



# FULL YEAR RESULTS 2025

Supplementary data

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# SAFE HARBOUR STATEMENT

This announcement contains certain forward-looking statements. These forward-looking statements can be identified by the fact that they do not relate only to historical or current facts. In particular, all statements that express forecasts, expectations and projections with respect to future matters, including trends in results of operations, margins, growth rates, overall market trends, the impact of interest or exchange rates, the availability of financing to the Company, anticipated cost savings or synergies and the completion of the Company's strategic transactions, are forward-looking statements. By their nature, these statements and forecasts involve risk and uncertainty because they relate to events and depend on circumstances that may or may not occur in the future. There are a number of factors that could cause actual results or developments to differ materially from those expressed or implied by these forward-looking statements and forecasts.

The forward-looking statements reflect the knowledge and information available at the date of preparation of this announcement and will not be updated during the year. Nothing in this announcement should be construed as a profit forecast. All figures are on an underlying basis unless otherwise stated - for the definition see note 2 to the condensed consolidated financial statements section of the 2025 Full Year Results Statement.



# KEY MESSAGES



## 2022-2025 IMPROVEMENTS DELIVERED



Operating profit  
+£2.8bn growth to  
£3.5bn

Operating margin  
+12.2pts growth to  
17.3%

Free cash flow  
+£2.8bn growth to  
£3.3bn

Return on capital  
+14.0pts growth to  
18.9%

£1.0bn buyback in 2025

## 2026 OUTLOOK

Operating profit  
£4.0-4.2bn

Free cash flow  
£3.6-3.8bn

£2.5bn buyback in 2026



## UPGRADED 2028 MID-TERM GUIDANCE



Operating profit  
£4.9-5.2bn

Operating margin  
18-20%

Free cash flow  
£5.0-5.3bn

Return on capital  
23-26%

£7-9bn share buyback across 2026-28



# FY 2026 GUIDANCE & MID-TERM TARGETS



	2025 actuals	2026 guidance	2028 mid-term targets
<b>Operating profit</b>	<b>£3.5bn</b>	<b>£4.0bn - £4.2bn</b>	<b>£4.9bn - £5.2bn</b>
<b>Free cash flow</b>	<b>£3.3bn</b>	<b>£3.6bn - £3.8bn</b>	<b>£5.0bn - £5.3bn</b>
Operating margin	17.3%	-	18% - 20%
Civil Aerospace margin	20.5%	-	21% - 23%
Defence margin	14.4%	-	14% - 16%
Power Systems margin	17.4%	-	18% - 20%
Return on Capital	18.9%	-	23% - 26%
<b>Significant cash flow items</b>			
LTSA creditor growth (net of RRSAs)	£0.6bn	Similar to 2025	£0.8bn - £1.2bn
Over-hedge cost	£(148)m	£(27)m	-
Cash tax	£(555)m	Around £200m higher	Rises with profit
<b>Civil Aerospace drivers</b>			
OE deliveries	483	550 - 600	650 - 750
Total shop visits	1,440	1,480 - 1,550	1,300 - 1,400
Large engine flying hours	111% of 2019	115% - 120% of 2019	130% - 140% of 2019
<b>Other</b>			
FX achieved rate	\$1.44/£	\$1.38/£	\$1.33/£

# TRANSACTIONAL FOREIGN EXCHANGE



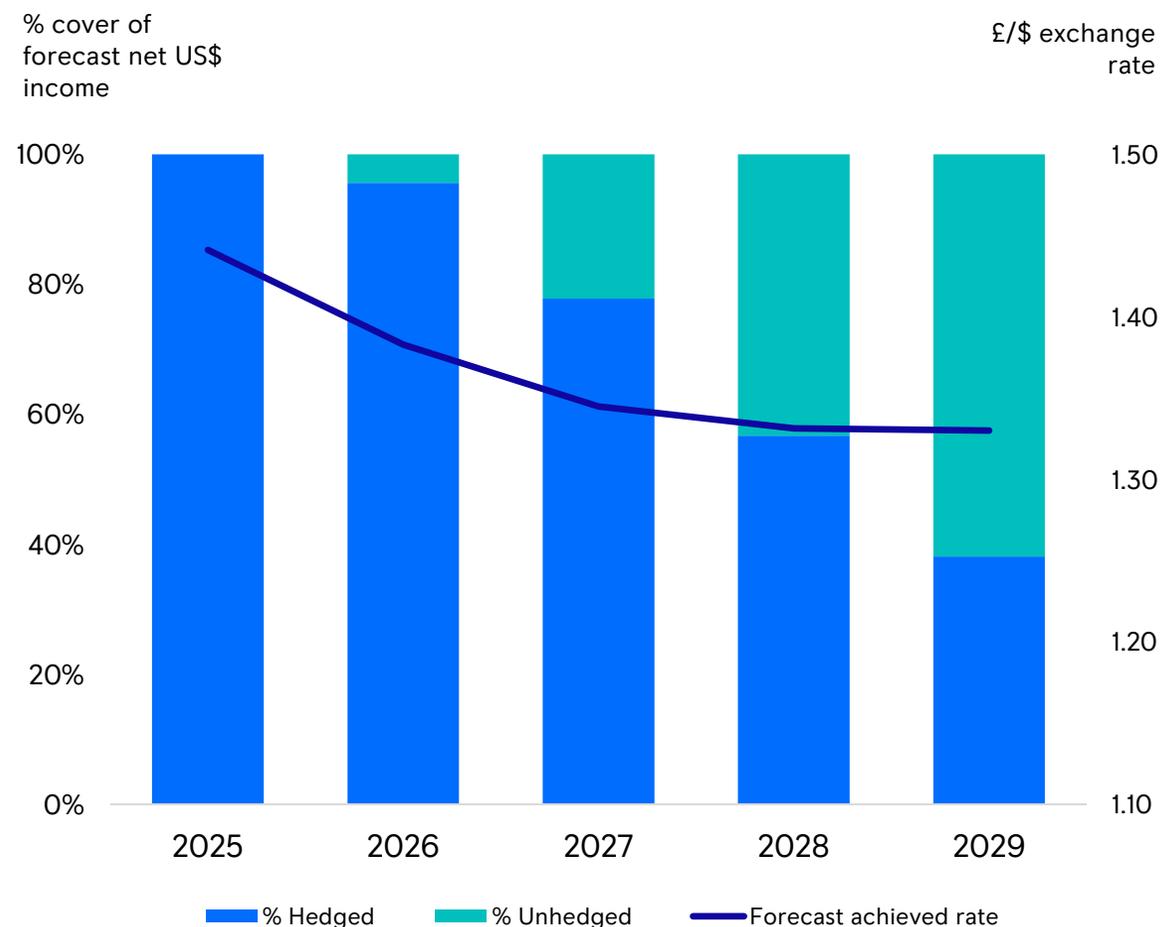
## Rolls-Royce hedges transactional FX

- Transactional exposure arises when revenue currencies differ from cost currencies
- Forecast Achieved Rates are derived from recent average spot rates, contracted hedge rates, and long-term foreign exchange rate forecasts. As a result, the impact of short-term movements in spot rates is usually diluted.
- \$21 billion GBP:USD hedge book (average rate £/\$1.34)
- \$5 billion EUR:USD hedge book (average rate €/\$1.14)
- Each 1 \$ cent change in the £/US\$ forecast achieved rate impacts pre-tax cash by c.£35-45m by the mid-term

### USD hedge book cash costs of closing out over-hedge positions

Costs are included in Group FCF definition  
H1 2026 is a future cash outflows

£m	2020-2025	H1 2026	Total
Cash cost	1,647	27	<b>1,674</b>



# TRANSLATIONAL FOREIGN EXCHANGE



The impact of translational foreign exchange is driven by period average spot rates

Period average rates	2025	2024
USD	1.32	1.28
EUR	1.17	1.18

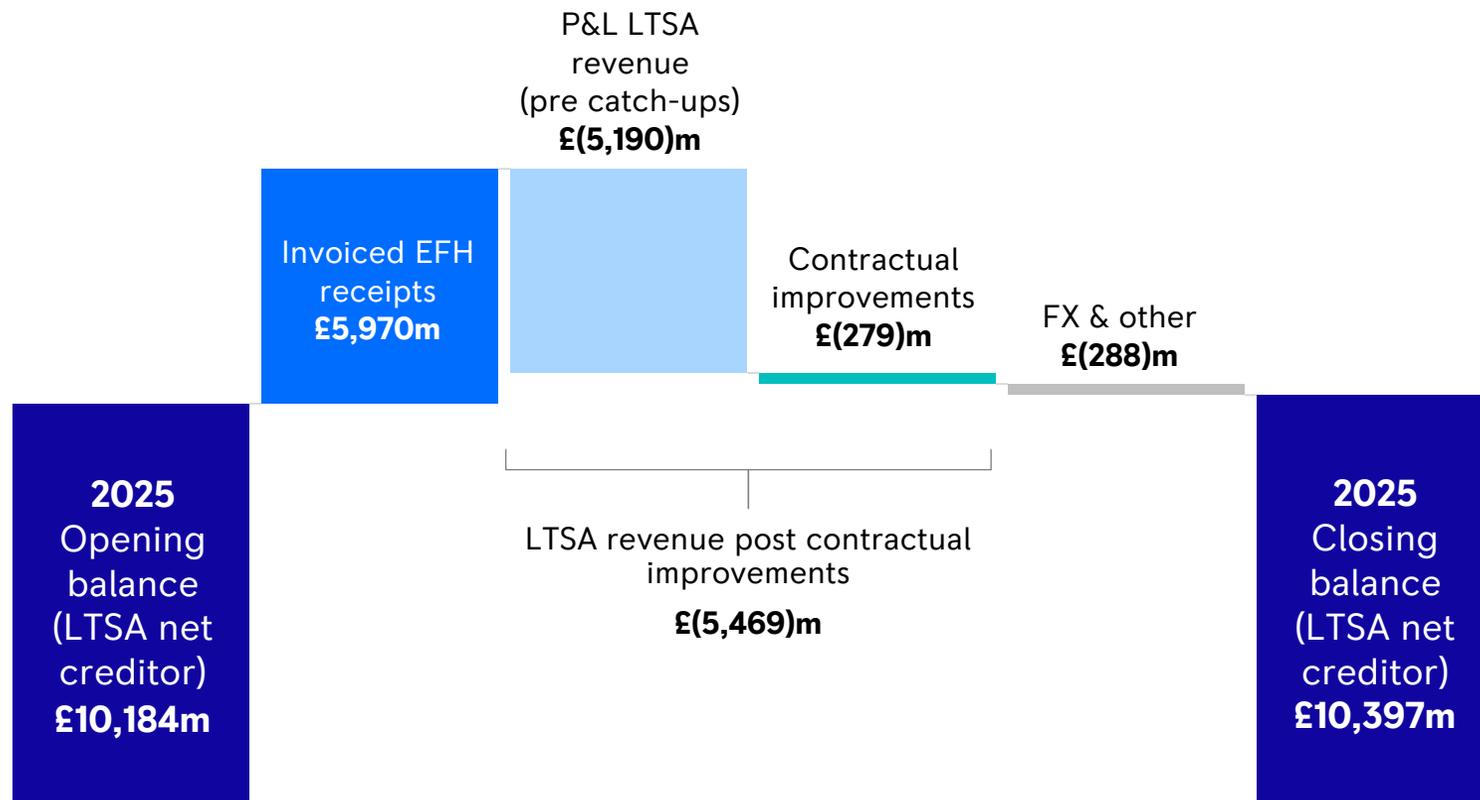
2025 vs. 2024 £m	Exposure	Underlying revenue impact		Underlying operating profit impact	
		Including FX	FX	Including FX	FX
<b>Group</b>		20,059	(115)	3,462	(21)
Civil Aerospace	USD, EUR	10,382	16	2,130	4
Defence	USD, EUR	4,772	(71)	689	(9)
Power Systems	EUR, USD	4,892	(60)	852	(13)
All Other Businesses		13	-	(140)	-
Corporate / eliminations		-	-	(69)	(3)

## ROLLS-ROYCE DOES NOT HEDGE AGAINST THE IMPACT OF TRANSLATIONAL FX

- Translational FX reflects the impact of converting results from our overseas operations into GBP
- Since we do not hedge this effect, movements in average exchange rates during the year compared to last year's averages directly influence our reported results
- In 2025, changes in USD and EUR average rates impacted underlying revenue and underlying operating profit as shown in the table opposite

# DRIVERS OF CIVIL LTSA BALANCE CHANGE

Deferred revenue reflects difference between invoiced EFH receipts and P&L revenues traded



## INVOICED EFH RECEIPTS

Reflects invoiced EFH receipts on long-term contracts across entire Civil LTSA-covered fleet

## P&L REVENUE

Driven by cost (e.g. shop visits) across large engine, business aviation and regional fleets

Recognised by contract, as costs incurred, at relevant contract margins



# CIVIL AEROSPACE REVENUES BY ENGINE TYPE

£m	2025	2024	Organic change <sup>1</sup>
<b>Original Equipment</b>	<b>3,217</b>	<b>3,105</b>	<b>3%</b>
Large engine	2,235	2,154	4%
Business aviation	953	930	1%
V2500	29	21	38%
<b>Service</b>	<b>7,165</b>	<b>5,935</b>	<b>21%</b>
Large engine	5,621	4,340	30%
Business aviation	1,027	1,033	(1)%
Regional	218	213	3%
V2500	299	349	(15)%
<b>Total</b>	<b>10,382</b>	<b>9,040</b>	<b>15%</b>

<sup>1</sup> Organic change is the measure of change at constant translational currency applying full year 2024 average rates to 2024 and 2025.



# TRENT ENGINE PRODUCTS

Engine	Airframe	Market share <sup>1</sup>	Engines in service	Engines on order
Trent 7000	Airbus A330neo	100%	352	555
Trent XWB-84	Airbus A350-900	100%	1,160	952
Trent XWB-97	Airbus A350-1000	100%	212	668
Trent 1000	Boeing 787	21%	778	32
Trent 900	Airbus A380	48%	324	-
Trent 800	Boeing 777	40%	238	-
Trent 700	Airbus A330	60%	1,462	-
Trent 500	Airbus A340 <sup>2</sup>	100%	104	-
<b>Total</b>			<b>4,630</b>	<b>2,207</b>

<sup>1</sup> Share of total firm and announced programme sales with an engine decision (excludes cancelled orders).

<sup>2</sup> A340-500/600

# CIVIL AEROSPACE ENGINE DELIVERIES



By engine	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Trent 700	181	184	140	88	110	63	10	2	2	1	1	-	-
Trent 900	42	35	6	30	67	44	34	15	1	2	-	-	-
Trent 1000	59	79	106	122	109	125	126	82	12	5	38	47	40
Trent XWB-84		13	56	117	196	184	178	109	120	96	118	109	106
Trent XWB-97					1	45	56	34	29	23	31	36	38
Trent 7000						8	106	22	31	63	74	86	75
<b>Large Engines</b>	<b>282</b>	<b>311</b>	<b>308</b>	<b>357</b>	<b>483</b>	<b>469</b>	<b>510</b>	<b>264</b>	<b>195</b>	<b>190</b>	<b>262</b>	<b>278</b>	<b>259</b>
Tay	67	46	38	28	2	-	-	-	-	-	-	-	-
AE3007	78	48	34	20	8	10	4	-	-	-	-	-	-
BR700	326	334	332	244	190	205	191	112	70	77	93	77	5
Pearl						2	24	72	44	88	103	174	219
<b>Small Engines</b>	<b>471</b>	<b>428</b>	<b>404</b>	<b>292</b>	<b>200</b>	<b>217</b>	<b>219</b>	<b>184</b>	<b>114</b>	<b>165</b>	<b>196</b>	<b>251</b>	<b>224</b>
<b>Total</b>	<b>753</b>	<b>739</b>	<b>712</b>	<b>649</b>	<b>683</b>	<b>686</b>	<b>729</b>	<b>448</b>	<b>309</b>	<b>355</b>	<b>458</b>	<b>529</b>	<b>483</b>



# CIVIL AEROSPACE IN-SERVICE INSTALLED FLEET

By engine	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
RB211-22B	3	3	3	3	3	3	3	3	3	-	-	-	-
RB211-524	455	352	302	278	266	242	210	82	80	85	79	79	73
RB211-535	1,026	1,012	908	868	826	850	824	576	658	682	716	664	622
<b>RB211</b>	<b>1,484</b>	<b>1,367</b>	<b>1,213</b>	<b>1,149</b>	<b>1,095</b>	<b>1,095</b>	<b>1,037</b>	<b>661</b>	<b>741</b>	<b>767</b>	<b>795</b>	<b>743</b>	<b>695</b>
Trent 500	440	388	352	336	280	284	240	68	92	80	104	120	104
Trent 700	1,114	1,288	1,388	1,460	1,590	1,636	1,606	1,054	1,146	1,178	1,372	1,414	1,462
Trent 800	436	422	362	352	330	334	320	134	176	184	224	222	238
Trent 900	244	280	304	332	360	400	428	68	168	252	300	320	324
Trent 1000	84	164	260	384	476	546	658	538	604	662	738	740	778
Trent XWB-84		2	30	124	278	432	590	562	666	762	952	1,064	1,160
Trent XWB-97						28	70	96	98	124	162	186	212
Trent 7000						2	80	90	130	170	220	294	352
<b>Trent</b>	<b>2,318</b>	<b>2,544</b>	<b>2,696</b>	<b>2,988</b>	<b>3,314</b>	<b>3,662</b>	<b>3,992</b>	<b>2,610</b>	<b>3,080</b>	<b>3,412</b>	<b>4,072</b>	<b>4,360</b>	<b>4,630</b>
<b>Large Engines</b>	<b>3,802</b>	<b>3,911</b>	<b>3,909</b>	<b>4,137</b>	<b>4,409</b>	<b>4,757</b>	<b>5,029</b>	<b>3,271</b>	<b>3,821</b>	<b>4,179</b>	<b>4,867</b>	<b>5,103</b>	<b>5,325</b>
Spey	580	506	460	430	404	360	284	252	236	210	182	130	92
Tay	2,019	2,011	2,035	2,027	1,993	2,009	1,946	1,892	1,866	1,838	1,832	1,790	1,746
AE 3007	2,598	2,534	2,468	2,326	2,302	2,448	2,472	2,028	2,124	1,954	2,076	1,960	2,030
BR700	2,696	2,964	3,388	3,642	3,858	4,098	4,322	4,314	4,382	4,442	4,560	4,522	4,572
Pearl								36	84	120	184	296	498
<b>Small Engines</b>	<b>7,893</b>	<b>8,015</b>	<b>8,351</b>	<b>8,425</b>	<b>8,557</b>	<b>8,915</b>	<b>9,024</b>	<b>8,522</b>	<b>8,692</b>	<b>8,564</b>	<b>8,834</b>	<b>8,698</b>	<b>8,938</b>
<b>Total Installed Fleet*</b>	<b>11,695</b>	<b>11,926</b>	<b>12,260</b>	<b>12,562</b>	<b>12,966</b>	<b>13,672</b>	<b>14,053</b>	<b>11,793</b>	<b>12,513</b>	<b>12,743</b>	<b>13,701</b>	<b>13,801</b>	<b>14,263</b>
<b>Fleet growth</b>	<b>5%</b>	<b>2%</b>	<b>3%</b>	<b>2%</b>	<b>3%</b>	<b>5%</b>	<b>3%</b>	<b>-16%</b>	<b>6%</b>	<b>2%</b>	<b>8%</b>	<b>1%</b>	<b>3%</b>

\* Installed engine base is net of retirements and excludes aircraft which are parked or in storage; includes some engines with military applications  
 Fleet data from Cirium excludes aircraft temporarily parked due to COVID-19

# CIVIL AEROSPACE IN-SERVICE THRUST BASE



Thrust (million lbs)		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
RB211-22B	(60,000 lbs)	-	-	-	-	-	-	-	-	-	-	-	-	-
RB211-524	(60,000 lbs)	27	21	18	17	16	15	13	5	5	5	5	5	4
RB211-535	(40,000 lbs)	41	40	36	35	33	34	33	23	26	27	29	27	25
<b>RB211</b>		<b>69</b>	<b>62</b>	<b>55</b>	<b>52</b>	<b>49</b>	<b>49</b>	<b>46</b>	<b>28</b>	<b>31</b>	<b>32</b>	<b>34</b>	<b>32</b>	<b>29</b>
Trent 500	(56,000 lbs)	25	22	20	19	16	16	13	4	5	5	6	7	6
Trent 700	(72,000 lbs)	80	93	100	105	114	118	116	76	83	85	99	102	105
Trent 800	(92,000 lbs)	40	39	33	32	30	31	29	12	16	17	21	20	22
Trent 900	(70,000 lbs)	17	20	21	23	25	28	30	5	12	18	21	22	23
Trent 1000	(71,000 lbs)	6	12	18	27	34	39	47	38	43	47	52	52	55
Trent XWB-84	(84,000 lbs)			3	10	23	36	50	47	56	64	80	89	97
Trent XWB-97	(97,000 lbs)						3	7	9	10	12	16	18	21
Trent 7000	(72,000 lbs)							6	7	9	12	16	21	25
<b>Trent</b>		<b>168</b>	<b>185</b>	<b>196</b>	<b>217</b>	<b>243</b>	<b>270</b>	<b>297</b>	<b>198</b>	<b>233</b>	<b>260</b>	<b>311</b>	<b>331</b>	<b>354</b>
<b>Large Engines</b>		<b>237</b>	<b>247</b>	<b>251</b>	<b>269</b>	<b>292</b>	<b>319</b>	<b>343</b>	<b>226</b>	<b>265</b>	<b>292</b>	<b>345</b>	<b>363</b>	<b>383</b>
Spey	(11,000 lbs)	6	6	5	5	4	4	3	3	3	2	2	1	1
Tay	(15,000 lbs)	30	30	31	30	30	30	29	28	28	28	28	27	26
AE3007	(7,500 lbs)	19	19	19	17	17	18	18	15	16	15	16	15	15
BR700	(15,000 lbs)	40	44	51	55	58	61	65	65	66	67	68	68	69
Pearl	(15,000 lbs)									1	2	-	5	8
<b>Small Engines</b>		<b>97</b>	<b>99</b>	<b>105</b>	<b>107</b>	<b>109</b>	<b>114</b>	<b>116</b>	<b>112</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>116</b>	<b>119</b>
<b>Total In-Service Thrust*</b>		<b>333</b>	<b>346</b>	<b>356</b>	<b>376</b>	<b>402</b>	<b>433</b>	<b>459</b>	<b>338</b>	<b>378</b>	<b>406</b>	<b>459</b>	<b>479</b>	<b>502</b>
<b>Thrust Growth</b>		<b>5%</b>	<b>4%</b>	<b>3%</b>	<b>6%</b>	<b>7%</b>	<b>8%</b>	<b>6%</b>	<b>-26%</b>	<b>12%</b>	<b>7%</b>	<b>13%</b>	<b>4%</b>	<b>5%</b>

\* Installed engine base is net of retirements and excludes aircraft which are parked or in storage  
Fleet data from Cirium excludes aircraft temporarily parked due to COVID-19

# DEFINITIONS AND CALCULATIONS



## Return on Capital

**RoC = net operating profit after tax / average invested capital**

Net operating profit after tax is defined as underlying net profit excluding net finance costs and the tax shield on net finance costs. Invested capital is defined as current and non-current assets less current liabilities. It excludes pension assets, cash and cash equivalents, and borrowing and lease liabilities. The average is calculated between the opening and closing balance sheets.



## Total cash costs / Gross margin

**TCC/GM = (self-funded R&D expenditure + C&A costs) / underlying gross profit**

Self-funded research and development (R&D) expenditure is net of the impact of contributions (e.g. government funding) and excludes amortisation, impairment of capitalised costs and amounts capitalised during the year. C&A costs are commercial and administrative costs.



## Free cash flow

Free cash flow is defined as cash flows from operating activities, adjusted to include capital expenditure and movements in investments, capital elements of lease payments, interest paid, cash received on maturity of share-based payment schemes and amounts paid relating to the settlement of excess derivatives. It excludes amounts spent or received on business acquisitions or disposals, and other material exceptional one-off cash flows.



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