AMEDEO AIR FOUR PLUS LIMITED

Half-Yearly Report and Unaudited Consolidated Condensed Interim Financial Statements From 1 April 2024 to 30 September 2024

2024

Contents

Summary Information

Listing	Specialist Fund Segment of the London Stock Exchange's Main Market.		
Ticker	AA4		
Share Price	51.70 pence (as at 30 September 2024) 54.20 pence (as at 5 December 2024)		
Market Capitalisation	GBP 157 million (as at 30 September 2024) GBP 165 million (as at 5 December 2024)		
Dividends	Announcement Date	Dividend Declared	
	2 April 2024	2.00 pence per ordinary share	
	2 July 2024	2.00 pence per ordinary share	
Post-Year-End Dividends	3 October 2024	2.00 pence per ordinary share	
Dividend Payment Dates	January, April, July, October		
Compulsory Redemptions	Completion Date	Shares redeemed	Shares in issue
	28 September 2020	214,083,243	428,166,757
	8 December 2021	86,828,274	347,313,483
	1 March 2023	43,414,122	303,899,361
Incorporation and Domicile	Guernsey		
Aircraft Registration Numbers	A6-EEY, A6-EOB, A6-EOM, A6-EOQ, A6-EOV, A6-EOX, A6-EPO, A6-EPQ, HS-THF, HS-THG, HS-THH, HS-THJ		
Asset Manager	Amedeo Limited		
Corporate Broker	Panmure Liberum Limited		
Administrator	JTC Fund Solutions (Guernsey) Limited		
Auditor	KPMG Channel Islands Limited		
SEDOL ISIN LEI	BNDVLS5 GG00BNDVLS54 21380056PDNOTWERG107		
Stocks & Shares ISA	Eligible		
Website	www.aa4plus.gg		

Chairman's Statement

Financial highlights

I am pleased to present our half year financial report, with 2024 drawing to a close as another year of mostly positive news in aviation. Travel continues to increase, even as airlines have increased prices, partly to cover rapidly increasing costs, but also to control demand where capacity supply is limited. Neither Boeing, nor Airbus can build aircraft fast enough to meet demand.

This has passed through into aircraft values and lease rates. Our lease rates are fixed for Emirates until expiry and at least until 2029 for Thai Airways, but the other major element of value, namely the values of aircraft themselves, has seen increases. We have noted the recent sales prices agreed between DNA2 and Emirates for A380s, which reflect the fact that Emirates' new deliveries are very delayed and their expansion plans need capacity.

We have seen the trend of airlines extending leases for the same reason. How long this trend continues remains to be seen with some signs that rises are levelling out.

From an investment perspective, I would like to thank our shareholders for their continued support and patience. All my interactions with you are immensely helpful and informative. It is therefore pleasing to note that our share price total return has risen by about 33% in the last 12 months against a rise of around 12% in the Financial Times Stock Exchange 100 index (source, Morningstar). We believe that this may be partly attributed to the fact that investors and private credit suppliers perceive that aviation and aircraft are a robust and stable investment, as demonstrated by the striking recovery of the industry post COVID. A number of previously leading aviation finance banks have withdrawn from the market, but the unsecured bond market, niche structures such as ABS, private credit and Japanese operating leases for the best credits are all stepping up, albeit at lower loan to value ratios than previously.

Our cash position is strong and getting stronger. We have reserves against shortfalls in A380 values against loans outstanding. We have substantial maintenance reserves from Thai Airways which continue to accrue and provide useful income in the form of interest. Of course, these will diminish as they are drawn down by the airline for qualifying overhauls. As I write, we are conducting an exercise as to what our likely need for cash will be in the next few years. We do not expect shareholders want us to look for new investments in which case our need for capital is limited. Once this exercise is concluded we will consider the best way to return any amounts surplus to requirements to our shareholders.

At the risk of repeating myself, we continue to look for opportunities to take advantage of the buoyant aircraft market to lock in value for shareholders. With our small market cap this cannot be at any cost and cannot benefit third parties more than our investors. We see very positive news from Thailand as to the likely emergence of Thai Airways from bankruptcy, we are less than 2 years away now from the first A380 lease expiry at which point our cash flow starts to reduce. Well before the Thai leases on our A350s enter their extended phase in 2029, the new rent must be negotiated and the aircraft either refinanced or disposed of.

This all points to 2025 being a busy year!

Finally, we thank our service providers, JTC, Amedeo and Liberum for their efforts on our behalf.

Robin Hallam
Chairman

Date: 18 December 2024

Asset Manager's Report

Overview

Portfolio Update[1]

As reported in Thai Airways' published Management Discussion and Analysis, the airline announced a US$ 479m net profit for the nine months ended on 30 September 2024. This comes after an impressive start to the 2024 financial year, where the airline announced US$ 80m net profit for the first six month period ended 30 June 2024. In the third quarter of 2024, the airline expanded its network to European cities, increased flight frequencies to China and strengthened codeshare agreements with Gulf Air. From July to September 2024, Thailand reported 8.6 million international tourists, a 21.1% increase compared to the same period last year. Despite seasonal slowdowns, this recovery was driven by the return of Chinese tourists, as well as travelers from Malaysia, India, South Korea, and Japan, representing 88.5% of 2019 levels of international tourists. Thai Airways was also able to realise its non-core assets by selling 1 Boeing 777-200 aircraft, along with unused property in London and other assets.

The airline continues to perform in accordance with its Rehabilitation Plan and has hit targets such as recording consecutive quarters of positive EBITDA. Therefore it is in a position to initiate procedures on its previously approved capital restructuring, by way of a debt-to-equity conversion. On 13 September 2024, Thai Airways submitted an amendment to the court, requesting that the Plan Administrator be granted authority to reduce the registered capital by way of reduction of the par value of its shares (the current value is THB 10 per share) to the values deemed appropriate and reasonable as a means of offsetting its current accumulated losses. The proposed capital restructuring aims to return Thai Airways to a positive equity position and enable it to resume dividend payments to its shareholders in the future. It should be noted that the debt-equity conversion does not pertain to the Lessor creditor group. On 4 November 2024, Thai Airways submitted two additional amendments. The first amendment considers that if the airline considers using excess cash to pay dividends to shareholders in the future, it must allocate cash to repay creditors in an amount that is at least equal to the proposed dividends. The second amendment is for Thai Airways to be permitted to appoint two new Plan Administrators, as advised by the Ministry of Finance. During a Court hearing on 12 December 2024, eight creditors submitted objections to the Court against the Plan amendment. The Court has given the creditors and the Official Receiver fifteen days to submit statements to clarify their positions further if necessary, while the Plan Administrator has thirty days. The Court has scheduled the hearing for the announcement of the Court's order regarding the approval of the Plan Amendment for 21 January 2025.

Emirates continues to perform well and expand its operations. In the first six months of its 2024/25 financial year ending on 30 September 2024, Emirates recorded a profit before tax of AED 9.7 billion (US$ 2.6 billion), a record performance for the company and 4.5% more than in the same period of the previous year. After accounting for the 9% corporate income tax applicable for the first time since it was enacted in 2023, the net profit amounts to AED 8.7 billion (US$ 2.4 billion). Emirates attributes its performance to strong travel and air cargo demand across regions and the airline's ability to appeal to customer preference with ongoing investments in products and services such as premium economy cabins. During the first half of 2024/25, Emirates enhanced its network and increased connectivity options through its Dubai hub and rolled out eight aircraft (three A380s, five Boeing 777s) with premium economy cabins.

In late November, Emirates officially unveiled the very first Airbus A350-900 that will join its fleet at an exclusive event showcase in Dubai. The airline plans to make its first scheduled commercial A350-900 flight to Edinburgh on 3 January 2025. In the months to follow, Emirates will expand A350-900 operations to Bahrain, Muscat, Kuwait, Lyon, Bologna, Colombo, Mumbai and Ahmedabad. Emirates President, Sir Tim Clark, stated that the arrival of the aircraft is a positive development, as the airline actively seeks to expand its network. Emirates has an order for 65 A350-900s, which are powered by Rolls Royce Trent XWB-84 engines. He has also publicly expressed that the airline will consider placing orders for the A350-1000 once issues around engine durability are resolved. Sir Tim Clark has previously expressed concerns regarding the durability of the A350-1000 engines in the hot climates where Emirates operates. However, once the issues surrounding the engines are addressed, it could become a viable addition to Emirates' fleet. The A350-1000 is powered by Rolls Royce Trent XWB-97 engines and accommodates slightly fewer passengers than its competitor, the B777-9, which is powered by GE9X engines and also part of Emirates orderbook. The B777-9 needs more powerful engines than the A350-1000, with thrust requirements of 105,000 lbs versus 97,000 lbs respectively. This is because the B777-9 is heavier due to its larger size and its design heritage, which is a derivative of the B777-300ER that uses less composite materials in its fuselage. In contrast, the A350-1000 is a completely new design that makes extensive use of lightweight composite materials throughout its structure. Emirates also has an order for 15 B787-10s and 15 B787-8s, which are powered with GEnx-1B or Trent 1000 engines. This aircraft type is smaller than the A350-900 and B777-9, hence it carries fewer passengers and requires a lower engine thrust.

Boeing completed its first certification test flight of the Boeing 777-9 on 12 July 2024, after receiving type inspection authorization from the Federal Aviation Administration. However, in August 2024, the fleet was grounded after a routine post-flight check on test aircraft number 3 revealed a failure of one of two thrust links. Boeing will have to look into this

1 US$ figures are converted at: US$ 1 = AED 3.67; 1 THB = US$ 0.030837 as of 30 September 2024.

with caution as thrust links are a key component that transfers the power of the engine to the airframe. Further inspections revealed cracks, within this titanium part in other test aircraft. Boeing is now trying to determine the root cause of the problem. The manufacturer has now changed its expectation for the first delivery of the aircraft type to 2026, due to challenges in development, pause in flight testing and work stoppages due to the strike. On 28 October, after facing a crippling year with strikes and production issues, Boeing announced that it raised US$ 21 billion that it will use towards debt repayment, working capital enhancements, capital expenditures and investments in its subsidiaries. Emirates, a major customer of 777X aircraft, are hopeful that the manufacturer can use this opportunity to improve and will watch closely over the next few months to see how the situation develops. Emirates intended to ultimately replace its A380 fleet with the 777X variants, however the airline may have to explore other options if problems continue for the manufacturer. This also indicates that Emirates may need to operate its A380 fleet for longer than initially planned.

The latest asset utilisation report is available on the website via the following link:

https://www.aa4plus.gg/company-information/

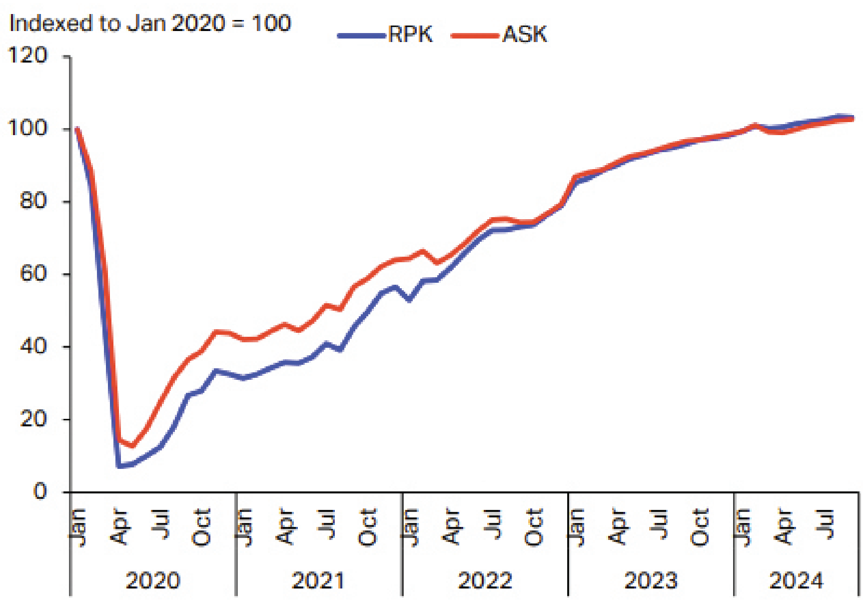
Industry Update[2]

In its latest recovery update, IATA announced that the recovery in air travel demand is continuing in 2024, based on September traffic results.

	Passenger Traffic (RPKs) (% change yoy)	Capacity (ASKs) (% change yoy)	Passenger Load Factor Level (% -pt)	Passenger Load Factor Level
International	▲9.2%	▲9.1%	▲0.1%	83.8%
Domestic	▲3.7%	▲0.7%	▲2.4%	83.3%
Total	**▲7.1%**	**▲5.8%**	**▲1.0%**	**83.6%**

IATA's Director General, Willie Walsh, commented *"The year's peak travel season ended with demand at an all-time high. This is good news not just for passengers but also for the global economy. Every flight creates more jobs and trade. But the air travel success story is bringing challenges. We will soon face a capacity crunch in some regions which threatens to curtail these economic and social benefits. Government's will face a choice: lose out to more dynamic nations who value global connectivity, or forge a consensus for sustainable growth."*

Industry RPKs per IATA



2 IATA September 2024 Passenger Market Analysis

Asset Manager's Report

Overview

Emirates

Financial Highlights[3]

Income Statement	HY 2024/2024	YoY Change
Revenue	US$ 16.9bn	▲ 5%
EBITDA	US$ 5.2bn	▼ 2%
Profit / (Loss) After Tax	US$ 2.4bn	N/A
Cash Assets	US$ 10.9bn	▼ 7%
Passengers carried	26.9m	▲ 3%
Available seat km	177.8bn	▲ 4%

His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive, Emirates Airline and Group, said *"The Group's strong profitability enables us to make the investments necessary for our continued success. We're investing billions of dollars to bring new products and services to the market for our customers; to implement advanced technologies and other innovation projects to drive growth; and to look after our employees who work hard every day to ensure our customers' safety and satisfaction."*

"We expect customer demand to remain strong for the rest of 2024-25, and we look forward to increasing our capacity to grow revenues as new aircraft join the Emirates fleet and new facilities come online at dnata. The outlook is positive, but we don't intend to rest on our laurels. We will stay agile in deploying our capacity and resources in a dynamic marketplace."

Operational Highlights

During the first half of 2024/25, Emirates increased scheduled flights to eight cities: Amsterdam, Cebu, Clark, Luanda, Lyon, Madrid, Manila and Singapore.

In May, Emirates restarted daily services to Phnom Penh in Cambodia via Singapore. In June, it launched daily services to Bogotá via Miami, expanding the airline's South American presence to Colombia. In September, Emirates opened a new route to Madagascar via the Seychelles – taking its passenger and cargo network to 148 airports in 80 countries by 30 September 2024.

Expanding connectivity options for customers, during the first six months of 2024/25, Emirates entered into new agreements with seven codeshare, interline, and intermodal partners: AirPeace, Avianca, BLADE, ITA Airways, Iceland Air, SNCF Railway, and Viva Aerobus. Between 1 April and 30 September 2024, eight aircraft (three A380s, five Boeing 777s) with fully refreshed interiors rolled out of the airline's US$ 4 billion retrofit programme. This enabled Emirates to accelerate the deployment of its latest cabin products, including its latest 4-class Boeing 777 that feature a new 1-2-1 layout of lie-flat seats with personal minibars in Business Class, and the popular Emirates Premium Economy. The first retrofitted Emirates Boeing 777 was deployed to Geneva in August, followed by Tokyo Haneda and Brussels. For the next six months, as more aircraft are retrofitted, Emirates has lined up ten more routes for its refurbished Boeing 777s: Riyadh, Zurich, Kuwait, Damman, Chicago, Boston, Dallas Fort Worth, Seattle, Newark-Athens and Miami-Bogota.

By year end, Emirates' latest A380 and Boeing 777 inflight experiences including Premium Economy, will be available to customers on over thirty routes.

3 US$ figures are converted at US$ 1 = AED 3.67. The UAE corporate tax applies to the Emirates Group from its 2024/25 financial year. Hence, Profit After Tax figures for September 2024 and September 2023 are not directly comparable.

Asset Manager's Report

Thai Airways International

Financial Highlights[4]

Income Statement	Jan-Sep 2024	YoY Change
Revenue	US$ 4.2bn	▲ 25%
Expenses	US$ 3.4bn	▲ 41%
Net Profit / (Loss)	US$ 479m	▼ 2%
Cash Assets	US$ 1.8bn	▲ 13%
Passengers carried	11.6m	▲ 79%
Available seat km	47.8bn	▲ 30%

Rehabilitation Plan

On 30 September 2024, Thai Airways submitted a notice on the progress of its Rehabilitation to the SET with details around its capital restructuring. As previously approved under the Rehabilitation Plan, Thai Airways will issue new shares that will be allocated as repayment to its creditors through debt-to-equity conversion, however, the airline has requested approval for an amendment that seeks to reduce the par value of its shares from the current value of THB 10 per share as a means of offsetting its current accumulated losses.

On 4 November 2024, Thai Airways submitted two additional amendments. The first amendment considers that if the airline considers using excess cash to pay dividends to shareholders in the future, it must allocate cash to repay creditors in an amount that is at least equal to the proposed dividends. The second amendment is for Thai Airways to be permitted to appoint two new Plan Administrators, as advised by the Ministry of Finance. During a Court hearing on 12 December 2024, eight creditors submitted objections to the Court against the Plan amendment. The Court has given the creditors and the Official Receiver fifteen days to submit statements to clarify their positions further if necessary, while the Plan Administrator has thirty days. The Court has scheduled the hearing for the announcement of the Court's order regarding the approval of the Plan Amendment for 21 January 2025.

Operational Highlights

In the third quarter of 2024, Thai Airways improved its route expansion by resuming services to Milan and Oslo, while increasing frequencies to Beijing and Shanghai. Thai Airways also continued its codeshare partnership with Gulf Air, covering routes between Bangkok and several destinations, including Cairo, Kuwait City, Amman, Casablanca, Athens and Manchester. In the winter 2024/25 schedule, Thai Airways will resume services to Siem Reap and Brussels, whilst increasing the frequency of flights to Nagoya, Kochi, and Denpasar.

The airline also managed to realise its non-core assets, which are no longer used by the business in its operations, by selling one Boeing 777-200 as well as a residential property in London and other assets.

In October 2024, the airline took delivery of two A330-300 aircraft to support the continuous growth in passenger demand. By the end of 2024, the Thai Airways fleet will consist of 79 aircraft, comprising of twenty narrowbody and 59 widebody aircraft. Furthermore, Thai Airways has agreed to purchase forty-five Boeing 787 aircraft with an option to purchase an additional thirty-five aircraft by 2033. The airline intends to increase its fleet to 150 aircraft, made up of 52 narrowbody and 98 widebody aircraft. The acquisition of new aircraft will result in a younger average fleet age for the airline, leading to enhanced operational efficiency and reduced fuel costs. The airline believes that the revamped fleet structure will support network expansion, improve flexibility in flight management and maintenance, drive future growth and deliver improved services to its customers.

4 US$ figures are converted at 1 THB = US$ 0.030837 as of 30 September 2024.

Environmental, Social and Governance Policy

Introduction

The Company recognises that Shareholders and other stakeholders have a growing interest in the ESG impacts resulting from its business. Here we set out our current policy and approach to ensuring that the Company's level of engagement on ESG matters is commensurate with the size, nature and complexity of its business.

This Company's current policy seeks to address today's ESG considerations noting that it was incorporated in 2015 with a business model designed to run for twelve years without interruption. Subsequent acquisitions of aircraft and the renegotiation of leases have pushed that end date out to 2036 for certain Assets.

The Company has adopted a policy to take account of ESG expectations where possible and applicable, although recognising that it is severely constrained by the nature of the Company's activities and the contracts that it has already entered into. The Group's choice of aircraft was among the most environmentally efficient jet aircraft in service at the time of acquisition.

The Assets

The principal activity of the Group is to acquire, lease and then sell aircraft. The Group currently owns six A380-800 aircraft, two 777-300ER aircraft and four A350-900 aircraft. The six A380s and the two 777 aircraft are leased to Emirates and the four A350 aircraft are leased to Thai Airways.

The nature of the leases entered into with these lessees means that the Group has no influence whatsoever in the use of the relevant aircraft by each lessee; each such lease is for a fixed term and is non-cancellable. The terms of each lease were fixed when they were entered into and afford the lessees "quiet enjoyment" of the relevant aircraft for the duration of the lease term, whilst ensuring each aircraft is maintained to the highest standard and remains as efficient as possible.

In the unlikely event that the Company has to scrap an aircraft at the end of the applicable lease, its intention is to ensure that as much of the aircraft as is economically possible is reused or recycled.

In the context of the aircraft the Group owns and their associated leases, the Board will continue to monitor the sustainability efforts of the industry and the lessees and will continue to have regard to environmental concerns when considering any future changes to the Group's existing contracts.

Both of the Company's lessees support the airline industry's collective commitment to reach net-zero emissions by 2050 (see below for details) and are exploring opportunities to reach this goal, such as using SAF.

Emirates is working closely with the likes of Shell Aviation and Neste for SAF supply and on 22 November 2023 became the world's first airline to operate an A380 demonstration flight using 100% SAF in one of the four engines. The Auxiliary Power Unit also ran on 100% SAF. Emirates previously had successfully completed a 100% SAF-powered demonstration flight using a Boeing 777-300ER.

Thai Airways is leading a similar initiative and in May 2023 signed a Memorandum of Understanding on the exchange of technical knowledge and expertise on the use of SAF with Bangchak Corporation PLC, one of Thailand's leaders in energy transition. In December 2023, Thai Airways partnered with PTT Oil and Retail Business Public Company Limited, in implementing SAF on a Phuket-Bangkok flight operation. The SAF-powered flight releases 80 percent less carbon dioxide than regular aviation fuel throughout its life cycle and is compatible with mixing with Jet A1 regular aviation fuel, with no engine conversion needed. The SAF-powered flight is a promising starting-point to Thai Airways' commitment to reach net-zero emissions by 2050.

Shareholders are invited to review the environmental and sustainability information published by the lessees on their websites (see below for appropriate links).

The Aviation Industry

The increased focus on climate change and greenhouse gas emissions, inevitably means that further attention has landed on the aviation industry and its emissions profile. In this regard the Company is fortunate to have two responsible flag carrying airlines as its lessees, who each demonstrate on their websites a considerable amount of concern for their respective businesses' environmental and social impact. The following links to their websites explain this:

Emirates: https://www.emirates.com/english/about-us/

Thai Airways: https://www.thaiairways.com/en_GB/about_thai/company_profile/index.page

Environmental, Social and Governance Policy

In October 2021, the IATA 77th Annual General Meeting approved a resolution for the global air transport industry to achieve net-zero carbon emissions by 2050. This commitment aligns with the Paris Agreement goal for global warming not to exceed 1.5°C. The strategy is to abate as much CO2 as possible from in-sector solutions such as sustainable aviation fuels, new aircraft technology more efficient operations and infrastructure and the development of new zero-emissions energy sources such as electric and hydrogen power. Any emissions that cannot be eliminated at source will be eliminated through out-of-sector options, such as carbon capture and storage and credible offsetting schemes.

The Company

The Company is a Guernsey company incorporated on 16 January 2015.

The Company is governed by its Board on behalf of its Shareholders. As at 30 September 2024, the Board comprised of five Directors. Mary Gavigan resigned from the Board of Directors and Eithne Manning was appointed to the Board of Directors on 30 April 2024. As at the date of this report, four of the Directors are independent and all are non-executive. The Board has overall responsibility for the Company's activities, including all business decisions and the declaration of distributions.

The Company has delegated the following activities to its appointed service providers:

- arranging the financing, acquisition and disposal of aircraft and the management of such aircraft whilst owned by the Group to the Asset Manager;
- arranging meetings with major Shareholders to discuss proposed developments in relation to the Company and providing feedback to the Board to the Corporate Broker;
- company secretarial, administration and accounting services to the Secretary and Administrator; and
- share registration services to the Registrar.

The Company has no executive directors, or employees and for all purposes its business is operating out of its registered office, which is also the office of the Company Secretary in Guernsey. The Board conducts the Company's business via a series of meetings held in Guernsey or, where good governance principles can be achieved, via a video link. Service providers to the Company are encouraged to take a similar approach.

Sometimes Directors are required to travel in the fulfilment of their duties but, where good governance allows, travel is kept to a minimum. The Directors usually travel to Guernsey on at least a quarterly basis for Board meetings, to the UK to visit Shareholders and service providers as and when required and very occasionally, to the Middle East or Asia to meet lessees.

The Company's own operations consequently have a limited physical footprint and therefore its direct environmental impact is low. In light of this, the Board has decided that it is not a good use of shareholders' funds to use any form of carbon offsetting.

The Board of Directors

The Board recognises the importance of gender diversity and ethnic inclusion. The Board takes such considerations into account when searching for new directors. The Company's vision for diversity is shared by its service providers.

As a Guernsey incorporated company and under the DGTRs of the UK's FCA, the Company is not required to comply with the UK Code, but has instead chosen voluntarily to comply with the provisions of the AIC Code, to the extent that they are considered relevant.

The Board has adopted a comply or explain approach to the AIC Code and any exceptions are reported in the Directors' Report section of these accounts.

The Board has considered and determined the following two additional policies:

- there are no relevant disclosures to be made regarding modern slavery in relation to the Company's own operations; and
- the Board takes a zero-tolerance approach to bribery and corruption; and has procured from all service providers their own similar undertaking.

Finally, the Board monitors potential conflicts of interest closely and has engaged with its service providers to request them to do the same and to adopt appropriate policies to deal with such matters.

Board of Directors

As at 30 September 2024 the Company had five Directors, four of whom are independent and all of whom are non-executive. All Directors held office throughout the period under review, save for Eithne Manning who was appointed to the Board on 30 April 2024.

Robin Hallam (Chairman) (Independent non-executive)
Until 31 December 2015, Robin Hallam was a partner and co-head of Asset Finance at the international law firm Hogan Lovells International LLP. He became a partner in 1995 specialising in aircraft finance, particularly leasing, export credit and structured financing. Between January and December 2016, Robin was a consultant at Hogan Lovells. He has represented financial institutions, operating lessors, investors, airlines and export credit agencies. Robin holds a degree in law from Trinity College, Cambridge, is a member of the ISTAT and was ranked Band 1 for Asset Finance in Chambers UK 2015. Robin was appointed to the Board as Chairman on 29 April 2015.

David Gelber (SID) (Independent non-executive)
David Gelber began his career with Citibank in London in 1974. Over the course of the next twenty years he held a variety of trading roles in foreign exchange, fixed income and derivatives at Citibank, Chemical Bank and HSBC where he was Chief Operating Officer of HSBC Global Markets. In 1994 he joined ICAP PLC, an inter-dealer broker, as COO and oversaw two mergers and a number of acquisitions. Since retiring from ICAP he has held several non-executive directorships of both public and private companies. He is currently a non-executive director of Walker Crips PLC, a stock broker and wealth manager; and DDCAP Ltd, the leading arranger of Sharia Compliant financial transactions. He is a founding partner of Castellain Capital LLP, a successful fund management firm. David holds a BSc in Statistics and Law from the University of Jerusalem and an MSc in Computer Science from the University of London. David was appointed as Director and a member of the Audit Committee on 29 April 2015. On 9 August 2023 David resigned as a member of the Audit Committee.

Steve Le Page (Chairman of the Audit Committee) (Independent non-executive)
Steve has served as a non-executive director on a number of boards since his retirement from his role as Senior Partner (equivalent to Executive Chairman) of PwC in the Channel Islands in 2013. Throughout his thirty year career with that firm he worked with many different types of financial organisation as both auditor and advisor, particularly with both listed and unlisted investment companies. He is currently the Audit Committee Chair of one other London listed fund. Steve is a Fellow of the Institute of Chartered Accountants in England and Wales and a Chartered Tax Advisor. He is a past president of the Guernsey Society of Chartered and Certified Accountants and a past Chairman of the Guernsey International Business Association. Steve was appointed as Director and Chairman of the Audit Committee on 27 July 2021.

Tom Sharp (Non-executive)
Tom is the Chief Investment Officer of Metage Capital Limited, a 6.85 per cent Shareholder in the Company and an experienced non-executive director of both public and private companies. He has worked at Metage since 2002 and his career has included working with firms listed on AIM and the main boards of the Hong Kong and Luxembourg Stock Exchanges. Tom has over twenty years of experience in investing in listed closed-end funds, an ability to build consensus with a range of stakeholders and in structuring and negotiating commercial transactions. He holds an M.A. Hons from Cambridge University and is a CFA Charterholder. Tom was appointed as a Director of the Company on 19 January 2023.

As the Metage shareholding is considered "significant", Tom is not independent under the criteria set out by the AIC Code.

Eithne Manning (Independent non-executive) (Appointed 30 April 2024)
Eithne Manning is a qualified finance and tax professional with over 20 years of experience in aircraft leasing. Eithne held a variety of roles at SMBC Aviation Capital (SMBC), one of the world's largest aircraft leasing companies. During her time at SMBC, she served as Interim Chief Financial Officer, Head of the Integration Management Office, Head of Funding, Finance and Tax and Senior Vice President, Aircraft Trading. Prior to joining SMBC Aviation Capital, Eithne held a variety of roles in structured finance and corporate banking.

Eithne holds a Bachelor of Commerce (Hons) and a Masters in Accounting (Hons), both from University College Dublin and is a Fellow of the Institute of Chartered Accountants in Ireland and the Irish Tax Institute. Eithne was awarded a Distinction in the Diploma in Corporate Governance at UCD Michael Smurfit Graduate Business School (2024). Eithne was appointed as Director of the Company and a member of the Audit Committee on 30 April 2024.

Interim Management Report

A description of important events that have occurred during the period from 1 April 2024 to 30 September 2024, their impact on the Unaudited Consolidated Condensed Interim Financial Statements and a description of the principal risks and uncertainties facing the Group, together with an indication of important events that have occurred since the end of the period under review and which are likely to affect the Group's future development are included in the Chairman's Statement, the Asset Manager's Report, this Interim Management Report and the Notes to the Unaudited Consolidated Condensed Interim Financial Statements contained on pages 20 to 41 and are incorporated herein by reference.

There were no other events or changes in the related parties and transactions with those parties during the period under review which had or could have had, a material impact on the financial position and performance of the Group, other than those disclosed in the Unaudited Consolidated Condensed Interim Financial Statements.

Principal Risks and Uncertainties

The principal risks and uncertainties faced by the Group are unchanged from those disclosed in the Group's Annual Financial Report for the year ended 31 March 2024. Macroeconomic and geopolitical developments to date have not had any adverse direct impact on the Company. There is also no indication of any averse indirect impact, demonstrated by the fact that the Company has continued to receive rents due on time.

Going Concern

The Group's principal activities are set out on page 9. The financial position of the Group is set out on page 17. In addition, note 22 to the Unaudited Consolidated Condensed Interim Financial Statements includes the Group's objectives, policies and processes for managing its capital, its financial risk management objectives and its exposures to credit risk and liquidity risk.

The Directors have prepared these Unaudited Consolidated Condensed Interim Financial Statements for the period from 1 April 2024 to 30 September 2024 on the going concern basis.

In their consideration of the appropriateness of the going concern basis, the Directors have taken account of the fact that the Group has always received the lease payments due from Emirates Airlines, the Group's principal lessee, in full and on time. In addition, the Company's other lessee, Thai Airways, has met its obligations under restructured and extended leases since 2021. Cash flow modelling carried out has indicated that future lease receipts will enable the Group to meet its obligations as they fall due for at least the next twelve months from the date of signing these Unaudited Consolidated Condensed Interim Financial Statements.

On the basis of (i) the Group's current liquid assets, (ii) cash-flow projections and (iii) the continued improvement of the landscape for travel, the Directors believe that the going concern basis of accounting is appropriate.

Responsibility Statement

Responsibility Statement

The Directors confirm that to the best of their knowledge:

- the Unaudited Consolidated Condensed Interim Financial Statements have been prepared in accordance with IAS 34 Interim Financial Reporting;
- the Half-Yearly Report (which includes the Summary Information, Chairman's Statement, Asset Manager's Report, ESG Policy, Board of Directors and Interim Management Report) includes a fair review of the information required by
  (a) DGTR 4.2.7R of the Disclosure Guidance and Transparency Rules, being an indication of important events that have occurred during the first six months of the financial year and their impact on the condensed set of financial statements and a description of the principal risks and uncertainties for the remaining six months of the financial year; and
  (b) DGTR 4.2.8R of the Disclosure Guidance and Transparency Rules, being related party transactions that have taken place in the first six months of the current financial year and that have materially affected the financial position or the performance of the enterprise during that period and any changes in the related party transactions described in the last annual report that could do so.

The Directors are responsible for the maintenance and integrity of the corporate and financial information included on the Group's website and for the preparation and dissemination of financial statements. Legislation in Guernsey governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Signed on behalf of the Board of Directors of the Company on 18 December 2024.

Steve Le Page
Director

Independent Review Report to Amedeo Air Four Plus Limited

Conclusion

We have been engaged by Amedeo Air Four Plus Limited (the "Company") to review the condensed set of consolidated financial statements in the half-yearly financial report for the six months ended 30 September 2024 of the Company and its subsidiaries (together, the "Group"), which comprises the unaudited consolidated condensed interim statement of comprehensive income, the unaudited consolidated condensed interim statement of financial position, the unaudited consolidated condensed interim statement of cash flows, the unaudited consolidated condensed interim statement of changes in equity and the related explanatory notes.

Based on our review, nothing has come to our attention that causes us to believe that the condensed set of consolidated financial statements in the half-yearly financial report for the six months ended 30 September 2024 is not prepared, in all material respects, in accordance with IAS 34 Interim Financial Reporting and the Disclosure Guidance and Transparency Rules ("the DTR") of the UK's Financial Conduct Authority ("the UK FCA").

Scope of review

We conducted our review in accordance with International Standard on Review Engagements (UK) 2410 Review of Interim Financial Information Performed by the Independent Auditor of the Entity ("ISRE (UK) 2410") issued by the Financial Reporting Council for use in the UK. A review of interim financial information consists of making enquiries, primarily of persons responsible for financial and accounting matters and applying analytical and other review procedures. We read the other information contained in the half-yearly financial report and consider whether it contains any apparent misstatements or material inconsistencies with the information in the condensed set of consolidated financial statements.

A review is substantially less in scope than an audit conducted in accordance with International Standards on Auditing (UK) and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusions relating to going concern

Based on our review procedures, which are less extensive than those performed in an audit as described in the Scope of review section of this report, nothing has come to our attention to suggest that the directors have inappropriately adopted the going concern basis of accounting or that the directors have identified material uncertainties relating to going concern that are not appropriately disclosed.

This conclusion is based on the review procedures performed in accordance with ISRE (UK) 2410. However future events or conditions may cause the Group to cease to continue as a going concern and the above conclusions are not a guarantee that the Group will continue in operation.

Directors' responsibilities

The half-yearly financial report is the responsibility of and has been approved by, the directors. The directors are responsible for preparing the interim financial report in accordance with the DTR of the UK FCA.

As disclosed in note 2 (a), the annual consolidated financial statements of the Group are prepared in accordance with International Financial Reporting Standards. The directors are responsible for preparing the condensed set of consolidated financial statements included in the half-yearly financial report in accordance with IAS 34 Interim Financial Reporting.

In preparing the half-yearly financial report, the directors are responsible for assessing the Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless they either intend to liquidate the Group or the Company or to cease operations, or have no realistic alternative but to do so.

Our Responsibility

Our responsibility is to express to the Company a conclusion on the condensed set of consolidated financial statements in the half-yearly financial report based on our review. Our conclusion, including our conclusions relating to going concern, are based on procedures that are less extensive than audit procedures, as described in the scope of review paragraph of this report.

Independent Review Report to Amedeo Air Four Plus Limited (continued)

The purpose of our review work and to whom we owe our responsibility

This report is made solely to the Company in accordance with the terms of our engagement letter to assist the Company in meeting the requirements of the DTR of the UK FCA. Our review has been undertaken so that we might state to the Company those matters we are required to state to it in this report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Company for our review work, for this report, or for the conclusions we have reached.

David Alexander
For and on behalf of
KPMG Channel Islands Limited
Chartered Accountants
Guernsey

18 December 2024

Unaudited Consolidated Condensed Interim Statement of Comprehensive Income

for the period from 1 April 2024 to 30 September 2024

	Notes	1 Apr 2024 to 30 Sep 2024 GBP	1 Apr 2023 to 30 Sep 2023 GBP
INCOME			
US Dollar based rental income	4	72,560,965	73,823,736
British Pound based rental income	4	17,330,416	17,353,736
		89,891,381	91,177,472
EXPENSES			
Operating expenses	5	(2,663,679)	(2,255,071)
Depreciation and amortisation of aircraft	7	(59,957,204)	(62,259,174)
Expected credit write back		119,351	127,042
		(62,501,532)	(64,387,203)
Net profit for the period before finance income, finance costs and foreign exchange gains		27,389,849	26,790,269
FINANCE INCOME			
Finance income	8	3,930,383	3,402,728
Fair value gain on derivatives	10	–	11,099,713
		3,930,383	14,502,441
FINANCE COSTS			
Finance costs	9	(19,043,608)	(17,867,269)
Fair value loss on derivatives	10	(15,903,370)	–
		(34,946,978)	(17,867,269)
Foreign exchange gains/(losses)		395,998	(443,100)
(Loss)/Income for the period before tax		(3,230,748)	22,982,341
Income tax expense		(16,470)	(16,527)
(Loss)/Income for the period after tax		(3,247,218)	22,965,814
OTHER COMPREHENSIVE INCOME			
Items that may be reclassified subsequently to profit or loss			
Translation adjustment on foreign operations		(15,892,427)	3,569,189
Total comprehensive (loss)/income for the period		(19,139,645)	26,535,003
		Pence	**Pence**
(Loss)/Earnings per share for the period – basic and diluted	11	(1.07)	7.56

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

The notes on pages 20 to 41 form an integral part of these Unaudited Consolidated Condensed Interim Financial Statements.

Unaudited Consolidated Condensed Interim Statement of Financial Position

as at 30 September 2024

	Notes	30 Sep 2024 GBP	31 Mar 2024 GBP
NON-CURRENT ASSETS			
Aircraft	7	899,104,952	1,013,468,395
Trade and other receivables	13	17,910,420	18,493,966
Derivatives at fair value through profit and loss	21	25,992,914	42,155,539
Deferred tax		13,078	26,868
Accrued income	12	28,162,226	31,273,765
		971,183,590	1,105,418,533
CURRENT ASSETS			
Accrued income	12	3,458,347	3,664,154
Short term investments	14	15,905,259	10,950,127
Trade and other receivables	13	1,390,239	1,414,879
Cash and cash equivalents	15	128,078,186	130,835,713
		148,832,031	146,864,873
TOTAL ASSETS		1,120,015,621	1,252,283,406
CURRENT LIABILITIES			
Payables	17	156,123	200,941
Deferred income	12	5,224,498	5,466,248
Maintenance provisions	16	61,060,825	63,667,826
Borrowings	18	101,934,582	111,211,850
		168,376,028	180,546,865
NON-CURRENT LIABILITIES			
Maintenance provisions	16	13,834,199	11,681,677
Borrowings	18	620,550,432	708,707,791
Deferred income	12	9,713,022	12,509,514
		644,097,653	732,898,982
TOTAL LIABILITIES		812,473,681	913,445,847
TOTAL NET ASSETS		307,541,940	338,837,559
EQUITY			
Share capital	19	492,981,504	492,981,504
Foreign currency translation reserve		23,978,494	39,870,921
Retained deficit		(209,418,058)	(194,014,866)
		307,541,940	338,837,559
		Pence	Pence
Net Asset Value Per Share based on 303,899,361 (31 March 2024: 303,899,361) shares in issue		101.20	111.50

The USD/GBP exchange rate was 1.3374 as at 30 September 2024 (31 March 2024: 1.2623)

The Unaudited Consolidated Condensed Interim Financial Statements were approved by the Board of Directors and authorised for issue on 18 December 2024 and are signed on its behalf by:

Robin Hallam, Chairman

The notes on pages 20 to 41 form an integral part of these Unaudited Consolidated Condensed Interim Financial Statements.

Unaudited Consolidated Condensed Interim Statement of Cash Flows

for the period from 1 April 2024 to 30 September 2024

	Notes	1 Apr 2024 to 30 Sep 2024 GBP	1 Apr 2023 to 30 Sep 2023 GBP
OPERATING ACTIVITIES			
(Loss)/Income for the period after tax		(3,247,218)	22,965,814
Increase in accrued income		(1,354,996)	(2,074,096)
(Decrease)/Increase in deferred income		(270,093)	185,442
Interest income		(3,502,927)	(2,831,301)
Depreciation and amortisation of aircraft	7	59,957,204	62,259,174
Gain on derivatives	8	(277,022)	(429,808)
Expected credit write back		(119,351)	(127,042)
Taxation expense		16,470	16,527
Loan interest payable	9	18,278,768	17,089,013
Fair value adjustments on financial assets	10	15,903,370	(11,099,712)
Decrease in payables		(31,029)	(43,681)
Maintenance reserves received	16	3,913,975	3,476,658
Decrease/(Increase) in receivables		680,661	(321,270)
Foreign exchange movement		(395,998)	443,100
Amortisation of debt arrangement costs	9	764,840	778,256
NET CASH FROM OPERATING ACTIVITIES		**90,316,654**	**90,287,074**
INVESTING ACTIVITIES			
Investment in short-term deposits	14	(15,905,259)	(12,712,180)
Withdrawal from short-term deposits	14	10,950,127	10,719,241
Interest received	8	3,502,927	2,831,301
NET CASH (USED IN)/FROM INVESTING ACTIVITIES		**(1,452,205)**	**838,362**
FINANCING ACTIVITIES			
Dividends paid	20	(12,155,974)	(10,636,478)
Repayments of capital on senior loans		(55,444,392)	(55,384,063)
Payments of interest on senior loans		(11,528,571)	(13,734,130)
Payments of interest on junior loans		(5,560,069)	(5,628,496)
Security trustee and agency fees	9	(103,858)	(106,467)
Gain received on derivatives		260,040	491,971
NET CASH USED IN FINANCING ACTIVITIES		**(84,532,824)**	**(84,997,663)**
CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD		**130,835,713**	**116,607,126**
Increase in cash and cash equivalents		4,331,625	6,127,773
Effects of foreign exchange rates		(7,089,152)	1,281,626
CASH AND CASH EQUIVALENTS AT END OF PERIOD	15	**128,078,186**	**124,016,525**

The notes on pages 20 to 41 form an integral part of these Unaudited Consolidated Condensed Interim Financial Statements.

Unaudited Consolidated Condensed Interim Statement of Changes in Equity

for the period from 1 April 2024 to 30 September 2024

	Notes	Share capital GBP	Retained deficit GBP	Foreign currency translation reserve GBP	Total GBP
Balance as at 1 April 2024		492,981,504	(194,014,866)	39,870,921	338,837,559
Loss for the period		–	(3,247,218)	–	(3,247,218)
Other comprehensive loss for the period		–	–	(15,892,427)	(15,892,427)
Total comprehensive gain for the period		–	(3,247,218)	(15,892,427)	(19,139,645)
Transactions with owners of the Company:					
Dividends paid	**20**	–	(12,155,974)	–	(12,155,974)
Total transactions with owners of the Company:		–	(12,155,974)	–	(12,155,974)
Balance as at 30 September 2024		492,981,504	(209,418,058)	23,978,494	307,541,940

	Notes	Share capital GBP	Retained deficit GBP	Foreign currency translation reserve GBP	Total GBP
Balance as at 1 April 2023		492,981,504	(198,131,163)	46,475,886	341,326,227
Income for the period		–	22,965,814	–	22,965,814
Other comprehensive gain for the period		–	–	3,569,189	3,569,189
Total comprehensive gain for the period		–	22,965,814	3,569,189	26,535,003
Transactions with owners of the Company:					
Dividends paid	**20**	–	(10,636,478)	–	(10,636,478)
Balance as at 30 September 2023		492,981,504	(185,801,827)	50,045,075	357,224,752

The notes on pages 20 to 41 form an integral part of these Unaudited Consolidated Condensed Interim Financial Statements.

Notes to the Unaudited Consolidated Condensed Interim Financial Statements
for the period ended 30 September 2024

1. GENERAL INFORMATION

The consolidated financial information incorporates the results of Amedeo Air Four Plus Limited (the "Company") and its Guernsey Subsidiaries, AA4P Alpha Limited, AA4P Beta Limited, AA4P Gamma Limited, AA4P Delta Limited, AA4P Epsilon Limited, AA4P Zeta Limited, AA4P Eta Limited, AA4P Theta Limited, AA4P Lambda Limited, AA4P Mu Limited, AA4P Nu Limited and AA4P Xi Limited and its Irish Subsidiaries, AA4P Leasing Ireland Limited and AA4P Leasing Ireland 2 Limited (each a "Subsidiary" and together the "Subsidiaries") (together the Company and the Subsidiaries are known as the "Group").

The Company was incorporated in Guernsey on 16 January 2015 with registered number 59675. Its share capital consists of one class of redeemable ordinary shares ("Shares"). The Shares are admitted to trading on the SFS of the London Stock Exchange's Main Market. The Company and the Guernsey Subsidiaries are tax residents in Guernsey. AA4P Leasing Ireland Limited and AA4P Leasing Ireland 2 Limited are Irish tax resident trading companies.

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

Since the completion of its initial public offering on 13 May 2015, the Company has acquired eight Airbus A380, two Boeing 777-300ER, four Airbus A350-900 and has sold two Airbus A380 aircraft. Eight of the remaining aircraft are leased to Emirates for a period of 12 years from each respective delivery date and four aircraft are leased to Thai Airways. The four aircraft leased to Thai Airways were also originally leased for a period of 12 years from each respective delivery date but the lease agreements were subsequently extended by 72 months. In order 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 aircraft.

Rental income received is used to pay loan interest and regular capital repayments of debt. US Dollar lease rentals and loan servicing were fixed, some loans making use of interest rate swaps, at the outset of the Group's acquisition of an aircraft and are very similar in amount and timing except for the repayment of bullet and balloon repayments of principal due on the final maturity of a loan. Interest rate caps were entered into with effective date 1 January 2023 as part of the loan restructuring with the lenders of the Thai aircraft.

2. ACCOUNTING POLICIES

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

(a) Basis of preparation

The Unaudited Consolidated Condensed Interim Financial Statements have been prepared in accordance with IAS 34 Interim Financial Reporting, as approved by the IASB.

These Unaudited Consolidated Condensed Interim Financial Statements are to be read in conjunction with the Consolidated Annual Financial Report for the year ended 31 March 2024 which is prepared in accordance with International Financial Reporting Standards and any public announcements made by the Company during the interim reporting period. The report does not include all of the information required for a complete set of financial statements prepared in accordance with IFRS. However, selected accounting policies and explanatory notes are included to explain events and transactions that are significant to an understanding of the changes in the Group's financial position and performance since the last annual financial statements.

The comparative period for the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income, Unaudited Consolidated Condensed Interim Statement of Cash Flows, Unaudited Consolidated Condensed Interim Statement of Changes in Equity and the related notes was from 1 April 2023 to 30 September 2023. The accounting policies adopted are consistent with those of the previous financial year, except for the adoption of new and amended standards as set out below.

New and amended IFRS Standards that are effective for the current period

The following Standards and Interpretations issued by the IASB and International Financial Reporting Standards Interpretations Committee have been adopted in the current period. The adoption has not had any significant impact on the amounts reported in these Unaudited Consolidated Condensed Interim Financial Statements and is not expected to have any impact on future financial periods.

2. ACCOUNTING POLICIES (continued)

(a) Basis of preparation (continued)

New and amended IFRS Standards that are effective for the current period (continued)

Classification of Liabilities as Current or Non-current – Deferral of Effective Date (Amendment to IAS 1) – The amendment defers the effective date of the January 2020 amendments so that entities would be required to apply the amendment for annual periods beginning on or after 1 January 2024.

Classification of Liabilities as Current or Non-current and Non-current Liabilities with Covenants – Amendments to IAS 1. IAS 1.76ZA has been added to require an entity to provide disclosure when a liability arising from a loan agreement is classified as non-current and the entity's right to defer settlement is contingent on compliance with future covenants within twelve months. This disclosure must include information about the covenants and the related liabilities as well as any facts and circumstances that indicate the entity may have difficulty complying with the covenants. Effective for annual periods beginning on or after 1 January 2024.

Amendment to IFRS 16 – Leases on sale and leaseback. These amendments include requirements for sale and leaseback transactions in IFRS 16 to explain how an entity accounts for a sale and leaseback after the date of the transaction. Sale and leaseback transactions where some or all the lease payments are variable lease payments that do not depend on an index or rate are most likely to be impacted. Annual periods beginning on or after 1 January 2024.

Amendments to IAS 7 and IFRS 7 -Supplier Finance Arrangements. The amendments add disclosure requirements and 'signposts' within existing disclosure requirements, that ask entities to provide qualitative and quantitative information about supplier finance arrangements. Effective for Annual reporting periods beginning on or after 1 January 2024.

New and Revised Standards in issue but not yet effective

IFRS 18 Presentation and Disclosures in Financial Statements – includes requirements for all entities applying IFRS for the presentation and disclosure of information in financial statements. Applicable to annual reporting periods beginning on or after 1 January 2027. The Directors are assessing the impact, which may result in material changes to the presentation of financial information, but is not expected to change that information itself.

Amendments IFRS 9 and IFRS 7 regarding the classification and measurement of financial instruments – The amendments address matters identified during the post-implementation review of the classification and measurement requirements of IFRS 9 Financial Instruments. Applicable to annual reporting periods beginning on or after 1 January 2026.

Lack of Exchangeability (Amendments to IAS 21) – The amendments contain guidance to specify when a currency is exchangeable and how to determine the exchange rate when it is not. Applicable to annual reporting periods beginning on or after 1 January 2025.

The Board have assessed the new but not yet effective standards applicable to the Company and have concluded that they will not have a material impact on the Company's financial reporting, except where otherwise noted above.

(b) Foreign currency translation

The currency of the primary economic environment in which the Company operates (the functional currency) is Pound Sterling ("GBP") which is also the presentation currency. The Subsidiaries of the Company all have the same functional currency being US Dollar ("USD"). Transactions denominated in foreign currencies are translated into GBP at the rate of exchange ruling at the date of the transaction.

Retranslation of subsidiaries

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 other comprehensive income in the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income.

2. ACCOUNTING POLICIES (continued)

(b) Foreign currency translation (continued)

Retranslation of subsidiaries (continued)

On consolidation the financial statements of foreign subsidiaries whose functional currency is not GBP are translated into GBP as follows: statement of financial position items are translated into GBP at the period end exchange rate; statement of comprehensive income items are translated into GBP at the exchange rates applicable at the transaction dates or at the average exchange rates at each respective quarter end, as long as this is not rendered inappropriate as a basis for translation by major fluctuations in the exchange rate during the period; unrealised gains and losses arising from the translation of the financial statements of foreign subsidiaries are recorded under "Translation adjustment on foreign operations" in other comprehensive income that may subsequently be reclassified to profit or loss. The cumulative gains and losses arising from the translation of the financial statements of foreign subsidiaries are held in equity as a foreign currency translation reserve and are reclassified to profit and loss on disposal or liquidation of foreign subsidiaries.

(c) Going concern

The Directors have prepared these Unaudited Consolidated Condensed Interim Financial Statements for the period ended 30 September 2024 on the going concern basis.

In their consideration of the appropriateness of the going concern basis, the Directors have taken account of the fact that the Group has always received the lease payments due from Emirates Airlines, the Group's principal lessee, in full and on time. Cash flow modelling carried out has indicated that future lease receipts will enable the Group to meet its obligations as they fall due for at least the next fifteen months from the date of signing these Unaudited Consolidated Condensed Interim Financial Statements.

One of the lessees, Thai Airways, stopped paying the amounts due under the leases and also entered into a bankruptcy protection process under Thai Law during 2020, but during 2021 re-commenced paying PBH rentals and fixed rentals from 1 January 2023, in accordance with restructured and extended leases, although it still remains in bankruptcy protection. The Company also successfully restructured the associated debt. Accordingly, it is the current opinion of the Board that these lease operations will be self-financing for the foreseeable future.

On the basis of (i) the Group's current liquid assets, (ii) cash-flow projections and (iii) the current improving landscape for travel, the Directors believe that the going concern basis of accounting is appropriate.

(d) Rental income

The leases relating to the Assets have been classified as operating leases. The Assets are shown as non-current assets in the Unaudited Consolidated Interim Statement of Financial Position.

Rental income including fixed lease payments, advance lease payments and one-off end of life lease payments from operating leases is 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. Accrued and deferred income represents the difference between actual operating lease payments received (including some received in full upfront) and the amount to be accounted for in the accounting records on a straight-line basis over the operating lease terms.

In accordance with the restructured and extended leases agreed between the Company and Thai Airways, effective from 15 December 2021, variable lease payments in the form of power by the hour ("PBH") rentals were introduced from the effective date of the amended lease agreements up until 31 December 2022. This is followed by fixed lease payments from 1 January 2023 up until the original expiry dates of the amended lease agreements. For the extension period of 72 months from the original expiry dates an amount agreed between the Company and Thai Airways will be paid, which has been determined by taking the average base lease rate from three appraisers (refer to note 3 under Key Sources of Estimation Uncertainty).

The Thai Airways variable lease payments have been recognised as rental income as received. The Thai Airways fixed lease payments, including the lease payments from the 72 months extension period are recognised on a straight-line basis over the term of the restructured and extended lease agreements. This has resulted in the accumulation of accrued income over the variable lease payment period as income has been recognised, but not yet received. From the commencement of the fixed lease payment period on 1 January 2023 onwards, the accrued income balance will be released over the remaining life of the Thai Airways lease agreements.

2. ACCOUNTING POLICIES (continued)

(d) Rental income (continued)

In accordance with the lease agreements for two of the aircraft leased to Emirates, a one-off end of lease payment is receivable. The income from these one-off end of life lease payments is accrued on a straight-line basis over the life of the leases and is included in non-current receivables as it is due to be received in 2028.

Advanced lease payments were received at the start of some of the lease agreements. Advanced lease payments are recognised as deferred income initially and released through the Unaudited Consolidated Interim Statement of Comprehensive Income on a straight-line basis over the relevant lease term. Further details are provided in note 3 for Critical Accounting Judgements relating to the operating leases, note 4 for income from operating leases, note 12 for accrued and deferred income from operating leases and note 13 for trade receivables relating to one-off end of life lease payments from operating leases.

(e) Property, plant and equipment – Aircraft

In line with IAS 16 Property Plant and Equipment, each Asset is initially recorded at cost, being 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 recognised as they do not form part of the costs to the Group. Accumulated depreciation and any recognised impairment losses are deducted from the cost to calculate the carrying amount of the Asset.

(a) Depreciation

Depreciation is recognised so as to write off the cost of each Asset, less the estimated residual value, over the lease term of the Asset of twelve years for the aircraft leased to Emirates and eighteen years for the aircraft leased to Thai Airways, using the straight line method. Residual values have been arrived at by taking the average amount as per the independent external valuers and after taking into account disposition fees. The Directors consider that the use of forecast base values, excluding inflation, is a reasonable approximation for residual value as required by IAS 16 Property, Plant and Equipment.

The depreciation method reflects the pattern of benefit consumption. The residual value is reviewed annually in March and is an estimate of the amount the entity would receive today, if the Asset were already of the age and condition it will be in at the end of the lease.

Depreciation starts when the Asset is available for use.

(b) Impairment

At each financial year end date, the Group reviews the carrying amounts of its Assets 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). Further details are given in note 3.

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 of the asset 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 the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income. 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 the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income.

2. ACCOUNTING POLICIES (continued)

(f) Financial assets and financial liabilities

(a) Classification

The Group classified its financial assets and financial liabilities in the following measurement categories:

- those to be measured subsequently at fair value (either through other comprehensive income ("OCI"), or through the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income); and
- those to be measured at amortised cost.

The classification depends on the Group's business model for managing the financial assets and the contractual terms of the cash flows.

For assets measured at fair value, gains and losses will be recorded in the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income.

The interest rate swaps and interest rate caps in the Group are measured at Fair Value through Profit or Loss ("FVTPL") as they are managed on a fair value basis in accordance with a documented investment strategy and accordingly they will be mandatorily measured at FVTPL under IFRS 9. The Group does not classify any derivatives as hedges in a hedging relationship.

(b) Recognition/derecognition

A financial instrument is recognised when the Group becomes a party to the contractual provisions of the instrument. Financial liabilities are derecognised if the Group's obligations, specified in the contract, expire, or are discharged, or cancelled.

Financial assets are derecognised if the Group's contractual rights to the cash flows from the financial assets expire, are extinguished, or if the Group transfers the financial assets to a third party and transfers all the risks and rewards of ownership of the Asset, or if the Group does not retain control of the Asset and transfers substantially all the risk and rewards of ownership of the Asset.

(c) Measurement

At initial recognition, the Group measures a financial asset or financial liability at its fair value plus or minus, in the case of an item not at FVTPL, transaction costs that are directly attributable to its acquisition or issue. Transaction costs of an item carried at FVTPL are expensed in the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income. Subsequent to initial recognition, all financial assets and financial liabilities at FVTPL are measured at fair value. Gains and losses arising from changes in the fair value of the 'financial assets or financial liabilities at fair value through profit or loss' category are presented in the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income in the period in which they arise.

Financial assets with embedded derivatives are considered in their entirety when determining whether their cash flows are solely payment of principal and interest.

Financial assets

Subsequent measurement of financial assets depends on the Group's business model for managing the asset and the cash flow characteristics of the asset. The Group classifies its financial assets into the following measurement categories:

Amortised cost: Assets that are held for collection of contractual cash flows, where those cash flows represent solely payments of principal and interest are measured at amortised cost. Interest income from these financial assets is included in finance income using the effective interest rate method. Any gain or loss arising on derecognition is recognised directly in the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income and presented in other gains/(losses), together with foreign exchange gains and losses. Provision for impairment losses are presented as a separate line item in the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income.

Financial assets currently measured at amortised cost are cash and cash equivalents, receivables and short-term investments. These instruments meet the solely principal and interest criterion and are held in a held-to-collect business model. Accordingly, they will continue to be measured at amortised cost under IFRS 9.

2. ACCOUNTING POLICIES (continued)

(f) Financial assets and financial liabilities (continued)

(c) Measurement (continued)

Financial liabilities

Financial liabilities are measured at amortised cost or FVTPL. A financial liability is measured at FVTPL if it is held for trading, it is a derivative or it is designated as such on initial recognition. Financial liabilities at FVTPL are measured at fair value and net gains and losses including interest expense, are recognised in the Unaudited Consolidated Interim Statement of Comprehensive Income. Other financial liabilities are measured at amortised cost under the effective interest rate method. Effective interest rates on floating rate items are periodically revised to reflect the re-estimation of cash flows as a result of movements in market rates of interest. Interest expense and foreign exchange gains and losses are recognised in the Unaudited Consolidated Interim Statement of Comprehensive Income. Any gain or loss on derecognition is also recognised in the Unaudited Consolidated Interim Statement of Comprehensive Income.

Derivative instruments

Changes in the fair value of financial assets at FVTPL are recognised in the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income as applicable.

(d) Impairment

The Group recognises loss allowances for ECL on financial assets measured at amortised cost. The Group measures loss allowances at an amount equal to lifetime ECL. Loss allowances for trade debtors and contract assets (which includes accrued income as per note 12) are always measured at an amount equal to lifetime ECL.

When determining whether the credit risk of a financial asset has increased significantly since initial recognition and when estimating ECL, the Group considers reasonable and supportable information that is relevant and available without undue cost or effort. This includes both quantitative and qualitative information and analysis, based on the Group's historical experience and informed credit assessment and including forward-looking information.

When estimating any ECL arising on short term investments, the impairment methodology applied depends on whether there has been a significant increase in credit risk.

As per IFRS 9, a receivable has a low credit risk if:

- it has a low risk of default;
- the borrower has a strong capacity to meet its contractual cash flow obligations in the near term; and
- adverse changes in economic and business conditions in the longer term might, but will not necessarily, reduce the ability of the borrower to fulfil its obligations.

ECLs are a probability-weighted estimate of credit losses. Credit losses are measured as the present value of all cash shortfalls (i.e. the difference between the cash flows due to the entity in accordance with the contract and the cash flows that the Group expects to receive). ECLs are discounted at the effective interest rate of the financial asset. The gross carrying amount of a financial asset is written off (either partially or in full) to the extent that there is no realistic prospect of recovery.

For trade and other receivables and contract assets, the Group applies the simplified approach permitted by IFRS 9, which requires expected lifetime losses to be recognised from initial recognition of the receivables.

3. SIGNIFICANT JUDGEMENTS AND ESTIMATES

In the application of the Group'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.

The significant judgements made by management in applying the Group's accounting policies and the key sources of estimation uncertainty were the same as those described in the last annual financial statements. As such only the significant judgements and estimates are included that are significant to an understanding of the Group's financial position and performance during the period.

KEY SOURCES OF ESTIMATION UNCERTAINTY

Residual value of Aircraft used in depreciation calculation

As described in note 2(e)(a), the Group depreciates the Assets on a straight line basis over the term of the lease, 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 the Group would currently obtain from the disposal of the Asset, after deducting the estimated costs of such disposal, if it were of the age and condition expected at the end of the lease.

After consulting with the Asset Manager, the Directors have concluded that the forecast maintenance adjusted base values excluding inflationary effects (determined annually from three independent expert aircraft valuers) is a reasonable approximation of the residual value. In the case of the A380 aircraft, the valuations have been maintenance adjusted to the Minimum Return Conditions ("MRC") in the lease contract plus the associated end of lease monetary compensation payable by the lessee.

In estimating residual value at the 31 March 2024 audited annual year end for the A350 and Boeing 777-300ER aircraft, the valuations have been maintenance adjusted to the return conditions contracted under the respective lease agreements. The Directors have made reference to values using forecasted base values (excluding inflationary effects) for the aircraft obtained from three independent expert aircraft appraisers. Base value is the appraiser's opinion of the underlying economic value of an aircraft, in an open, unrestricted, stable market environment with a reasonable balance of supply and demand. Full consideration is assumed of its "highest and best use" given the fact that the aircraft are held for use in a leasing business. Maintenance adjusted value refers to the adjustment made to the base value of the Assets, to reflect the actual contracted maintenance condition at the end of the lease. It accounts for the impact of maintenance actions on the overall value of the Assets.

An asset's base value is determined using the historical trend of values and in the projection of value trends and presumes an arm's-length, cash transaction between willing, able and knowledgeable parties, acting prudently, with an absence of duress and with a reasonable period of time available for marketing. In the appraisers' valuations, the base value of an aircraft excludes reconfiguration costs and assumes the physical condition is average for an asset of its type and age and that all maintenance requirements and schedules have been met.

The estimation of residual value remains subject to uncertainty. If a reasonable possible change in residual value in USD terms, had for instance increased by 20%, the depreciation charge would decrease which would result in an increase in net profit/(loss) before exchange gains for the period and an increase in closing Shareholders' equity by approximately £10.28 million (30 September 2023: Increased by £6.66 million). If the residual value had decreased by 20%, the depreciation and impairment charge would increase, which would result in decrease in net profit/(loss) before exchange gains for the period and decrease in closing Shareholders' equity by approximately £18.32 million (30 September 2023: Decreased by £17.59 million).

3. SIGNIFICANT JUDGEMENTS AND ESTIMATES (continued)

KEY SOURCES OF ESTIMATION UNCERTAINTY (continued)

Impairment

Factors that are considered important which could trigger an impairment review include, but are not limited to, a significant decline in the market value beyond that which would be expected from the passage of time or normal use, significant changes in the technology and regulatory environments and evidence from internal reporting which indicates that the economic performance of the asset is, or will be, worse than expected. The Directors considered the issue at length and are of the opinion that no impairment review need be undertaken at this time.

As described in note 2(e), an impairment loss 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 review the carrying amounts of the Assets at each audited reporting date and monitor the Assets for any indications of impairment as required by IAS 16 Property, Plant and Equipment and IAS 36 Impairment of Assets.

The Board has considered whether an impairment review needs to be carried out again at this juncture. Following discussions between the Board and the Asset Manager and having performed a review of the Group's Assets and Lessees for the period ending 30 September 2024, it was determined that there have been no significant developments within the market that would trigger impairment, such as i) another wave of COVID, ii) increased lockdown/travel restrictions, iii) increased aircraft retirements or iv) introduction of new technology that would lead to increased competition. There has been a rise in significant global events such as i) Russia Ukraine conflict, ii) Palestine Israel conflict iii) inflation and iv) high interest rate environment, however, there has been no notable change to the status of the Group's lessees, which would adversely impact operations or income received by the Group. Emirates continues to operate aircraft the airline owns on routes to Russia, whereas Thai Airways does not operate such routes. Inflation and high travel costs can potentially impact the demand for travel and the business of the Company's lessees, however both Emirates and Thai have had positive performances during the interim period and anticipate a strong year end closing. These factors considered, the Group deems there have been no specific triggering events that would require a full impairment review and the assessment at 31 March 2024 remains valid. The Group will again be carrying out a full and thorough appraisal of residual values at the next March financial year end.

The Directors have also considered the fact that market capitalisation at period end of £157,115,970 (31 March 2024: £125,358,486) is below Net Asset value of £307,541,940 (31 March 2024: £338,837,559) and have concluded that no further aircraft impairment charge is necessary due to the fact an impairment assessment was performed as at 31 March 2024. The impairment calculation used the inputs from competent aircraft appraisers and market capitalisation also reflects the psychology of market participants which is not relevant for aircraft impairment assessment at year end. Market capitalisation has also increased since 31 March 2024.

Rental income for the extended lease period of the A350-900 aircraft

In 2021, the lease agreements for four aircraft were extended by 72 months. During the extended lease term commencing between July 2029 and January 2030, an amount to be agreed in writing, between the Lessee and the Lessor, will be paid. Accrued income was calculated using a lease rate for the extended period determined by taking the average base lease rate from three appraisers. Discussions relating to the calculation of the rent payable during the extended lease term shall commence at least 90 days prior to the start of the extended lease term.

3. SIGNIFICANT JUDGEMENTS AND ESTIMATES (continued)

KEY SOURCES OF ESTIMATION UNCERTAINTY (continued)

Expected credit losses with respect to trade receivables and the accrued income relating to the aircraft leased to Thai Airways

As at 30 September 2024 the Group re-assessed the credit risk of the trade receivables and accrued income relating to the aircraft leased to Thai Airways and therefore re-assessed the expected lifetime losses on the accrued income at year end (see note 12). For the estimation of the expected ECL at period end, the Group considered both quantitative (credit rating information) and qualitative (news flow and direct experience) information and analysis, based on the Group's historical experience and an informed credit assessment and including forward-looking information.

Following Thai Airways' entry into rehabilitation in May 2020, TRIS Rating (Thai Rating and Information Services), downgraded the company rating for Thai Airways and its rating for senior unsecured debentures to "D" or "Default", indicating an approximately 14% chance of default. TRIS has not provided an updated rating since May 2020, as the airline is still under rehabilitation process. Prior to the COVID pandemic, Thai Airways' TRIS rating was BBB, indicating a low probability of default. Recent news flow from Thai Airways indicates that its position has improved and that as a result it may come out of bankruptcy protection sooner than originally envisaged. However, the Directors do not believe that Thai Airways' credit has as yet returned to pre-COVID levels, although payments under the restructured leases have been received on time and when due. Accordingly, they have determined that an amount of £1,307,752 (31 March 2024: £1,506,727), 7% (31 March 2024: 7%) of the amount receivable, best represents the ECL on the balance of the accrued income relating to the aircraft leased to Thai Airways amounting to £18,682,185 (31 March 2024: £21,524,669).

The remaining trade receivables as at 30 September 2024 were considered fully recoverable, with any impairment losses on such assets not considered significant.

4. RENTAL INCOME

	1 Apr 2024 to 30 Sep 2024 GBP	1 Apr 2023 to 30 Sep 2023 GBP
US Dollar based rent income	70,930,736	71,947,323
Revenue earned but not yet received	1,320,658	2,019,134
Revenue received but not yet earned	(1,871,730)	(2,362,290)
	70,379,664	71,604,167
Amortisation of advanced rental income (US Dollar)	2,181,301	2,219,569
	72,560,965	73,823,736
British Pound based rent income	17,335,556	17,341,495
Revenue earned but not yet received	34,338	54,962
Revenue received but not yet earned	(39,478)	(42,721)
	17,330,416	17,353,736
Total rental income	89,891,381	91,177,472

Rental income is derived from the leasing of the Assets. US Dollar based rent represents rent received in USD and British Pound based rent represents rent received in GBP. Rental income received in USD is earned by the subsidiaries and is consolidated by translating it into the presentation currency (GBP) at the average exchange rates at each respective quarter end. The average USD/GBP exchange rate was 1.2815 at 30 September 2024 (1.2592 at 30 September 2023).

An adjustment has been made to spread the actual total income receivable over the term of the leases. In addition, advance rentals received have also been spread over the full term of the leases.

5. OPERATING EXPENSES

	1 Apr 2024 to 30 Sep 2024 GBP	1 Apr 2023 to 30 Sep 2023 GBP
Asset management fee	1,600,444	1,579,070
Directors' remuneration	192,392	192,200
Administration fees	184,348	175,345
Directors' and Officers' insurance	77,477	97,832
Audit fee	78,298	68,569
Corporate and Shareholder adviser fee	40,000	40,000
Legal and professional expenses	340,358	36,102
Cash management fee	19,332	15,387
Registrar's fee	7,390	8,616
Bank charges	5,867	4,299
Annual regulatory fees	5,339	–
Sundry costs	112,434	37,651
	2,663,679	2,255,071

6. DIRECTORS' REMUNERATION

The independent directors' fees are £69,600 (30 September 2023: £69,600) per annum with the Chairman receiving an additional fee of £26,400 (30 September 2023: £17,100) per annum and the Chair of the Audit Committee an additional £8,600 (30 September 2023: £8,600) per annum.

Non-independent director's fees are £69,600 (30 September 2023: £10,700) per annum.

7. PROPERTY, PLANT AND EQUIPMENT – AIRCRAFT

	Aircraft 1 Apr 2024 to 30 Sep 2024 GBP	Aircraft 1 Apr 2023 to 31 Mar 2024 GBP
COST		
Aircraft purchases – opening balance	1,927,735,270	1,927,735,270
Acquisition costs – opening balance	8,364,798	8,364,798
Translation adjustment on foreign operations-opening balance	213,945,663	263,806,090
Cost at beginning of the period/year	2,150,045,731	2,199,906,158
Disposals		–
Translation adjustment on foreign operations-current period/year	(120,762,531)	(49,860,427)
Cost as at period/year end	2,029,283,200	2,150,045,731

	1 Apr 2024 to 30 Sep 2024 GBP	1 Apr 2023 to 31 Mar 2024 GBP
ACCUMULATED DEPRECIATION, IMPAIRMENT AND AMORTISATION		
Opening balance	1,109,482,630	987,261,695
Translation adjustment on foreign operations-opening balance	27,094,706	51,135,177
Accumulated depreciation and impairment at beginning of period/year	1,136,577,336	1,038,396,872
Depreciation for the current period/year based on previous year residual values	59,578,944	123,975,685
Amortisation of acquisition costs on aircraft	378,260	756,519
Adjustment due to change of residual value	–	(2,511,269)
Net depreciation charge on all aircraft for the period/year	59,957,204	122,220,935
Translation adjustment on foreign operations*	(66,356,292)	(24,057,646)
Accumulated depreciation as at period/year end	1,130,178,248	1,136,560,161
Adjustment due to impairment	–	–
Translation adjustment on foreign operations*	–	17,175
Accumulated depreciation and impairment as at period/year end	1,130,178,248	1,136,577,336
Carrying amount – opening balance	1,013,468,395	1,161,509,286
Carrying amount as at period/year end	899,104,952	1,013,468,395

* Translation adjustment on foreign operations

In 2019 the decision was made by the Board to re-designate the functional currency of the subsidiaries to USD and to classify them as foreign operations. Therefore, the carrying values of the aircraft in the subsidiaries in USD have been re-translated at the closing Sterling / US Dollar exchange rate at 30 September 2024 (and 31 March 2024) for consolidation purposes through "Translation adjustment on foreign operations".

Financing of aircraft

In order to complete purchases of the aircraft, subsidiaries of the Company have entered into debt financing agreements with a senior amortising loan, some with a balloon capital payment on maturity and junior bullet loan (see note 18). The Company used the equity proceeds in addition to the finance agreements to finance the acquisition of the aircraft.

The Group's aircraft with carrying values of £899,104,952 (31 March 2024: £1,013,468,395) are pledged as security for the Group's borrowings (see note 18).

Sale of aircraft

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 16 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.

7. PROPERTY, PLANT AND EQUIPMENT – AIRCRAFT (continued)

Impairment

Refer to note 3 and the 31 March 2024 Consolidated Annual Financial Report for consideration by the Group with respect to the process undertaken to determine whether an impairment test should be performed at period-end.

8. FINANCE INCOME

	1 Apr 2024 to 30 Sep 2024 GBP	1 Apr 2023 to 30 Sep 2023 GBP
Bank interest received	3,502,927	2,831,301
Unwinding of receivables for time value of money	150,434	141,619
Realised gain on derivatives	277,022	429,808
	3,930,383	3,402,728

9. FINANCE COSTS

	1 Apr 2024 to 30 Sep 2024 GBP	1 Apr 2023 to 30 Sep 2023 GBP
Amortisation of debt arrangements costs	764,840*	778,256*
Interest payable on loan**	18,174,910*	16,982,546*
Security trustee and agency fees	103,858	106,467
	19,043,608	17,867,269

* Included in Finance costs is interest on the amortised cost liability for the period of £18,939,750 (30 September 2023: £17,760,802).

** This amount includes £3,993,256 interest income (30 September 2023: £3,901,117 interest income) from the interest rate swaps.

Per IFRS 9, the effective interest rates on variable rate loans, which were modified in July 2021, were revised during the period to reflect the re-estimation of cash flows as a result of movements in market rates of interest. Interest has increased by £3,404,329 during the period to reflect the change. Prospectively, the effective interest rates will reflect these re-estimated cash flows.

10. FAIR VALUE (LOSS)/GAIN ON DERIVATIVES

	1 Apr 2024 to 30 Sep 2024 GBP	1 Apr 2023 to 30 Sep 2023 GBP
Fair value (loss)/gain on derivatives at fair value through profit and loss	(15,903,370)	11,099,713
	(15,903,370)	11,099,713

The drivers for the change in the fair values of the interest rate swaps and interest caps for the period are primarily as a result of the movement in interest rates, the movement in the GBP/USD exchange rate, as these derivatives are in USD, as well as due to the passage of time as the notional amounts amortise in line with the underlying liabilities. The Group seeks to match its interest rate exposure, as the prevailing principal of any borrowing amortises, by closing out interest rate swaps and interest rate caps on an ongoing basis whenever the notional mismatch becomes significant. See note 21 for further details of the derivatives held by the Group.

11. (LOSS)/EARNINGS PER SHARE

(Loss)/Earnings per Share is 1.07 pence (30 September 2023: 7.56 pence) based on the loss for the period of £3,247,218 (30 September 2023: profit of £22,965,814) and 303,899,361 shares (30 September 2023: 303,899,361 shares) being the weighted average number of Shares in issue during the period.

There are no dilutive instruments and therefore the basic and diluted Profit /Loss per Share are identical.

12. ACCRUED AND DEFERRED INCOME

The accrued and deferred income represents the difference between actual payments received in respect of the lease income (including some received in full upfront) and the amount to be accounted for in the accounting records on a straight line basis over the lease terms. Refer to note 2(d) for more detail. The Directors considered the recoverability and concluded that an ECL should be recognised on the accrued income for the aircraft leased to Thai Airways. The accrued and deferred income consists of the following:

	30 Sep 2024 GBP	31 Mar 2024 GBP
Non-current		
Accrued income	29,469,978	32,780,492
Expected credit loss*	(1,307,752)	(1,506,727)
	28,162,226	31,273,765
Deferred income	(9,713,022)	(12,509,514)
Current		
Accrued income	3,458,347	3,664,154
Deferred income	(5,224,498)	(5,466,248)

* As at 30 September 2024 the Group assessed the credit risk of the accrued income relating to the aircraft leased to Thai Airways and therefore reassessed the expected lifetime losses on the accrued income at period end. Details of this reassessment are given in note 3. As explained in that note, the Directors have determined that an amount of £1,307,752 (31 March 2024: £1,506,727), 7% of the amount receivable, best represents the ECL on the balance of the accrued income relating to the aircraft leased to Thai Airways amounting to £18,682,185 (31 March 2024: £21,524,669). The remaining accrued income is considered fully receivable, with any identified impairment losses on such assets not considered significant.

13. TRADE AND OTHER RECEIVABLES

	30 Sep 2024 GBP	31 Mar 2024 GBP
Non-current		
Trade receivables – end of lease payment	15,232,245	15,145,981
Trade receivables*	2,678,175	3,347,985
	17,910,420	18,493,966
Current		
Prepayments	180,419	132,639
VAT receivable	–	557
Sundry debtor	240	240
Trade receivables*	1,209,580	1,281,443
	1,390,239	1,414,879

* This amount is lease rental by Thai Airways not previously written off, discounted for the time value of money at period end in accordance with the Thai Airways rehabilitation plan. The Thai Airways Rehabilitation plan was approved in June 2021, detailing the capital restructuring of Thai Airways. The plan included rental that will be repaid to the lessor by Thai Airways between 2024 and 2027. These are included in the current and non-current trade receivables at £3,887,755 (31 March 2024: current and non-current trade receivables: £4,629,428).

The above carrying value of receivables is deemed to be materially equivalent to fair value.

Per the lease agreements for two of the aircraft leased to Emirates, a one-off end of lease payment is receivable. This is accrued for over the life of the lease and included in non-current trade receivables as it is due to be received in 2028.

The remaining trade receivables at 30 September 2024 are considered fully receivable, with any identified impairment losses on such assets not considered significant. Information about the Group's exposure to credit risk and impairment loss for trade receivables is included in note 22(c).

14. SHORT-TERM INVESTMENTS

	30 Sep 2024 GBP	31 Mar 2024 GBP
Short-term investments	15,905,259	10,950,127
	15,905,259	10,950,127

The above investments represent certificates of deposits maturing within 12 months and are held by HSBC Securities Services in London under a custody agreement between Ravenscroft Cash Management and HSBC Bank plc for Global Custody Services. Impairment losses on these investments are not considered significant as they are held with reputable international banking institutions. Also refer to note 15.

15. CASH AND CASH EQUIVALENTS

	30 Sep 2024 GBP	31 Mar 2024 GBP
Bank balances	42,480,943	45,010,539
Notice accounts – Maintenance provisions*	74,895,024	75,349,503
Notice accounts – Other	10,702,219	10,475,671
	128,078,186	130,835,713

* These notice accounts are secured cash deposits in respect of the maintenance provisions.

Below is a breakdown of the amounts included in cash and cash equivalents as well as short-term investments as at period/year end and the anticipated utilisation of these amounts.

	30 Sep 2024 GBP	31 Mar 2024 GBP
Maintenance provisions (Note 16)	74,895,024	75,349,503
Reserved for debt service obligations	8,351,496	8,698,704
Junior loan bullet balloon reserves	30,121,324	31,020,665
Dividend payment after period end	6,077,987	6,077,987
Operational cash	24,537,614	20,638,981
	143,983,445	141,785,840

* Maintenance provision cash represents amounts received from a lessee which can only be utilised by the company to pay certain maintenance costs after prior approval by the relevant lenders and is thus not available for distribution to shareholders. An opposite liability is included in these financial statements reflecting the expected timing of utilisation of these amounts (see note 16).

16. MAINTENANCE PROVISIONS

	30 Sep 2024 GBP	31 Mar 2024 GBP
Balance at 1 April	75,349,503	70,239,703
Billings	3,913,975	6,731,902
Translation adjustment on foreign operations	(4,368,454)	(1,622,102)
Balance at period/year end	74,895,024	75,349,503

The maintenance provisions are held in relation to funds received as at the period/year end for the timely and faithful performance of the lessees' obligations under the lease agreements for the four A350-900 aircraft. Amounts accumulated in the maintenance provisions will be repaid only as re-imbursements for actual maintenance expenses incurred by the lessee.

The table below details the expected utilisation of maintenance reserves.

	1-3 Months GBP	3-12 Months GBP	1-2 Years GBP	2-5 Years GBP	Over 5 Years GBP	Total GBP
30 Sep 2024	45,637,461	15,423,364	–	5,667,947	8,166,252	74,895,024
31 Mar 2024	48,244,125	15,423,701	–	–	11,681,677	75,349,503

17. PAYABLES

	30 Sep 2024 GBP	31 Mar 2024 GBP
Accrued administration fees	30,406	43,946
Accrued audit fee	108,016	134,786
Taxation payable	10,038	6,933
Accrued registrar fee	690	656
Other accrued expenses	6,973	14,620
	156,123	200,941

The above carrying value of payables is equivalent to the fair value due to their short-term maturity period and nature as repayable on demand.

18. BORROWINGS

Borrowings	30 Sep 2024 GBP	31 Mar 2024 GBP
Bank loans	727,662,747	826,181,831
Unamortised arrangement fees	(5,177,733)	(6,262,190)
	722,485,014	819,919,641

Consisting of:		
Senior loans ($694,250,713 at 30 September 2024, $763,019,996 at 31 March 2024)	519,093,122	604,463,243
Junior loans ($272,022,418 at 30 September 2024, $271,972,766 at 31 March 2024)	203,391,892	215,456,398
	722,485,014	819,919,641

Borrowings		
Non-current portion	620,550,432	708,707,791
Current portion (senior loans only)	101,934,582	111,211,850
	722,485,014	819,919,641

Loans with an outstanding balance of £556,009,978 (31 March 2024: £636,277,548) have fixed interest rates over the term of the loans. Of this total, loans with an outstanding balance of £247,543,734 (31 March 2024: £279,571,582), although having variable rate interest, also have associated interest rate derivative contracts issued by the lenders in effect fixing the loan interest over the terms of the loans. Loans with an outstanding amount of £166,475,035 (31 March 2024: £183,642,092) at period end are variable rate (SOFR) with an interest rate cap and each senior loan has a balloon capital payment on maturity. The effective interest rates on variable rate loans were revised during the period to reflect the re-estimation of cash flows as a result of movements in market rates of interest. Refer to note 9.

All loans are taken in USD. The Group uses a combination of fixed and variable debt instruments. Maturity dates are set at 12 years from delivery date or otherwise to match the corresponding lease end date. The weighted average rate for the Company's Senior loans is 3.8% and 5.2% for the Company's Junior Loans (31 March 2024: 3.8% and 5.2%).

The original aggregate face value of the Company's loans was £1,490,952,595 (31 March 2024: £1,579,643,669) and the current aggregate carrying value is £722,485,014 (31 March 2024: £819,919,641). The Board estimates the fair value of these loans was approximately £694,632,867 (31 March 2024: £779,969,687) at period end. This fair value reflects the carrying value of the loans with variable interest rates and a discounted value for the fixed rate loans assuming they were refinanced at their original margin in excess of the period end risk free rate. The loans are considered to be Level 2 in the Fair Value Hierarchy.

The transaction costs of arranging the loans have been deducted from the carrying amount of the loans and will be amortised using effective interest rates over their respective lives.

19. SHARE CAPITAL

The share capital of the Company is represented by an unlimited number of redeemable ordinary shares of no par value.

Issued	30 Sep 2024 Ordinary Shares	31 Mar 2024 Ordinary Shares
Opening balance	303,899,361	303,899,361
Shares issued	–	–
Total number of shares as at period end	303,899,361	303,899,361

Issued	30 Sep 2024 Ordinary Shares GBP	31 Mar 2024 Ordinary Shares GBP
Ordinary Shares		
Opening balance	492,981,504	492,981,504
Shares issued	–	–
Total share capital	492,981,504	492,981,504

The Company's total issued Share capital at 30 September 2024 was 303,899,361 Shares (31 March 2024: 303,899,361 Shares), none of which were held in treasury.

Therefore, the total number of voting rights in issue at 30 September 2024 was 303,899,361 (31 March 2024: 303,899,361).

Members holding Shares are entitled to receive and participate in the following: any dividends out of income attributable to the 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 winding up of the Company, Shareholders are entitled to the surplus assets attributable to the Share class remaining after payment of all the creditors of the Company.

20. DIVIDENDS IN RESPECT OF SHARES

	1 Apr 2024 to 30 Sep 2024		1 Apr 2023 to 30 Sep 2023	
	GBP	Pence per Share	GBP	Pence per Share
First dividend	6,077,987	2.000	5,318,239	1.7500
Second dividend	6,077,987	2.000	5,318,239	1.7500
	12,155,974	4.000	10,636,478	3.500

21. FINANCIAL INSTRUMENTS

The Group's main financial instruments comprise:

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

(b) short-term investments;

(c) accrued income;

(d) trade receivables;

(e) interest rate swaps and interest rate caps;

(f) debt secured on non-current assets; and

(g) payables.

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

	30 Sep 2024 GBP	31 Mar 2024 GBP
Financial Assets		
Cash and cash equivalents	128,078,186	130,835,713
Short term investments	15,905,259	10,950,127
Derivatives at fair value through profit and loss	25,992,914	42,155,539
Accrued income*	31,620,573	34,937,919
Trade receivables**	19,120,240	19,776,206
	220,717,172	238,655,504

* This amount is net of provision for impairment.

** This amount includes rent due, but not yet received and is included within Receivables on the Unaudited Consolidated Condensed Interim Statement of Financial Position.

	30 Sep 2024 GBP	31 Mar 2024 GBP
Financial Liabilities		
Payables	156,123	200,941
Debt payable (excluding unamortised arrangement fees)	727,662,746	826,181,831
	727,818,869	826,382,772

Fair value of financial instruments

The Company applies IFRS 13, 'Fair value measurement' and this standard requires the Company to price its financial assets and liabilities using the price in the bid-ask spread that is most representative of fair value for both financial assets and financial liabilities. An active market is a market in which transactions for the asset or liability take place with sufficient frequency and volume to provide pricing information on an ongoing basis.

The level of the fair value hierarchy of an instrument is determined considering the inputs that are significant to the entire measurement of such instrument and the level of the fair value hierarchy within which these inputs are categorised.

The hierarchy is broken down into three levels based on the observability of inputs as follows:

Level 1: Quoted price (unadjusted) in an active market for an identical instrument.

Level 2: Valuation techniques based on observable inputs, either directly (i.e. as prices) or indirectly (i.e. derived from prices).

Level 3: Valuation techniques using significant unobservable inputs.

21. FINANCIAL INSTRUMENTS (continued)

Fair value of financial instruments (continued)

The interest rate swaps and interest rate caps are considered to be Level 2 in the Fair Value Hierarchy. The fair value of interest rate swaps and interest rate caps are derived based on the valuation, as provided by the respective bank with which the swap or cap is held, which are based on mark-to-market values. The following tables show the Company's financial assets as at 30 September 2024 and 31 March 2024 based on the hierarchy set out in IFRS:

30 September 2024	Quoted Prices in active markets for identical assets (Level 1) 2024 GBP	Significant other observable inputs (Level 2) 2024 GBP	Significant unobservable inputs (Level 3) 2024 GBP	Total 2024 GBP
Assets				
Derivatives at fair value through profit and loss				
Interest rate swaps	–	17,126,338	–	17,126,338
Interest rate caps	–	8,866,576	–	8,866,576
	–	25,992,914	–	25,992,914

31 March 2024	Quoted Prices in active markets for identical assets (Level 1) 2024 GBP	Significant other observable inputs (Level 2) 2024 GBP	Significant unobservable inputs (Level 3) 2024 GBP	Total 2024 GBP
Assets				
Derivatives at fair value through profit and loss				
Interest rate swaps	–	26,221,004	–	26,221,004
Interest rate caps	–	15,934,535	–	15,934,535
	–	42,155,539	–	42,155,539

Derivative financial instruments

The following table shows the Company's derivative position as at 30 September 2024 with a comparative table as at 31 March 2024:

	30 September 2024	31 March 2024
Derivatives at fair value through profit and loss – USD Interest Rate Swaps	17,126,338	26,221,004
Notional amount (GBP)	221,418,801	248,559,029
Derivatives at fair value through profit and loss – USD Interest Rate Caps	8,866,576	15,934,535
Notional amount (GBP)	177,593,707	196,846,275

The maturity dates for the interest rate swaps range from 13 April 2028 to 26 January 2036 (31 March 2024: 13 April 2028 to 26 January 2036).

The effective date of the interest rate caps is 1 January 2023. The maturity dates range from 13 July 2029 to 22 September 2029 (31 March 2024: 13 July 2029 to 22 September 2029).

The decrease in the fair value of the Interest Rate Swaps and Caps for the period of £15,903,370 (30 September 2023: increase of £11,099,713) is reflected in note 10. The notional amount amortises in line with the underlying liability.

22. FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES

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 reviews and agrees policies for managing each of these risks and these are summarised below:

(a) Capital management

The Group manages its capital to ensure its ability to continue as a going concern while maximising the return to Shareholders through the optimisation of debt and equity balances.

The capital structure of the Group consists of debt, which includes the borrowings disclosed in note 18, equity attributable to equity holders, comprising issued capital, foreign currency translation reserve and retained deficit.

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.

See note 19 for details of the capital activity undertaken by the Company during the period.

(b) Foreign currency risk

The Group endeavoured to mitigate the risk of foreign currency movements by matching its USD rentals with USD debt to the extent necessary. The USD lease rentals should offset the USD payables on amortising debt on the loans, apart from the senior loans with an outstanding balance of £166,475,035 (31 March 2024: £183,642,092) at period end which have balloon capital payments on maturity (refer to note 18).

Rental income received in USD is used to pay loan interest and regular capital repayments of debt (but excluding any bullet or balloon repayment of principal). The loan interest and capital repayments of debt are likewise denominated in USD. Lease rentals and loan repayments are furthermore fixed at the outset of the Company's life and are very similar in amount and timing. The repayment of bullet and balloon repayments of principal due on the final maturity of a loan are to be paid out of the proceeds of the sale, re-lease, refinancing or other disposition of the relevant aircraft. On this basis, the foreign currency risk associated with the USD-denominated loans is considered to be substantially mitigated.

The USD/GBP exchange rate was 1.3374 at 30 September 2024 (1.2623 at 31 March 2024) and the average USD/GBP exchange rate was 1.2815 for the six months ended 30 September 2024 (1.2592 for the six months ended 30 September 2023). As noted above, many underlying assets and liabilities are denominated in the same currency, so the net impact is naturally mitigated, although gross carrying amounts have decreased. However, there is some residual impact on the reported net asset value of the Group arising from translation of the results and financial position of the subsidiaries. This residual impact is reflected in the Unaudited Consolidated Condensed Interim Statement of Comprehensive Income on page 15 as "Translation adjustment on foreign operations". If the USD were to weaken against GBP by 15% the Translation adjustment on foreign operations, reflected within the foreign currency translation reserve, would reduce by approximately £34.63 million (31 March 2024: £34.61 million).

(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 is mostly mitigated by transacting with counterparties that are regulated entities subject to prudential supervision, or with high credit ratings assigned by international credit rating agencies. In the case of Thai Airways, a provision for ECL has been made and the remaining net balance is considered to be fully recoverable.

22. FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES (continued)

(c) Credit Risk (continued)

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

	30 Sep 2024 GBP	31 Mar 2024 GBP
Cash and cash equivalents	128,078,186	130,835,713
Short term investments	15,905,259	10,950,127
Derivatives at fair value through profit and loss	25,992,914	42,155,539
Accrued income*	31,620,573	34,937,919
Trade receivables**	19,120,240	19,776,206
	220,717,172	238,655,504

* This amount is net of provision for impairment.

** This amount represents rent due, but not yet received and is included within Receivables on the Unaudited Consolidated Condensed Interim Statement of Financial Position.

Surplus cash in the Group is held with Westpac, RBSI and Bank of Ireland, which have credit ratings given by Moody's of P-1, P-1 and P-1 (31 March 2024: P-1, P-1 and P-1) respectively.

Short-term investments relate to deposits held with Nordea Bank, Credit Agricole CIB, Toronto Dominion Bank, BNP Paribas, Skandinaviska Enskilda Bank and Canadian Imperial which all have the same credit rating given by Moody's of P-1 (31 March 2024: P-1).

The derivative assets are held at fair value and are held with the same security and trustee agent as the related borrowings. The derivatives are held with First Abu Dhabi Bank, Wespac Institutional Bank, Natixis and Deutsche Bank Group, which have credit ratings given by Moody's of P-1, P-1, P-1 and A1 respectively (31 March 2024: P-1, P-1, P-1 and A1).

The Group has considered the effects of the ECL on cash and cash equivalents and short-term investments and is satisfied that no ECL is required as it is not considered material.

The credit quality and risk of lease transactions with counterparty airlines is evaluated upon conception of the transaction. In addition, ongoing updates as to the operational and financial stability of the airlines are provided by the Company's Asset Manager in its quarterly reports to the Company.

At the inception of each lease, the Company selected lessees with a strong Statement of Financial Position and financial outlook. The financial strength of Emirates and Thai Airways is regularly reviewed by the Directors and the Asset Manager, particularly once financial results have been published. Additionally, the Asset Manager monitors any news related to the lessees that would impact operations and financial position.

The lessees may default on their lease payments. This would lead the fixed rents received under the leases to be insufficient to meet the loan interest and regular capital repayments of debt scheduled during the life of each loan and may not provide any surplus income to pay for the Group's expenses.

The Group's most significant counterparties are Emirates and Thai Airways as lessees and providers of income.

Refer to note 2 (c) Going Concern for further details on the current status of the Group's lessees.

The Group has chosen to apply the simplified approach to measuring ECL which uses a lifetime expected loss allowance for all trade receivables and contract assets (including accrued income). As at 30 September 2024 the expected lifetime losses on the rent receivables and accrued income was reassessed by the Group. Apart from the accrued income relating to the aircraft leased to Thai Airways, the remaining trade receivables and other receivables and accrued income at amortised cost at period end are considered receivable, with any identified impairment losses on such assets not considered significant. The credit risk for Emirates has been assessed as low and no impairment has been identified.

The Group has considered the effects of the ECL on cash and cash equivalents and short-term investments and is satisfied that no ECL is required as it is not considered material.

22. FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES (continued)

(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, such as the capital repayments of senior debt, as well as the junior debt at the end of the lease. The Group's main financial commitments are its ongoing operating expenses and repayments on loans.

Ultimate responsibility for liquidity risk management rests with the Board of Directors.

Consideration will be given to any future use of accumulated rental income, if the Board considers that the Company, or any subsidiary will not be able to repay any balloon or bullet repayments of debt falling due through the sale, refinancing or other disposition of an Asset.

(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 variation in deposit interest earned on bank deposits held by the Group or on debt repayments.

The loans with an outstanding balance of £166,475,035 (31 March 2024: £183,642,092) as at period end entered into are variable rate, with an interest rate cap.

With the exception of the above-mentioned loans, the Group mitigates interest rate risk by fixing the interest rate on the bank loans (as well as in respect of loans with an outstanding balance of £247,543,734 (31 March 2024: £279,571,582) as at period end, which have an associated interest rate swap to fix the loan interest).

If a reasonable possible change in interest rates had been 100 basis points (31 March 2024: 100 basis points) higher/lower throughout the period and all other variables were held constant, the Group's net assets attributable to Shareholders as at 30 September 2024 would have been £1,130,719 (31 March 2024: £1,295,440) greater/lower due to an increase/decrease in the amount of interest receivable on the bank balances. This sensitivity analysis doesn't include the impact on the fair value of the derivatives, which are held in order to mitigate long term interest rate risk.

The Group completed the process of implementing appropriate fallback clauses for all US dollar LIBOR- indexed exposures. These clauses automatically switch the instrument from USD LIBOR to SOFR when US dollar LIBOR either ceases to be provided or is no longer representative.

The majority of the Company's existing agreements include clauses that deals with the cessation of the existing IBOR. The Company, engaged legal counsel who along with the Asset Manager liaised with the lenders to document the appropriate terms for the transition away from LIBOR for its remaining deals. At time of reporting, all of the Company's deals have completed the relevant transition documentation from LIBOR to Term SOFR.

23. ULTIMATE CONTROLLING PARTY

In the opinion of the Directors, the Company has no ultimate controlling party as the Company does not have any Shareholder that holds greater than 10% of the issued share capital of the Company.

24. RELATED PARTY TRANSACTIONS AND SIGNIFICANT CONTRACTS

Significant contracts

Amedeo Limited ("Amedeo") is the Group's Asset Manager.

During the period, the Group incurred £1,599,046 (30 September 2023: £1,574,640) of fees with Amedeo, of which £Nil (31 March 2024: £9,609) was outstanding to this related party at 30 September 2024. This fee is included under "Asset management fee" in note 5.

Following the disposal of the "IPO Assets" (being collectively the first four assets purchased), the Company shall pay to Amedeo disposition fees calculated as detailed in the prospectus, which can be found on the Group's website. Fees range from 1.75% to 3% of the sale value. The fee for the remaining eight aircraft is 3%.

Amedeo Services (UK) Limited ("Amedeo Services") is the Group's Liaison and Administration Oversight 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).

During the period, the Group incurred £1,398 (30 September 2023: £4,430) of fees with Amedeo Services. As at 30 September 2024 £Nil (31 March 2024: £Nil) was outstanding. This fee is included under "Asset management fee" in note 5. The agreement was terminated on 15 December 2023.

Related parties

The Board are considered to be key management personnel. Refer to the Board of Directors on page 11. Refer to note 6 where Directors' remuneration has been disclosed.

25. SEGMENT INFORMATION

The Directors are of the opinion that the Group is engaged in a single segment of business, being acquiring, leasing and selling aircraft. The geographical analysis of the Group is based on the location of the lessee and is given for information only.

Geographical analysis

30 Sep 2024	Middle East GBP	Asia Pacific GBP	Total GBP
Rental income	76,769,411	13,121,970	89,891,381
Net book value – aircraft	590,569,830	308,535,122	899,104,952

30 Sep 2023	Middle East GBP	Asia Pacific GBP	Total GBP
Rental income	77,839,650	13,337,822	91,177,472
Net book value – aircraft	759,633,447	350,696,799	1,110,330,246

Revenue from the Group's country of domicile, Guernsey, was £Nil (2023: £Nil).

26. SUBSEQUENT EVENTS

On 3 October 2024 the Board announced an interim dividend of 2.00 pence per ordinary share. The dividend is payable on 31 October 2024 to Shareholders on the register as at the close of business on 11 October 2024.

There were no other material subsequent events since the period end and up to the date of approval of the Unaudited Consolidated Condensed Interim Financial Statements.

Key Advisers and Contact Information

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Robin Hallam (Chairman)
David Gelber (Senior Independent Director)
Steve Le Page
Tom Sharp
Eithne Manning (appointed 30 April 2024)
Mary Gavigan (resigned 30 April 2024)

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Glossary

DEFINED TERMS

The following list of defined terms is not intended to be an exhaustive list of definitions, but provide a list of the defined terms used in this report.

Administrator	JTC Fund Solutions (Guernsey) Limited
AED	United Arab Emirates dirham
AGM	Annual General Meeting of the Shareholders of the Company
AIC	The Association of Investment Companies
AIC Code	The AIC Code of Corporate Governance
ASKs	Available seat kilometres
Asset Manager	Amedeo Limited
Asset(s)	Aircraft owned by the Group
ATAG	The Air Transport Group
Board	Board of directors of the Company
Company	Amedeo Air Four Plus Limited
Corporate Adviser	Panmure Liberum Limited
DGTRs/DTR	The FCA's Disclosure Guidance and Transparency Rules
EBITDA	Earnings Before Interest, Taxes, Depreciation, and Amortisation
ESG	Environmental, social and governance
FCA	Financial Conduct Authority
Group	The Company and its wholly owned subsidiaries
IAS	International Accounting Standard
IATA	International Air Transport Association
IFRS	International Financial Reporting Standards
ISTAT	International Society of Transport Aircraft Trading
Law	The Companies (Guernsey) Law, 2008, as amended
PBH	Power by The Hour
Registrar	Link Market Services Limited
Rehabilitation Plan	As fully defined and explained at subsection "Rehabilitation Plan" of the Asset Mangers Report as found at page 8
RPKs	Revenue passenger kilometres
SAF	Sustainable Aviation Fuel
Secretary	JTC Fund Solutions (Guernsey) Limited
SET	Stock Exchange of Thailand
SFS	Specialist Fund Segment of the London Stock Exchange's Main Market
Shares	Redeemable ordinary shares
SID	Senior Independent Director
Thai Airways	Thai Airways International Public Company Limited
THB	Thai Baht
UK Code	The UK Corporate Governance Code, 2018
US$	United States Dollar