AA4P QUARTERLY REPORT

Amedeo Air Four Plus Limited
LSE: AA4

Report to Shareholders for the quarter ending 30 September 2018

THE COMPANY

Amedeo Air Four Plus Limited ("the Company"), a Guernsey domiciled company, commenced business in May 2015 and has its shares listed on the Specialist Fund Segment of the London Stock Exchange's Main Market. Initially 202 million Ordinary Shares were issued at a price of 100p per share and subsequently the Company has concluded additional placings of shares at issue prices of 100p, 101p, 102p and 104p resulting in a total of 642,250,000 shares in issue as at 30 September 2018 (the "equity").

With the share price on 28 September 2018 closing at 107.5p the market capitalisation then of the Company was GBP 690,418,750.

COMPANY INVESTMENT STRATEGY

The Company's investment objective is to obtain income and capital returns for its Shareholders by acquiring, leasing and selling aircraft. The Company seeks to use the net proceeds of placings and/or other equity capital raisings, together with debt facilities (or instruments), to acquire aircraft which will be leased to one or more major airlines (each aircraft an "Asset").

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, or other disposition of the Assets.

The Company's Articles provide that the Company may only acquire further aircraft with the approval of Shareholders by ordinary resolution in relation to each proposed acquisition. Where such approval for a new acquisition is obtained, it is the current intention of the Directors to offer Shareholders the opportunity to participate in any equity financing on a broadly pre-emptive basis, although other approaches to financing may also be considered and pursued if the Directors consider it appropriate to do so in order to diversify the funding sources of the Company.

The Board's intention is that, subject to finding suitable deals and obtaining subsequent Shareholder approval, the Company be grown into a larger vehicle owning a range of aircraft leased to more major airlines. The aim of such a strategy is to diversify the risk profile of the Company's portfolio of Assets and lease credits whilst maintaining its target investor returns of a quarterly dividend of 2.0625p per share and a double digit total return.

The Board, in discussions with its advisors, Nimrod and Amedeo, is considering further acquisitions to be concluded over the next 12 months.

CURRENT INVESTMENTS

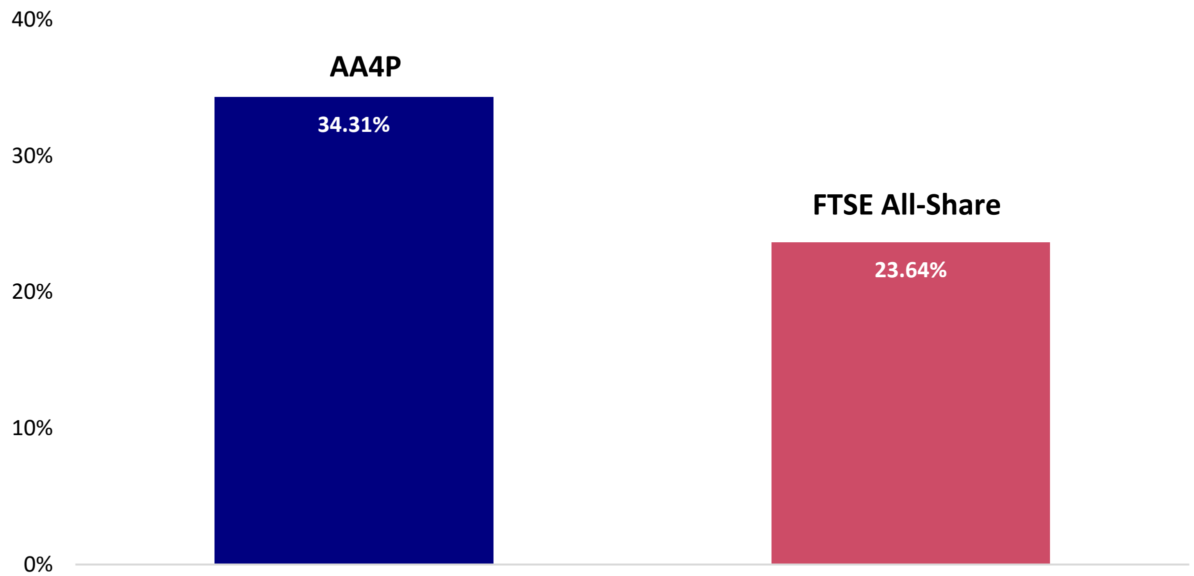
Since launch in May 2015 the Company has acquired eight Airbus A380, two Boeing 777-300ER and four A350-900 aircraft. Eight of these aircraft are leased to Emirates, two aircraft are leased to Etihad and four aircraft are leased to Thai Airways.

All aircraft are leased for a period of 12 years from each respective delivery date. To complete the purchase of these aircraft, subsidiaries of the Company entered into debt financing arrangements which together with the equity proceeds were used to finance the acquisition of the fourteen aircraft.

OVERVIEW (28 September 2018)

Listing	LSE	Dividend Payment Dates	April, July, October, January
Ticker	AA4	Launch Date / Price	13 May 2015 / 100p
Initial Share Price	100p	Incorporation	Guernsey
Share Price	107.5p (Closing)	Asset Manager	Amedeo Limited
Current Targeted Distribution	8.25 pence per share p.a.	Corp & Shareholder Advisor	Nimrod Capital LLP
Market Capitalisation	GBP 690,418,750	Administrator	JTC Fund Solutions (Guernsey) Limited
Initial Debt	USD 2,440,757,240	Auditor	Deloitte LLP
Outstanding Debt Balance	USD 2,141,618,092	SEDOL, ISIN	BWC53H4, GG00BWC53H48
Current Dividend Yield (based on the Current Share Price)	7.67%	Year End	31-Mar
Currency	GBP	Stocks & Shares ISA	Eligible
		Website	www.aa4plus.com

AA4P TOTAL RETURNS SINCE IPO VS. FTSE ALL-SHARE INDEX



*The FTSE All-Share Index is not intended to be used as the benchmark for the Company. It is shown for illustrative purposes to indicate the performance of the Company for an equity investor whose portfolio may be benchmarked against the FTSE All-Share Index.

AA4P's total returns since IPO accounts for all dividends to date being reinvested. Past performance cannot be relied on as a guide to future performance. The value of an investment may go down as well as up and some or all of the total amount invested may be lost.

Returns calculated as of 28-Sep-2018.

IMPLIED FUTURE TOTAL RETURN

Aggregated aircraft portfolio appraised residual value at lease expiry USD 1,565.86 million.

Income	Return of Capital	Total Return
Targeted Distributions (p)	Latest Appraisal (p)	Latest Appraisal (p)
81.8	143.9	225.7

The Total Return of a share is for illustrative purposes only and calculated using the following assumptions:
Latest appraisal values at each lease expiry for the portfolio being the average of three appraisers are as of 31-Mar-2018 and quoted in US Dollars.
The appraised value of the aircraft is the average of valuations provided by three independent external appraisers and quoted in US Dollars. This residual value at lease expiry takes inflation into account and is the most reliable estimate available in the Company's Asset Manager's opinion. Due to accounting standards, the values used in the Company's financial reports differ from this disclosure as they exclude the effects of inflation and are converted to Sterling at the prevailing exchange rate on the reporting date (31-Mar-2018).
The lease expirations for all current aircraft in the portfolio are spread out between September 2026 and January 2030, so are not coterminous and as such their aggregated appraised residual value is assumed to be realised in stages.
Targeted Distributions illustrates the future income distributions including all dividends payable from September 2018, inclusive. Upon lease expiry and sale of each aircraft sale proceeds are returned to Shareholders reducing the number of outstanding shares on a pro-rata basis on which distribution are paid.
The implied Total Return is not a forecast and assume the Company has not incurred any unexpected costs. The implied Total Return includes all currently known annual costs of the Company, including disposition fees. The Total Return is prepared on the assumption that each aircraft is sold at its Latest Appraisal value at the end of the lease term, all extant debts are paid off and proceeds immediately returned to Shareholders as a Return of Capital.
The implied Total Return assumes that no further aircraft will be acquired, but there may well be further acquisitions of aircraft (any such being subject to prior Shareholder approval).
The implied Total Return assumes that each lessee will honour its contractual obligations during each lease term and income distributions include all future targeted dividends.
There is no guarantee that the assets will be sold at Latest Appraisal values or that such implied Total Returns will be generated.
Assumes GBP/USD FX rate and applicable US 3-month LIBOR rate remains constant for the life of the respective leases. GBP/USD FX Rate: 1.3031 (as at 28-Sep-2018); 3M USD LIBOR Rate: 2.40% (as at 28-Sep-2018) as sourced from Bloomberg.

AMEDEO'S ASSET MANAGEMENT REPORT TO AA4P

Lessee	Model	MSN	REG	Delivery Date	Lease Expiry Date	Flight Hours	Flight Cycles	Last Inspection	Upcoming Inspection[1]
Emirates	A380-861	157	A6-EEY	04/09/2014	04/09/2026	17348	2780	19/11/2017	19/02/2019
	A380-861	164	A6-EOB	03/11/2014	03/11/2026	16996	2705	18/03/2018	18/03/2019
	A380-861	187	A6-EOM	03/08/2015	03/08/2027	16073	1489	19/11/2017	19/02/2019
	A380-861	201	A6-EOQ	27/11/2015	27/11/2027	11855	1870	19/11/2017	19/02/2019
	A380-861	206	A6-EOV	19/02/2016	19/02/2028	11094	1767	18/03/2018	18/03/2019
	A380-861	208	A6-EOX	13/04/2016	13/04/2028	10262	1621	18/03/2018	18/03/2019
	777-300ER	42334	A6-EPO	28/07/2016	28/07/2028	9229	2338	27/06/2018	27/06/2019
	777-300ER	42336	A6-EPQ	19/08/2016	19/08/2028	9470	2096	27/06/2018	27/06/2019
Etihad	A380-861	233	A6-API	24/03/2017	24/03/2029	8028	828	03/07/2018	03/07/2019
	A380-861	237	A6-APJ	24/05/2017	24/05/2029	7118	708	-	18/09/2018
Thai	A350-900	123	HS-THF	13/07/2017	13/07/2029	5405	884	-	18/09/2018
	A350-900	130	HS-THG	31/08/2017	31/08/2029	4988	753	-	18/09/2018
	A350-900	142	HS-THH	22/09/2017	22/09/2029	4604	703	-	18/09/2018
	A350-900	177	HS-THJ	26/01/2018	26/01/2030	2782	464	-	18/09/2018

The utilisation figures above represent the totals for each aircraft from first flight to 31-Aug-2018

During the lifetime of the lease, the respective airline bears all costs of the aircraft including maintenance, repair and insurance.

During the year to date the following aircraft and records inspections have been performed:

1. *Annual inspections planned at Emirates for the year: 5 and completed: 5*
   A380: March 2018:
      MSN: 164, 206 and 208.

   777-300ER: June 2018:
      MSN: 42334 and 42336.
2. *Annual inspections planned at Etihad for the year: 2 and completed: 2*
   A380: July 2018
      MSN: 233
   A380: September 2018:
      MSN: 233
3. *Annual inspections planned at Thai for the year: 4 and completed: 4*
   A350-900: September 2018
      MSN: 123, 130, 142 and 177

   These are the first annual inspections performed at Thai since entry into service.

IATA ECONOMIC ANALYSIS

- July posted a strong start to the peak passenger demand season with revenue passenger kilometres (RPKs) growing by 6.2% in year-on-year terms. As a result of the continued passenger demand since the start of the year, 2018 is set to be another year of above trend growth for industry wide passenger traffic.

1 Aircraft inspections are scheduled in order to preserve the lessee's right to quiet enjoyment of the asset under lease. Inspections may be rescheduled so as not to disrupt pre-planned network timetables. In addition, due to the time required to review inspections already undergone, some inspections may be listed as upcoming when have already been performed. In such instances, inspection dates will be updated in subsequent quarterly reports.

- 2018 remains on track to be another year of above trend growth for passenger traffic, however IATA predicts a moderate slowdown in demand growth for 2018 compared to the previous year. Increasing airline input costs have translated into slower demand growth from lower airfares. In addition, whilst the economic backdrop and business confidence indicators remain solid, heightened uncertainly around protectionist trade restrictions and regional issues have moderated business sentiment.
- Asian Pacific Carriers topped the charts in terms of passenger traffic demand with year-on-year growth at 7.5%. Supported by a combination of robust regional economic growth and ongoing increases in the number of options for travellers, the region continues to post the fastest passenger growth.
- Year on year International RPKs (revenue passenger kilometres) growth flown by airlines based in the Middle East more than halved between July and June to 4.8%, from 11.2%. However, this was mainly due to volatility in last year's passenger demand resulting from the number of policy measures that impacted Emirates, including the ban on portable electronic devices and travel restrictions.
- In seasonally adjusted terms, demand is trending upwards slightly faster than capacity. Industry wide passenger load factors increased by 0.6 percentage points to a record high for the month of July of 85.2%. At the same time available seat kilometres (ASKs) grew by 5.5% year-on-year in July.

AVIATION INFRASTRUCTURE IN ASIA PACIFIC AND EUROPE

The number of unique city pairs served by airlines grew to over 20,000 connections in 2017. This figure increased by 1,351 more connections compared with 2016 and double the 10,000 city pairs served in 1996. Europe and the Asia Pacific region facilitate a significant amount of this connectivity and as a result experience some of the strongest traffic demand today. As a result of the continually growing demand, these regions are now experiencing higher than ever levels of capacity constraints which is giving rise to an ever-growing need for improved ground and air infrastructure.

IATA forecast airlines within Asia Pacific are to see profits of $9 billion in 2018 (up from $8.3 billion in 2017). Driven by robust regional economic expansion and an increase in route options for travellers, carriers posted annual demand growth of 9.4% for the year compared with 2016. New low-cost market entrants in the ASEAN (Association of Southeast Asian Nations) region are intensifying competition and making air travel accessible to more of the population. China, India and Japan's domestic markets have strengthened, while developing markets such as Vietnam, the Philippines and Myanmar have experienced above average growth compared to the rest of the region.

In 2016 Vietnam overtook the Philippines in terms of traffic movement and is projected to be one of the fastest growing aviation markets in the region. With traffic movements growing by 227% in the past decade, Vietnam's aviation authority estimates an investment of USD 20bn is required for the country to fulfil its aviation development plans and facilitate a projected average annual traffic growth rate of 10.2% p.a. over the next twelve years.

In Europe, demand and profitability follow much the same narrative. EU carriers are expected to deliver a net profit of $11.5 billion in 2018 (up from $9.8 billion in 2017). European airlines are benefiting from a strong economic recovery in home markets, a rebound from unfortunate terrorist events in 2016, and some consolidation following the failure of several regional airlines. International traffic growth reached 8.2% in 2017 compared to the previous year and capacity rose by 6.1% resulting in load factors of 84.4%, which was the highest for any region that year. Eurocontrol forecasts traffic demand for European countries to grow at an average rate of 1.9% p.a. between now and 2040. This moderate projection will result in a 53% increase in the number of European flights by 2040. The major European airports are aware congestion is impeding growth and are finally initiating their plans to increase capacity. Currently 111 airports in the region are planning to upgrade their infrastructure to collectively facilitate up to 4 million more aircraft arrivals or departures a year. Of these 111 airports, the top 20 EU airports as ranked in terms of traffic movement plan to facilitate 60% of this additional capacity, which translates to 2.4 million more arrivals or departures a year.

Despite this, Eurocontrol predict these airport capacity expansion plans (even if they can be delivered) are not sufficient. Although the region has become more aware to the congestion and resulting issues, with more expansion comes more traffic growth. Moderate forecasts show that by 2040 there will be 1.5 million flights more in demand than can be accommodated. This equates to 160 million passengers unable to fly in an ever swelling and increasingly congested network. The number of 'Heathrow-like' airports operating near capacity will rise from 6 in 2016 to a conservative forecast of 16 in 2040.

Aircraft orderbooks today show Asia Pacific to have the most aircraft on order by region, with Europe following. What's more, Asia Pacific is somewhat obstructed by the absence of an integrated air traffic management body that could better coordinate regional traffic movement and pave the way for more bilateral cooperation between nations. However, in contrast, whilst airlines in Europe are able to avail of an open market and an established air traffic management network, the region is faced with some of the most congested airports and routes in the world. In addition, EU passengers are currently enjoying unprecedented levels of choice and competition in air travel as 30% of European routes are now operated by two or more carriers.

Overall, with the driving theme among the European and Asia Pacific region being demand growth, capacity constraints and route congestion are forecast only to increase amidst a high aircraft orderbook and growing city pair connectivity.

International Air Transport Association, 2018. 2017 Marked by Strong Passenger Demand, Record Load Factor © All Rights Reserved.
RoutesOnline. Global city pairs top 20,000 for the first time. © 2018 UBM (UK) Ltd., All Rights Reserved.
International Air Transport Association, 2018. Strong Airline Profitability Continues in 2018 © All Rights Reserved.
Eurocontrol - European Aviation In 2040 - Challenges Of Growth. © Eurocontrol - 2018
CAPA - Centre for Aviation © 2018. Aviation infrastructure: Crisis in Europe and Asia

2018 FARNBOROUGH AIRSHOW OVERVIEW

The number of orders, MOUs (memorandums of understanding) and options agreed during this year's Farnborough air show totalled 1,464 aircraft. Exceeding any major air shows' total figures since the 2013 Paris air show, commitments at the 2018 event were valued at over US $190 billion. The magnitude of these commitments is both a testament to the growth and development of the aviation industry in addition to providing insight into how today's airlines and lessors are trying to maintain and grow their presence in this ever more competitive sector.

The latest technology aircraft were in high demand at this year's event with airlines and lessors placing orders for the larger variants of the narrowbody Neo and Max programmes as well as the newly rebranded A220 (formerly the Bombardier CSeries). In the widebody sector, Boeing's 777-300ER and 787 family were favoured and Airbus' A350 and A330 Neo aircraft were highly sought after. Despite recent delays to the A330neo programme, AirAsia enhanced their original order for 66x A330neos by placing additional orders for 34 more of the A330-900 type. Upon closing Air Asia's CEO, Tony Fernandes added "We have looked at every aspect of the A330neo from technical performance and reliability to passenger comfort and it is clearly the right aircraft for us to expand efficiently our fast-growing long-haul network."

During the event the Portuguese wet-lease operator, Hi Fly, displayed their newly acquired A380 at the air show. The ACMI operator announced this year that it would be leasing two of the super jumbos for almost a six year term which will enable other airlines and governments to employ the aircraft through short terms leases complete with crew, insurance and maintenance. Formerly operated by Singapore Airlines, the refurbished Hi Fly aircraft will expand the accessibility of the A380 programme through enabling international carriers to capture passenger traffic in high demand markets without having to commit to long term leases.

In other news, a topic of frequent discussion at this year's air show was the recent protectionist views adopted by many countries internationally and the potential implications on the aviation industry. Relying heavily on the benefits globalisation and liberalisation affords the industry, from manufacturing and trade to the freedom of air passenger travel, industry stakeholders voiced their concerns on the importance of potential trade barriers and economic policy that may arise due to the political talks and negotiations that are affecting multiple regions of the world. In a bid to attenuate media and market preconceptions, an unusually high number of commitments placed with Airbus and Boeing were to 'undisclosed' customers. At nearly one third of the total commitments placed, customers were conscious towards the risk of being caught in the crossfires of intercountry trade disputes.

EMIRATES GROUP

- As of September 2018, Emirates had 271 aircraft in its fleet with a combined average age of 5.9 years. Emirates operates two passenger aircraft types and has additional A380 and B777 aircraft on order as well as an agreement to purchase 40 B787-10 aircraft delivering from 2022.
- For 2018-19, Emirates has announced new routes to London Stansted, Santiago, Edinburgh and an additional flight between Dubai and Auckland via Bali, aside from capacity increases across existing destinations.
- The airline posted revenue of AED 92.3 billion (USD 25.2 billion) for the financial year ending March 2018. Revenue generated from across Emirates' six regions continues to be well balanced, with no region contributing more than 30% of overall revenues. Europe was the highest revenue contributing region with AED 26.7 billion (USD 7.3 billion), up 12% from 2016-17.
- Emirates' operating costs increased by 7% in comparison to the previous year, with the implications of rising oil prices being a significant driver of this increase. Fuel accounted for 28% of the airline's operating costs, compared with 25% in 2016-17, and remains the biggest cost component for Emirates.
- Despite the political challenges in the region, intense competition in the form of airfare pricing and rising fuel costs, Emirates posted a net profit of AED 2.8 billion (USD 762 million). With a net profit increase of 124% year-on-year, and with a profit margin of 3.0%, the airline has displayed the ability to successfully manage strong competitive pressures across all markets.

- Whilst Emirates and Flydubai have now embarked on their codeshare partnership that enables Flydubai to feed into Emirates' long-haul flights, Emirates has also announced developments to further strengthen its codeshare agreements in other countries around the world. Emirates and JetBlue Airways have received regulatory approval to operate a codeshare on services between Dubai and San Jose, via the US. This move will enable Emirates to not only expand its operations in South America, but also build on and utilise its partnership with its current US codeshare airlines.

FlightGlobal.; Reed Business Information Limited Copyright © 2018. ANALYSIS: How Gulf giants have rethought capacity moves
CAPA - Centre for Aviation © 2018. Aviation infrastructure: Emirates, JetBlue Airways receive approval to codeshare on Dubai-US-San Jose routes

ETIHAD AIRWAYS

- As of September 2018, the airline had 126 aircraft in its fleet comprising a mix of narrow and wide-body aircraft with an average age of 6.1 years. The airline operates 4 passenger aircraft types and has A350, B787, B777 and A320 neo aircraft on order.
- The airline boasts an extensive international network of 80 destinations across 49 countries with its three largest markets ranked as the UK, Australia, and the US in terms of seats.
- Etihad posted an annual loss of US$ 1.5 billion for the financial year ending 2017 as it dealt with the impact of terrorism in the EU, rising fuel costs and the entry into administration of Alitalia and AirBerlin. Etihad’s CEO, Tony Douglas said the airline is "improving the quality of its revenues and streamlining its cost base. These are solid first steps in an ongoing journey to transform this business into one that is positioned for financially sustainable growth over the long term".
- Although Etihad posted annual losses for the financial year 2017-2018, the carrier claims a reduction in its core operational losses of 22% year-on-year as a result of its ongoing transformation efforts. Through exercising capacity discipline in some of its markets, Etihad has focused on their point-to-point traffic.

FlightGlobal.; Reed Business Information Limited Copyright © 2018. ANALYSIS: How Gulf giants have rethought capacity moves
FlightGlobal.; Reed Business Information Limited Copyright © 2018. Etihad claims overhaul progress but losses remain high

THAI AIRWAYS INTERNATIONAL

- For the second quarter of 2018 Thai Airways posted an operating loss of Bt 2,807 million (US $85.1 million) due to rising oil prices and intense competition. Compared to the previous year, revenue for the quarter ending 30 June rose 4.6% to Bt 47,239 million (US $1,431.9 million) whilst operating expenses for the quarter increased 6.4% Bt 50,046 million (US $1,517.0 million). Despite the average price of jet fuel rising by over 36.5% compared to last year’s Q2, the carriers effective fuel hedging policy resulted in fuel costs increasing by 15.3%.
- Load factors decreased during the quarter (compared to last year) by 2.7 points to 75.8% whilst the carrier’s passenger traffic increased by 1.6% to 17.28 billion RPKs (Revenue Passenger Kilometres) and total its capacity increased 5.3% to 22.8 billion ASK’s (Available Seat Kilometres).
- As of June 2018, the group’s fleet stood at 105 aircraft and fleet replacement continued with the addition of 1 Airbus A350-900 in May 2018.
- For 2018 Thai received three awards from Skytrax: World’s Best Economy Class, Best Economy Class Onboard Catering and World’s Best Airline Lounge Spar. In addition, THAI ranked as one of the top 10 World’s Best Airlines for 2018.
- Thai Airways announced that Mr. Sumeth Damrongchaitham was appointed as the new company president as of September. Thai Airways confirms Mr Sumeth will continue with the airlines strategy on

reform and enhancing competitiveness. The news follows the announcement of Mr. Ekniti Nitihanprapas, who has held various position within the country's government, being appointed company Chairman in July.

Thai Airways International Public Company Limited. Management's Discussion and Analysis for three months ended June 30, 2018.;
FlightGlobal.; Reed Business Information Limited Copyright © 2018. ANALYSIS: Thailand country report June-August 2018.
FlightGlobal.; Finance executive named as new Thai Airways chairman
Bangkok Post Public Company Limited. © All rights reserved. Sumeth appointed Thai Airways boss
N.B.: USD/THB = 32.99 FX rate as of 30-Jun-18.

ASSET MANAGER CORPORATE UPDATE

On 29 June 2018 – Centerbridge Partners, L.P. ("Centerbridge") and Reservoir Capital Group, L.L.C. ("Reservoir") agreed to acquire a minority stake in Amedeo as part of their continued investment strategy in the aviation industry. Amedeo has acquired the U.S. management subsidiary of Intrepid Aviation Holdings Group ("Intrepid") and will make a minority investment in Intrepid as part of a broader strategic partnership where Amedeo will provide management and aircraft support services to Intrepid. On 21 September 2018, as part of a rebranding exercise, Intrepid was renamed Voyager Aviation Holdings ("Voyager"). The combined portfolio of leased aircraft and assets managed by Amedeo is comprised of 50 aircraft (14 A380s, 10 B777s, 4 A350s, 18 A330s, 2 B747s, 1 B787 and 1 A321), leased to 15 airline customers with total assets under management in excess of US$ 8 billion.

This report has been prepared for the Company by Amedeo Limited ("Amedeo") in its capacity as Asset Manager to the Company and is for the sole benefit of the Company. We agree to the disclosure of this report by the Company in its quarterly report to shareholders on the basis that in doing so Amedeo does not assume any responsibility or liability to any person other than the Company. Neither Amedeo nor any of its directors, officers or employees shall be responsible for any loss or damage suffered by any person, other than the Company, as a result of placing reliance on the contents of this report.

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Contact with the Board

The Directors think it important that any Shareholder should be able to contact the Board, through the Chairman or any individual Director if they wish to do so. Contact email and telephone numbers for each Director are set out below.

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