructure and user interfaces of these systems.

New capabilities were added to the creation and management of **Ancillary Services** and related packages, as well as flight modification processes, strengthening post-sale revenue-boosting functions.

Under **Flight Disruption Management** (for flight cancellations, long delays, or operational disruptions), the system will evaluate the needs of passengers affected by flight changes. Based on regulations and business rules, compensation rights will be determined and executed, service tickets will be issued if necessary, and automatic "accommodation voucher" assignments will be made considering passenger count, room type, and hotel availability. This aims to reduce manual workload, increase passenger satisfaction, enable operational teams to take faster action, and prevent financial loss for the airline by ensuring rule compliance. The automated compensation and service ticket creation process has been completed, while development for hotel assignment continues.

Under **Security and Risk Management**, improvements were made in classifying and automatically detecting passengers who violate airline rules and pose a flight security risk. Additionally, extra measures were activated to prevent malicious bots from occupying seats and damaging revenue channels and system integrity in airline reservation systems.

Under **Crew Management Integrations**, improvement efforts for real-time data flow and matching processes between the reservation system and external crew management systems have been completed for airlines using third-party solutions. This effort aims to manage crew operations and state authority messaging processes in a more integrated and controlled manner.

Under the **Government Authority Messaging Module**, analysis and project design efforts continue to centrally manage international standard messages like API, APP, Interactive API, and PNRGOV. This module aims to manage complex country-specific rules, message formats, and transmission processes from a central point, integrating user systems by providing standard flight and passenger data. In addition to its rich functions and ease of use, packaging this module as an independent standalone solution is also being evaluated.

With **Seat Assignment Module** developments, the automatic management of even the most complex conditions—arising from various commercial and operational scenarios—has been made possible. The structure, designed to account for numerous factors like ancillary services, passenger types, and physical aircraft configurations, easily adapts to future scenarios and constraints.

Under **Mobile DCS**, development efforts continued to enable operational transactions via mobile devices. Flexibility was added to airlines' ancillary revenue processes with a newly added mobile payment collection feature, and the boarding process was accelerated with a fast-boarding feature that scans boarding passes via mobile devices. Furthermore, the mobile baggage tag feature allows tags to be created and printed without needing fixed terminal counter infrastructure, adding significant flexibility to check-in operations. These efforts aim to make ground handling and airport processes more efficient, fast, and user-friendly at the passenger touchpoint. The solution is targeted to expand to new stations with increased functionality in the upcoming period.

Under the **Crane Pulse Monitoring and Operational Information Platform**, necessary analysis was conducted to monitor information regarding different stages of the airline business cycle (flight, check-in, boarding, and operational processes) via centralized screens. The first phase of development to track ground handling data in real time was completed and successfully deployed. Planning for subsequent phases will continue based on customer demands.

The **Crane Weight & Balance (W&B)** solution calculates aircraft total weight, center of gravity, and load distribution using passenger, baggage, cargo, and fuel data to ensure safe flights within regulatory limits. Crane W&B assists in optimal loading, fuel efficiency, and generating the necessary pre-flight Load Sheet. During the period, new reports showing which data was used for weight and balance calculations after each transaction were developed. Additionally, a report showing how close completed flights were to their ideal weight and balance target is under development. Finally, a 3D aircraft loading position drawing feature is also in the development stage.

Crane CM, Loyalty Layer, and CDP Strategic Transformation Efforts

In the second quarter of 2026, significant developments were implemented in the Crane Communication Manager (Crane CM) product to strengthen the platform's communication infrastructure, reliability, and customer experience. Current status and location information for passenger baggage can now be transmitted automatically. Through integration with third-party ground handlers, baggage carousel information is also instantly shared with passengers. These developments have expanded the scope of baggage process notifications, increasing passenger travel experience and satisfaction.

With the developments implemented in the Crane Customer Data Platform (CDP) in the second quarter of 2026, airlines can now automatically transfer their created customer segments to designated target systems. Additionally, a customer information saving feature was added for agency users.

Furthermore, an AI-powered assistant operating on the "RAG" (Retrieval Augmented Generation) language model was integrated into the CDP product, allowing users to access information quickly and securely using internal documentation. This solution answers user questions based on uploaded documents and rules, operating entirely within the internal environment without communicating with any external AI platform or internet source. It does not make assumptions or gather information from external sources on topics not covered in the documents. This ensures corporate data security while allowing users to reach accurate and verifiable information quickly.

In the second quarter of 2026, developments to increase member account security were implemented in the Crane Loyalty Layer (Crane LL) product. In addition, new automated processes were developed to support the interoperability of loyalty programs among partner airlines. Finally, point loading, viewing, and management processes via partner web services were improved, increasing integration capabilities.

1.2. Offer & Order Management System (OOMS) Developments in Line with New IATA Standards and Industry Trends – "Hitit Oxygen"

General Information

Developed within the scope of IATA's Modern Airline Retailing (MAR) vision and the corresponding near- to medium-term trends in the aviation industry, and launched in June 2025, Hitit Oxygen completed its first year during the reporting period. Hitit Oxygen continues to maintain its position as the Offer and Order Management System (OOMS) with the largest passenger volume in live operation in the industry.

Going beyond the scope of traditional PSS, which are fundamentally designed for the sale of flight tickets and ancillary services of a single airline, OOMS is an integrated system that enables multiple-airline flights as well as all applicable travel services such as hotels, transfers, public transportation, events, etc. to be combined within a single "shopping" basket, allows the creation of customized offers through dynamic pricing, supports sales through all distribution channels, and enables personalized services to be offered at all customer touchpoints throughout the travel journey.

Our Company anticipates that, with the expected widespread adoption of IATA standards in the near future, PSS will begin sharing their current central position within the industry with OOMS solutions and that OOMS platforms will become increasingly prominent in the medium term. Accordingly, the development of Hitit Oxygen continues in order to reinforce the competitiveness of our innovative and value-added solutions, which aim to stay ahead of industry trends, and to create synergies with our ADS solution.

Current Developments

Activities of the Airline Retailing Consortium, led by IATA and focusing on OOMS solutions, have accelerated in parallel with increasing awareness and demand for OOMS transformation throughout the industry. As an IATA Strategic Partner and an IT Provider member of this Consortium, Hitit participated in various task force meetings and workshops organized by IATA at its headquarters in Geneva.

While Hitit continues its future-oriented developments based on Hitit Oxygen, it is also enhancing its existing PSS solutions with a range of new capabilities that will provide short-term benefits to airlines and support their long-term transition to OOMS, including product catalog management, dynamic product pricing and packaging, and inventory management.

In the IATA Airline Retailing Maturity Index (https://retailing.iata.org/armi/registry/), where IATA publicly publishes data regarding these capabilities, Hitit continues to maintain its global leadership position.

Hitit participated in the IATA Offers and Orders Forum, one of the leading industry events in this field, held by IATA in online format, on 17–18 June 2026.

In addition, during the reporting period, Hitit successfully brought one more airline into the live environment within the Hitit Oxygen ecosystem.

In light of all these developments, Hitit continues to take an active role in consultations and tender processes conducted worldwide by numerous airlines with OOMS technology providers as part of their MAR transformation initiatives.

1.3. New Functional Modules Developed within Hitit ADS

Hitit ADS (Agency Distribution System) is an omni-channel distribution backbone that not only digitalizes the commercial relationship between airlines and travel agencies but also transforms it into Airline Retailing. Developed through Hitit's long-standing technical capabilities, industry knowledge and experience, this platform combines Global Distribution System (GDS) capabilities with modern New Distribution Capability (NDC) standards to deliver hybrid, flexible and scalable structures.

Hitit ADS is not merely a booking tool for travel businesses, but also a strategic growth partner that optimizes distribution costs, enables and increases ancillary service sales, and supports the management of sub-agent networks. Thanks to its flexible architecture, designed for scalability and long-term use, it adapts to the needs of agencies of different sizes and provides a future-ready, integrated structure that grows together with increasing transaction volumes and expanded scope.

During the second quarter, new integration efforts are underway to expand the variety of products and services offered under ADS, including railway travel content and complementary ecosystem products like theme parks, entertainment, e-sims, and lounge access. Additionally, the variety and capabilities of payment methods on the platform, including alternative payment options, are continually being improved.

Rich-content access channels are being developed for use by hotels and similar concierge services to create a new ADS usage model. Through these customized concierge screens, initiatives were launched in the second quarter to present travel and destination content directly to end-users. This solution aims to allow hotel guests to access local services like transfers, events, tours, and entertainment during their stay, while concierge units can make instant bookings and sales using customer credit cards.

Concierge screens create a new distribution channel for ADS content while helping hotels enrich their guest experience with digital services. This model aims to lay the groundwork for a new commission-based revenue-sharing structure between content providers, hotels, and the platform.

In addition to these developments, work continued on the operational and technological structure enabling Hitit SaaS Tourism Agency services and the ADS platform to work together. This project aims to bring different travel contents together on a single integration layer via the Hitit Distribution Layer and distribute them through ADS channels.

Through this commission-based distribution model, Hitit aims to strengthen its position not just as a technology provider, but as a travel content distribution platform generating revenue alongside transaction volume. This structure allows faster addition of new content and sales channels while offering a scalable, recurring revenue business model.

Solutions are also being developed via Hitit SaaS Tourism Services to help airlines manage accommodations, transfers, and related travel services more effectively during operational disruptions and crew needs. These solutions aim to organize necessary services faster during delays, cancellations, or schedule changes, providing airlines with cost and reporting optimization.

Work continued in the second quarter to expand NDC content tailored to corporate travel models, consolidate content from various providers, and improve user screens. The new screen and content structure is designed to manage reservation, approval, process control, and reporting more effectively. This aims to increase corporate visibility over travel spending, improve the employee experience, and support the operational efficiency of travel management companies.

Finally, B2C travel product partnerships were developed in international markets, focusing on providing travel technology and system infrastructure to institutions operating in the Turkic

Republics and Central Asia. Solution models were developed to allow local brands to build their own sales channels and offer diverse travel content to end-users.

These partnerships support Hitit's strategy of broadening its international revenue base by providing technology and content infrastructure to B2C brands across different geographies. With flexible integration and brand-specific configuration options, the goal is to adapt the solution to different market needs and build scalable partnerships in new regions.

1.4. New Functional Modules Developed within Crane CREW

The Company's Crew Planning System, called **Crane CREW**, is a software solution enabling airlines to determine, assign, communicate, execute and monitor cockpit and cabin crew allocations for flights within the framework of schedule planning and crew assignment processes, while complying both with the airline's own business rules and the regulations and restrictions imposed by regulatory authorities such as the Turkish Directorate General of Civil Aviation (DGCA / SHGM), the European Union Aviation Safety Agency (EASA), and the International Air Transport Association (IATA).

During the period, an "Event Management" module was added to Crane CREW to track developments that require user action, such as operational flight changes or health report declarations. This module allows operational users to continue their work while staying informed about operational developments, forwarding incidents to relevant users, and taking quick action. Additionally, reservation system integrations were improved to automate various booking processes. New functions were added to calendars planned and managed for crews, providing flexibility and consistency according to airlines' own business rules.

Development began on a "Manpower Planning" application, which plays a critical role in competition among crew solutions by calculating required crew numbers based on aircraft count and production hours to support strategic decisions.

Our mobile application, which already holds very rich industry functionality, continues to be rapidly developed. Simultaneously, configuration and design changes aligned with technological advancements have started on the app.

Performance optimization efforts designed to support the planning and operation processes of large-scale airlines were prioritized and accelerated during this period.

Finally, development started on "Crew AI," an AI assistant designed to support every module within the Crane CREW application. Initially, this will provide users with requested data via an AI chat interface without needing to navigate to different screens or modules.

1.5. New Functional Modules Developed within Crane ALM (Allotment Manager – Charter Management System)

Within the Crane ALM product, comprehensive enhancements were implemented during the reporting period with the objective of maximizing the operational efficiency and optimizing revenue-focused processes.

Thanks to a new automation structure established between tour operators, ALM, and other Crane systems, the need for manual intervention in operational processes was completely eliminated, ensuring an end-to-end integrated operational flow.

On the revenue management side, historical flight performance metrics and average price references were directly integrated into the system so users can build more efficient, data-driven pricing strategies. This new structure, blended with existing revenue management rules, allows both manual and automatic pricing modules to operate continuously and dynamically 24/7.

1.6. Developments within Crane SP (Schedule Planning) and SLOT (Slot Management) Modules

During this period, significant developments were completed in the Crane SP and SLOT modules to digitalize planning processes and increase inter-system integration and operational efficiency. These are evaluated as advancements that will enhance the user experience, simplify communication processes, and reduce manual transaction needs.

To strengthen coordination among different operational units during planning, Tour Operator information was made available across the system, expanding access to relevant data.

Developments were made to improve operational applicability in slot management and coordination processes, adding new capabilities for airlines to optimize their existing schedule and slot pools within their operations. This aims to utilize existing slots more effectively, reduce slot loss rates, and increase the likelihood of approval from coordination authorities, thereby significantly strengthening operational efficiency.

1.7. New Functional Modules Developed within Crane OCC

During the reporting period, notable enhancements were completed within the scope of the Crane OCC product to implement artificial intelligence-enabled decision support mechanisms and increase operational automation.

Within this context, the AI-supported **"Delay Prediction"** solution was successfully completed. The model, trained using historical operational data, analyzes an airline's upcoming 12-hour operation and predicts potential delay risks. The system provides risk assessments at different levels together with the expected delay duration for each flight, enabling operational teams to take preventive measures quickly. Through this enhancement, one of the first artificial intelligence-supported decision support capabilities has been added to the product portfolio.

In order to increase real-time operational visibility, the integration of the **Aircraft Communications Addressing and Reporting System (ACARS)**, widely used throughout the industry, has been expanded to cover new-generation aircraft types. Through the inclusion of new message types within the system, real-time monitoring of flight operations has been strengthened, while data accuracy and operational awareness have been improved.

On the operational optimization side, new optimization capabilities supporting maintenance planning have been added to the "**Tail Assigner"** solution. Through the developed algorithms, aircraft can be directed to designated maintenance bases during suitable time intervals by taking maintenance requirements into account, with the objective of improving fleet utilization efficiency and maintenance planning effectiveness.

Furthermore, a flexible infrastructure was developed that allows users to create alert mechanisms tailored to their operational needs without requiring any software development.

Finally, digitization efforts focused heavily on migrating existing application screens to a modern web-based environment.

1.8. New Functional Modules Developed within Crane RA

Crane RA (Revenue Accounting) is a comprehensive passenger revenue accounting solution that receives all sales and flight transaction data from industry-standard sources, including GDS sales and interline/codeshare operations conducted with other airlines, processes such data in accordance with IATA rules and regulations, and enables airlines to perform revenue reporting and revenue analysis.

Within the scope of enhancements made to this solution during the reporting period, the capability to upload the IATA standard settlement files and calculate taxes based on these files has been implemented. Development activities for additional functionalities in this area are also ongoing.

Additionally, the product has been enriched with new features designed to improve ease of use within the interline agreement and settlement module.

Finally, the development of a new reporting tool featuring a modern user interface, database-independent architecture, and AI compatibility with Large Language Models (LLMs) has been completed. A pilot project has been launched, and following the evaluation of the results obtained from this pilot implementation, the new reporting module will be made available to other airline customers.

1.9. New Functional Modules Developed within the Transportation and Cargo Solutions

During the reporting period, developments continued across the Hitit Transportation Solutions product family with the objective of enhancing operational efficiency, security, and international integration capabilities.

Within this scope, while the functional capabilities of existing products were further developed, progress in strategic projects was maintained in line with the established roadmap.

Within the scope of **Crane CGO**, improvements addressing findings identified through regular code analyses, security scans, and penetration tests were completed in order to ensure the sustainability of technical security. In addition, enhancements supporting security and operational requirements were implemented based on analyses of cargo operational business processes.

In response to operational requirements, the **Queue Management** infrastructure was improved during the reporting period, new queue structures were developed and made available to support a more effective process management.

As part of strategic developments, enhancements pertaining to **IATA Cargo iQ**, for which analysis activities had been completed and a roadmap established during the previous period, are being deployed into the live environment in accordance with the planned roadmap. Development activities within the scope of the project are expected to continue throughout the year and be completed in line with the planned schedule.

On the customs solutions side, within the scope of **Crane CFS – Customs Module**, comprehensive user documentation has been prepared to support more effective utilization of customs systems by users, in line with Hitit's partner-oriented strategy. In addition, development activities have continued to ensure that changing regulatory requirements and operational needs within integrated customs systems are regularly monitored and reflected within the system.

To enable uninterrupted monitoring of operations, a real-time alert mechanism has been implemented to facilitate the immediate detection of potential issues and the notification of relevant teams.

With respect to the **IATA Live Animals Regulations (LAR) API** module, discussions held with IATA have concluded positively and the process has progressed to a contractual phase. Within this scope, analysis and implementation activities are planned to commence during the third quarter of 2026.

Furthermore, active participation of Hitit has continued in the **Air Cargo Digitalization Leadership Charter (DLC)**, one of the key building blocks of air cargo digitalization, and the **IATA Digital Cargo Working Group (DCWG)**. Collaboration and contributions continued in the areas of data standardization and digital transformation.

1.10. Major Infrastructure Developments

Within the scope of cloud transformation initiatives, activities aimed at migrating relevant services to cloud infrastructure are continuing in line with the objectives of centralizing enterprise integrations, enhancing operational resilience, and establishing a flexible architectural structure.

Accordingly, efforts to strengthen collaborations with the leading global cloud infrastructure providers are ongoing, with customer requirements continuing to play a significant role in shaping this process.

In addition, progress was made in the migration of the HPO infrastructure to a cloud environment with the objective of increasing its flexibility and scalability capabilities.

1.11. Hitit Payment Services Platform (HPO)

General Information

Payment orchestration is a centralized platform or software layer used to manage and coordinate complex processes among multiple payment service providers (PSPs), banks and alternative payment methods (account-to-account payments, wallets, BNPL, etc.).

Fundamentally, it aims to maximize transaction success rates, reduce costs and increase the flexibility of the payment infrastructure by routing payment transactions through the most appropriate route (smart routing), automatically retrying failed transactions (retry logic), and collecting and reporting all payment data from a single point.

Through this approach, businesses can easily integrate with local payment methods in different regions and provide an enhanced customer experience.

Particularly in multi-region or multi-PSP ecosystems, payment orchestration platforms offer a strategic advantage by simplifying financial operations and providing flexibility. Acting in line with this vision, Hitit has transformed its own infrastructure accordingly.

Current Developments

Hitit continues its development activities under the **Hitit Payment Orchestration Platform (HPO)** with determination in order to provide payment infrastructures through a more agile, scalable and centralized architecture. Accordingly, the cloud infrastructure has been commissioned and the project has been migrated to the cloud environment.

The migration process of the existing payment integrations to the new architecture has been completed.

Within the scope of product development, testing activities relating to the transaction routing service, one of the platform’s core capabilities, are ongoing. Installation activities for the card vault module in the cloud environment are continuing, and following completion of the installations, it is targeted to complete the PCI DSS audit for this module and make it available for use.

Development activities relating to the rule-based fraud prevention module have been substantially completed. In order to further enhance the module’s capabilities, it is planned to initiate development activities for an artificial intelligence-based fraud detection model.

On the commercial side, customer presentations are continuing and positive feedback is being received from ongoing discussions. In addition, strategic discussions are being conducted regularly with the objective of developing and strengthening international partnerships.

Research Costs

The Company incurs various research expenses for a new product or technology that it intends to develop within the framework of its plans. Research expenses incurred in this cycle are recognized in the statement of profit or loss for the relevant period. Investigating options for the development of new or existing product processes is also considered within this scope.

Development Costs:

Expenses incurred in the process of transforming research results into projects for new products, systems, structures, etc. and putting them into practice.

Capitalized Development Costs:

Internally generated intangible assets arising from development activities are capitalized and recognized only when all of the following conditions are met

- It is technically feasible to complete the intangible asset so that it is ready for use or sale,
- The intention to complete, use or sell the intangible asset,
- The intangible asset can be used or sold,
- It is clear how the asset is likely to generate future economic benefits,
- The availability of adequate technical, financial and other resources to complete the development of the intangible asset and to use or sell the asset; and
- The development cost of the asset can be measured reliably during the development process.

The Company capitalizes the salaries of the personnel directly involved in the creation of the asset, taking into account how much time each personnel spends on research and development activities. All of the Company’s capitalized projects consist of software projects carried out in ITU Arı Teknokent Technology Development Zone and these projects are amortized over 10 years.

The amounts of total capitalized development costs and related amortization charges for the periods are as follows

(TRY)	June 30, 2026	June 30, 2025
Capitalized Development Costs	454,682,287	324,138,860
Amortization Expensed	(160,710,741)	(100,552,788)

8- IN-PERIOD DEVELOPMENTS

22.05.2026
Our company decided to utilize a TRY 480 million rediscount credit with a 360-day maturity from Türk Eximbank within the framework of financial planning focused on the efficient use of resources.

08.06.2026
Air Zimbabwe, the national carrier of Zimbabwe and an existing customer of Hitit, has commenced using Hitit's Reservation & Passenger Services (Crane PAX) , Internet Booking Engine (Crane IBE), and Revenue Accounting (Crane RA) solutions as of 8 June 2026. Having utilized Hitit's Departure Control System (DCS) under the initial agreement signed in 2021, Air Zimbabwe has further strengthened its partnership with Hitit through this scope expansion.

9 - FINANCIAL STATUS

The financial data in TRY for Q2 2026, Q2 2025 and Q4 2025 in the table below is based on data prepared in accordance with International Financial Reporting Standards ("IFRS").

a) The management body's analysis and assessment of the financial position and results of operations, the degree of realization of planned activities, the company's position vis-à-vis the set strategic objectives:

Within the framework of its budget and business plans, the Company completed the second quarter of 2026 while maintaining strong operational performance and a sustainable profitability structure, achieving EBITDA of TRY 406,481,950 representing a 24%([1]) increase compared to the previous year, and net profit of TRY 196,864,944 corresponding to a 13% increase year-over-year.

Total assets increased by 11% compared to the beginning of the period, reaching TRY 4,098,014,747 while shareholders' equity increased by 16% to TRY 3,432,676,109. The Company continued to maintain its strong equity structure and low level of financial leverage.

The Company's non-current asset structure mainly consists of technology development investments, capitalized R&D projects, and software infrastructures. As of the end of the period, non-current assets increased by 18% to TRY 3,029,867,832.

The Company continues to manage its investments in high value-added technology infrastructure within the framework of controlled amortization policies.

[1] The Group reclassified foreign exchange losses amounting to a total of TRY 29,864,211 which had been recognized under other operating expenses in 2025 fiscal period, to financial expenses. While such reclassification increased the previously reported EBITDA amount of TRY 297,465,975 for the 2025 fiscal period by the same amount, it did not have any impact on the profit for the period.

b) Information on the company's sales, productivity, revenue generation capacity, profitability, debt/equity ratio and other issues that will give an idea about the results of the company's operations in comparison with previous years, and forward-looking expectations:

Hitit's financial results for the period January 1, 2026 – June 30, 2026 and the rates of change compared to the previous year are stated in the tables below:

Condensed Consolidated Balance Sheet	30 June 2026	31 December 2025	Change %
Current Assets	1,068,146,915	1,115,571,350	-4%
Non-Current Assets	3,029,867,832	2,574,275,400	18%
TOTAL ASSETS	**4,098,014,747**	**3,689,846,750**	**11%**
Current Liabilities	459,923,113	513,172,377	-10%
Non-Current Liabilities	205,415,525	208,733,838	-2%
Equity	3,432,676,109	2,967,940,535	16%
TOTAL LIABILITIES AND EQUITY	**4,098,014,747**	**3,689,846,750**	**11%**

Condensed Consolidated Income Statement	30 June 2026	30 June 2025	Change %
Revenue	1,021,396,664	741,266,701	38%
Gross Profit	447,525,751	359,835,606	24%
Operating Profit	182,018,953	175,499,586	4%
Operating profit before finance income/expense	221,267,172	230,729,851	-4%
Profit before tax	201,195,757	193,165,414	4%
Profit for the period	196,864,944	174,553,499	13%
Basic earnings per share	**0.6562**	**0.5818**	**13%**

Changes in Financial Position	30 June 2026	31 December 2025	Change %
Financial Liabilities	177,295,351	240,677,622	-26%
Cash and Cash Equivalents	352,057,971	508,570,190	-31%
Financial Investments	-	21,437,675	-100%
Net Debt Position (*)	**(174,762,620)**	**(289,330,243)**	**-40%**

(*) Net debt position = Financial liabilities - Cash and cash equivalents - Financial investments

As of June 30, 2026, the Company continued to maintain its net cash position and, supported by its strong liquidity structure, financed its operational growth primarily through equity and cash flows generated from operating activities. The Company's geographically diversified customer portfolio and predominantly foreign currency-based revenue structure are among the key factors supporting its financial resilience.

c) Determinations and assessments of the management body on whether the Company's capital is uncovered or whether the Company is insolvent:

As of June 30, 2026, it has been determined that Company's issued capital is maintained and there is no insolvency.

d) Measures to be taken to improve the Company's financial structure, if any:

The Company continues its efforts to enhance operational efficiency, strengthen collection processes, maintain cost discipline, and increase revenues generated from high value-added products. In addition, working capital management, cash flow optimization, and financial risk management practices are regularly reviewed.

Financial risk management principles are followed as stated in Article 6.a. Within this framework, medium- and long-term credit lines were provided to support working capital in case of need.

As of June 30, 2026, the Company's shareholders' equity is TRY 3,432,676,109.

e) Information on the dividend distribution policy, and if dividend distribution will not be made, the justification thereof and the proposal on how the undistributed profit will be used:

Pursuant to Article 12 of the Company's Articles of Association entitled "Dividend Distribution", the Company complies with the provisions of the Turkish Commercial Code and Capital Markets legislation regarding dividend distribution. In accordance with the capital markets legislation, companies whose shares are traded on the stock exchange are not obliged to distribute dividends. Within the framework of the Company's Articles of Association and the Company's dividend distribution policy, the method and time of distribution of the profit decided to be distributed shall be decided by the General Assembly upon the proposal of the Board of Directors on this matter.

In accordance with the capital markets legislation, our Company's shares started to be traded on the stock exchange as of 03.03.2022 and the Dividend Distribution Policy adopted by the Board of Directors decision dated 18.04.2022 and numbered 2022/16 was approved at the Ordinary General Assembly meeting for the 2021 accounting period held on 16.05.2022.

"Hitit Bilgisayar Hizmetleri AŞ ("Company") "Dividend Distribution Policy" is determined in accordance with the provisions of the Turkish Commercial Code, capital markets legislation, tax legislation and other relevant legislation and the provisions of Article 12 of the Company's Articles of Association, upon the proposal of the Board of Directors and the resolution of the General Assembly.

The Company's articles of association do not contain any privileges granted to shares regarding the right to receive dividends. In dividend distribution, a balanced and consistent policy is followed between the interests of shareholders and the Company in accordance with the Corporate Governance Principles.

In principle, a minimum of 5% of the "net distributable profit for the period" calculated by considering the financial statements prepared in accordance with the capital markets legislation, corresponding to 5% of the issued capital may be subject to dividend distribution. This ratio may be reviewed and changed every year during the relevant profit distribution period, depending on national and global economic conditions, the Company's medium and long-term growth and investment strategies and cash requirements. In the event that a dividend distribution is desired to be made from this calculated "net distributable profit for the period" at a rate above 5% of the issued capital, the financial position of the company, other fund needs related to the investments to be made, the conditions in the sector, the conditions in the economic environment, profitability and cash position are taken into consideration in determining the dividend distribution rate.

Dividend distribution may not be made if there is no “net distributable profit for the period” according to the legal accounting records or if the calculated “net distributable profit for the period” is below 5% of the issued capital.

The Board of Directors takes a separate decision on dividend distribution for each accounting period, and this dividend distribution proposal is disclosed to the public in accordance with the legislation and announced on the Company’s website. The General Assembly may accept or reject the proposal. In cases where dividend distribution cannot be made, the Board of Directors submits information on why the profit cannot be distributed and where the undistributed profit will be used for the information of the shareholders at the General Assembly.

Dividends are distributed equally to all existing shares as of the distribution date, regardless of their issue and acquisition dates.

Dividend distribution shall commence on the date to be determined by the General Assembly or the Board of Directors, provided that it is authorized by the General Assembly, at the latest by the end of the year in which the General Assembly meeting is held.

The Company may consider distributing advance dividends or paying dividends in equal or different installments in accordance with the provisions of applicable legislation”.

2025 dividend distribution proposal of the Board of Directors:

At the meeting of the Company’s Board of Directors dated 03.03.2026 and numbered 2026/04; “In the activity year 2025, according to consolidated financial statements prepared as per the Capital Markets Board’s Communiqué Numbered: II.14.1 “Communiqué on Principles Regarding Financial Reporting in Capital Markets”, the Turkish Accounting Standards/Turkish Financial Reporting Standards (“TAS/TFRS”) and the formats determined by the CMB, and audited by PwC Bağımsız Denetim ve Serbest Muhasebeci Mali Müşavirlik A.Ş., the Company has achieved a net profit of TRY 388,878,896 and according to the financial statements prepared in accordance with the relevant provisions of the Turkish Commercial Code Numbered 6102 and Tax Procedure Law Numbered 213, the Company has achieved a net profit of TRY 467,756,379.86 for the period.

By evaluating the conditions stipulated in our Company’s Dividend Distribution Policy and considering the current economic conjuncture, the Company’s long-term strategies, cash flow, financing and investment policies, and the long-term interests of our shareholders and our Company, it was unanimously decided to propose, for the purpose of strengthening the financial structure, not to distribute the distributable profit for the 2025 activity year and to transfer the remaining amount to the retained earnings account after setting aside the general legal reserves. In this framework, the proposal of the Board of Directors was approved at the Ordinary General Assembly meeting for the 2025 accounting period held on 26.03.2026.

Nature and Amount of Capital Market Instruments Issued: None

Information on Related Party Transactions; Information on related party transactions and balances that must be presented to the shareholders is included in Article 5 of the consolidated financial statements and footnotes for the period 01.01.2026 - 30.06.2026, which were also announced on the Public Disclosure Platform (KAP).

10- RISK MANAGEMENT AND INTERNAL CONTROL

Risk Management

The Company considers the effective management of operational, financial, technological, legal, strategic, and reputational risks as one of the fundamental elements of its corporate governance approach, in line with the dynamic nature of the aviation and travel technology sectors in which it operates. In this context, risk management activities are carried out under the oversight of the Board of Directors, through the coordination of the relevant committees, senior management, and operational units.

The principal risk areas to which the Company may be exposed include fluctuations in the global aviation sector, macroeconomic developments, cybersecurity threats, risks related to data security and the protection of personal data, service continuity, disruptions in technology infrastructure, foreign exchange rate movements, collection processes, regulatory changes and human resources management.

Thanks to the predominantly foreign currency-based revenue structure of its operations, the Company is able to manage foreign exchange risk through a natural hedge mechanism. In addition, cash flow, liquidity, budget realizations and collection performance are monitored on a regular basis. In the management of financial risks, budget and variance analyses, cash flow projections, cost control mechanisms, and periodic financial review meetings are effectively utilized.

On the technology and operations side, system infrastructures are continuously monitored and improved based on the principles of high availability, business continuity and data security. Considering the global aviation ecosystem in which the Company operates, information security, access management, data protection, backup, and disaster recovery processes are managed in accordance with international standards. Business continuity plans have been established for critical systems and improvement efforts aimed at enhancing operational resilience are carried out regularly.

In addition, the Company closely monitors the transformation dynamics of the sector in which it operates, as well as the strategic directions of international aviation authorities, particularly IATA, and adopts a proactive approach in strategic areas such as technological transformation, Modern Airline Retailing (MAR), Offer and Order Management Systems (OOMS), artificial intelligence applications, and next-generation distribution infrastructures. The R&D and product development activities carried out in this regard support not only the Company’s growth objectives but also the mitigation of strategic risks.

The Early Detection of Risk Committee continues its activities in accordance with the regulations of the Capital Markets Board and evaluates risk factors that may affect the Company’s existence, development and sustainability, while submitting its recommendations regarding the necessary actions to the Board of Directors.

Internal Control

The internal control system established within the Company has been designed in line with the objectives of ensuring the effectiveness and efficiency of operations, the accuracy and reliability of financial reporting, compliance with applicable legislation, safeguarding of Company assets and is continuously reviewed and improved.

Internal control mechanisms are implemented through organizational segregation of duties, authorization and approval procedures, budget control structures, financial reporting systems, procurement and payment procedures, information technology controls and operational monitoring processes. The Company adopts a process-based control approach, under which critical business processes are regularly evaluated and improvement efforts are carried out in line with operational needs.

Within financial processes, budget realizations, financial statements, cash management, collection processes, expense controls, procurement transactions and budget compliance analyses are regularly monitored and evaluated by senior management and the relevant finance teams. The finance function assumes an active role not only in financial reporting processes, but also in ensuring the efficient use of resources, maintaining financial discipline, budget control, cash flow management and monitoring the financial impacts of operational processes.

Under the authority matrix and multi-level approval mechanisms implemented within the Company, transactions giving rise to payments, procurement activities, budget utilization and financial liabilities are carried out subject to defined control procedures. Budget realizations and variance analyses are regularly reviewed by management, and action plans are developed where deemed necessary.

In the field of information technologies and security, control mechanisms such as access authorization, log recording, system monitoring, data backup and security testing are implemented. In line with the operational continuity expectations of the Company's global airline and travel industry customers, the reliability and sustainability of system infrastructures are among the Company's primary management priorities.

The Company's activities are carried out in accordance with the Capital Markets Legislation, the Turkish Commercial Code, the Tax Procedure Law and other relevant tax legislation, regulations on the protection of personal data, other applicable legislation, and relevant national and international industry standards.

The Company's internal control and audit approach is not limited to a detection-oriented perspective; rather, it is addressed within the framework of a holistic management approach that supports process effectiveness, sustainable development and corporate resilience. Through the evaluation and improvement activities carried out within this scope, the Company aims to strengthen its corporate governance structure, enhance operational efficiency and sustainably support stakeholder confidence.

The Company is subject to full attestation audit by SG Yeminli Mali Müşavirlik and independent audit by PwC Bağımsız Denetim ve Serbest Muhasebeci Mali Müşavirlik A.Ş.

In addition, it is subjected to regular ISO27001, ISO9001, ISO 27017, ISO 27701, ISAE-3402, ISO20000 and ISO 22301 audits within the scope of E-ticket / E-invoice Integrator and certifications are regularly renewed.

Compliance with the Personal Data Protection Law (KVKK) has been ensured both nationally and internationally (GDPR). Structures in compliance with PCI DSS (Payment Card Industry Data Security Standard) Payment Card Industry Data Security standards have been established and operated.

11- DEVELOPMENTS AFTER THE PERIOD

03.07.2026
SkyAlps Europe, a Slovak-based airline, has completed the system migration for Hitit's operational planning solutions as of July 2, 2026. Following this transition, the airline will use the Company's solutions for schedule planning, operational control, crew management, and slot management.

1- **Explanations regarding the developments that significantly affected the Company's operations in this period are presented above. For other information, you can access the Annual Report for 2025 from the link below:**

   https://hitit.com/investor-relations/financial-information#quarterly-reports

2- **You can access from the link below;**
   Audited Consolidated Financial Statements As of December 31, 2025 and
   Not Audited Consolidated Financial Statements As of June 30, 2026

   https://hitit.com/investor-relations/financial-information#quarterly-reports