QUARTERLY FACT SHEET

June 2023

DORIC NIMROD AIR THREE LIMITED

LSE: DNA3

COVID-19

In May 2023 the UN World Health Organization (WHO) declared an end to COVID-19 as a public health emergency, stressing that it does not mean the disease is no longer a global threat. WHO had declared COVID-19 a public health emergency of international concern at the end of January 2020 and counted more than 765 million confirmed cases with nearly seven million deaths since then. In a statement WHO noted the enormous damage inflicted on all aspects of global life by the virus, including enormous economic upheaval, "erasing trillions from GDP, disrupting travel and trade, shuttering businesses, and plunging millions into poverty."

Aviation was one of the sectors hardest hit as pandemic-induced travel restrictions and safety measures in many regions around the globe resulted in a historic slump in air passenger traffic. Highly effective vaccines increased immunity and allowed the reduction of containment measures over time. This permitted air passenger traffic to start an unprecedented recovery in 2022, which is still continuing. While industry-wide revenue kilometres reached more than 90% of its pre-pandemic levels in April 2023, domestic air travel can be said to have fully recovered in April 2023.

However, the aviation sector continues to be exposed to risks due to the current economic and geopolitical environment. To support economic growth during the pandemic, central banks had used quantitative easing which has triggered inflation across the globe. Appropriate countermeasures to contain these unwanted side-effects have resulted in dislocations in the financial markets and impacts on the real economy. Furthermore, airlines are directly impacted by continuing supply chain issues with aircraft and engine manufacturers not always able to deliver new aircraft or spare parts to maintain existing fleets on time. A significant number of airlines are also affected by an increased level of debt, taken out during the pandemic to finance the unprecedented corporate losses, and the resulting debt service requirements, impacting their free cash flow.

The Company

Doric Nimrod Air Three Limited ("the Company", and together with its subsidiary DNA Alpha Ltd. "the Group") is a Guernsey domiciled company. Its 220 million ordinary preference shares ("the Equity") have been admitted to trading on the Specialist Fund Segment (SFS) of the London Stock Exchange's Main Market. The market capitalisation of the Company was GBP 105.6 million as of 30 June 2023.

Investment Strategy

The Company's investment objective is to obtain income returns and a capital return for its shareholders by acquiring, leasing and then selling aircraft. The Company receives income from the leases and targets a gross distribution to the shareholders of 2.0625 pence per share per quarter (amounting to a yearly distribution of 8.25% based on the initial placing price of 100 pence per share). It is anticipated that income distributions will continue to be made quarterly.

Company Facts (30 June 2023)	
Listing	LSE
Ticker	DNA3
Current Share Price	48.0p
Market Capitalisation	GBP 105.6 million
Initial Debt	USD 630 million
Outstanding Debt Balance[1]	USD 0 million (0% of Initial Debt)
Current Dividend	2.0625p per quarter per share (8.25p per annum)
Earned Dividends	78.20p
Current Dividend Yield	17.19%
Dividend Payment Dates	January, April, July, October
Ongoing Charges (OCF)[2]	3.2%
Currency	GBP
Launch Date/Price	2 July 2013/100p
Average Remaining Lease Duration	2 years 4 months
Incorporation	Guernsey
Aircraft Registration Numbers (Lease Expiry Dates)	A6-EEK (29.08.2025), A6-EEO (29.10.2025), A6-EEM (14.11.2025), A6-EEL (27.11.2025)
Asset Manager	Amedeo Management Ltd
Corporate & Shareholder Advisor	Nimrod Capital LLP
Administrator	JTC Fund Solutions (Guernsey) Ltd

[1]Class A EETC matured in May 2023, Class B EETC matured in November 2019.
[2]As defined by the AIC.

Company Facts (30 June 2023)	
Auditor	Grant Thornton Ltd
Market Makers	finnCap Ltd, Investec Bank Plc, Jefferies International Ltd, Numis Securities Ltd, Shore Capital Ltd, Winterflood Securities Ltd
SEDOL, ISIN, LEI	B92LHN5, GG00B92LHN58, 213800BMYMCBKT5W8M49
Year End	31 March
Stocks & Shares ISA	Eligible
Website	www.dnairthree.com

Asset Manager's Comment

1. The Assets

The Company acquired four Airbus A380 aircraft by the end of November 2013. Since delivery, each of the four aircraft has been leased to Emirates Airline ("Emirates") – the national carrier owned by the Investment Corporation of Dubai, based in Dubai, United Arab Emirates – for a term of 12 years with fixed lease rentals for the duration. In order to complete the purchase of the aircraft, DNA Alpha Ltd ("DNA Alpha"), a wholly owned subsidiary of the Company, issued two tranches (Class A & Class B) of enhanced equipment trust certificates ("the Certificates" or "EETC") – a form of debt security – in July 2013 in the aggregate face amount of USD 630 million. The Certificates are admitted to the official list of the Euronext Dublin and to trading on the Main Securities market thereof. DNA Alpha used the proceeds from both the Equity and the Certificates to finance the acquisition of the four new Airbus A380 aircraft. In May 2023 DNA Alpha has fully repaid all outstanding EETC obligations.

Due to the effects of COVID-19, all four aircraft were put into storage in March 2020 and have returned to service in the meantime, the last at the end of August 2022. Aircraft utilisation for the period from delivery of each Airbus A380 until the end of May 2023 was as follows:

Aircraft Utilisation

MSN	Delivery Date	Flight Hours	Flight Cycles	Average Flight Duration
132	29/08/2013	34,202	4,152	8h 14m
133	27/11/2013	35,253	3,994	8h 50m
134	14/11/2013	32,359	3,594	9h 0m
136	29/10/2013	34,661	3,841	9h 1m

Maintenance Status

Emirates maintains its A380 aircraft fleet based on a maintenance programme according to which minor maintenance checks are performed every 1,500 flight hours, and more significant maintenance checks (C checks) at 36-month or 18,000-flight hour intervals, whichever occurs first.

Emirates bears all costs relating to the aircraft during the lifetime of the leases (including for maintenance, repairs and insurance).

In May 2023 the European Union Aviation Safety Agency (EASA) issued an airworthiness directive (AD) mandating the inspection of wing rear spars between certain wing ribs. This is the latest action taken by the authority, which – in a series of ADs starting in 2019 – is addressing concerns of potential cracks in these areas. However, the aircraft owned by the Company were not due for inspections according to earlier ADs. Based on the data and evidence collected during the inspections over the last four years or so, contributing factors in addition to the age of the wing were identified. The probability of a crack, for example, does also depend on the amount of time an aircraft has spent on the ground (stored, parked) in severe environmental conditions. The phenomenon underlying this relationship is called Hydrogen Environmental Assisted Cracking (HEAC). It affects specific aluminium alloys used in the A380. The inputs to calculate the threshold for the inspection date are published by Airbus and show that Emirates aircraft are more severely affected than those of other A380 operators due mainly to the hot desert climate in the UAE and prolonged storage periods during the pandemic in that environment.

Emirates schedules 60 days for the initial inspection. Repeat inspections are currently scheduled at an interval of 36 months. None of the aircraft owned by the Company has been inspected so far.

Inspections

The asset manager conducted records audits and physical inspections of the aircraft with MSN 132 in March 2023 and MSNs 133, 134, and 136 in May 2023. The records and physical condition of the aircraft were in compliance with the provisions of the respective lease agreements.

2. Market Overview

The impact of COVID-19 on the global economy was severe resulting in a 3.1% contraction in global GDP in 2020, followed by a recovery of 6.0% and 3.1% in 2021 and 2022 respectively. According to its latest report on global economic prospects from June 2023, the World Bank expects moderated growth of 2.1% for the current year. In its latest economic impact analysis from April 2023, the International Civil Aviation Organization (ICAO) estimates that the full year 2022 experienced an overall reduction in seats offered by airlines of 25% compared with pre-crisis 2019 levels. This translates into a 34% seat reduction in the international passenger traffic segment, while domestic air passenger traffic was less affected by the pandemic with an overall reduction of only 19% of seats offered by airlines. ICAO has not yet provided guidance for this year.

According to its June 2023 estimates the International Air Transport Association (IATA) indicates an airline industry-wide net loss of USD 3.6 billion for 2022 following losses of approximately USD 41.9 billion in the previous year. For the current year, IATA expects the first surplus since 2019 with the combined net profit of airlines worldwide to reach USD 9.6 billion. This would be a remarkable turnaround from a net loss of nearly USD 138 billion back in 2020. Nevertheless, the global economy is facing headwinds which also impact aviation. IATA does not expect a global recession as a record number of persons are earning a regular income with exceptionally low unemployment rates. But headwinds for the air transport sector result from a slowdown in GDP growth and the central banks' rate tightening in response to a surge in global inflation. Overall, IATA describes the outlook as follows: "In sum, while the current stage in the business cycle is slowing but still holding up close to the average, the world is facing high levels of uncertainty on multiple fronts, many of which might be rather structural in nature. This skews the risks to the overall outlook decidedly to the downside, both in the near and in the longer term."

Air passenger travel first gained momentum in 2022 and has recovered substantially according to IATA. The rebound has continued into 2023: In April 2023 industry-wide revenue passenger kilometres (RPKs) increased by 45.8% compared to the same period in the year before. This is 9.5% below the pre-pandemic level achieved in April 2019. At the same time airlines boosted their capacities, measured in available seat kilometres (ASKs), from April 2022 by 39.7%, a recovery to 92.5% of the pre-pandemic value in April 2019. The average passenger load factor (PLF) improved by 3.4 percentage points from its April 2022 levels to 81.3%, only 1.8 percentage points below the pre-pandemic PLF.

While international travel measured in RPKs is still 16.4% short of its volume before the sector was hit by COVID-19, global domestic travel has fully recovered for the first time since the pandemic began, surpassing the 2019 benchmark levels by 2.9%. A slowing annual RPK growth rate "can be attributed to the industry's progress towards reaching 2019 while building up on the higher base established in 2022", according to IATA. The Middle East, where the lessee is located, recorded an RPK increase of 36.8% between April 2022 and April 2023. A less dynamic increase in capacities, measured in ASKs, resulted in a nearly 6 percentage points improvement of the average PLF to 76.0%. This is 4.4 percentage points short of its pre-pandemic level.

Source: IATA, ICAO, World Bank

3. Lessee – Emirates

Network

Emirates SkyCargo, the cargo division of Emirates, expects to double its capacity in the next decade and plans to add over 20 new destinations to its freighter network. To address immediate capacity requirements, Emirates has wet-leased two Boeing 747-400F aircraft, complementing SkyCargo's existing fleet of eleven dedicated freighters.

From early July Emirates will add Montreal as the carrier's second gateway into Canada. The daily flight will operate with a Boeing 777-300ER. The existing partnership between Emirates and Air Canada allows customers of both airlines to access an expansive network of destinations, including 19 Canadian destinations Emirates passengers can use for their onward journey. Back in April 2023 Emirates upgraded its flights into Toronto to a daily service.

Due to restrictions imposed on their insurance policy Emirates has not longer operated leased aircraft in and out of Russia since May 2022. This includes the Company's aircraft. However, Emirates continues to operate their owned aircraft into this jurisdiction.

Fleet

In February 2022 Emirates' President, Sir Tim Clark, provided insight into fleet operating considerations for the airline. Reporting on recycling efforts of the first five A380s Emirates has retired, Clark pointed out that these will not continue with further A380s: "Cutting up the A380 fleet stops there, after these five are retired, all the other aircraft remain. In fact, where we started to drop some, I just decided to bring them back into the program." With a looming aircraft shortage in Emirates' fleet in 2024/25, Clark wants to extend aircraft lives: "Life extension will affect about 120 aircraft [...]. Their life will be extended by six to ten years each."

On 1 November 2022 Emirates kicked off its multi-billion dollar cabin retrofit programme that will upgrade the entire interior cabin of 67 Airbus A380s and 53 Boeing 777-300ERs, including the installation of the airline's latest premium economy seats. All A380s earmarked for the retrofit programme are expected to be back in service by May 2024. By March 2023 the first six aircraft were completely refurbished and returned to service. The Company is not aware that any of the DNA3 aircraft is scheduled to be retrofitted.

One of the reasons for the comprehensive retrofit programme is Clark's scepticism about the delivery timelines of the new aircraft types the airline has ordered with Airbus and Boeing. He also stressed that new planes need to be "in the shape that the contract requires".

<u>Boeing 777X</u>

Emirates expects its first 777-9s to be delivered between July and October 2025. In earlier statements Clark noted that "the aircraft is over five years late [when delivered in 2025] and, if it continues to be late, our patience will truly be tested". He went on to say that "we have an aging fleet, which needs to be replaced." However, with the planned refurbishment of 777-300ER he feels prepared for all eventualities: "We can never be held at the mercy of the supply chain or manufacturer [...]. So if the 777[-9] is late again we still have something in the armoury to cover all eventualities." During the 2022/23 financial year the carrier extended the lease period of 25 Boeing 777 aircraft.

With Airbus A380 and Boeing 747 no longer available for order, the Boeing 777X is the biggest aircraft in production.

<u>Boeing 787</u>

The aircraft were supposed to be delivered from May 2023 onwards. But Clark does not expect the 30 Boeing 787s to join his fleet soon: Delivery of the 787 family paused for about 19 months between November 2020 and August 2022 after Boeing had identified quality issues. It only resumed after the US Federal Aviation Authority (FAA) decided the airframer "had made the necessary changes to ensure that the 787 Dreamliner meets all certification standards". Deliveries paused for another few weeks in February/March 2023 over concerns connected to the aircraft's forward pressure bulkhead, which were then resolved. In June 2023 Boeing announced the discovery of yet another production flaw that will require the manufacturer to inspect all 90 787 aircraft in its inventory and could affect the timing of near-term 787 deliveries.

In June 2022 Clark had suggested Boeing should focus on the 777X delivery and parking the Dreamliner order could result in "relief on both sides": "It's far more important for us that [Boeing] concentrate their activities on getting the 777[X] out of the door, than worrying about if they are going to have a contractual problem with the [7]87s with Emirates."

Airbus A350

Emirates has also ordered 50 Airbus A350-900 widebody aircraft with the first deliveries starting in August 2024, according to Tim Clark. The airline and the manufacturer agreed on a "compressed delivery schedule" with all 50 orders delivered within a 30-month period. This should help "to pick up this big capacity hole that we can see", noted Emirates' President last year.

Continuing delays in the delivery of new aircraft to Emirates may result in keeping the existing fleet of aircraft, including the A380, for longer than originally planned. In May 2023 Clark confessed that there were still some issues getting its remaining A380s flying after the pandemic-induced grounding. "We had 86 flying last year and we need to get another 20-30 in the air as soon as we can." However, the ongoing refurbishment process is reportedly impacted by supply chain issues.

In a June 2023 interview with Bloomberg, Clark refined the timeline about the future of its A380 fleet, noting that Emirates "will keep them flying until 2032" before the airline starts to take them out of its fleet. Under the current circumstances their operation is "very profitable" for the carrier.

Speaking about the airline's future capacity and aging fleet Tim Clark revealed that Emirates will "have to buy new aircraft" and that Emirates is "close to doing something", probably placing orders no later than at the Dubai Air Show in November this year. The lessee is reportedly in discussions with Airbus and Boeing about orders for up to 150 additional aircraft with a delivery window from 2027/28 to 2033. This could include Boeing 777Xs and Airbus A350s as well as more Boeing 787s.

The table below details the passenger aircraft fleet activity as of 30 June 2023:

Passenger Aircraft Fleet Activity

Aircraft Type	Grounded	In Service
A380	27	94
777	2	131
Total	**29**	**225**
%	**11%**	**89%**

Source: Cirium as of 30 June 2023

Emirates expects to reach its pre-pandemic capacity by the second quarter of 2024, according to Adnan Kazim, Chief Commercial Officer of Emirates. This will include up to 97 Airbus A380s with at least additional 12 spare aircraft to cover downtime for maintenance. In total, Kazim expects that "nearly 110 Airbus A380" will have returned to service by then.

Key Financials

In the 2022/23 financial year ending on 31 March 2023, Emirates recorded a net profit of AED 10.6 billion (USD 2.9 billion), its most profitable year in company history and a significant turnaround from a net loss of AED 3.9 billion (USD 1.1 billion) in the previous year. Nevertheless, currency fluctuations in some of the airline's major markets significantly impacted the airline's profitability negatively by AED 4.5 billion (USD 1.2 billion).

After nearly all pandemic-related restrictions around the world were removed Emirates accelerated its global network recovery by relaunching flights to six destinations and increasing operations to 62 cities across its network throughout the year. On 31 March 2023 the airline was flying to 141 passenger destinations. This record performance was achieved despite being faced with various challenges, including rising fuel costs, unfavourable currency swings, high inflation in many markets, increased interest rates, and ongoing geopolitical uncertainty. Commenting on the turnaround performance, Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive of Emirates Airline said: "We had anticipated the strong return of travel, and as the last travel restrictions lifted and triggered a tide of demand, we were ready to expand our operations quickly [...] to serve our customers."

The airline's total revenue, including other operating income, was up 81% from last year and reached AED 107.4 billion (USD 29.3 billion), crossing the AED 100 billion mark for the first time in the company's history. Emirates attributes the strong turnaround performance to "forward planning, business agility, customer confidence in our product and offerings, on time delivery of service [...], and ongoing investments in technology".

Between April 2022 and March 2023 Emirates carried 43.6 million passengers, more than doubling the number from the year before. Cargo uplift came in 14% lower, as Emirates reallocated capacities temporarily used for Emirates' SkyCargo operations back to passenger operations. The lessee increased its capacity, measured in ASKs, by 78% and reached 77% of pre-COVID levels. At the same time its passenger traffic, measured in RPKs, increased by 141%. This results in an average passenger load factor of 79.5%, an improvement of 20.9 percentage points from last year. The airline expects the rebound to pre-pandemic levels to continue into next year "as customer demand remains strong".

Given the substantial increase in flight operations, Emirates' total operating costs increased by 57% from last year. The carrier's fuel costs increased by 143%, primarily due to a 49% higher fuel uplift in line with increasing flight operations as well as a fuel price increase of 48%. Fuel, which had been the largest component of Emirates' operating costs prior to the pandemic, accounted for 36% of operating costs in the 2022/23 financial year. The recovery in Emirates' operations during the 2022/23 financial year led to an improved EBITDA of AED 33.3 billion (USD 9.1 billion) compared to AED 17.7 billion (USD 4.8 billion) from the previous year.

As of 31 March 2023, Emirates' total liabilities were nearly flat at AED 129.8 billion (USD 35.4 billion) compared to the end of the previous financial year. Amongst other things, the airline repaid AED 11.1 billion (USD 3.0 billion) in bonds and term loans. Total equity came in at AED 27.9 billion (USD 7.6 billion), an improvement of 37.4%. Emirates' equity ratio stood at 17.7% and its cash position, including short-term bank deposits, amounted to AED 37.4 billion (USD 10.2 billion) at the end of March 2023, the strongest ever cash asset balance in company history. In comparison, the carrier had AED 20.9 billion (USD 5.7 billion) in cash assets and short-term bank deposits at the end of the 2021/22 financial year. The net cash flow from operating activities came in at AED 44.3 billion (USD 12.1 billion), the highest ever achieved in a financial year.

Due to the company's strong cash flow generation in the period ending March 2023, which ultimately resulted in a positive net change in cash and cash equivalents, and a solid liquidity position, the carrier did not require additional support from its ultimate shareholder, the Government of Dubai. Since the beginning of the pandemic, the airline had received support via equity injections from its shareholder. For the past financial year, the company declared a dividend payable to the Owners of Emirates in the amount of AED 3.5 billion (USD 954 million). In addition, the lessee has already repaid AED 7.5 billion (USD 2.0 billion) from the AED 17.5 billion (USD 4.8 billion) in debt instruments raised during the pandemic.

As at the end of June 2023, Emirates has outstanding US dollar debt issuances with maturities in 2025 and 2028. These bonds were trading close to par and with running yields of approximately 4.6% in US dollars. There has also been no significant upward pressure on yields. This level of yields does not appear to indicate any significant financial stress to the issuer. In its most recent annual financial report, the auditor PricewaterhouseCoopers issued an unqualified audit report.

In line with its growing business activities Emirates Airline grew its employee base, including in subsidiary companies, within a twelve-month period till the end of March 2023 by 23% to 56,379 people.

The management of the Emirates Group, the combined businesses of Emirates Airline and dnata, has a "strong positive outlook" for the current 2023/24 financial year and expects to "remain profitable", according to Sheikh Ahmed. Inflation, high fuel prices, and political and economic uncertainty were flagged as challenges the management will have an eye on.

The number of A380 departures during the last financial year increased by 118% with Emirates deploying its flagship to 43 destinations, serving around 30% of the Emirates' passenger network. "This aircraft is expected to remain the cornerstone of our fleet mix and product offering for many years to come", according to Emirates' 2022/23 annual report.

About the prospects for the current financial year ending on 31 March 2024 Tim Clark recently noted that "we are looking towards a very good year coming up".

Sustainability

Emirates Airline and dnata have joined the United Nations Global Compact (UNGC), a voluntary global initiative that promotes responsible business practices and the advancement of the Sustainable Development Goals (SDGs). Both companies commit to implementing the Ten Principles of the UNGC in the areas of human rights, labour, environment, and anti-corruption.

In May 2023 Emirates reportedly made the biggest single commitment by an airline on sustainability. An investment of USD 200 million is earmarked to fund research and development projects focussed on reducing the impact of fossil fuel in commercial aviation over a period of three years. Emirates will identify partnerships with leading organizations working on solutions in advanced fuel and energy technology.

Source: Bloomberg, Cirium, Emirates, Reuters

4. Aircraft – A380

As of the end of June 2023, the global A380 fleet consisted of 221 planes with 12 airline operators. 145 of these aircraft were in service. The remainder of the fleet is currently parked. The 12 operators are Emirates (121), Singapore Airlines (14), Deutsche Lufthansa (14), British Airways (12), Qantas (10), Korean Air Lines (10), Etihad Airways (10), Qatar Airways (10), Thai Airways (6), Asiana Airlines (6), Air France (5), and All Nippon Airways (3).

UK-based startup airline Global Airlines is reportedly in negotiations to purchase an Airbus A380 previously leased by Portuguese wet-lease specialist Hi Fly and another three from an undisclosed party.

While Lufthansa is in the process of returning a number of A380s to service, the carrier has said it will operate the jets at least until 2027 and possibly longer.

Designated Qantas CEO Vanessa Hudson revealed that all A380s of the Australian flag carrier will be replaced over the next decade. After a pandemic-induced halt of A380 operations Qantas is in the process of returning them to service.

While the post-pandemic rebound in air travel triggered demand for aircraft and resulted in an uptick of market values for some aircraft types, the A380 has not yet benefitted to the same extent. Due to the significant number of A380s still in storage it is less likely that this would change soon.

Source: Cirium, Simple Flying

Addendum

Implied Future Total Returns based on the latest appraisals as at 31 March 2023

– For illustrative purposes only –

The Directors note that the outlook for the A380, and hence the total return of an investment into the Group, is subject to an increased amount of uncertainty. From the outset of the transaction, the Directors relied on appraisers' valuations based on the assumption that there would be a balanced market, where supply and demand for the A380 are in equilibrium. These values are called future base values. At the instruction of the Group this assumption was changed for the March 2020 appraisals onward. Appraisers assumed a soft market, characterized by less favourable market conditions for the seller, including but not limited to an imbalance of supply and demand in the aircraft type. These values are called future soft values. The asset manager advised the Directors that the market sentiment for the A380 had declined since the valuation in March 2019: Following Airbus' announcement to discontinue the A380 production in 2021, a number of operators made determinations about their fleets that indicate an increased supply in used A380s in the coming years. Furthermore, A380s returned from operating leases could not be placed within a reasonable period of time and owners were forced to explore alternative scenarios for revenue generation like engine leasing. The impact of the COVID-19 pandemic with more than 30% of all A380s worldwide on the ground, further exacerbates this situation, as potential operators are focused on utilizing their existing capacities. Based on these observations the asset manager suggests the continued use of soft values to reflect the prevailing market circumstances in the valuations.

To enable investors to assess the effects of varying residual values on their total returns, the below table is provided for information only and contains a range of discounts to the average independently appraised residual values determined at the last valuation date in March 2023. The table summarises the total return components, calculated on the current exchange rate and using discounts of 25%, 50%, and 75% and the latest available appraised value of the aircraft, which is the average of valuations provided by three independent aircraft appraisers and quoted in US dollars. The latest appraisals available are dated end of March 2023.

The total return for a shareholder investing today (30 June 2023) at the current share price consists of future income distributions during the remaining lease duration and a return of capital at dissolution of the Group. **The latter payment is subject to the future value and the respective sales proceeds of the aircraft, quoted in US dollars and the USD/GBP exchange rate at that point in time.** Since launch, three independent aircraft appraisers have provided the Group with their values for the aircraft at the end of each financial year.

The table below summarises the total return components using the appraised value of the aircraft which is the average of valuations provided by three independent aircraft appraisers and quoted in US dollars. **This residual value at lease expiry takes inflation into account and is the most reliable estimate available. Due to accounting standards, the value used in the Group's Annual Financial Report differs from this disclosure as it excludes the effects of inflation and is converted to sterling at the prevailing exchange rate on the reporting date (i.e. 31 March 2023).**

The contracted lease rentals are calculated and paid in US dollars to satisfy debt interest and principal, and in sterling to satisfy dividend distributions and Group running costs, which are in sterling. The Group's cash flow is therefore insulated from foreign currency market volatility during the term of the leases.

With reference to the following table, there is no guarantee that the aircraft will be sold at such a sale price or that such capital returns will be generated.

The Directors note that any possible long-term impact of the COVID-19 global pandemic on the Group and aviation industry as a whole are entirely unknown at the time of writing. The following table does not therefore include any assumptions in this regard and should be read accordingly.

Implied Future Total Return Components Based on Soft Market Appraisals

The implied return figures are not a forecast and assume the Group has not incurred any unexpected costs or loss of income.

Aircraft portfolio value at lease expiry according to

- **Latest appraisal[1]** **USD 158.2 million based on inflated future soft market values**

Per Share (rounded)	Income Distributions	Return of Capital			
		Latest Appraisal -75%[2]	Latest Appraisal -50%[2]	Latest Appraisal -25%[2]	Latest Appraisal[2]
Current FX Rate[3]	21p	18p	32p	46p	60p
Per Share (rounded)		Total Return[4]			
		Latest Appraisal -75%[2]	Latest Appraisal -50%[2]	Latest Appraisal -25%[2]	Latest Appraisal[2]
Current FX Rate[3]		39p	53p	66p	80p

[1] Date of valuation: 31 March 2023; inflation rate: 1.5%.

[2] Average of the three appraisals at the Group's respective financial year-end in which each of the leases reaches the end of the respective 12-year term less disposal costs.

[3] 1.2703 USD/GBP (30 June 2023).

[4] Including expected future dividends.

So far, only a limited secondary market has developed for the aircraft type.

Contact Details

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