

# QUARTERLY FACT SHEET

December 2022

## DORIC NIMROD AIR TWO LIMITED

LSE: DNA2

### COVID-19

Despite the beginning of a recovery from COVID-19 being seen in many industries, the impact of the pandemic on the aviation sector has been significant and is still pervasive.

This quarterly fact sheet is exclusively based on facts known at the time of writing and does not seek to draw on any speculation about any possible future long-term impacts of the pandemic on the aviation sector or the Company specifically and should be read in such context.

### The Company

Doric Nimrod Air Two Limited ("the Company") is a Guernsey domiciled company. Its 172,750,000 ordinary preference shares 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 163.2 million as of 31 December 2022.

The Company has four wholly-owned subsidiaries: MSN077 Limited, MSN090 Limited, MSN105 Limited and Doric Nimrod Air Finance Alpha Limited ("DNAFA") (and together with the Company "the Group").

### 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 a portfolio of aircraft. The Company receives income from the leases and targets a gross distribution to the shareholders of 4.5 pence per share per quarter (amounting to a yearly distribution of 9.0% based on the initial placing price of 200 pence per share). It is anticipated that income distributions will continue to be made quarterly.

### Company Facts (31 December 2022)

Listing	LSE
Ticker	DNA2
Current Share Price	94.5p
Market Capitalisation	GBP 163.2 million
Initial Debt	USD 1.03 billion
Outstanding Debt Balance	USD 15 million (1% of Initial Debt)
Current and Targeted Dividend	4.5p per quarter (18p per annum)
Earned Dividends	192.5p
Current Dividend Yield	19.05%
Dividend Payment Dates	January, April, July, October

### Company Facts (31 December 2022)

Ongoing Charges (OCF) <sup>1</sup>	2.2%
Currency	GBP
Launch Date/Price	14 July 2011 / 200p
Average Remaining Lease Duration	1 year 6 months
C Share Issue Date/Price	27 March 2012 / 200p
C Share Conversion Date/Ratio	6 March 2013 / 1:1
Incorporation	Guernsey
Aircraft Registration Numbers (Lease Expiry Dates)	A6-EDP (14.10.2023), A6-EDT (02.12.2023), A6-EDX (01.10.2024), A6-EDY (01.10.2024), A6-EDZ (12.10.2024), A6-EEB (09.11.2024), A6-EEC (30.11.2024)
Asset Manager	Doric GmbH
Corp & Shareholder Advisor	Nimrod Capital LLP
Administrator	JTC Fund Solutions (Guernsey) Ltd
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	B3Z6252, GG00B3Z62522, 213800ENH57LLS7MEM48
Year End	31 March
Stocks & Shares ISA	Eligible
Website	www.dnairtwo.com

<sup>1</sup> As defined by the AIC.

## Asset Manager's Comment

### 1. The Assets

The Company acquired a total of seven Airbus A380-861 aircraft between October 2011 and November 2012. Each aircraft is 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 from the point of delivery, with fixed lease rentals for the duration. In order to complete the purchase of the first three aircraft, MSN077 Limited, MSN090 Limited and MSN105 Limited entered into three separate loans, each of which will be fully amortised with quarterly repayments in arrears over 12 years.

The net proceeds from the C Share issue ("the Equity") were used to partially fund the purchase of four of the seven Airbus A380s. In order to help fund the acquisition of these final four aircraft, DNAFA issued two tranches (Class A & Class B) of enhanced equipment trust certificates ("the Certificates" or "EETC") – a form of debt security – in June 2012 in the aggregate face value of USD 587.5 million. DNAFA used the proceeds from both the Equity and the Certificates to finance the acquisition of four new Airbus A380 aircraft which were then leased to Emirates. With the final instalment paid on the Class A Certificates in November 2022, DNAFA has fully repaid all outstanding EETC obligations.

The seven Airbus A380 aircraft bear the manufacturer's serial numbers (MSN) 077, 090, 105, 106, 107, 109, and 110.

Due to the effects of COVID-19, three of the DNA2 aircraft are temporarily stored, currently at Dubai World Central International Airport (DWC). One aircraft (MSN 106) has returned to service in June 2022, another three (MSNs 107, 109, 110) during the course of the final quarter of 2022.

Aircraft utilisation for the period from delivery of each Airbus A380 until the end of November 2022 for aircraft currently in service was as follows:

Aircraft Utilisation				
MSN	Delivery Date	Flight Hours	Flight Cycles	Average Flight Duration
106	01/10/2012	36,018	4,359	8h 15m
107	12/10/2012	34,476	4,025	8h 34m
109	09/11/2012	31,494	4,954	6h 21m
110	30/11/2012	31,253	5,040	6h 12 m

### 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.

Due to the continuing COVID-19 pandemic, Emirates has stored three of the seven aircraft owned by the Group in Dubai. The lessee has "a comprehensive aircraft parking and reactivation programme [in place], that strictly follows manufacturer's guidelines and maintenance manuals". In addition, Emirates has enhanced standards and protocols of their own, to

protect and preserve the asset during the downtime. This includes the watertight sealing of all apertures and openings through which environmental factors – sand, water, birds, and insects – can find their way inside an aircraft. During parking, maintenance teams complete periodic checks at different intervals. Depending on the reactivation date of a specific aircraft, Emirates might defer due maintenance checks, which are calendar-based, until that time. This would allow the airline to make use of the full maintenance interval once the operation of a specific aircraft resumes. Three aircraft of the Company are in deep storage condition at this time and could be reactivated within weeks.

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

### Inspections

Doric, the asset manager, conducted a physical inspection of the aircraft with MSN 077 in September 2022. Due to the storage of the aircraft and the protective measures associated with it, the inspection was limited to viewing from the outside from ground level. The condition of the aircraft – to the extent visible – was in compliance with the provisions of the lease agreement, taking into account that the aircraft was in storage at that moment.

In October 2022 Doric performed a records audit for MSN 107 and a physical inspection plus records audit for MSN 106. The condition of the aircraft and the technical records were in compliance with the provisions of the respective lease agreement.

Furthermore, records audits as well as physical inspections of the aircraft with MSNs 109 and 110 were conducted in late November 2022. The results were not available as of the editorial deadline.

### 2. Market Overview

The impact of COVID-19 on the global economy has been severe, resulting in a contraction in global GDP of 3.3% in 2020, followed by a recovery of 5.7% in 2021 and an expected 2.9% growth in 2022, according to the World Bank's latest report on global economic prospects from June 2022. In its latest economic impact analysis from November 2022, the International Civil Aviation Organization (ICAO) estimates that the full year 2022 experienced an overall reduction in seats offered by airlines of about a quarter compared with pre-crisis 2019 levels. This translates into a 33% to 34% seat reduction in the international passenger traffic segment, while domestic air passenger traffic is less affected from the pandemic with an overall reduction of only 19% to 20% of seats offered by airlines. ICAO has not yet provided an outlook for 2023.

The International Air Transport Association (IATA) indicates an airline industry-wide net loss of USD 6.9 billion for 2022, after approximately USD 42.0 billion in the previous year, according to its latest estimates from December 2022. For 2023, IATA expects the first surplus since 2019, with the combined net profit of airlines worldwide to reach USD 4.7 billion. This would be a remarkable turnaround from a net loss of nearly USD 140 billion back in 2020. Nevertheless, the global economy is facing significant headwinds, which also impacts aviation. But IATA does not expect a global recession. Headwinds for the air

transport sector result from a slowdown in GDP growth, the central banks' rate tightening in response to a surge in global inflation and a high and persistent spread between the price of jet fuel and oil on top of an anyway elevated level of oil prices.

Air passenger travel continues its robust recovery and the momentum during the peak season of July and August extended into October, according to IATA. Industry-wide revenue passenger kilometres (RPKs) grew by 70.3% between January and October 2022 compared to the same period the year before. The global passenger load factor averaged at 78.2%, up by 12.3 percentage points from last year. The industry's recovery in October 2022, the latest period for which data is available, was driven by international traffic, which was up by 102.4% compared to the same month last year, but still 27.9% below its pre-pandemic levels from October 2019. With -0.8% domestic RPKs were nearly flat compared to October 2021 and stood at 77.9% of its October 2019 level. The decrease in recovery rates for domestic travel is "mainly due to the tight COVID restrictions in China", according to IATA, which were still in place at that time. In October 2022, domestic travel in China dropped to 30.6% of its pre-pandemic level three years earlier.

The Middle East, where the lessee is located, recorded an RPK increase of 188.5% in the first ten months of 2022 compared to the same period in 2021. A less dynamic increase in capacities, measured in available seat kilometres (ASKs) resulted in nearly 27 percentage points improvement of the average passenger load factor to 74.6%.

In October 2022, industry-wide RPKs were about 26% below its pre-pandemic level from October 2019, while capacity measured in ASKs was also approximately 26% lower than three years ago. The passenger load factor averaged at 82.0%, a shortfall of 0.1 percentage points compared to its October 2019 levels.

At the end of 2022 IATA observes that "the desire to travel by air remains strong and this pent-up demand has been evident whenever travel restrictions are lifted and routes re-opened". It expects this development to continue into 2023, but gradually dissipating over time. Total global RPKs are expected to expand by 20% in 2023. The timing and speed of recovery in China and the Asia Pacific region were identified as key uncertainties. China is the world's second largest transport market.

The risk of renewed COVID outbreaks is also increasing during the winter season in the northern hemisphere. However, IATA expects these "to become less impactful over time, and so too the likely associated policy response".

Source: IATA, ICAO, World Bank

© International Air Transport Association, 2022. Air Passenger Market Analysis October 2022. Global Outlook for Air Transport – December 2022. Available on the IATA Economics page.

© International Civil Aviation Organization. Effects of Novel Coronavirus (COVID-19) on Civil Aviation: Economic Impact Analysis, 30 November 2022.

### 3. Lessee – Emirates

#### Network

In November 2022 Emirates resumed flights to Rio de Janeiro (Brazil) and Buenos Aires (Argentina), which were previously suspended due to COVID-19. The latter destination is accessible via onward flight from Rio de Janeiro. With resumption of

services to Argentina, Emirates has restored more than 90% of its pre-pandemic network, according to the airline.

In mid-November 2022 the A380 service returned to Narita (Japan) to meet a surge in demand, after the country scrapped the daily arrival cap and lifted COVID-19 testing and self-quarantine protocols for inbound travel.

In December 2022 the carrier ramped up its operations to London Gatwick (UK) with a third daily A380 service, increasing the number of weekly flights from its seven UK hubs to 119. Thereof the three airports in the London metropolitan area (Gatwick, Heathrow, Stansted) account for 70 weekly flights.

Also in December 2022, the Emirates A380 has returned to Auckland (New Zealand) to address increasing travel demand in and out of New Zealand ahead of the country's first full open summer since the pandemic. With 14,200 km it's the longest route in Emirates' network and one of the longest non-stop scheduled commercial flights worldwide.

In early December Emirates is servicing 37 global destinations in 25 countries with its A380 fleet and expects to add another five destinations by March 2023.

From 1 January 2023 Emirates will expand its Bangkok (Thailand) operations with a fourth daily flight, operated by an A380. The airline cites increased demand for international travel from and to Bangkok for its latest flight schedule adjustments.

As of May 2022, Emirates no longer operate leased aircraft in and out of Russia, which includes the Company's aircraft, due to restrictions imposed upon their insurance policy. However, they continue to operate their owned aircraft into this jurisdiction.

#### Fleet

In February 2022 Emirates' President, Sir Tim Clark, provided insight into fleet operating considerations for his airline. Reporting on recycling efforts of Emirates' first five A380s retired, Clark pointed out that these efforts will not continue with more 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." In June 2022 Tim Clark publicly confirmed that the airline wants to "retain" all of their currently 118 A380s, "probably until the mid-2030s".

On 1 November 2022 Emirates kicked off its multi-billion dollar cabin retrofit program that will upgrade the entire interior cabin of 67 Airbus A380 and 53 Boeing 777-300ER, including the installation of the airline's latest Premium Economy seats. The carrier recruited 190 additional staff for the project and engaged with 62 key partners and suppliers who have hired hundreds of more skilled workers. According to the carrier, this is the largest known retrofit programme ever handled by an airline in-house. All A380s earmarked for the retrofit program are expected to be back in service by May 2024.

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”.

#### Boeing 777X

Clark claims Boeing has already produced twelve Boeing 777-9 for Emirates which the manufacturer has put in storage without their engines. But the manufacturer has deferred its target for the first 777X deliveries to airline customers multiple times, now aiming for a delivery date in late 2024 or the first quarter of 2025. The new aircraft type has not been certified yet and Tim Clark reported about an “engine glitch” that happened in October 2022, temporarily pausing Boeing’s test programme. Emirates expects its first 777-9 to get delivered in July 2025. 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.”

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

#### Boeing 787

The aircraft are supposed to be delivered from May 2023. But Clark does not expect the 30 Boeing 787s to join his fleet anytime soon: “Look at the huge backlog, they haven’t produced any aircraft lately, that’ll take them two or three years to go over that. They got production and quality control issues that they admit, and now after the [Boeing 737] MAX crisis with the regulator saying ‘we want to have a good look at everything’, that is slowing the whole thing down.”

In June 2022 Clark 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 2023, according to data and aviation analytics provider Cirium. But a legal dispute between manufacturer Airbus and A350 operator Qatar Airways (Qatar) about deterioration of the aircraft’s paint and lightning protection issues is challenging this timeline. Upon instruction from its civil aviation authority, Qatar had to ground a significant number of A350s and will not accept any new deliveries from Airbus until the issues have been resolved. Addressing the manufacturer, Clark made clear that he would not accept any deliveries until Airbus has developed a fix: “If we have the same problem on one of our aircraft, we won’t take them over.”

In June 2022 Tim Clark revealed talks with Airbus to compress the upcoming A350 deliveries, which are scheduled to start in summer 2024, according to Clark: “We’ll probably get up to two a month – we’ve got 50 coming – so we’re trying to get the whole lot done in two years to pick up this big capacity hole that we can see.”

In addition, Emirates is also weighing an order for the A350-1000, as the capacity gap sometime between 2024 and 2027

due to Boeing’s delivery delays would be hard to fill through existing order commitments, said Clark. “This is why we’re getting a bit wary and we’re looking at the A350. We really only have one place to go.”

The table below details the passenger aircraft fleet activity as of 31 December 2022:

Passenger Aircraft Fleet Activity		
Aircraft Type	Grounded	In Service
A380	34	86
777	2	132
<b>Total</b>	<b>36</b>	<b>218</b>
%	14%	86%

Source: Cirium as of 31 December 2022

Emirates expects its entire A380 fleet back in service by December 2023, as things currently stand. This will help Emirates to recover the remaining 20% of capacity that the airline is holding back, according to Adnan Kazim, Chief Commercial Officer of Emirates.

In November 2022 Emirates announced a firm order for five new Boeing 777-200LR freighter aircraft to be delivered in 2024 and 2025, an investment worth over USD 1.7 billion at list prices. In addition to its bellyhold cargo capacity on the carrier’s passenger aircraft, Emirates Sky Cargo operates a fleet of 11 Boeing 777 freighters. It is one of the world’s largest cargo carriers.

#### Key Financials

In the first half of its 2022/23 financial year ending on 30 September 2022, Emirates recorded a net profit of AED 4.0 billion (USD 1.1 billion), a record half-year performance for the company. This is a significant improvement of the airline’s profitability, after Emirates generated a net loss of AED 5.8 billion (USD 1.6 billion) in the same period the year before. The airline “continued to focus on restoring its global passenger network and connections through its Dubai hub, restarting services and adding flights to meet customer demand across markets”. Revenue, including other operating income, was up 131% from the same period last year and reached AED 50.1 billion (USD 13.7 billion). Emirates attributes the strong turnaround performance to strong passenger demand for international travel across markets and “the airline’s ability to plan ahead to meet the demand, activate capacity, and attract customers”.

Pandemic-induced travel restrictions and safety measures in many regions around the globe were partially retracted and allowed for a continuing recovery of passenger air travel. Between April and September 2022 Emirates carried 20.0 million passengers, more than doubling the number from the same period the year before. Cargo uplift came in 14% lower than last year, as Emirates reallocated capacities temporarily used for Emirates’ SkyCargo operations back to passenger operations.

As more countries eased travel restrictions, Emirates increased its capacity measured in ASKs, by 123%. At the same time its passenger traffic, measured in RPKs, increased by 265%.



This resulted in the average passenger load factor of 78.5%, an improvement of 30.6 percentage points compared to last year. Emirates strives to return to 100% of its pre-Pandemic capacity, measured in available tonne kilometres, by the 2023/24 financial year.

Given the substantial increase in flight operations, Emirates' operating costs increased by 73%. The carrier's fuel cost more than tripled compared to the same period last year, primarily due to a 65% higher fuel uplift in line with increasing flight operations as well as a doubling in average oil prices. Fuel, which had been the largest component of Emirates' operating cost prior to the pandemic, accounted for 38% of total operating costs in the first half of the company's 2022/23 financial year. This is one of the highest ratios on record for the airline. In the same period last year this ratio amounted to only 20% with depreciation, amortization and impairment being the largest component of the carrier's operating cost at that time.

The recovery in Emirates' operations during the first six months of the 2022/23 financial year led to an improved EBITDA of AED 14.7 billion (USD 4.0 billion) compared to AED 5.0 billion (USD 1.4 billion) from last year.

As of 30 September 2022, Emirates' total liabilities decreased by 2.4% to AED 126.5 billion (USD 34.5 billion USD) compared to the end of the previous financial year. Amongst other things, the airline repaid AED 6.3 billion (USD 1.7 billion) in bonds and term loans. Total equity came in at AED 25.9 billion (USD 7.0 billion), an improvement of 27.2% since the beginning of the current financial year. Emirates' equity ratio stood at 17.0% and its cash position, including short-term bank deposits, amounted to AED 27.8 billion (USD 7.6 billion) at the end of September 2022. 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 20.6 billion (USD 5.6 billion) for the period between April and September 2022, a threefold increase compared to the same period the year before.

Due to the company's strong cash flow generation, 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.

As at the end of December 2022, Emirates has outstanding US dollar debt issuances with maturities in 2023, 2025, and 2028. These bonds were all trading close to par and with running yields ranging from approximately 3.9% to 4.7% in US dollars. There has also been no 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 a November 2022 press release Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive of Emirates Airline and Group, assesses the prospects for their future business as follows: "For the coming months, we remain focused on

restoring our operations to pre-pandemic levels and recruiting the right skills for our current and future requirements. We expect customer demand across our business divisions to remain strong in H2 2022-23. However, the horizon is not without headwinds, and we are keeping a close watch on inflationary costs and other macro-challenges such as the strong US dollar and the fiscal policies of major markets."

In line with its growing business activities Emirates Group grew its employee base within a six-month period till the end of September 2022 by 10% to 93,893 persons but did not report the split in headcount change for its two individual entities Emirates Airline and ground handler dnata.

On a group level Sheikh Ahmed "expects to return to our track record of profitability at the close of our full financial year".

In late November 2022 Tim Clark expressed confidence on the months to come: "Our forward bookings and yields are extraordinarily high. The fact is that for every of the six A380 operations we offer out of [London] Heathrow every day; I could put a Boeing 777 next to it and fill it up. Demand is that strong." He also confirmed that nearly all of Emirates' A380s will return to the skies soon: "We have 118 A380s at our disposal out of the 123 delivered. We have broken off a few [to be used] for [landing] gears and other bits and pieces. We sold off quite a lot of parts. We'll probably initially fly 115 or 116 as we go through the [cabin] retrofit program."

Source: Aerotime, Bloomberg, Emirates, Executive Traveller, Simple Flying

#### 4. Aircraft – A380

As of the end of December 2022, the global A380 fleet consisted of 231 planes with 14 airline operators. Only 131 of these aircraft were in service. The remainder of the fleet is currently parked. The 14 operators are Emirates (121), Singapore Airlines (15), Deutsche Lufthansa (14), Qantas (10), British Airways (12), Korean Air Lines (10), Etihad Airways (10), Qatar Airways (10), Air France (6), Malaysia Airlines (6), Thai Airways (6), Asiana Airlines (6), China Southern Airlines (2), and All Nippon Airways (3).

In response to increased demand for air travel Etihad Airways announced it will bring four of its A380s back in service next summer on flights to London Heathrow. Earlier statements indicated plans to ground its entire A380 fleet "indefinitely", describing the aircraft as "no longer commercially sustainable".

In December 2022 aircraft storage specialist Tarmac Aerosave confirmed the arrival of Malaysia Airline's (Malaysia) sixth and final A380 at the Tarbes-Lourdes-Pyrenees airport in France. The aircraft were in storage in Kuala Lumpur before and Malaysia's parent company had indicated retirement plans already back in 2021. Media reports from September 2022 hinted that Malaysia could return all six of its A380 to its manufacturer Airbus by year-end, as part of a recently placed firm order for new A330neo aircraft.

In mid-December 2022 Qantas reactivated its sixth A380 to keep up with increasing demand over the southern hemisphere summer. The airline plans to put the remaining four A380 back into service by December 2023.

A380 operator Thai Airways (Thai) is exploring the viability of reactivating two of its six A380s currently stored. Both are owned by Thai and were previously earmarked for sale. The

airline cites limited capacity for their deliberations to bring back aircraft originally intended to sell. Thai A380s could be placed on popular long-haul destinations like London.

The number of Lufthansa A380s to support next summer's peak is still up in the air. After Lufthansa had confirmed in June 2022 to station four to five A380s in Munich as of summer 2023, a spokesperson now walked back that number and was quoted that the current plan is "to reactivate at least three A380s to be ready for operation early next summer."

Source: Cirium

# Addendum

## Implied Future Total Returns based on the latest appraisals as at 31 March 2022 – 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 ongoing COVID-19 pandemic with more than 40% 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 2022. 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 2022.

The total return for a shareholder investing today (31 December 2022) 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 2022).**

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<sup>1</sup> USD 270.0 million based on inflated future soft market values**

Per Share (rounded)	Income Distributions	Return of Capital			
		Latest Appraisal -75% <sup>2</sup>	Latest Appraisal -50% <sup>2</sup>	Latest Appraisal -25% <sup>2</sup>	Latest Appraisal <sup>2</sup>
Current FX Rate <sup>3</sup>	32p	46p	77p	108p	140p
Per Share (rounded)		Total Return <sup>4</sup>			
		Latest Appraisal -75% <sup>2</sup>	Latest Appraisal -50% <sup>2</sup>	Latest Appraisal -25% <sup>2</sup>	Latest Appraisal <sup>2</sup>
Current FX Rate <sup>3</sup>		78p	109p	140p	172p

<sup>1</sup> Date of valuation: 31 March 2022; inflation rate: 1.5%

<sup>2</sup> 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

<sup>3</sup> 1.2099 USD/GBP (31 December 2022)

<sup>4</sup> Includes expected future dividends

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



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