Doric Nimrod Air Three Limited

Half-Yearly Financial Report

From 1 April 2014 to 30 September 2014
(Unaudited)

Contents

DORIC NIMROD AIR THREE LIMITED (the "Company")

SUMMARY INFORMATION

Company Facts

Listing	Specialist Fund Market of the London Stock Exchange
Ticker	DNA3
Share Price	108.0p (as at 30 September 2014) 106.0p (as at 24 November 2014)
Market Capitalisation	GBP 237.6 million (as at 30 September 2014)
Aircraft Registration Number	A6-EEK, A6-EEO, A6-EEM, A6-EEL
Current/Future Anticipated Dividend	Current dividends are 2.0625p per quarter per share (8.25p per annum) and it is anticipated this will continue until the aircraft leases terminate.
Dividend Payment Dates	April, July, October, January
Currency	Sterling
Launch Date/Price	2 July 2013 / 100p
Incorporation	Guernsey
Asset Manager	Amedeo Management Limited
Corp & Shareholder Advisor	Nimrod Capital LLP
Administrator	JTC (Guernsey) Limited
Auditor	Deloitte LLP
Market Makers	Shore Capital Limited Winterflood Securities Limited Jefferies International Limited Numis Securities Limited
SEDOL, ISIN	B92LHN5, GG00B92LHN58
Year End	31 March
Stocks & Shares ISA	Eligible
Website	www.dnairthree.com

DORIC NIMROD AIR THREE LIMITED (the "Company")

SUMMARY INFORMATION

Company Overview

Doric Nimrod Air Three Limited (LSE Ticker: DNA2) ("DNA3" or the "Company") is a Guernsey company incorporated on 29 March 2012.

Pursuant to the Company's Prospectus dated 20 June 2013, the Company on 1 July 2013, offered its shares for issue by means of a placing and raised approximately £211 million by the issue of Redeemable Ordinary Preference Shares (the "Ordinary Shares") at an issue price of £1 each (the "Placing"). On 2 July 2013 the Company's Shares were admitted to trading on the Channel Islands Securities Exchange Authority Limited ("CISEA") and trading on the Specialist Fund Market of the London Stock Exchange ("SFM"). At the date of admission the SFM was not a recognised exchange for ISA investors and therefore to enable ISA investors to invest, the Company sought a dual listing on the CISEA, being a recognised exchange for ISA investors at that time. In March 2014 the Individual Savings Account Regulations 1998 were amended and ISA investors can now invest in shares listed on the SFM, therefore a dual listing is no longer required by the Company and the Company delisted from CISEA on 5 September 2014.

As at 24 November 2014, the last practicable date prior to the publication of this report, the Company's total issued share capital consisted of 220,000,000 Shares and the shares were trading at 106 pence per share.

Investment Objectives and Policy

The Company's investment objective is to deliver an income return and a capital return for its Shareholders by acquiring, leasing and then remarketing aircraft (each an "Asset" and together the "Assets"). To pursue its investment objective, the Company has used the net proceeds of placings and other equity capital raisings, together with debt facilities (or instruments), to initially acquire four Airbus A380 aircraft which are leased to Emirates. The Company aims to provide Shareholders with an attractive total return comprising income, from distributions through the period of the Company's ownership of the Assets, and capital, upon the sale of the Assets.

DNA Alpha

The Company has one wholly-owned subsidiary, DNA Alpha Limited ("DNA Alpha") which holds the Assets for the Company. Together the Company and DNA Alpha are known as the ("Group").

The first Asset was acquired by DNA Alpha on 29 August 2013 for a purchase price of US$245 million. Upon delivery, DNA Alpha entered into an operating lease with Emirates, pursuant to which the first Asset has been leased to Emirates for an expected initial term of 12 years, with fixed lease rentals for the duration.

The second Asset was acquired by DNA Alpha on 29 October 2013 for a purchase price of US$245 million. Upon delivery, DNA Alpha entered into an operating lease with Emirates, pursuant to which the second Asset has been leased to Emirates for an expected initial term of 12 years, with fixed lease rentals for the duration.

The third Asset was acquired by DNA Alpha on 14 November 2013 for a purchase price of US$245 million. Upon delivery, DNA Alpha entered into an operating lease with Emirates, pursuant to which the third Asset has been leased to Emirates for an expected initial term of 12 years, with fixed lease rentals for the duration.

The fourth Asset was acquired by DNA Alpha on 27 November 2013 for a purchase price of US$245 million. Upon delivery, DNA Alpha entered into an operating lease with Emirates, pursuant to which the fourth Asset has been leased to Emirates for an expected initial term of 12 years, with fixed lease rentals for the duration.

DNA Alpha acquired the Assets, using a combination of a portion of the proceeds of the issue of the Ordinary Shares by the Company together with the proceeds of the sale of Enhanced Equipment Trust Certificates issued by DNA Alpha (the “Equipment Notes”) and the initial rent payment pursuant to the relevant operating lease. The Equipment Notes were acquired by two separate pass through trusts using the proceeds of their issue of enhanced equipment trust certificates (the “Certificates”) as detailed within the Offering Circular issued by DNA Alpha dated 10 July 2013. The Certificates, with an aggregate face amount of approximately $630 million, were admitted to the official list of the Irish Stock Exchange and to trading on the Main Securities market thereof on 12 July 2013.

Distribution Policy

The Company aims to provide its shareholders with an attractive total return comprising income from distributions through the period of the Company's ownership of the Assets and capital upon the sale of the Assets.

The Company declared a first interim dividend of 0.1715 pence per share on 1 October 2013 and a subsequent dividend of 1.7185 pence per share in January 2014. Now that all the four assets have been acquired and leased, the Company will, from April 2014 onwards, target a distribution to Shareholders of 2.0625 pence per share per quarter (amounting to a yearly distribution of 8.25% based on the initial placing price of 100 pence per share).

Future dividend payments are anticipated to continue to be declared and paid on a quarterly cycle on the basis specified above and subject to compliance with applicable laws and regulations.

SUMMARY INFORMATION (continued)

Distribution Policy (continued)

There can be no guarantee that dividends will be paid to Shareholders and, if dividends are paid, as to the timing and amount of any such dividend. There can also be no guarantee that the Company will, at all times, satisfy the solvency test required to be satisfied pursuant to section 304 of the Companies (Guernsey) Law 2008 (the “Guernsey Law”) enabling the Directors to effect the payment of dividends.

Performance Overview

All payments by Emirates have to date been made in accordance with the terms of the respective Lease.

During the period under review and in accordance with the Distribution Policy the Company declared two interim dividends of 2.0625 pence per Share during the financial year to 30 September 2014 and one dividend of 2.0625 pence per Ordinary Preference Share after the reporting period.

DORIC NIMROD AIR THREE LIMITED (the "Company")

CHAIRMAN'S STATEMENT

I am pleased to present shareholders with the Company's consolidated financial report covering the period from 1 April 2014 until 30 September 2014.

The Company's investment objective is to obtain income returns and a capital return for its Shareholders by acquiring, leasing and then selling aircraft. The Company used the net proceeds of the Placing and debt via two tranches of Enhanced Equipment Trust Certificates with an aggregate face value of $630 million, to fund the purchase of four Airbus A380-861 aircraft and to lease them to Emirates Airlines ("Emirates"), the national carrier owned by the Investments Corporation of Dubai, based in Dubai, United Emirates, between August and December 2013. The aircraft were acquired for the sum of US$245 million each. The aircraft have been leased to Emirates for initial terms of twelve years with fixed lease rentals for the duration. The debt portion of the funding will be fully amortised over the twelve years of each lease, with the aim of leaving the aircraft unencumbered at the conclusion of the lease. All payments thus far by Emirates have been made in accordance with the terms of the leases.

The lease payments received by the Company from Emirates cover repayment of the debt as well as income to pay operating expenses and dividends to shareholders. Emirates bears all costs (including maintenance, repair and insurance) relating to the aircraft during the lifetime of the leases. The Company's Asset Manager, Amedeo Management Limited (formerly Doric Lease Corp Management Ltd), continues to monitor the leases and reports regularly to the Board. Nimrod Capital LLP, the Company's Placing and Corporate Agent as well as its Shareholder Advisory Agent, continues to liaise between the Board and Shareholders including distribution of quarterly fact sheets and the interim management statements.

The Company will have the ability to acquire further additional aircraft if, in the view of the Board, the acquisition of such additional aircraft would not have an adverse material effect on the Company's target income distributions.

From January to August 2014 overall global air traffic passenger demand, measured in revenue passenger kilometres (RPKs), expanded by 5.8% compared to the same period the year before. This number was mainly driven by solid economic growth in the emerging regions. Less mature air travel markets continued to expand significantly faster than the more mature ones. In general, increasing air travel was consistent with the pick-up in economic growth around the globe.

Emirates has also continued to perform well flying more passengers than ever before carrying 44.5 million people to 142 destinations in 80 countries on six continents during the last financial year 2013/14. Passenger load factors remain high and the airline has ordered more wide bodied planes (including a further 50 A380's) to cope with its forecast increasing demand.

CHAIRMAN'S STATEMENT (continued)

At the end of September 2014 the A380 had 12 operators with 143 planes in service. There were undelivered orders of some 174 A380s at that point in time. According to Airbus as at September 2014 the worldwide A380 fleet had accumulated 1.5 million flight hours in close to 180,000 commercial flights. The number of passengers who flew aboard an Airbus A380 was 65 million. Currently the A380 operates between more than 35 airports and every five minutes an A380 takes off or lands at these destinations.

The Board recognise Emirates is the sole lessee of the Assets, and in the event that Emirates defaults on the rental payments it is unlikely the Company will be able to meet its targeted dividends or, in the case of ongoing default, continue as a going concern. We do not believe this is a likelihood at this moment in time given the current and historical performance of Emirates and its current financial position.

In economic reality, the Company has also performed well. Two interim dividends were declared in the half-year and future dividends are targeted to be declared and paid on a quarterly basis. However, the financial statements do not in the Board's view properly convey this economic reality due to the accounting treatment for foreign exchange, rental income and finance costs.

International Financial Reporting Standards require that transactions denominated in US Dollars (including, most importantly, the cost of the aircraft) are translated into sterling at the exchange rate ruling at the date of the transaction whilst monetary items (principally the outstanding borrowings) are translated at the rate prevailing on the reporting date. The resultant figures sometimes show very large mismatches which are reported as unrealised foreign exchange differences.

On an on-going basis and assuming the lease and loan payments are made as anticipated, such exchange differences do not reflect the commercial substance of the situation in the sense that the key transactions denominated in US Dollars are in fact closely matched. Rental income received in dollars is used to pay debt repayments due which are likewise denominated in dollars. Dollar lease rentals and debt repayments are furthermore fixed at the outset of the Company's life and are very similar in amount and timing.

In addition to this, rental income receivable is credited evenly to the Statement of Comprehensive Income over the planned life of the Company. Conversely, the methodology for accounting for interest cost means that the proportion of the debt repayments which is treated as interest, and is debited to the Statement of Comprehensive Income, varies over the term of the debt with a higher proportion of interest recognised in earlier periods – so that the differential between rental income and interest cost (as reported in the Statement of Comprehensive Income) reduces over the course of 12 years. In reality however the amount of rental income is fixed so as to closely match the interest and principal components of each debt repayment instalment.

An annual review is required of the residual value of the Assets as per IAS 16 Property, Plant and Equipment which defines residual value as "the estimated amount that an entity would currently obtain from disposal of the asset, after deducting the estimated costs of disposal, if the asset were already of the age and in the condition expected at the end of its useful life". At the end of each financial year, the Company's estimation technique is to make reference to the current forecast market value, not the amount that would currently be achieved, and so this value is not a direct application of the IAS 16 definition of residual value. In March 2014, the Company engaged three internationally recognised expert appraisers to provide the Company with third party consultancy valuation services. The Company also received reports from Amedeo, who confirmed they have no reason to question the methodology used within the appraisal reports to determine the residual value and that they do not believe the appraisals show a fundamental movement in the anticipated residual values of the planes since they were acquired. Upon review of the professional advice previously received, the Board is of the opinion that, the estimate of the residual value of the Assets is a reasonable approximation of the residual value within the IAS 16 definition of residual value given a comparable asset is not available. For the purpose of this financial report, the Board has continued to use this previous asset valuation which will be reviewed again at the year end.

On behalf of the Board, I would like to thank our service providers for all their help and assistance and all shareholders for their continued support of the Company.

Charles Wilkinson
Chairman

DORIC NIMROD AIR THREE LIMITED (the "Company")

ASSET MANAGERS REPORT

1. The Assets

On 29 August 2013, the Company received its first Airbus A380 aircraft, bearing manufacturer's serial number (MSN) 132. The other three aircraft were delivered during the fourth quarter 2013 as follows: 29 October (MSN 136), 14 November (MSN 134) and 27 November (MSN 133).

The A380s owned by the Company recently visited Auckland, London Heathrow, Los Angeles, Melbourne, Mumbai, Rome, Sydney and Toronto. Aircraft utilisation for the period from delivery of each Airbus A380 until the end of September 2014 was:

MSN	Delivery Date	Flight Hours	Flight Cycles	Average Flight Duration
132	29/08/2013	5,856	658	8 h 55 min
133	27/11/2013	4,561	453	10 h 5 min
134	14/11/2013	4,711	458	10 h 15 min
136	29/10/2013	5,079	505	10 h 05 min

Maintenance Status

Emirates maintains its A380 aircraft fleet based on a maintenance programme according to which minor maintenance checks are performed every 1,500 flight hours, and more significant maintenance checks (C checks) at the earlier of 24 months or 12,000 flight hour intervals. Emirates will bear all costs (including maintenance, repair and insurance) relating to the aircraft during the lifetime of the leases.

2. Market Overview

From January to August 2014 passenger demand, measured in revenue passenger kilometres (RPKs), expanded by 5.8% compared to the same period the year before. Demand gained momentum especially during the second quarter of this year. Between January and August 2014 airlines increased their capacities, measured in available seat kilometres (ASKs), by 5.6%. Operators are adhering to their strategy to expand their supply carefully.

The average passenger load factor during the first eight months of this year was 80.3%. This is an increase of 0.3 percentage points compared to the same period the year before. From a historic perspective passenger load factors remain at a high level. In 2014 worldwide average passenger load factors could exceed 80% for the first time in the industry's history. According to the latest traffic forecast released by the International Air Transport Association (IATA) in June 2014, RPKs are expected to grow by 5.9% in 2014 and 6.7% in 2015. Tony Tyler, IATA's General Director and CEO, expects that "despite the various economic challenges, the outlook for passenger travel remains broadly positive". But events like the Ebola outbreak in West Africa, the conflict between the Ukraine and Russia and Eurozone's economic situation, present ongoing uncertainty.

ASSET MANAGERS REPORT (continued)
2. Market Overview (continued)

A regional breakdown reveals that the Middle East airlines continue to outperform the overall market in 2014. RPKs increased by 12.2% during the first eight months of this year compared to the same period the year before. Second best were Asia/Pacific based operators with 6.8%. Latin America grew by 6.5% and 6.1% growth in Europe was virtually in line with the market average across all regions. North American market participants recorded 2.7% more RPKs. In Africa there was a marginal growth of 0.9% in the number of RPKs.

IATA released its latest industry outlook in June 2014 according to which global industry profits are expected to reach USD 18.0 billion in 2014. With a net profit margin of just 2.4%, the aviation industry's buffer to absorb external shocks remains fairly small.

Source: IATA

3. Lessee – Emirates Key Financials and Outlook

Emirates announced its 26th consecutive year of profit and company-wide growth for the financial year ended on 31 March 2014, despite competitive pressure and a global economic environment that is only slowly recovering.

Revenue reached a record high of USD 22.5 billion, up by 13% compared to the previous financial year, and continues to be well balanced with no region contributing more than 30%. East Asia and Australasia remained the highest revenue contributing regions with USD 6.5 billion, up 14.1% from 2012/2013. Gulf and Middle East (up 16.6% to USD 2.3 billion), Europe (up 16.3% to USD 6.4 billion) and Africa (up 15.1% to USD 2.1 billion) saw the most significant growth rates, reflecting new destinations as well as increased frequency and capacity to these regions.

The airline posted a net profit of USD 887 million, representing an increase of 43% over last year's results. With a share of nearly 40% fuel remains the largest operating cost category. Compared to last financial year, the average price of jet fuel was slightly lower relieving the carrier's bottom line. Due to the growing fleet Emirates' fuel bill increased by 10% to reach USD 8.4 billion. Total operating costs showed a smaller increase (+11.5%) than the revenues (+13%) in the financial year 2013/2014 resulting in an improved profit margin of 3.9%.

As of 31 March 2014 the balance sheet total amounted to USD 27.7 billion, an increase of 7.2% from the previous year. Total equity increased by 10.6% to USD 6.9 billion with an equity ratio of 25.1%. The current ratio was 0.84; therefore the airline would be able to meet most of its current liabilities by liquidating all of its current assets. Significant items on the liabilities side of the balance sheet included finance leases in the amount of USD 8.6 billion and revenues received in advance from passenger and freight sales (USD 3.1 billion). As of 31 March 2014 the carrier's cash balance was USD 4.5 billion.

ASSET MANAGERS REPORT (continued)

3. Lessee – Emirates Key Financials and Outlook (continued)

Between April 2013 and March 2014, as compared to the prior financial year, the airline's ASKs increased by 14.6%. Measured in RPKs passenger traffic grew by 14.2%, resulting in an average passenger load factor of 79.4%. This is slightly below the 79.7% reached in the period before. A record 44.5 million passengers flew with Emirates between April 2013 and March 2014 – an increase of 13.1% compared to the previous period.

During the last financial year the airline received 24 widebody aircraft, including 16 Airbus A380s, 6 Boeing 777-300ER and 2 Boeing 777-200LRF aircraft. At the Dubai Air Show in November 2013 Emirates signed contracts with Airbus and Boeing for a combined value of USD 99 billion (list prices) consisting of 150 Boeing 777X and another 50 Airbus A380. According to the operator, the first 25 of the additional A380 will come into service before the first quarter of 2018. Deliveries for the 777Xs are scheduled to start in 2020. By that year Emirates expects to have more than 250 widebody aircraft in the air serving some 70 million passengers a year.

As of 30 September 2014 Emirates had 230 widebody aircraft in operation. All Emirates' aircraft temporarily parked during the 80-day runway upgrading works at Dubai International Airport, which lasted from May to July 2014, returned to service. The works included resurfacing, upgraded lights, additional taxiways and high-speed exits.

The number of Emirates orders yet to be delivered at the end of September was 292 aircraft. The airline operates the world's largest fleets of Airbus A380 and Boeing 777-300ER aircraft. During the financial year 2013/2014 Emirates raised USD 3.3 billion in new funding mainly to secure its on-going fleet expansion. The carrier made use of a variety of financing structures to meet its refinancing needs, including a second Enhanced Equipment Trust Certificate (EETC) issue through DNA Alpha Ltd., a subsidiary of Doric Nimrod Air Three Ltd.

With its increased fleet and resources, Emirates launched nine additional destinations during the last financial year. In September 2014 Emirates operated flights to 145 destinations in 82 countries on six continents. During the calendar year 2013 the airline's fleet travelled more than 751 million kilometres, circling the globe over 18,000 times and carrying over 43 million passengers

In the current financial year the airline has already added another four passenger routes including Abuja (Nigeria), Brussels, Chicago, and Oslo. Budapest (Hungary) is scheduled for the end of October 2014.

In June 2014 Emirates announced the cancellation of its order of 70 Airbus A350 which were due for delivery from 2019 onwards.

3. Lessee – Emirates Key Financials and Outlook (continued)

In September 2014 Dubai Airports, which owns and manages Dubai International (DXB) and Al Maktoum International (DWC), announced a USD 32 billion expansion plan for DWC. In the first stage facilities will be upgraded to accommodate up to 120 million passengers annually. Completion is planned within the next six to eight years. It is expected that Emirates will relocate its international hub operations to DWC by the mid-2020s. Due to limited options to increase the capacity at DXB beyond 100 million passengers, DWCs expansion is vital to support Emirates Airline’s long-term growth plans. According to Dubai Airports the new facilities are designed to service 100 Airbus A380 at the same time. Emirates is already using DWC for its cargo operations.

Source: Ascend, Dubai Airports, Emirates, Flightglobal

4. Aircraft — A380

As of September 2014 Emirates had a fleet of 53 A380s which currently serve 29 destinations from its Dubai hub: Amsterdam, Auckland, Bangkok, Barcelona, Beijing, Brisbane, Frankfurt, Hong Kong, Jeddah, Kuala Lumpur, Kuwait, London Gatwick, London Heathrow, Los Angeles, Manchester, Mauritius, Melbourne, Moscow, Mumbai, Munich, New York JFK, Paris, Rome, Seoul, Shanghai, Singapore, Sydney, Toronto and Zurich. Dallas (1 October), San Francisco (1 December), and Houston (3 December) will be added in the course of 2014. Less than a year after Emirates’ initial A380 launch to Mauritius the airline announced the introduction of a second daily A380 service. Starting on 26 October and more than a month ahead of schedule the superjumbo will replace a Boeing 777 with an increased capacity of 1,890 seats per week. Emirates has a further 87 Airbus A380s on order and has expressed an intention to order further aircraft providing Airbus is willing to make available a reengined version of the type, A380neo.

The global A380 fleet consisted of 143 commercially used planes in service at the end of September 2014. The twelve operators are Emirates (53 A380 aircraft), Singapore Airlines (19), Qantas (12), Deutsche Lufthansa (12), Air France (10), Korean Airways (10), China Southern Airlines (5), Malaysia Airlines (6), Thai Airways (6), British Airways (7), Asiana (2) and Qatar Airways (1). Starting in October Qatar’s first A380 route will connect London Heathrow with its recently finished hub Hamad International Airport in Doha.

At the end of September 2014 the number of undelivered orders amounted to 174 aircraft. This number takes into account the cancellation of six aircraft which were originally ordered by Skymark Airlines. In July 2014 Airbus announced that it was terminating the entire purchase order, which was placed by the Japan-based carrier back in 2011.

According to Airbus, in the period from the aircraft’s first introduction to September 2014 the combined worldwide A380 fleet has accumulated over 1.5 million flight hours on some 180,000 commercial flights. The number of passengers who have flown aboard an Airbus A380 to date is over 65 million.

Source: Source: Airbus, Ascend, Emirates, Flightglobal

DORIC NIMROD AIR THREE LIMITED (the "Company")

INTERIM MANAGEMENT REPORT

A description of important events that have incurred during the Period, their impact on the performance of the Company as shown in the financial statements and description on the principle risks and uncertainties of the remaining six months of the annual financial year is given within the Notes to the Financial Statements contained on pages 19 to 41 and is incorporated here by reference.

There were no material related party transactions which took place in the period, other than those disclosed at Note 20 of the Notes to the Financial Statements.

Going Concern

The Company's principal activities are set out within the Company Overview on page 2. The financial position of the Company is set out on pages 15 to 18. In addition, Note 17 to the financial statements includes the Company's objectives, policies and processes for managing its capital; its financial risk management objectives and its exposures to credit risk and liquidity risk. The Equipment Note payments have been fixed and the fixed rental income under the relevant operating lease means that the rent should be sufficient to repay the debt and provide surplus income to pay for the Company's expenses and permit payment of dividends.

After making reasonable enquiries, and as described above the Directors have a reasonable expectation that the Company has adequate resources to continue in its operational existence for the foreseeable future. Accordingly, they continue to adopt the going concern basis of accounting in preparing these interim financial statements.

DORIC NIMROD AIR THREE LIMITED (the "Company")

STATEMENT OF DIRECTORS' RESPONSIBILITIES IN RESPECT OF THE FINANCIAL STATEMENTS

Responsibility Statements

The Board of directors jointly and severally confirm that, to the best of their knowledge:

(a) The financial statements, prepared in accordance with International Financial Reporting Standards, give a true and fair view of the assets, liabilities, financial position and profit or loss of the Company; and

(b) This Interim Management Report includes or incorporates by reference:

  a. an indication of important events that have occurred during the Period, and their impact on the financial statements;

  b. a description of the principal risks and uncertainties for the remaining six months of the financial year; and

  c. confirmation that there were no related party transactions in the Period that have materially affected the financial position or the performance of the Company during that period.

Charles Wilkinson
Chairman

Norbert Bannon
Chairman of Audit Committee

DORIC NIMROD AIR THREE LIMITED (the "Company")

DIRECTORS

Charles Edmund Wilkinson - Chairman (Age 71)

Charles Wilkinson is a solicitor who retired from Lawrence Graham LLP in March 2005. While at Lawrence Graham he specialised in corporate finance and commercial law, latterly concentrating on investment trust and fund work.

Charles is currently Chairman of the Board of Doric Nimrod Air One Limited and Chairman of the Audit Committee of Doric Nimrod Air Two Limited and a director of Premier Energy and Water Trust PLC (a listed investment trust), and Landore Resources Ltd, a Guernsey based mining exploration company. He is resident in Guernsey.

Norbert Bannon - Chairman (Age 65)

Norbert Bannon is chairman of a large UK DB pension fund, a major Irish DC pension scheme and is a director of and advisor to a number of other financial companies. He is on the board of the UK subsidiary of a major Canadian bank and is Chairman of the Audit Committees of Doric Nimrod Air One Limited and Chairman of Doric Nimrod Air Two Limited.

He has extensive experience in international finance having been CEO of banks in Singapore and New York. He was CEO of Ireland's largest venture capital company and was Finance Director and Head of Risk at AIB Capital Markets, which he left in 2002. He has worked as a consultant on risk issues internationally.

He earned a degree in Economics from Queens University Belfast, studied at Stanford Graduate School of Business and is a Chartered Accountant.

Geoffrey Alan Hall (Age 66)

Geoffrey Hall has extensive experience in asset management, having previously been Chief Investment Officer of Allianz Insurance plc, a major UK general insurance company and an investment manager at HSBC Asset Management, County Investment Management, and British Railways Pension Funds. Geoffrey is also currently a Director of Doric Nimrod Air One Limited and Doric Nimrod Air Two Limited.

Geoffrey earned his masters degree in Geography at University of London. He is an associate of the UK Society of Investment Professionals (CFA Institute of the UK).

John Le Prevost (Age 62)

John Le Prevost is the Chief Executive Officer of Anson Group Limited and Chairman of Anson Registrars Limited (the Company's Registrar). He has spent 30 years working in offshore trusts and investment business during which time he was Managing Director of County NatWest Investment Management (Channel Islands) Limited, Royal Bank of Canada's mutual fund company in Guernsey and Republic National Bank of New York's international trust company. John is a director of BlueCrest AllBlue Fund Limited, a FTSE 350 listed fund of hedgefunds and of Guaranteed Investment Products 1 PCC Limited, Guernsey's largest protected cell company. He is a director of a number of companies associated with Anson Group's business as well as being a trustee of the Guernsey Sailing Trust. John is also currently a Director of Doric Nimrod Air One Limited and Doric Nimrod Air Two Limited. He is resident in Guernsey.

DORIC NIMROD AIR THREE LIMITED (the "Company")

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME
for the period ended 30 September 2014

	Notes	1 Apr 2014 to 30 Sep 2014 GBP	1 Apr 2013 to 30 Sep 2013 GBP
Income			
A rent income	**4**	22,097,029	988,618
B rent income	**4**	10,236,192	444,894
Bank interest received		-	87,317
		32,333,221	1,520,829
Expenses			
Operating expenses	**5**	(804,099)	(299,338)
Depreciation of Aircraft	**9**	(11,277,222)	(523,263)
		(12,081,321)	(822,601)
Net profit for the period before finance costs and foreign exchange gains / (losses)		20,251,900	698,228
Finance costs			
Finance costs	**10**	(11,223,948)	(652,376)
Unrealised foreign exchange loss	**17b**	(9,504,705)	(2,325,240)
Loss for the period		(476,753)	(2,279,388)
Other Comprehensive Income		-	-
Total Comprehensive Income for the period		(476,753)	(2,279,388)
		Pence	**Pence**
Loss per Share for the period - Basic and Diluted	**8**	(0.22)	(1.82)

In arriving at the results for the financial period, all amounts above relate to continuing operations.

There are no recognised gains or losses for the period other than those disclosed above.

The notes on pages 19 to 41 form an integral part of these financial statements

DORIC NIMROD AIR THREE LIMITED (the "Company")

CONSOLIDATED STATEMENT OF FINANCIAL POSITION
for the period ended 30 September 2014

	Notes	30 Sep 2014 GBP	31 Mar 2014 GBP
NON-CURRENT ASSETS			
Aircraft	**9**	596,945,654	608,222,876
CURRENT ASSETS			
Cash and cash equivalents		9,967,622	9,515,422
Receivables	**12**	41,707	60,211
		10,009,329	9,575,633
TOTAL ASSETS		606,954,983	617,798,508
CURRENT LIABILITIES			
Borrowings	**14**	40,422,327	38,334,232
Deferred income		3,135,344	3,050,854
Payables - due within one year	**13**	148,796	147,074
		43,706,467	41,532,160
NON-CURRENT LIABILITIES			
Borrowings	**14**	326,414,536	336,967,927
Deferred income		32,955,211	25,867,899
		359,369,747	362,835,826
TOTAL LIABILITIES		403,076,214	404,367,986
TOTAL NET ASSETS		203,878,769	213,430,522
EQUITY			
Share premium	**15**	208,953,833	208,953,833
Revenue reserve		(5,075,064)	4,476,689
		203,878,769	213,430,522
		Pence	**Pence**
Net Asset Value Share		92.67	97.01

The Financial Statement were approved by the Board of Directors and authorised for issue on 27 November 2014 and are signed on its behalf by;

Director   Director

The notes on pages 19 to 41 form an integral part of these financial statements

DORIC NIMROD AIR THREE LIMITED (the "Company")

CONSOLIDATED STATEMENT OF CASH FLOWS
for the period ended 30 September 2014

	1 Apr 2014 to 30 Sep 2014 GBP	1 Apr 2013 to 30 Sep 2013 GBP
OPERATING ACTIVITIES		
Loss for the period	(476,753)	(2,279,388)
Movement in deferred income	7,171,803	(587,534)
Interest received	-	(87,317)
Depreciation of Aircraft	11,277,222	523,263
Loan interest payable	10,784,051	488,613
Increase in payables	1,722	5,733,075
Decrease / (increase) in receivables	18,504	(63,536)
Foreign exchange movement	9,504,705	2,325,240
Amortisation of debt arrangement costs	439,897	163,763
NET CASH FLOW FROM OPERATING ACTIVITIES	38,721,151	6,216,179
INVESTING ACTIVITIES		
Purchase of Aircraft	-	(165,540,541)
Interest received	-	87,317
NET CASH FLOW USED IN INVESTING ACTIVITIES	-	(165,453,224)
FINANCING ACTIVITIES		
Advanced rental received	-	10,810,811
Dividends paid	(9,075,000)	-
Repayments on borrowings	(29,268,832)	-
Share issue proceeds	-	211,000,002
Share issue costs	-	(4,696,586)
New debt raised	-	106,418,919
Costs associated with debt issued	-	(11,432,066)
NET CASH FLOW FROM FINANCING ACTIVITIES	(38,343,832)	312,101,080
CASH AND CASH EQUIVALENTS AT BEGINNING OF	9,515,422	-
Increase in cash and cash equivalents	377,318	152,864,035
Exchange rate adjustment	74,882	(11,442,222)
CASH AND CASH EQUIVALENTS AT END OF PERIOD	9,967,622	141,421,813

The notes on pages 19 to 41 form an integral part of these financial statements

DORIC NIMROD AIR THREE LIMITED (the "Company")

CONSOLIDATED STATEMENT OF CHANGES IN EQUITY
for the period ended 30 September 2014

	Share Capital GBP	Revenue Reserve GBP	Total GBP
Balance as at 1 April 2014	208,953,833	4,476,689	213,430,522
Total Comprehensive Income for the period	-	(476,753)	(476,753)
Share issue proceeds	-	-	-
Dividends paid	-	(9,075,000)	(9,075,000)
Balance as at 30 September 2014	208,953,833	(5,075,064)	203,878,769

for the period ended 30 September 2013

	Share Capital GBP	Revenue Reserve GBP	Total GBP
Balance as at 1 April 2013	40	-	40
Total Comprehensive Income for the period	-	(2,279,388)	(2,279,388)
Share issue proceeds	211,000,002	-	211,000,002
Share issue costs	(4,696,586)		
Dividends paid	-	-	-
Balance as at 30 September 2013	206,303,456	(2,279,388)	208,720,614

The notes on pages 19 to 41 form an integral part of these financial statements

1 GENERAL INFORMATION

The consolidated financial statements incorporate the results of Doric Nimrod Air Three Limited (the "Company") and DNA Alpha Limited (the "Subsidiary") (together known as the "Group").

The Company was incorporated in Guernsey on 29 March 2012 with registered number 54908. Its share capital consists of one class of Ordinary Preference Shares ("Ordinary Shares") and one class of Subordinated Administrative Shares ("Admin Shares"). The Company's Ordinary Shares have been admitted to trading on the Specialist Fund Market ("SFM") of the London Stock Exchange ("LSE"). The Company delisted from the Channel Islands Securities Exchange ("CISE") on the 5 September 2014.

The Company's investment objective is to obtain income returns and a capital return for its Shareholders by acquiring, leasing and then selling aircraft.

2 ACCOUNTING POLICIES

The significant accounting policies adopted by the Group are as follows:

(a) Basis of preparation

The consolidated financial statements have been prepared in conformity with IFRS as adopted by the European Union, which comprise standards and interpretations approved by the International Accounting Standards Board ("IASB") and International Financial Reporting Interpretations Committee ("IFRIC") and applicable Guernsey law. The financial statements have been prepared on a historical cost basis.

Changes in accounting policies and disclosure

The following Standards or Interpretations have been adopted in the current year. Their adoption has not had any impact on the amounts reported in these financial statements and is not expected to have any impact on future financial periods:

IAS 32 Financial Instruments: Presentation - amendments to application guidance on the offsetting of financial assets and financial liabilities effective for annual periods beginning on or after 1 January 2014.

IAS 36 Impairment of Assets - amendments arising from Recoverable Amount Disclosure for Non-Financial Assets effective for annual periods beginning on or after 1 January 2014.

IFRS 10 Consolidated Financial Statements, IFRS 11 Joint Arrangements and IFRS 12 Disclosure of Interest in Other Entities - effective for annual periods beginning on or after 1 January 2014.

2 ACCOUNTING POLICIES (continued)

(a) Basis of preparation (continued)

The following Standards or Interpretations that are expected to affect the Group have been issued but not yet adopted by the Group as shown below. Other Standards or Interpretations issued by the IASB and IFRIC are not expected to affect the Group.

IFRS 7 Financial Instruments - Disclosures - amendments requiring disclosures about the initial application of IFRS9 effective for annual periods beginning on or after 1 January 2016 (or otherwise when IFRS 9 is first applied).

IFRS 9 Financial Instruments - accounting for classification and measurement impairment, general hedge accounting and derecognition effective for annual periods beginning on or after 1 January 2018.

IFRS 13 Fair Value Measurement - amendment resulting from Annual improvements 2011 - 2013 cycle effective for annual periods beginning on or after 1 July 2014.

IAS 16 Property Plant & Equipment - amendments resulting from Annual Improvements 2010 - 2012 cycle effective for annual periods beginning on or after 1 July 2014.

IAS 16 Property Plant & Equipment - amendments regarding acceptable methods of depreciation and amortisation effective for annual periods beginning on or after 1 January 2016.

IAS 24 Related Party Disclosures - amendments resulting from Annual Improvements 2010 - 2012 cycle effective for annual periods beginning on or after 1 July 2014.

IAS 34 Interim Financial Reporting - amendments resulting from annual improvements for annual periods beginning no or after 1 January 2016.

The Directors have considered the above and are of the opinion that the above Standards and Interpretations are not expected to have an impact on the Group's financial statements except for the presentation of additional disclosures and changes to the presentation of components of the financial statements. These items will be applied in the first financial period for which they are required.

2 ACCOUNTING POLICIES (continued)

(b) Basis of consolidation

The consolidated financial statements incorporate the results of the Company and its Subsidiary. The Company owns 100% of all the shares in the Subsidiary and has the power to govern the financial and operating policies of the Subsidiary so as to obtain benefits from its activities.

Intra-group balances and transactions, and any unrealised income and expenses arising from intra-group transactions, are eliminated in preparing the consolidated financial statements.

(c) Taxation

The Company and its Subsidiary have been assessed for tax at the Guernsey standard rate of 0%.

(d) Share capital

Ordinary Shares (the "shares") are classified as equity. Incremental costs directly attributable to the issue of Shares are recognised as a deduction from equity.

(e) Expenses

All expenses are accounted for on an accruals basis.

(f) Interest Income

Interest income is accounted for on an accruals basis.

(g) Foreign currency translation

The currency of the primary economic environment in which the Group operates (the functional currency) is Great British Pounds ("GBP") which is also the presentation currency.

Transactions denominated in foreign currencies are translated into GBP at the rate of exchange ruling at the date of the transaction.

Monetary assets and liabilities denominated in foreign currencies at the reporting date are translated into the functional currency at the foreign exchange rate ruling at that date. Foreign exchange differences arising on translation are recognised in the Consolidated Statement of Comprehensive Income.

2 ACCOUNTING POLICIES (continued)

(h) Cash and cash equivalents

Cash at bank and short term deposits which are held to maturity are carried at cost. Cash and cash equivalents are defined as call deposits, short term deposits with a term of no more than three months from the start of the deposit and highly liquid investments readily convertible to known amounts of cash and subject to insignificant risk of changes in value.

(i) Segmental reporting

The Directors are of the opinion that the Group is engaged in a single segment of business, being acquiring, leasing and selling various Airbus A380-861 aircraft (together the "Assets" and each an "Asset").

(j) Going concern

After making enquiries, the Directors have a reasonable expectation that the Group has adequate resources to continue in operational existence for the foreseeable future. The Directors believe the Group is well placed to manage its business risks successfully despite the current economic climate as the loans and Equipment Notes interest has been fixed and the fixed rental income under the operating leases means that the rents should be sufficient to repay the debt and provide surplus income to pay for the Group's expenses and permit payment of dividends. Accordingly, the Directors have adopted the going concern basis in preparing the consolidated financial statements. The Board is not aware of any material uncertainty that may cast significant doubt upon the Company's ability to continue as a going concern.

(k) Leasing and rental income

The leases relating to the Assets have been classified as operating leases as the terms of the leases do not transfer substantially all the risks and rewards of ownership to the lessee. The Assets are shown as non-current assets in the Statement of Financial Position. Further details of the leases are given in Note 11.

Rental income and advance lease payments from operating leases are recognised on a straight-line basis over the term of the relevant lease. Initial direct costs incurred in negotiating and arranging an operating lease are added to the carrying amount of the leased asset and amortised on a straight-line basis over the lease term.

2 ACCOUNTING POLICIES (continued)

(l) Property, plant and equipment - Aircraft

In line with IAS 16 Property Plant and Equipment, the Assets are initially recorded at the fair value of the consideration paid. The cost of the asset is made up of the purchase price of the Assets plus any costs directly attributable to bringing it into working condition for its intended use. Costs incurred by the lessee in maintaining, repairing or enhancing the aircraft are not recgnised as they do not form part of the cost to the Company. Accumulated depreciation and any recognised impairment losses are deducted from cost to calculate the carrying amount of the Assets.

Depreciation is recognised so as to write off the cost of each Asset less the estimated residual value of £87.034 million over the estimated useful life of the Asset of 12 years, using the straight line method. The depreciation method reflects the pattern of benefit consumption. The residual value is reviewed annually and is the amount the entity would receive currently if the asset were already of the age and condition expected at the end of its useful life. The estimated useful life is also reviewed annually and, for the purposes of the financial statements, are based on the expected period the Group will own and lease the aircrafts. Depreciation starts when the asset is available for use.

At each balance sheet date, the Group reviews the carrying amounts of its Aircraft to determine whether there is any indication that those Assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the Asset is estimated to determine the extent of the impairment loss (if any).

Recoverable amount is the higher of fair value less costs to sell and the value in use. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the Asset for which the estimates of future cash flows have not been adjusted.

If the recoverable amount of an Asset is estimated to be less than its carrying amount, the carrying amount of the Asset is reduced to its recoverable amount. An impairment loss is recognised immediately in profit or loss.

Where an impairment loss subsequently reverses, the carrying amount of the Asset is increased to the revised estimate of its recoverable amount, but so that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised for the asset in prior years. A reversal of an impairment loss is recognised immediately in profit or loss.

2 ACCOUNTING POLICIES (continued)

(m) Financial liabilities

Financial liabilities, including borrowings, are initially measured at fair value, net of transaction costs. Financial liabilities are subsequently measured at amortised cost using the effective interest method, with interest expense recognised on an effective yield basis.

The effective interest method is a method of calculating the amortised cost of the financial liability and of allocating interest expense over the relevant period. The effective interest rate is the rate that exactly discounts estimated future cash payments through the expected life of the financial liability, or, where appropriate, a shorter period, to the net carrying amount on initial recognition.

The Company derecognises financial liabilities when, and only when, the Company's obligations are discharged, cancelled or they expire.

(n) Net asset value

In circumstances where the Directors, as advised by the Asset Manager, are of the opinion that the net asset value ("NAV") or NAV per Share, as calculated under prevailing accounting standards, is not appropriate or could give rise to a misleading calculation, the Directors, in consultation with the Administrator, the Asset Manager and the Auditor may determine, at their discretion, an alternative method for calculating the value of the Company and shares in the capital of the Company, which they consider more accurately reflects the value of the Company.

3 SIGNIFICANT JUDGEMENTS AND ESTIMATES

In the application of the Company's accounting policies, which are described in Note 2, the Directors are required to make judgements, estimates and assumptions about the carrying amounts of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and other factors that are considered to be relevant. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised if the revision affects only that period, or in the period of the revision and future periods if the revision affects both current and future periods.

Critical judgements in applying the Company's accounting policies

The following are the critical judgements and estimates that the Directors have made in the process of applying the Company's accounting policies and that have the most significant effect on the amounts recognised in financial statements.

3 SIGNIFICANT JUDGEMENTS AND ESTIMATES (continued)

KEY SOURCES OF ESTIMATION UNCERTAINTY

Residual value and useful life of Aircraft

As described in note 2 (l), the Group depreciates the Assets on a straight line basis over the estimated useful life of the Assets after taking into consideration the estimated residual value. IAS 16 Property, Plant and Equipment requires residual value to be determined as an estimate of the amount that would be obtained from disposal today if the Asset were of the age and condition expected at the end of its useful life. However, there are currently no aircraft of a similar type of sufficient age for the Directors to make a direct market comparison in making this estimation. After consulting with the Asset Manager, the Directors have concluded that a forecast market value for the aircraft at the end of its useful life (including inflationary effects) best approximates residual value. In estimating residual value, the directors have made reference to forecast market values for the aircraft obtained from 3 expert aircraft valuers. The estimation of residual value remains subject to inherent uncertainty. If the estimate of residual value had been decreased by 20% with effect from the beginning of this year, the net profit for the year and closing shareholders' equity would have been decreased by approximately £2.3 million. An increase in residual value by 20% would have had an equal but opposite effect. This reflects the range of estimates of residual value that the Directors believe would be reasonable at this time. The estimated useful life of the Assets are based on the expected period for which the Group will own and lease the aircrafts.

CRITICAL ACCOUNTING JUDGEMENTS

Operating lease commitments - Group as lessor

The Group has entered into operating leases on four (2013: one) Assets. The Group has determined, based on an evaluation of the terms and conditions of the arrangements, that it retains all the significant risks and rewards of ownership of these Assets and accounts for the contracts as operating leases.

The Group has determined that the operating leases on the Assets are for 12 years based on an initial term of 10 years followed by an extension term of 2 years. Should the lessee choose to exit a lease at the end of the initial term of 10 years a penalty equal to the remaining 2 years would be due.

Impairment

As described in note 2 (l), impairment exists when the carrying value of an asset or cash generating unit exceeds its recoverable amount, which is the higher of its fair value less costs to sell and its value in use. The Directors monitor the asset for any indications of impairment as required by IAS 16 Property, Plant and Equipment and IAS 36 Impairment of Assets.

4 RENTAL INCOME

	1 Apr 2014 to 30 Sep 2014 GBP	1 Apr 2013 to 30 Sep 2013 GBP
A rent income	29,268,832	78,963
Revenue received but not yet	(19,218,231)	-
Revenue earned but not received	10,454,189	-
Amortisation of advance rental income	1,592,239	909,655
	22,097,029	988,618
B rent income	10,236,192	845,978
Revenue earned but not yet received	27,968	-
Revenue received but not yet earned	(27,968)	(401,084)
	10,236,192	444,894
Total rental income	32,333,221	1,433,512

Rental income is derived from the leasing of the Assets. Rent is split into A rent, which is received in US Dollars ("USD") and B rent, which is received in GBP. Rental income received in USD is translated into the functional currency (GBP) at the date of the transaction.

A and B rental income receivable will decrease / increase respectively, 10 years from the start of the lease. An adjustment has been made to spread the actual total income receivable over the term of the lease on an annual basis. In addition, advance rentals received have also been spread over the full term of the leases.

5 OPERATING EXPENSES

	1 Apr 2014 to 30 Sep 2014 GBP	1 Apr 2013 to 30 Sep 2013 GBP
Management fee	205,000	99,726
Asset management fee	307,586	28,185
Administration fees	57,793	14,996
Bank interest & charges	365	536
Accountancy fees	10,763	4,405
Registrars fee	9,336	15,321
Audit fee	10,000	16,903
Directors' remuneration	51,000	23,000
Directors' and Officers' insurance	22,584	17,813
Legal & professional expenses	2,591	979
Annual fees	2,470	1,600
Travel costs	117,173	67,310
Sundry costs	3,316	5,205
Other operating expenses	4,122	3,359
	804,099	299,338

6 DIRECTORS' REMUNERATION

Under their terms of appointment, each Director is paid a fee of £23,000 per annum by the Company, except for the Chairman, who receives £29,000 per annum. The Chairman of the audit committee also receives an extra £4,000 per annum.

Notes to the Consolidated Financial Statements (continued)
for the period ended 30 September 2014

7 DIVIDENDS IN RESPECT OF EQUITY SHARES

Dividends in respect of Ordinary Shares	1 Apr 2014 to 30 Sep 2014 GBP	Pence per share
First interim payment	4,537,500	2.06
Second interim dividend	4,537,500	2.06
	9,075,000	4.13

Dividends in respect of Ordinary Shares	1 Apr 2013 to 30 Sep 2013 GBP	Pence per share
First interim payment	-	-
Second interim dividend	-	-
	-	-

8 LOSS PER SHARE

Loss per Share ('LPS') is based on the net loss for the period of £476,753 (30 September 2013 : £2,279,388) and 220,000,000 (30 September 2013 :125,298,361) being the weighted average number of Shares in issue during the period.

There are no dilutive instruments and therefore basic and diluted earnings per Share are identical.

9 PROPERTY, PLANT AND EQUIPMENT - AIRCRAFT

	MSN132 GBP	MSN133 GBP	MSN134 GBP	MSN136 GBP	Associated Costs GBP	TOTAL GBP
COST						
As at 1 Apr 2014	158,023,736	150,426,721	152,495,955	152,676,513	4,427,990	618,050,915
As at 30 Sep 2014	158,023,736	150,426,721	152,495,955	152,676,513	4,427,990	618,050,915
ACCUMULATED DEPRECIATION						
As at 1 Apr 2014	3,340,425	1,842,521	2,063,690	2,307,434	273,969	9,828,039
Charge for the period	2,856,532	2,719,203	2,756,609	2,759,873	185,005	11,277,222
As at 30 Sep 2014	6,196,957	4,561,724	4,820,299	5,067,307	458,974	21,105,261
CARRYING AMOUNT						
As at 30 Sep 2014	151,826,779	145,864,997	147,675,656	147,609,206	3,969,016	596,945,654
As at 31 Mar 2014	154,683,311	148,584,200	150,432,265	150,369,079	4,154,021	608,222,876

The Group can sell the Assets during the term of the leases (with the lease attached and in accordance with the terms of the transfer provisions contained therein).

Under IAS 17 the direct costs attributed in negotiating and arranging the operating leases have been added to the carrying amount of the leased asset and recognised as an expense over the lease term.

10 FINANCE COSTS

	30 Sep 2014 GBP	30 Sep 2013 GBP
Amortisation of debt arrangements costs	439,897	163,763
Interest payable	10,784,051	488,613
	11,223,948	652,376

11 OPERATING LEASES

The amounts of minimum lease receipts at the reporting date under non cancellable operating leases are detailed below:

30 September 2014	Next 12 months GBP	2 to 5 years GBP	After 5 years GBP	Total GBP
Aircraft- A rental receipts	60,639,437	238,737,699	161,086,128	460,463,265
Aircraft- B rental receipts	20,472,384	81,889,536	122,843,688	225,205,608
	81,111,821	320,627,235	283,929,816	685,668,873

30 September 2013	Next 12 months GBP	2 to 5 years GBP	After 5 years GBP	Total GBP
Aircraft- A rental receipts	7,879,923	35,627,230	79,925,835	123,432,988
Aircraft- B rental receipts	5,075,868	15,227,604	39,760,966	60,064,438
	12,955,791	50,854,834	119,686,801	183,497,426

The Operating leases are for Airbus A380-861 Aircraft. Ther terms of the lease are as follows;

MSN132 Limited - term of the lease is for 12 years ending August 2025. The initial lease is for 10 years ending August 2023, with an extension period of 2 years ending August 2025, in which rental payments reduce. The present value of the remaining rentals in the extension period must be paid even if the option is not taken.

MSN133 Limited - term of the lease is for 12 years ending October 2025. The initial lease is for 10 years ending November 2023, with an extension period of 2 years ending November 2025, in which rental payments reduce. The present value of the remaining rentals in the extension period at the end of the initial 10 year lease term must be paid even if the option is not taken.

11 OPERATING LEASES (continued)

MSN134 Limited - term of the lease is for 12 years ending November 2025. The initial lease is for 10 years ending November 2023, with an extension period of 2 years ending November 2025, in which rental payments reduce. The present value of the remaining rentals in the extension period at the end of the initial 10 year lease term must be paid even if the option is not taken.

MSN136 Limited - term of the lease is for 12 years ending November 2025. The initial lease is for 10 years ending October 2023, with an extension period of 2 years ending October 2025, in which rental payments reduce. The present value of the remaining rentals in the extension period at the end of the initial 10 year lease term must be paid even if the option is not taken.

At the end of each lease the lessee has the right to exercise an option to purchase the Asset if the Company chooses to sell the Asset. If a purchase option event occurs the Company and the lessee will be required to arrange for a current market value appraisal of the Asset to be carried out by three independent appraisers. The purchase price will be equal to the average valuation of those three appraisals.

12 RECEIVABLES

	30 Sep 2014 GBP	31 Mar 2014 GBP
Prepayments	41,668	60,172
Sundry debtors	39	39
	41,707	60,211

The above carrying value of receivables is equivalent to fair value.

13 PAYABLES (amounts falling due within one year)

	30 Sep 2014 GBP	31 Mar 2014 GBP
Accrued administration fees	24,057	10,867
Accrued audit fee	14,000	27,000
Accrued management fee	102,500	102,500
Other accrued expenses	8,239	6,707
	148,796	147,074

The above carrying value of payables is equivalent to the fair value.

14 BORROWINGS

	30 Sep 2014 GBP	31 Mar 2014 GBP
Equipment Notes	370,663,185	379,568,377
Associated costs	(3,826,322)	(4,266,218)
	366,836,863	375,302,159
Amount due for settlement within 12 months	40,422,327	38,334,232
Amount due for settlement after 12 months	326,414,536	336,967,927

In order to finance the acquisition of the Assets, Doric Nimrod Air Alpha Limited "DNAAA" used the proceeds of the August 2013 offering of Pass Through Certificates ("the Certificates"). The Certificates have an aggregate face amount of approximately $630 million, made up of "Class A" certificates and "Class B" certificates. The Class A certificates in aggregate have a face amount of $462 million with an interest rate of 5.250% and a final expected distribution date of 30 May 2023. The Class B certificates in aggregate have a face amount of US$168 million with an interest rate of 6.125% and a final expected distribution date of 30 November 2019. There is a separate trust for each class of Certificate. The trusts will use the funds from the Certificates to acquire equipment notes. The equipment notes will be issued to Wilmington Trust, National Association as pass through trustee in exchange fo the consideration paid by the purchasers of the Certificates. The equipment notes will be issued by the Subsidiary and the proceeds from the sale of the equipment notes financed a portion of the purchase price of the four airbus A380-861 aircraft, with the remaining portion being financed through contribution from the Company of the Share issue proceeds. The holders of the equipment notes issued for each aircraft will have the benefit of a security interest in such aircraft.

15 SHARE CAPITAL

The Share Capital of the Company is represented by an unlimited number of shares of no par value being issued or reclassified by the Company as Ordinary Shares or Administrative Shares.

Issued	**Administrative Shares**	**Ordinary Shares**
Shares issued at incorporation	-	2,900,000
Shares issued 28 March 2013	-	2,900,000
Share consolidation 12 June 2013	-	(5,600,000)
Share sub division 12 June 2013	-	8,800,000
Shares issued 20 June 2013	2	-
Shares issued at placing 20 June 2013	-	211,000,000
Issued shares as at 30 September 2014	2	220,000,000

Issued	**Administrative Shares GBP**	**Ordinary Shares GBP**	**Total GBP**
Ordinary Shares			
Shares issued at incorporation	-	20	20
Shares issued 28 March 2013	-	20	20
Shares issued 20 June 2013	2	-	2
Shares issued at placing 20 June 2013	-	211,000,000	211,000,000
Share issue costs	-	(2,046,207)	(2,046,207)
Total share capital as at 30 September 2014	2	208,953,833	208,953,835

Members holding Ordinary Shares are entitled to receive, and participate in, any dividends out of income attributable to the Ordinary Shares; other distributions of the Company available for such purposes and resolved to be distributed in respect of any accounting period; or other income or right to participate therein.

On a winding up, Ordinary Shareholders are entitled to the surplus assets attributable to the Ordinary Share class remaining after payment of all the creditors of the Company. Members have the right to receive notice of and to attend, speak and vote at general meetings of the Company.

15 SHARE CAPITAL (continued)

The holders of Administrative Shares are not entitled to receive, and participate in, any dividends out of income; other distributions of the Company available for such purposes and resolved to be distributed in respect of any accounting period; or other income or right to participate therein. On a winding up, holders are entitled to a return of capital paid up on them after the Ordinary Shares have received a return of their capital paid up but ahead of the return of all additional capital to the holders of Ordinary Shares.

Holders shall not have the right to receive notice of and no right to attend, speak and vote at general meetings of the Company, except for the Liquidation Proposal Meeting (general meeting convened six months before the end term of the Lease where the Liquidation Resolution will be proposed) or if there are no Ordinary Shares in existence.

16 FINANCIAL INSTRUMENTS

The Group’s main financial instruments comprise:

(a) Cash and cash equivalents that arise directly from the Group's operations; and

(b) Debt secured on non current assets.

17 FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES

The Group's objective is to obtain income and returns and a capital return for its Shareholders by acquiring, leasing and then selling aircraft.

The following table details the categories of financial assets and liabilities held by the Group at the reporting date:

	30 Sep 2014 GBP	31 Mar 2014 GBP
Financial assets		
Cash and cash equivalents	9,967,622	9,515,422
Receivables	39	39
Loans and receivables at amortised cost	9,967,661	9,515,461
Financial liabilities		
Payables	148,796	147,074
Debt payable	370,663,185	379,568,377
Financial liabilities measured at amortised cost	370,811,981	379,715,451

17 FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES (continued)

The main risks arising from the Group’s financial instruments are capital management risk, foreign currency risk, credit risk, liquidity risk and interest rate risk. The Board regularly review and agrees policies for managing each of these risks and these are summarised below:

(a) Capital management

The Group manages its capital to ensure that the Group will be able to continue as a going concern while maximising the return to Shareholders through the optimisation of the debt and equity balance.

The capital structure of the Group consists of debt, which includes the borrowings disclosed in note 14, cash and cash equivalents and equity attributable to equity holders, comprising issued capital and retained earnings.

The Group's Board of Directors reviews the capital structure on a bi-annual basis.

Equity includes all capital and reserves of the Company that are managed as capital.

(b) Foreign currency risk

The Group's accounting policy under IFRS requires the use of a Sterling historic cost of the Assets and the value of the USD debt as translated at the spot exchange rate on every balance sheet date. In addition USD operating lease receivables are not immediately recognised in the balance sheet and are accrued over the period of the leases. The Directors consider that this introduces an artificial variance due to the movement over time of foreign exchange rates. In actuality, the USD operating lease should offset the USD payables on amortising debt. The foreign exchange exposure in relation to the Equipment Notes is thus largely hedged.

Lease rentals (as detailed in Notes 4 and 11) are received in USD and GBP. Those lease rentals received in USD are used to pay the equipment note payments due, also in USD (as detailed in Note 14). Both USD lease rentals and equipment note repayments are fixed and are for similar sums and similar timings. The matching of lease rentals to settle equipment note repayments therefore mitigates risks caused by foreign exchange fluctuations.

The carrying amounts of the Group's foreign currency denominated monetary assets and liabilities at the reporting date are as follows:

	30 Sep 2014 GBP	31 Mar 2014 GBP
Debt (USD) - Liabilities	(370,663,185)	(379,568,377)
Cash and cash equivalents (USD) - Asset	2,858,104	2,785,626

17 FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES (continued)

(b) Foreign currency risk (continued)

The following table details the Group's sensitivity to a 15 per cent appreciation and depreciation in GBP against USD. 15 per cent represents the Directors' assessment of the reasonably possible change in foreign exchange rates. The sensitivity analysis includes only outstanding foreign currency denominated monetary items and adjusts their translation at the period end for a 15 per cent change in foreign currency rates. A positive number below indicates an increase in profit and other equity where GBP strengthens 15 per cent against USD. For a 15 per cent weakening of the GBP against USD, there would be a comparable but opposite impact on the profit and other equity;

	30 Sep 2014	31 Mar 2014
Profit or loss	47,974,576	49,145,576
Assets	(372,796)	(363,343)
Liabilities	48,347,372	49,508,919

On the eventual sale of the Assets, the Company may be subject to foreign currency risk if the sale was made in a currency other than GBP. Transactions in similar assets are typically priced in USD.

(c) Credit Risk

Credit risk refers to the risk that a counterparty will default on its contractual obligations resulting in financial loss to the Group.

The credit risk on cash transactions are mitigated by transacting with counterparties that are regulated entities subject to prudential supervision, or with high credit ratings assigned by international credit rating agencies.

The Group's financial assets exposed to credit risk are as follows:

	30 Sep 2014 GBP	31 Mar 2014 GBP
Receivables	39	39
Cash and cash equivalents	9,967,622	9,515,422
	9,967,661	9,515,461

Surplus cash in the Company is held with RBSI. Surplus cash in the Subsidiary is held in accounts with RBSI and Bank of China.

17 FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES (continued)

(c) Credit Risk (continued)

There is a contractual credit risk arising from the possibility that the lessee may default on the lease payments. This risk is mitigated, as under the terms of the lease agreements between the lessee and the Group, any non payment of the lease rentals constitutes a Special Termination Event, under which the lease terminates and the Company may either choose to sell the asset or lease the Assets to another party.

At the inception of each lease, the Company selected a lessee with a strong balance sheet and financial outlook. The financial strength of Emirates is regularly reviewed by the Board and the Asset Manager.

(d) Liquidity Risk

Liquidity risk is the risk that the Group will encounter difficulty in realising assets or otherwise raising funds to meet financial commitments. The Group's main financial commitments are its ongoing operating expenses and payments on equipment notes.

Ultimate responsibility for liquidity risk management rests with the Board of Directors, which established an appropriate liquidity management framework at the incorporation of the Group, through the timings of lease rentals and debt repayments. The Group manages liquidity risk by maintaining adequate reserves, banking facilities and borrowing facilities, by monitoring forecast and actual cash flows, and by matching profiles of financial assets and liabilities.

The table below details the residual contractual maturities of financial liabilities. The amounts below are contractual undiscounted cashflows, including both the principal and interest payments, and will not agree directly to the amounts recognised in the statement of financial position:

30 Sep 2014	1-3 months GBP	3-12 months GBP	1-2 years GBP	2-5 years GBP	over 5 years GBP
Financial liabilities					
Payables - due within one year	148,796	-	-	-	-
Equipment Notes	30,360,323	30,271,392	60,267,544	178,439,281	161,055,266
	30,509,119	30,271,392	60,267,544	178,439,281	161,055,266

30 Sep 2013	1-3 months GBP	3-12 months GBP	1-2 years GBP	2-5 years GBP	over 5 years GBP
Financial liabilities					
Payables - due within one year	5,733,075	-	-	-	-
Equipment Notes	1,937,990	5,941,933	11,879,359	35,616,058	68,057,648
	7,671,065	5,941,933	11,879,359	35,616,058	68,057,648

17 FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES (continued)

(e) Interest rate risk

Interest rate risk arises from the possibility that changes in interest rates will affect future cash flows. It is the risk that fluctuations in market interest rates will result in a reduction in deposit interest earned on bank deposits held by the Group.

The Group mitigates interest rate risk by fixing the interest rate on the equipment notes and the lease rentals.

The following table details the Group's exposure to interest rate risks:

	Less than 1 month GBP	Fixed interest GBP	Non-interest Bearing GBP	Total GBP
Financial Assets				
Receivables	-	-	41,707	41,707
Cash and cash equivalents	9,967,622	-	-	9,967,622
Total Financial Assets	9,967,622	-	41,707	10,009,329
Financial Liabilities				
Accrued expenses	-	-	148,796	148,796
Equipment Notes	-	366,836,863	-	366,836,863
Total Financial Liabilities	-	366,836,863	148,796	366,985,659
Total interest sensitivity gap	9,967,622	366,836,863		

If interest rates had been 50 basis points higher throughout the period and all other variables were held constant, the Group's net assets attributable to shareholders as at 30 September 2014 would have been £24,919 greater due to an increase in the amount of interest receivable on the bank balances.

If interest rates had been 50 basis points lower throughout the period and all other variables were held constant, the Group's net assets attributable to shareholders as at 30 September 2014 would have been £24,919 lower due to a decrease in the amount of interest receivable on the bank balances.

18 ULTIMATE CONTROLLING PARTY

In the opinion of the Directors, the Company has no ultimate controlling party.

19 SUBSEQUENT EVENTS

On 1 October 2014, a dividend of 2.0625 pence per Ordinary Share was declared and this was paid on 21 October 2014.

20 RELATED PARTY TRANSACTIONS

Amedeo Management Limited ("Amedeo") (formerly Doric Lease Corp Management Limited) has been appointed as the Group's Asset Manager and Agent (the agent is appointed to assist with the purchase of the aircraft , the arrangement of suitable equity and debt finance and the negotiation and documentation of the lease and financing contracts) respectively.

The Company paid Amedeo:

(i) a fee of 0.6532 per cent of £677,891,893 being the aggregate value of the Ordinary Shares in the Company issued under the Ordinary Share placing together with the amounts of debt financing received by the Company (otherwise known as the "Total Gross Proceeds");

(ii) a fee of 0.25 per cent of the amounts of debt financing received.

In addition, Amedeo shall receive, in consideration for providing services to the Company, a management and advisory fee of £135,000 per annum per Asset (adjusted annually for inflation from 2014 onwards at 2.5 per cent. per annum), payable quarterly in arrear, save that Amedeo shall only become entitled to such fee in relation to each Asset following the acquisition of such Asset by the Company and the fee for each Asset shall be calculated from the date of acquisition of that Asset.

Following the disposal of the first Asset, Amedeo will be paid an initial interim amount ("Initial Interim Amount") as follows:

(i) if the sale price realised for first Asset to be sold by the Group, net of cost and expenses ("the Interim Net Realised Value") is less than the "Relevant Proportion" (being 1/X where X is the aggregate of (i) the number of Assets the lessor has legal beneficial title to immediately following the disposal of the Asset and (ii) the number of Assets sold immediately following the disposal of the Asset) of the aggregate of (i) the Ordinary Share placing proceeds and (ii) proceeds of any further issue of the shares by the Company (the "Total Subscribed Equity") Amedeo will not be entitled to an Intitial Interim Amount;

(ii) if the Interim Net Realised Value is between 100 per cent (inclusive) and 150 per cent (inclusive) of the Relevant Proportion of the Total Subscribed Equity, Amedeo will be entitled to an Initial Interim Amount of 2 per cent of the Interim Realised Value;

20 RELATED PARTY TRANSACTIONS (continued)

(iii) if the Interim Net Realised Value is greater than 150 per cent of the Relevant Proportion of the Total Subscribed Equity, Amedeo will be entitled to an Initial Interim Amount of 3 per cent of the Interim Realised Value.

Following the disposal of each subsequent Aircraft except the final Aircraft, Amedeo will be paid, in respect of each such Aircraft disposed of, an additional cash amount (each a "Subsequent Interim Amount") as follows:

(i) if the sale price realised for the Asset, net of cost and expenses ("Subsequent Interim Net Realised Value") is less than the Relevant Proportion of the Total Subscribed Equity, Amedeo will be entitled to a Subsequent Interim Amount of 1.75 per cent of the relevant Subsequent Interim Realised Value.

(ii) if the Subsequent Interim Net Realised Value is between 100 per cent (inclusive) and 150 per cent (inclusive) of the Relevant Proportion of the Total Subscribed Equity, Amedeo will be entitled to a Subsequent Interim Amount of 2 per cent of the relevant Subsequent Interim Realised Value;

(iii) if the Subsequent Interim Net Realised Value is greater than 150 per cent of the Relevant Proportion of the Total Subscribed Equity, Amedeo will be entitled to a Subsequent Interim Amount of 3 per cent of the relevant Subsequent Interim Realised Value.

Following the disposal of the final Asset, and prior to the liquidation of the Company, if the Disposition Fee (as defined below) is payable, where the aggregate of the Initial Interim Amount and the Subsequent Interim Amount is less than the Disposition Fee (as defined below) payable, the Company shall pay the difference to Amedeo in satisfaction of its obligations to pay such Disposition Fee.

Amedeo shall be paid a disposition fee (the "Disposition Fee") as follows: (a) Amedeo will not be entitled to the Disposition Fee (but for the avoidance of doubt will be entitled to reimbursement for properly incurred costs and expenses) if the aggregate sales proceeds for all Assets net of costs and expenses ("Aggregate Net Realised Value") is less than the Total Subscribed Equity; (b) if the Aggregate Net Realised Value is between 100 per cent (inclusive) and 150 per cent (inclusive) of the Total Subscribed Equity, Amedeo shall be entitled to a Disposition Fee of 2 per cent of the Aggregate Realised Value; (c) if the Aggregate Net Realised Value is greater than 150 per cent of the Total Subscribed Equity, Amedeo shall be entitled to a Disposition Fee of 3 per cent of the Aggregate Realised Value.

In the event of a Total Loss of an Aircraft (as defined in the prospectus for the Ordinary Share placing of the Company) the Total Subscribed Equity hurdle shall be adjusted down pro rata. In addition, the Annual Fee payable shall be pro rated to the date of the Total Loss.

20 RELATED PARTY TRANSACTIONS (continued)

During the Period, the Group incurred £432,064 (30 September 2013: £5,568,195) of expenses with Amedeo, of which £nil (31 March 2014: £nil) was outstanding to this related party at 30 September 2014. £40,395 (30 September 2013: £5,458,547) of expenses have been deducted from equipment notes.

Nimrod Capital LLP ("Nimrod") is the Company's Placing Agent and Corporate and Shareholder Adviser. In consideration for Nimrod acting as placing agent in the initial Ordinary Share Placing, the Company agreed to pay to Nimrod, at Admission, a placing commission equal to 0.2142 per cent of the Initial Gross proceeds of the initial Ordinary Share Placing.

The Group shall pay to Nimrod for its services as Corporate and Shareholder Adviser a fee £400,000 per annum (adjusted annually for inflation from 2014 onwards, at 2.5 per cent per annum) payable quarterly in arrears.

During the period, the Group incurred £205,498 (30 September 2013: £1,559,328) of expenses with Nimrod, of which £102,500 (31 March 2014: £102,500) was outstanding to this related party at 30 September 2014. £Nil (30 September 2013: £1,459,602) of expenses have been deducted from equity. £205,000 (30 September 2013: £99,726) of expenses related to management fees as shown in Note 5.

John Le Prevost is a director of Anson Registrars Limited (“ARL”), the Company’s registrar, transfer agent and paying agent. During the period £9,336 (30 September 2013: £12,564) of costs were incurred by ARL, of which £989 (31 March 2014: £987) was outstanding as at 30 September 2014.

DORIC NIMROD AIR THREE LIMITED (the "Company")

ADVISERS AND CONTACT INFORMATION

Exchange	Specialist Fund Market of the London Stock Exchange
Ticker	DNA3
Listing Date	02 July 2013
Financial Year end	31 March
Base Currency	GBP
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SEDOL	B92LHN5
Country of Incorporation	Guernsey - Registration number 54908

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