

KESTREL AVIATION IRELAND NO. 5 LIMITED
Annual report and financial statements
FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2024

KESTREL AVIATION IRELAND NO. 5 LIMITED

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KESTREL AVIATION IRELAND NO. 5 LIMITED

Directors and Other Information

Directors	William Brennan Christopher Cullen Joo Il Kim
Company secretary	MFD Secretaries Limited 32 Molesworth Street Dublin 2 Ireland
Registered number	639010
Registered office	32 Molesworth Street Dublin 2 Ireland
Independent auditor	KPMG Chartered Accountants 1 Harbourmaster Place IFSC Dublin 1 Ireland
Bankers	J.P. Morgan Bank 200 Capital Dock 79 Sir John Rogerson's Quay Dublin 2 Ireland
Solicitors	Matheson 70 Sir John Rogerson's Quay Dublin 2 Ireland
Managing agent	Maples Fiduciary Services (Ireland) Limited 32 Molesworth Street Dublin 2 Ireland
Lease manager	Dubai Aerospace Enterprise Limited Block B Riverside IV Grand Canal Dock Dublin 2 Ireland

KESTREL AVIATION IRELAND NO. 5 LIMITED

DIRECTORS' REPORT FOR THE YEAR ENDED 31 DECEMBER 2024

The Directors present their annual report and the audited financial statements of Kestrel Aviation Ireland No. 5 Limited (the "Company") for the year ended 31 December 2024.

Principal Activities, Business Review and Future Developments

The Company was incorporated in the Republic of Ireland on 5 December 2018 as a special purpose company whose principal activity is the purchasing, leasing and disposal of jet aircraft. The Directors expect these activities to continue for the foreseeable future and will continue to review and seek business opportunities for the Company.

The aircraft were on lease during the year. One aircraft was sold after the reporting date and 2 additional aircraft sold during 2025.

Principal Risks and Uncertainties

The Company operates as a lessor to global airlines. The Company's ability to succeed is dependent on the financial strength of its lessees, their ability to compete effectively in the market place and to manage the competitive environment in which they operate.

The lessees are responsible for ensuring that the aircraft has adequate insurance cover, and the Directors have put appropriate monitoring systems in place to ensure that the lessee remains compliant.

The Company is subject to various risks in the normal course of its activities, including geopolitical, airline risk, credit, liquidity and concentration risk as described below:

Credit risk arises from the lessees and the remaining intercompany receivable. The intercompany receivable exposure is considered low given the on-demand nature of the intercompany balances and the parent support letter in place. Subsequent to the year-end one of the lessees filed for Chapter 11 protection. The aircraft operated by that lessee was sold in 2025 and an expected credit loss provision was recognised for the related receivable. The Directors consider the credit risk associated with the remaining lessees to be low.

Liquidity risk relates to the settlement of operating and financing obligations, which the Directors expect to be met from the lease income and group support.

Concentration risk is inherent to an aircraft owning entity within an ABS structure. As the reporting date, one aircraft remained on lease.

Geopolitical and airline risks

The Company leases aircraft to customers in multiple jurisdictions exposing it to (i) many and varying economic, social, legal and geopolitical risks, (ii) instability in key markets and (iii) global health pandemics. Exposure to multiple jurisdictions may adversely affect the Company's future performance, position and growth potential. The adequacy and timeliness of the Company's response to emerging risks in these jurisdictions are of critical importance to the mitigation of their potential impact on the Company's results and financial position.

Residual value risk in respect of the remaining aircraft arises from the possibility that the aircrafts' value will be affected by market conditions, technical factors or lessee specific considerations. The Directors monitor the market data and consider the residual risk to be within normal expectations for this type of aircraft.

Exposure to the commercial airline industry

As a supplier to and partner of the airline industry, the Company is exposed to the financial condition of the airline industry as it leases all of its aircraft to commercial airline customers. The financial condition of the airline industry is affected by, among other things, geopolitical events, outbreaks of communicable pandemic diseases and natural disasters, fuel costs and the demand for air travel. To the extent that any of these factors adversely affect the airline industry they may result in (i) downward pressure on lease rates and aircraft values, (ii) higher incidences of lessee defaults, restructuring, and repossessions and (iii) inability to lease aircraft on commercially acceptable terms.

The Directors have considered the potential risks based on the currently available information and are satisfied that due to the nature of the Company's operations there is no significant risk to the Company other than those disclosed above.

KESTREL AVIATION IRELAND NO. 5 LIMITED

DIRECTORS' REPORT FOR THE YEAR ENDED 31 DECEMBER 2024

Going Concern

The financial statements have been prepared on a going concern basis, which assumes that the Company will be able to meet the mandatory repayment terms of the loan and other liabilities for the foreseeable future.

The Directors have considered the going concern basis of the financial statements of the Company. The Directors are satisfied given the cash flow forecasts and limited recourse nature of the debt obligations that it is appropriate to prepare the financial statements at 31 December 2024 on a going concern basis.

The Directors continue to have a reasonable expectation that the Company has adequate resources to continue in operation for at least the next twelve months and that the going concern basis of preparation remains appropriate. During the financial year, the global financial markets experienced continued volatility due to general macro-economic factors and the increased rate of inflation and interest rates. However, the extent of this cannot be quantified at this time and the Directors, along with the support of the key service providers being Maples Fiduciary Services (Ireland) Limited as Managing Agent and Dubai Aerospace Enterprise Limited as Servicer, will continue to monitor the situation and any potential effect on the Company on future reporting periods. The Company will also receive support from its parent company, confirming it will show forbearance, if required, in demanding repayment of the amounts due from the Company until such time when the Company has sufficient funds to do so.

While acknowledging the uncertainties that these factors are causing, the Directors have reached the conclusion that it is appropriate to prepare the financial statements on a going concern basis.

There is uncertainty over how the future developments of the current global situations will impact the Company's airline customers and the Company itself as a consequence. The Managing Agent (on behalf of the Directors) has modelled a number of different scenarios considering a period of at least twelve months from the date of approval of these financial statements. The assumptions modelled are based on the expected levels of performance by the Company's airline customers under their respective lease agreements. Under this base case scenario, the Company is expected to continue to have sufficient resources to service its debt.

Based on these factors, the Directors have a reasonable expectation that the Company has adequate liquidity and financial resources for at least the next twelve months and that the going concern basis of preparation remains appropriate.

Key Performance Indicators

The Company's KPIs during the year were as follows:

- Operating income of US\$9,017,289 (2023: US\$5,805,346);
- Profit before tax of US\$3,704,462 (2023: loss before tax of US\$14,392,155);
- The depreciation and amortisation of the aircraft held by the Company was US\$1,706,201 (2023: US\$3,242,609); and
- The net book value of the aircraft and related assets held by the Company at 31 December 2024 was US\$26,278,734 (2023: US\$42,065,697).

Results for the year and Dividends

The results of the Company for the financial year ended 31 December 2024 are set out in the Statement of Profit or Loss Account and Other Comprehensive Income on page 10 and in the Balance Sheet on page 11. The profit on ordinary activities for the financial year before taxation amounted to US\$3,704,462 (2023: loss before taxation of US\$14,392,155), and after taxation credit of US\$3,197,546 (2023: credit of US\$ nil), the profit of US\$6,902,008 (2023: loss of US\$14,392,155) was transferred to reserves. The profit for the current year is significantly higher year on year, as prior year results included substantial impairment charges on two aircraft following a post year end Chapter 11 filing by the lessee which reduced the aircraft values. No impairment was recognised in the current year resulting in a higher profit figure. Shareholder's deficit at 31 December 2024 amounted to US\$13,708,346 (2023: US\$20,610,354). There were no dividends declared during the financial year (2023: none).

Total cash and cash equivalents at 31 December 2024 was US\$3,868 (2023: US\$2,538). Total assets at 31 December 2024 was US\$44,424,298 (2023: US\$44,785,608) and total liabilities was US\$58,132,644 (2023: US\$65,395,962).

KESTREL AVIATION IRELAND NO. 5 LIMITED

DIRECTORS' REPORT (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2024

Directors and Secretary and their Interests

The names of the persons who were Directors at any time during the financial year ended 31 December 2024 are set out below. In accordance with the Articles of Association the Directors are not required to retire by rotation.

Directors

William Brennan
Christopher Cullen
Joo Il Kim

Secretary

MFD Secretaries Limited

Interests

The Directors and the Company Secretary's interest in shares are required to be disclosed in accordance with section 261 to 263 of the Companies Act, 2014. The Directors and the Company secretary who held office at 31 December 2024 do not have any direct or beneficial interest in the shares, deferred shares, share options and debentures of the Company, or any Company at that date or during the financial year (2023: none).

Transactions Involving Directors

There were no loans advanced to the Directors at any time during the financial year (2023: none). There were no contracts or arrangements in relation to the business of the Company in which the Directors had any interest, as defined by the Companies Act 2014, at any time during the financial year.

Issue of Shares

Authorised share capital consists of 100,000 ordinary shares of US\$1 each. One share was issued on 5 December 2018 to Kestrel Aircraft Funding Limited ("KAFL"). This was subsequently transferred to Briulan Limited on 8 February 2019.

Political Contributions

No political donations were made by the Company during the financial year (2023: none).

Accounting Records

The Directors are responsible for ensuring that proper books and accounting records, as outlined in Section 281 of the Companies Act 2014, are kept by the Company. To achieve this, the Directors have appointed Maples Fiduciary Services (Ireland) Limited ("Maples") to provide accounting services, who report to the Board and ensure that the requirements of Section 281 to 285 of the Companies Act 2014, are complied with. The books of account of the Company are maintained at 32 Molesworth Street, Dublin 2, Ireland.

Events after the end of the Reporting Date

Subsequent to the year end, the Company completed the sale of the aircraft that had been classified as held for sale at 31 December 2024. The sale closed in March 2025.

In June 2025, one of the two lessees filed for Chapter 11 bankruptcy protection. The two aircraft leased to this lessee were subsequently sold in December 2025. These events relate to conditions that arose after the reporting date and do not require adjustment to the amounts recognised in these financial statements.

Aside from the above, there have been no other significant events after the financial year end that would require adjustment or disclosure in these financial statements.

KESTREL AVIATION IRELAND NO. 5 LIMITED

**DIRECTORS' REPORT (CONTINUED)
FOR THE YEAR ENDED 31 DECEMBER 2024**

Relevant Audit Information

Each of the persons who are Directors at the time when this Directors' Report is approved has confirmed that:

- so far as the Director is aware, there is no relevant audit information of which the Company's auditors are unaware, and
- the Director has taken all the steps that ought to have been taken as a director in order to be aware of any relevant audit information and to establish that the Company's auditors are aware of that information.

Independent Auditor

The auditors KPMG were appointed to office in accordance with Section 382(1) of the Companies Act, 2014 on 14 December 2018.

This report was approved by the Board on 13 February 2026 and signed on its behalf.

DocuSigned by:

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William Brennan
Director

Signed by:

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Christopher Cullen
Director

KESTREL AVIATION IRELAND NO. 5 LIMITED

STATEMENT OF DIRECTORS' RESPONSIBILITIES IN RESPECT OF THE DIRECTORS' REPORT AND THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2024

The Directors are responsible for preparing the Directors' Report and the financial statements in accordance with applicable law and regulations.

Company law requires the Directors to prepare financial statements for each financial year. Under that law they have elected to prepare the financial statements in accordance with FRS 101 Reduced Disclosure Framework.

Under company law, the Directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the assets, liabilities and financial position of the Company and of its profit or loss for that period. In preparing these financial statements, the Directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- assess the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern; and
- use the going concern basis of accounting unless they either intend to liquidate the Company or to cease operations, or have no realistic alternative but to do so.

The Directors are responsible for keeping adequate accounting records which disclose with reasonable accuracy at any time the assets, liabilities, financial position and profit or loss of the Company and enable them to ensure that the financial statements comply with the Companies Act 2014. They are responsible for such internal controls as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error, and have general responsibility for taking such steps as are reasonably open to them to safeguard the assets of the Company and to prevent and detect fraud and other irregularities. The Directors are also responsible for preparing a directors' report that complies with the requirements of the Companies Act 2014.

On behalf of the Board

DocuSigned by:

8479962323A5493...
William Brennan
Director

Signed by:

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Christopher Cullen
Director



KPMG

Audit
1 Harbourmaster Place
IFSC
Dublin 1
D01 F6F5
Ireland

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF KESTREL AVIATION IRELAND NO. 5 LIMITED

Report on the audit of the financial statements

Opinion

We have audited the financial statements of Kestrel Aviation Ireland No. 5 Limited ('the Company') for the year ended 31 December 2024 set out on pages 10 to 28, which comprise the Statement of Profit or Loss and Other Comprehensive Income, Balance Sheet and Statement of Changes in Equity and related notes, including the summary of significant accounting policies set out in note 2.

The financial reporting framework that has been applied in their preparation is Irish Law and FRS 101 Reduced Disclosure Framework issued in the United Kingdom by the Financial Reporting Council.

In our opinion:

- the financial statements give a true and fair view of the assets, liabilities and financial position of the Company as at 31 December 2024 and of its profit for the year then ended;
- the financial statements have been properly prepared in accordance with FRS 101 *Reduced Disclosure Framework*; and
- the financial statements have been properly prepared in accordance with the requirements of the Companies Act 2014.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (Ireland) (ISAs (Ireland)) and applicable law. Our responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the financial statements section of our report. We are independent of the Company in accordance with ethical requirements that are relevant to our audit of financial statements in Ireland, including the Ethical Standard issued by the Irish Auditing and Accounting Supervisory Authority (IAASA), and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the directors' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the Company's ability to continue as a going concern for a period of at least twelve months from the date when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the directors with respect to going concern are described in the relevant sections of this report.



INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF KESTREL AVIATION IRELAND NO. 5 LIMITED (*Continued*)

Other information

The directors are responsible for the other information presented in the Annual Report together with the financial statements. The other information comprises the information included in the directors' report. The financial statements and our auditor's report thereon do not comprise part of the other information. Our opinion on the financial statements does not cover the other information and, accordingly, we do not express an audit opinion or, except as explicitly stated below, any form of assurance conclusion thereon.

Our responsibility is to read the other information and, in doing so, consider whether, based on our financial statements audit work, the information therein is materially misstated or inconsistent with the financial statements or our audit knowledge. Based solely on that work we have not identified material misstatements in the other information.

Based solely on our work on the other information undertaken during the course of the audit, we report that:

- we have not identified material misstatements in the directors' report;
- in our opinion, the information given in the directors' report is consistent with the financial statements; and
- in our opinion, those parts of the directors' report specified for our review, which does not include sustainability reporting when required by Part 28 of the Companies Act 2014, have been prepared in accordance with the Companies Act 2014.

Our opinions on other matters prescribed by the Companies Act 2014 are unmodified

We have obtained all the information and explanations which we consider necessary for the purposes of our audit.

In our opinion the accounting records of the Company were sufficient to permit the financial statements to be readily and properly audited and the financial statements are in agreement with the accounting records.

Matters on which we are required to report by exception

The Companies Act 2014 requires us to report to you if, in our opinion, the disclosures of directors' remuneration and transactions required by Sections 305 to 312 of the Act are not made. We have nothing to report in this regard.

Respective responsibilities and restrictions on use

Responsibilities of directors for the financial statements

As explained more fully in the directors' responsibilities statement set out on page 6, the directors are responsible for: the preparation of the financial statements including being satisfied that they give a true and fair view; such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error; assessing the Company'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 Company or to cease operations, or have no realistic alternative but to do so.



INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF KESTREL AVIATION IRELAND NO. 5 LIMITED (*Continued*)

Auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (Ireland) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

A fuller description of our responsibilities is provided on IAASA's website at <https://iaasa.ie/publications/description-of-the-auditors-responsibilities-for-the-audit-of-the-financial-statements/>.

The purpose of our audit work and to whom we owe our responsibilities

Our report is made solely to the Company's members, as a body, in accordance with Section 391 of the Companies Act 2014. Our audit work has been undertaken so that we might state to the Company's members those matters we are required to state to them in an auditor's 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 and the Company's members, as a body, for our audit work, for this report, or for the opinions we have formed.

16 February 2026

James Gleeson

for and on behalf of

KPMG

Chartered Accountants, Statutory Audit Firm

1 Harbourmaster Place

IFSC

Dublin 1

D01 F6F5

KESTREL AVIATION IRELAND NO. 5 LIMITED**STATEMENT OF PROFIT OR LOSS ACCOUNT AND OTHER COMPREHENSIVE INCOME
FOR THE YEAR ENDED 31 DECEMBER 2024**

	Note	2024 US\$	2023 US\$
Operating income	3	9,017,289	5,805,346
Depreciation and amortisation	8	(1,706,201)	(3,242,609)
Impairment charge on aircraft and related assets	8	-	(13,156,556)
Expected credit loss provision	9	(870,149)	-
General and administration expenses	4	<u>(892,382)</u>	<u>(903,441)</u>
Net operating profit/(loss) on continuing activities		5,548,557	(11,497,260)
Finance expense	5	<u>(1,844,095)</u>	<u>(2,894,895)</u>
Profit/(Loss) on ordinary activities before taxation		3,704,462	(14,392,155)
Taxation credit	7	<u>3,197,546</u>	-
Profit/(Loss) on ordinary activities after taxation		6,902,008	(14,392,155)
Other comprehensive income		<u>-</u>	<u>-</u>
Total comprehensive income/(loss) for the financial year		<u>6,902,008</u>	<u>(14,392,155)</u>

All results for the year are attributable to the owners of the Company. The above results were derived from continuing operations.

The accompanying notes on pages 13 to 28 form an integral part of these financial statements.

KESTREL AVIATION IRELAND NO. 5 LIMITED

**BALANCE SHEET
AS AT 31 DECEMBER 2024**

	Note	2024 US\$	2023 US\$
Non-current assets			
Aircraft and related assets	8	26,278,734	42,065,697
Investments	10	-	1,052,642
Net deferred tax asset	7	3,197,546	-
Total non-current assets		29,476,280	43,118,339
Current assets			
Assets held for sale	8	14,080,762	-
Cash and cash equivalents		3,868	2,538
Other receivables	9	863,388	1,664,731
Total current assets		14,948,018	1,667,269
Total assets		44,424,298	44,785,608
Capital and reserves			
Share capital	15	26,403,001	26,403,001
Retained deficit		(40,111,347)	(47,013,355)
Shareholder's deficit		(13,708,346)	(20,610,354)
Liabilities - amounts falling due within one year			
Loans and borrowings	11	10,189,169	13,861,079
Other liabilities	12	3,641,574	353,473
Maintenance reserves	13	8,463,282	-
Security deposits	14	205,000	-
Total current liabilities		22,499,025	14,214,552
Liabilities - amounts falling due for more than one year			
Loans and borrowings	11	11,212,883	17,940,612
Maintenance reserves	13	24,225,736	32,840,798
Security deposits	14	195,000	400,000
		35,633,619	51,181,410
Total liabilities		58,132,644	65,395,962
Total liabilities and equity		44,424,298	44,785,608

Approved by the Board and authorised for issue on 13 February 2026.

DocuSigned by:

William Brennan
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William Brennan
Director

Signed by:

Christopher Cullen
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Christopher Cullen
Director

The accompanying notes on pages 13 to 28 form an integral part of these financial statements.

KESTREL AVIATION IRELAND NO. 5 LIMITED

**STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 31 DECEMBER 2024**

	Share Capital	Retained deficit	Total equity
	US\$	US\$	US\$
At beginning of year	26,403,001	(47,013,355)	(20,610,354)
Transactions with Shareholder	-	-	-
Comprehensive profit for the year	-	6,902,008	6,902,008
Balance at 31 December 2024	26,403,001	(40,111,347)	(13,708,346)

	Share Capital	Retained deficit	Total equity
	US\$	US\$	US\$
At beginning of year	26,403,001	(32,621,200)	(6,218,199)
Transactions with Shareholder	-	-	-
Comprehensive loss for the year	-	(14,392,155)	(14,392,155)
Balance at 31 December 2023	26,403,001	(47,013,355)	(20,610,354)

All equity is attributable to the holders of the Company.

The accompanying notes on pages 13 to 28 form an integral part of these financial statements.

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

1. General information

Kestrel Aviation Ireland No. 5 Limited (the "Company") is a limited liability company incorporated in Ireland on 5 December 2018 as a special purpose company whose principal activity is the purchasing, leasing and disposal of jet aircraft and is domiciled in the Republic of Ireland.

Due to the nature of the Company's business and the type of transactions the company is engaged in, the Directors have adopted the Profit or Loss Account and the Balance Sheet to suit the circumstances of the business in line with Section 291(4) of the Companies Act 2014.

The accounting policies set out below have, unless otherwise stated, been applied consistently to all years presented in these financial statements.

2. Accounting policies

2.1 Basis of preparation of financial statements

The financial statements have been prepared on a historical cost basis in accordance with Financial Reporting Standard 101 'Reduced Disclosure Framework' ("FRS 101") and Irish statute comprising of the Companies Act 2014.

In preparing these financial statements, the Company applies the recognition, measurement and disclosure requirements of International Financial Reporting Standards as adopted by the EU ("EU IFRSs"), but makes amendments where necessary in order to comply with the Companies Act 2014 and has set out below where advantage of the FRS 101 disclosure exemptions has been taken. The consolidated financial statements of Kestrel Aircraft Funding Limited are prepared in accordance with IFRS and are available to the public and may be obtained from the Companies Registration Office, Gloucester Place Lower, Dublin 1.

The financial statements have been prepared in US Dollars (US\$).

The financial statements have been prepared on a going concern basis.

Financial reporting standard 101 - reduced disclosure exemptions

In these financial statements, the Company has applied the exemptions available under FRS 101 in respect of the following disclosures:

- A Cash Flow Statement and related notes;
- Disclosures in respect of capital management;
- The effects of new standards and interpretations issued but not yet effective;
- Disclosures in respect of the compensation of Key Management Personnel;
- The requirements in IAS 24 Related Party Disclosures to disclose related party transactions entered into between two or more members;
- Disclosures of transactions with a management entity that provides key management personnel services to the Company.

As the consolidated financial statements of Kestrel Aircraft Funding Limited ("KAFL") (whose accounts consolidate the accounts of the Company) and which have been prepared in accordance with the International Financial Reporting Standards ("IFRS"), include equivalent disclosures, the Company has taken exemptions under FRS 101 available in respect of the following disclosures:

- Certain disclosures required by IFRS 13 Fair Value Measurement; and
- The disclosures required by IFRS 7 Financial Instrument Disclosures.

There are no standards, amendments to standards or interpretations that are effective for annual periods beginning on 1 January 2024 that have a material effect on the financial statements of the Company.

**Notes to the financial statements
For the year ended 31 December 2024**

2.1 Basis of preparation of financial statements (continued)

Significant estimates and judgements

The preparation of the financial report in conformity with FRS 101 requires the directors to make judgements, estimates and assumptions that affect the application of policies and reported amounts of assets, liabilities, income and expenses. These estimates and associated assumptions are based upon historical experience and various other factors that are believed to be reasonable under the circumstances, the results of which form the basis of making judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed by the Directors 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.

Judgements

The key judgements that could affect the reported results are those concerning the going concern and determining the classification of lease arrangements entered into by the Company. Going concern is disclosed in Note 2.2. All leases entered into by the Company as lessor have been classified as operating lease.

Estimates

Aircraft impairment

Aircraft are evaluated for impairment in each reporting period, or when there are indicators of impairment. Estimates and judgement are used in determining the value in use and fair value of aircraft. The Company estimates future lease cash flows, useful economic life, discount rate, residual value and current and future fair values. The estimates and assumptions used are based on historical trends as well as future expectations. For some of these estimates including residual values, the Company utilises independent appraisers to determine the appropriate inputs.

Aircraft residual value and useful economic life

Estimates are used in determining the residual value and useful economic life of aircraft. The useful economic life and residual value of aircraft are generally estimated being 25 years from the date of manufacture and 15% of cost, respectively. Where more relevant information indicates a different pattern in which the benefits associated with an aircraft are consumed, management adjust the residual value and useful economic life estimates for those specific aircraft. As at 31 December 2024, the remaining useful life of the Company's aircraft was 9 – 14 years.

Residual value and useful economic life estimates of aircraft and related assets are reviewed at a minimum at each annual reporting date considering management's experience and knowledge of the industry, the Company's strategy (that relating to the acquisition, disposition and leasing of the aircraft) as well as external market factors.

2.2 Going concern

The financial statements have been prepared on a going concern basis, which assumes that the Company will be able to meet the mandatory repayment terms of the loan and other liabilities for the foreseeable future. The Directors have considered the going concern basis of the financial statements of the Company in light of the net deficit position of the Company. The Directors are satisfied given the cash flow forecasts and limited recourse nature of the debt obligations that it is appropriate to prepare the financial statements as at 31 December 2024 on a going concern basis.

The Directors continue to have a reasonable expectation that the Company has adequate resources to continue in operation for at least the next twelve months and that the going concern basis of preparation remains appropriate. During the financial year, the global financial markets experienced continued volatility due to general macro-economic factors and the increased rate of inflation and interest rates. However,

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

2.2 Going concern (continued)

the extent of this cannot be quantified at this time and the Directors, along with the support of the key service providers being Maples Fiduciary Services (Ireland) Limited as Managing Agent and Dubai Aerospace Enterprise Limited as Servicer, will continue to monitor the situation and any potential effect on the Company on future reporting periods. The Company will also receive support from its parent company, confirming it will show forbearance, if required, in demanding repayment of the amounts due from the Company until such time when the Company has sufficient funds to do so.

While acknowledging the uncertainties that these factors are causing, the Directors have reached the conclusion that it is appropriate to prepare the financial statements on a going concern basis.

There is uncertainty over how the future developments of the current global situations will impact the Company's airline customers and the Company itself as a consequence. The Managing Agent (on behalf of the Directors) has modelled a number of different scenarios considering a period of at least twelve months from the date of approval of these financial statements. The assumptions modelled are based on the expected levels of performance by the Company's airline customers under their respective lease agreements. Under this base case scenario, the Company is expected to continue to have sufficient resources to service its debt.

Based on these factors, the Directors have a reasonable expectation that the Company has adequate liquidity and financial resources for at least the next twelve months and that the going concern basis of preparation remains appropriate.

2.3 Revenue Recognition

Under IFRS 16 Leases, a contract is, or contains, a lease if it conveys the right to control the use of an identified asset for a period of time in exchange for the consideration and control is conveyed where the customer has both the right to direct the identified asset's use and to obtain substantially all the economic benefits from that use. The Company, as lessor, leases aircraft under operating leases and records rental income over the life of the lease as it is earned. The Company accounts for lease rental income under lease agreements that include step rent clauses on a straight line basis.

Leases where the Company transfers substantially all of the risks and rewards of ownership to the lessees are classified as finance leases. All other leases are classified as operating leases.

Operating lease with the Company as lessor

Rental income from operating leases (net of any incentives given to lessees) is recognised in the Statement of Comprehensive Income on a straight-line basis over the lease term.

Initial direct costs incurred by the Company in negotiating and arranging an operating lease are added to the carrying amount of the leased asset and recognised as an expense in the Statement of Comprehensive Income over the lease term on the same basis as the lease income.

2.4 Finance expense

Finance expense comprises of interest expense on borrowings and financing fee amortisation. All borrowing costs are recognised in Statement of Profit or Loss Account and Other Comprehensive Income using the effective interest rate method.

2.5 Cash and cash equivalents

Cash and cash equivalents comprise of amounts due from banks and where applicable, overdrafts. They are convertible into cash with an insignificant risk of changes in value and with original maturities of less than 90 days.

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

2.6 Financial instruments

Recognition

The Company recognises a financial asset or a financial liability when it becomes a party to the contractual provisions of the instrument. Purchases or sales of financial assets that require delivery of assets within the time frame generally established by regulation or convention in the market place (regular way trades) are recognised on the trade date, i.e. the date that the Company commits to purchase or sell the asset.

The financial assets held on the statement of financial position are simple financial assets which, in the form of receivables, are held to collect contractual cash flows through the underlying lease agreements on the aircraft. Accordingly, they continue to be classified at amortised cost under IFRS 9.

The financial liabilities held on the statement of financial position are all recognised at amortised cost.

Classification and measurement

On initial recognition, a financial asset is classified as measured at: amortised cost; fair value through other comprehensive income ("FVOCI") – debt investment; FVOCI – equity investment; or fair value through profit or loss ("FVTPL"). Financial assets are not reclassified subsequent to their initial recognition unless the Company changes its business model for managing financial assets, in which case all affected financial assets are reclassified on the first day of the first reporting period following the change in the business model.

A financial asset is measured at amortised cost if it meets both of the following conditions and is not designated as at FVTPL:

- it is held within a business model whose objective is to hold assets to collect contractual cash flows;
- its contractual terms give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

A debt instrument is measured at FVOCI if it meets both of the following conditions and is not designated as at FVTPL:

- it is held within a business model whose objective is achieved by both collecting contractual cash flows and selling financial assets;
- its contractual terms give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

All financial assets not classified as measured at amortised cost or FVOCI as described above are measured at FVTPL. This includes all derivative financial instruments. On initial recognition, the Company may irrevocably designate a financial asset that otherwise meets the requirements to be measured at amortised cost or at FVOCI as at FVTPL if doing so eliminates or significantly reduces an accounting mismatch that would otherwise arise.

The Company assesses the objective of the business model in which a financial asset is held at a portfolio level because this best reflects the way the business is managed, and information is provided to management. The information considered includes:

- the stated policies and objectives for the portfolio and the operation of those policies in practice;
- how the performance of the portfolio is evaluated and reported to the Company's management;
- the risks that affect the performance of the business model and how those risks are managed; and
- the frequency, volume and timing of sales of financial assets in prior periods, the reasons for such sales and expectations about future sales activity.

In assessing whether the contractual cash flows are solely payments of principal and interest, the Company considers the contractual terms of the instrument. This includes assessing whether the financial asset contains a contractual term that could change the timing or amount of contractual cash flows such that it

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

2.6 Financial Instruments (continued)

would not meet this condition. In making this assessment, the Company considers:

- contingent events that would change the amount or timing of cash flows;
- terms that may adjust the contractual coupon rate, including variable-rate features;
- prepayment and extension features; and
- terms that limit the Company's claim to cash flows from specified assets (e.g. non-recourse features).

De-recognition

The Company derecognises a financial asset when the contractual rights to the cash flows from the financial asset expire or it transfers the right to receive the contractual cash flows on the financial asset in a transaction in which substantially all the risks and rewards of ownership of the financial asset are transferred. Any interest in a transferred financial asset that is created or retained by the Company is recognised as a separate asset or liability. Financial liabilities are initially measured at fair value (less directly attributable policies), and subsequently measured at amortized cost, on an effective interest rate basis. The Company derecognises a financial liability when its contractual obligations are discharged or cancelled or have expired.

Impairment

The Company recognises loss allowances for expected credit losses ("ECLs") on financial assets measured at amortised cost and debt investments measured at FVOCI. The Company measures loss allowances at an amount equal to lifetime ECLs.

Loss allowances for trade receivables are always measured at an amount equal to lifetime ECLs.

Lifetime losses are estimated by comparing the outstanding receivables at period end, with post period end collections and security deposits deemed as credit enhancements. Any deficit is provided for based on estimates of probability and loss given default. The carrying amount of the asset shall be reduced directly. The amount of the loss shall be recognised in the Statement of Profit or Loss and Other Comprehensive Income.

Financial liabilities are either 'other financial liabilities' or 'financial liabilities at FVPL'. Financial liabilities at FVTPL are measured at fair value and net gains and losses, including any interest expense, are recognised in profit or loss. Other financial liabilities are subsequently measured at amortised cost using the effective interest method. Other financial liabilities include 'security deposits', loans and borrowings', and 'trade and other payables' in the statement of financial position.

2.7 Aircraft and related assets

Cost

Aircraft assets are initially recorded at cost including directly attributable transaction costs on acquisition. Aircraft are subsequently measured at cost less accumulated depreciation and any impairment losses.

Purchase price allocation of acquired aircraft and related assets

Upon acquisition of an aircraft, the cost was determined through purchase price allocation based on the aircraft and related assets acquired - metal value, maintenance and lease components. The Company employs appraisers in order to place a value on the assets acquired.

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

2. Accounting policies (continued)

2.7 Aircraft and related assets (continued)

Maintenance rights asset

Maintenance rights asset represents the value in the difference between the contractual right under the acquired in-place leases to receive the aircraft in a specified maintenance condition at the end of the lease and the actual physical condition of the aircraft at the date of acquisition. A maintenance right asset represents the fair value of our contractual right under a lease to receive an aircraft in an improved maintenance condition as compared to the maintenance condition on the acquisition date. A maintenance right liability represents our obligation to pay the lessee for the difference between the lease end contractual maintenance condition of the aircraft and the actual maintenance condition of the aircraft on the acquisition date. The Company did not recognise any maintenance right liabilities in the current period.

Lease component asset and liabilities

At the time of an aircraft acquisition, the Company evaluates whether the lease acquired with the aircraft is at fair market value. A lease premium is recognised when it is determined that the acquired lease terms are above market value; lease discounts are recognised when it is determined that the acquired lease terms are below fair market value. Lease component asset and liabilities are capitalised as a portion of the Aircraft (and related) assets value and are amortised as lease revenue (for sale and lease back acquisitions) or depreciation, amortisation and impairment (for portfolio acquisitions) on a straight-line basis over the lease term.

Aircraft

The Company depreciates aircraft (and related) assets on a straight-line basis to a residual value at the end of the useful economic life.

The useful economic life and residual value of aircraft and related assets are generally estimated as being 25 years from date of manufacture and 15% of cost, respectively. Where more relevant information indicates a different pattern in which the benefits associated with an aircraft are consumed, management adjust the residual value and useful economic life estimates for those specific aircraft. As at 31 December 2024, the remaining useful life of the Company's aircraft was 9 – 14 years.

Maintenance rights asset

The commencement of amortisation of maintenance rights asset is triggered by maintenance events. Following a maintenance event, the portion of the cost of the event that relates to the maintenance rights asset is capitalised to aircraft asset and is then depreciated on a straight-line basis over the remaining useful economic life of the aircraft. On termination of a lease, any remaining maintenance rights asset is offset against any remaining Maintenance reserves cash balances. Excess maintenance reserves are then released to the Statement of Profit or Loss Account and Other Comprehensive Income, recognised as Other Income.

Lease component assets and liabilities

Lease component assets and liabilities are amortised on a straight-line basis over the remaining term of the related lease.

The assets' residual values, useful lives, and depreciation methods are reviewed and adjusted if appropriate as at each financial period end.

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

2. Accounting policies (continued)

2.7 Aircraft and related assets (continued)

Disposal of aircraft

Gains and losses on disposal are determined by comparing proceeds with the carrying amount. These are included in the Statement of Profit or Loss Account and Other Comprehensive Income.

Derecognition

Aircraft (and related) assets are derecognised upon disposal or when no further future economic benefits are expected from their use or disposal.

Impairment

At each reporting date, the carrying values of aircraft (and related) assets are assessed for indications of impairment. If any indicator of impairment exists, an estimate of the asset's recoverable amount is calculated. An impairment loss is recognised for the amount by which the assets carrying amount exceeds its recoverable amount. Recoverable amount is the higher of an assets fair value less cost to sell and value in use. A previously recognised impairment loss is only reversed if there has been an increase in the asset's recoverable amount since the last impairment loss was recognised. The impairment loss would be reversed to the revised estimate of its recoverable amount but not in excess of the amount that would have been determined had no impairment loss been recognised for the asset in the prior years. A reversal of an impairment loss is recognised immediately in Statement of Profit or Loss Account and Other Comprehensive Income.

2.8 Maintenance reserves

Under certain leases, the Company requires lessees to make regular additional rent payments based on aircraft utilisation. In all cases the leases require the lessees to be responsible for maintenance and repairs, including major airframe and engine overhauls (major maintenance events) over the term of the lease. Under the terms of some leases, the Company is obliged to reimburse the lessee for the cost of major maintenance events (up to the amount of supplemental rent paid).

In certain circumstances, the Company as lessor agrees to defer the receipt of the lessee's compensation for the use of the aircraft until the lease end. The compensation is typically calculated on the basis of the condition of each major component at the end of the lease relative to the commencement of the lease. If each major component is returned to the lessor in worse condition, the lessee is required to make a payment to the lessor. Such payment will be calculated on the basis of condition measured by hours, number of cycles or time at an agreed rate specified in the lease. End of lease compensation is recognised as supplemental rent when such amounts are virtually certain and estimable. Maintenance costs incurred when an aircraft is off lease are recognised as an expense in the period incurred.

2.9 Leases

The Company leases aircraft to airline operators. The determination of whether an arrangement is or contains a lease is based on the substance of the arrangement and requires an assessment of whether the fulfilment of the arrangement is dependent on the use of a specific asset or assets and the arrangement conveys a right to use the asset.

Leases in which the Company retains substantially all the risks and benefits of ownership of the leased asset are classified as operating leases. Initial direct costs incurred in negotiating and executing an operating lease are added to the carrying amount of the leased asset and recognised as an expense over the lease term on the same basis as lease rental revenue. Leases in which the risks and benefits of ownership transfer to the lessee are classified as finance leases.

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

2. Accounting policies (continued)

2.10 Other receivables

Other receivables are recognised initially at fair value. Subsequent to initial recognition they are measured at amortised cost using the effective interest method, less any impairment losses. If payments received from customers exceed the income recognised, then the difference is presented as deferred income. Other receivables include, but are not limited to, operating lease receivables, VAT recoverable and a number of other operating receivables.

2.11 Trade payables

Trade payables represent amounts due by the Company in connection with the carrying on of its trade. Such payables include but are not limited to, deferred income and a number of operating payables.

2.12 Security deposits

Security deposits on leased aircraft are generally paid by the lessee on the execution of the lease and are non-refundable during the term of the lease. The amounts are held as security for the timely and faithful performance by the lessee of its obligations during the lease and are included on the Statement of Financial Position. The deposit may be applied against amounts owing from the lessee for rent or returned to the lessee on the termination of the lease. The lease deposits are classified as financial liabilities initially measured at fair value and subsequently at amortised cost.

2.13 Foreign currency

Transactions, including income and expenditure, in foreign currencies are translated at the foreign currency exchange rate ruling at the date of the transaction. Monetary assets and liabilities denominated in foreign currencies are translated to the functional currency at the foreign currency closing exchange rate ruling at the reporting date. Foreign currency exchange differences arising on translation and realised gains and losses on disposals or settlements of monetary assets and liabilities are recognised through profit or loss in the Statement of Comprehensive Income.

2.14 Taxation

Income tax expense comprises current and deferred tax. Income tax expense is recognised in profit or loss except to the extent that it relates to items recognised directly in equity, in which case it is recognised in equity or in other comprehensive income.

Current tax comprises of the expected tax payable or receivable on taxable income or loss for the financial year and any adjustments in respect of previous financial years. The amount of current tax payable or receivable is the best estimate of the tax amount expected to be paid or received. It is measured using the tax rates enacted or substantially enacted at the reporting date.

Deferred tax is recognised in respect of temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and the amounts used for taxation purposes. Deferred tax is not recognised for:

- temporary differences on the initial recognition of assets or liabilities in a transaction that is not a business combination and that affects neither accounting nor taxable profit or loss;
- temporary differences related to investments in subsidiaries, associates and joint arrangements to the extent that the Company is able to control the timing of the reversal of the temporary differences and it is probable that they will not reverse in the foreseeable future, and
- taxable temporary differences arising on the initial recognition of goodwill.

Deferred tax is measured at the tax rates that are expected to be applied to the temporary differences when they reverse, based on the laws that have been enacted by the reporting date. A deferred tax asset is recognised to the extent that it is probable that the future tax able profits will be available against which temporary differences can be utilised. Deferred tax assets are reviewed at each reporting date and are reduced to the extent that is no longer probable that the related tax benefit will be realised.

2.15 Share capital

Ordinary shares are classified as equity.

Incremental costs directly attributed to the issue of shares are recognised as a deduction from equity, net of tax effects.

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

3. Operating income

	2024 US\$	2023 US\$
Lease rental revenue	8,253,265	8,253,263
Realised gains / (losses) on securities	580,704	(715,638)
Net change in unrealised gains on Investments	-	(1,917,759)
Interest income	119,194	185,480
Other income	64,126	-
	9,017,289	5,805,346

Income arises from the leasing of aircraft under operating leases. All income is derived from activities carried out in South America and Southeast Asia. The Company has two customers, all airlines located in South America and Southeast Asia, in the financial year ending 31 December 2024, which accounted for 100% of revenue. There was no contingent rent during the financial year.

The Company had contracted to receive the following minimum cash lease rentals under the lease agreement:

	2024 US\$	2023 US\$
Within 1 year	8,310,160	9,902,832
Between 1 to 2 years	8,310,160	8,310,160
Between 2 to 3 years	7,535,953	8,310,160
Between 3 to 4 years	4,800,000	7,535,953
Between 4 to 5 years	4,800,000	4,800,000
Later than five years	4,305,000	9,105,000
Total	38,061,273	47,964,105
	US\$	%
2024		
Southeast Asia	4,728,000	57.29
South America	3,525,265	42.71
Total	8,253,265	100.00
	US\$	%
2023		
Southeast Asia	4,728,000	57.29
South America	3,525,263	42.71
Total	8,253,263	100.00

4. General and administration expenses

	2024 US\$	2023 US\$
Legal and professional fees	593,034	700,304
Aircraft costs	292,950	191,599
Other fees and expenses	6,398	11,538
	892,382	903,441

5. Finance expense

	2024 US\$	2023 US\$
Interest expense on loans	1,844,095	2,894,895

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

6. Profit/(Loss) on ordinary activities before tax

	2024 US\$	2023 US\$
The loss is arrived at after charging:		
Directors remuneration (fees)	10,533	10,064
Directors remuneration (other)	-	-
Depreciation and amortisation	1,706,201	3,242,609
Auditors' remuneration - Audit	7,500	7,500
Auditors' remuneration - Tax Compliance	-	-
Other non-audit services	-	-
	<u>1,724,234</u>	<u>3,260,173</u>

Auditors' remuneration arises on fees incurred for the statutory audit of the Company.

7. Taxation

	2024 US\$	2023 US\$
Current tax		
Income tax charge/(credit) for the year on ordinary activities	-	-
	<u>-</u>	<u>-</u>
Deferred tax		
Origination of timing differences	3,385,495	652,882
Movement in unrecognised deferred tax asset	(187,949)	(652,882)
	<u>3,197,546</u>	<u>-</u>
Tax credit for the year	<u>3,197,546</u>	<u>-</u>

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

7. Taxation (continued)

Factors affecting tax charge for the year

The reconciliation of tax on loss on ordinary activities at the standard rate of Irish corporation tax to the Company's actual tax charge is analysed as follows:

	2024 US\$	2023 US\$
Profit/(Loss) on ordinary activities before tax	3,704,462	(14,392,155)
Profit/(Loss) on ordinary activities multiplied by standard rate of corporation tax in Ireland of 25% (2023: 12.5%)	(926,116)	1,799,019
Income taxed at a higher rate	448,159	(38,023)
Unrecognised deferred tax on losses arising on capital disposals	(441,229)	-
Impact of foreign tax rate	(119,044)	(329,175)
Adjustment for prior periods	4,393,926	20,411
Group relief	29,799	(799,350)
Movement in unrecognised deferred tax asset	(187,949)	652,882
Total tax credit/(charge) for the year	3,197,546	-

Factors that may affect future tax charges

Tax is chargeable in future years unless Company relief is available. From 1 January 2025, the corporation tax rate is expected to remain at its current rate of 25%. The Company is not within the scope of Pillar Two due to group size.

Deferred tax

Deferred tax represents the amount of tax recoverable in respect of tax losses available in the current period which are available for carry forward against future taxable profits, temporary timing differences and an excess of capital allowances over accounting depreciation.

Deferred tax asset/(liability)	2024 US\$	2023 US\$
Opening Balance	-	-
Deferred tax credit to the profit and loss account	3,197,546	-
Deferred tax asset/(liability)	3,197,546	-

The deferred tax balance is composed of:

	2024 US\$	2023 US\$
Capital allowances in excess of depreciation	(1,377,933)	(2,495,453)
Tax losses carried forward	4,575,479	2,495,453
Deferred tax asset/(liability)	3,197,546	-

KESTREL AVIATION IRELAND NO. 5 LIMITED

**Notes to the financial statements
For the year ended 31 December 2024**

8. Aircraft and related assets

	Aircraft US\$	Maintenance component asset US\$	Lease component asset US\$	Total US\$
Cost				
At the beginning of the financial year	80,537,661	23,168,049	7,832,321	111,538,031
Additions	-	-	-	-
Reclassification to assets held for sale	(25,911,811)	(4,844,335)	(2,721,262)	(33,477,408)
Balance at 31 December 2024	54,625,850	18,323,714	5,111,059	78,060,623
Accumulated depreciation and amortisation:				
At the beginning of the financial year	(16,031,739)	-	(6,645,526)	(22,677,265)
Current year depreciation and amortisation	(1,646,200)	-	(60,001)	(1,706,201)
Reclassification to assets held for sale	5,383,096	-	2,636,334	8,019,430
Balance at 31 December 2024	(12,294,843)	-	(4,069,193)	(16,364,036)
Impairment:				
At the beginning of the financial year	(35,901,318)	(9,996,578)	(897,173)	(46,795,069)
Impairment charge	-	-	-	-
Reclassification to assets held for sale	11,377,216	-	-	11,377,216
Balance at 31 December 2024	(24,524,102)	(9,996,578)	(897,173)	(35,417,853)
Net book value At 31 December 2024	17,806,905	8,327,136	144,693	26,278,734

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

8. Aircraft and related assets (continued)

	Aircraft US\$	Maintenance component asset US\$	Lease component asset US\$	Total US\$
Cost				
At the beginning of the financial year	80,537,661	23,168,049	7,832,321	111,538,031
Additions	-	-	-	-
Balance at 31 December 2023	80,537,661	23,168,049	7,832,321	111,538,031
Accumulated depreciation and amortisation:				
At the beginning of the financial year	(12,958,524)	-	(6,476,132)	(19,434,656)
Current year depreciation and amortisation	(3,073,215)	-	(169,394)	(3,242,609)
Balance at 31 December 2023	(16,031,739)	-	(6,645,526)	(22,677,265)
Impairment:				
At the beginning of the financial year	(23,991,181)	(8,729,893)	(917,439)	(33,638,513)
Impairment charge	(11,910,137)	(1,266,685)	20,266	(13,156,556)
Balance at 31 December 2023	(35,901,318)	(9,996,578)	(897,173)	(46,795,069)
Net book value At 31 December 2023	28,604,604	13,171,471	289,622	42,065,697

One aircraft in the portfolio is classified as held for sale during the year, with net book value amounting to US\$14,080,762 (2023: US\$nil).

No impairment losses were recognised in the current year, as the carrying amount of the aircraft were supported by their recoverable amounts.

Maintenance and lease components

The Company recognises maintenance and lease components in relation to the acquisition of aircraft that were purchased on lease. Lease premium represent the value of an acquired lease rental above or below the market rate for leases of a similar type of aircraft, which is adjusted by relevant credit risk associated with that lessee. Lease premium are amortised on a straight line basis over the remaining life of the lease.

Maintenance components represent the value of the return condition of the aircraft on lease when compared to the current market value of that aircraft, adjusted for current maintenance conditions. Maintenance components are capitalised to the Statement of Financial Position at the end of the lease in line with the Group's maintenance accounting policy.

9. Other receivables

	2024 US\$	2023 US\$
Share capital receivable	1	1
Rent income receivables	1,733,511	667,272
Expected credit loss provision	(870,149)	-
Receivable from custodian	25	-
Deferred income*	-	997,458
	863,388	1,664,731

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

9. Other receivables (continued)

The Company's rent income receivables are secured by security deposits, letters of credit and maintenance provisions that the Company holds on behalf of its customers.

The impact of IFRS 9 and the impairment of trade receivables using ECL is outlined above. An ECL charge of US\$870,149 (2023: US\$nil) has been recognised within the Statement of Profit and Loss and Other Comprehensive Income in respect of the financial year ended 31 December 2024.

Amounts receivable from other Group entities are due on demand and do not bear interest.

*Deferred income is a positive figure in FY23 due to existing lease deferral amendment for two aircraft.

10. Investments

The Company received payment in the form of equity and debt securities in settlement of rental arrears as part of the composition plan of one of its lessees. All equity securities have been disposed in 2023 and the notes were disposed in the current year.

	2024 US\$	2023 US\$
Listed equities	-	-
Notes	-	1,052,642
Total Investments	-	1,052,642

Gains / (losses) recognised in relation to Investments

- Realised gains / (losses) of securities	580,704	(715,638)
- Net change in unrealised gains / (losses) of securities	-	(1,732,279)
	580,704	(2,447,917)

11. Loans payable

The balance of the loans as of 31 December 2024 is US\$21,402,052 (2023: US\$31,801,691). Aircraft lease rentals are fixed and structured to ensure that lease payments are sufficient to meet the debt funding over the term of the lease. The contractual maturity date of the loan is 15 December 2038.

	2024 US\$	2023 US\$
Maturity analysis:		
Within 1 year	10,189,169	13,861,079
Greater than 1 year	11,212,883	17,940,612
Total Loans Payable	21,402,052	31,801,691

Key terms of debt facilities

The terms of outstanding debt facilities were as follows:

	2024 US\$	2023 US\$
Nominal Interest Rate (%)		
Total Loans Payable	6.78	21,402,052
		31,801,691

The aircraft is pledged as security to the Security Trustees, as outlined in the security assignment. The aircraft has also been pledged as collateral to the financing parties as outlined in the proceeds and intercreditor deeds. The recourse of the Lenders and the other parties to the transaction documents is limited to the assets secured by the Company in favour of the Security Trustees and to any monies received by the Company pursuant to the transaction documents. None of these parties has a right to wind-up or take any other insolvency proceedings against the Company. The fixed interest rate of the intercompany loan is 4.45% and the margin is 2.33%, which total to the nominal interest rate of 6.78%.

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

12. Other liabilities

	2024 US\$	2023 US\$
Loan interest payable	362,765	-
Deferred income	580,110	-
Payable to other Group entities	2,698,699	353,473
	<u>3,641,574</u>	<u>353,473</u>

13. Maintenance reserves

	2024 US\$	2023 US\$
Balance at beginning of year	32,840,798	30,682,749
Billings during the year	5,358,508	3,518,989
Claims during the year	(5,510,288)	(1,360,940)
Closing balance	<u>32,689,018</u>	<u>32,840,798</u>
Current	8,463,282	-
Non-current	24,225,736	32,840,798
	<u>32,689,018</u>	<u>32,840,798</u>

14. Security deposits

	2024 US\$	2023 US\$
Opening balance	400,000	-
Security deposits received / (claimed)	-	400,000
Closing balance	<u>400,000</u>	<u>400,000</u>
Current	205,000	-
Non-current	195,000	400,000
	<u>400,000</u>	<u>400,000</u>

15. Ordinary share capital

	2024 US\$	2023 US\$
Allotted, called up and unpaid		
Ordinary shares	<u>26,403,001</u>	<u>26,403,001</u>

Ordinary shares carry one vote per share. There are no additional rights, preferences or restrictions associated with these shares.

16. Employees

Maples acts as corporate administrator to the Company in accordance with the terms of the Administration Agreement. The Company has entered into a lease management agreement with Dubai Aerospace Enterprise Ltd ('DAE') to provide leasing and asset management services as per the service agreement. The Company did not directly employ any persons during the year (2023: none).

KESTREL AVIATION IRELAND NO. 5 LIMITED

Notes to the financial statements For the year ended 31 December 2024

17. Capital commitments

At 31 December 2024, there are no outstanding capital commitments (2023: none).

18. Related party transactions

DAE acts as leasing and asset manager of the Company. The fee charged by DAE for year ended 31 December 2024 was US\$1,463,413 (2023: US\$2,037,580), which was paid by Kestrel Aircraft Funding Limited ("KAFL") on behalf of the group. The balance payable by KAFL at year end is US\$231k (2023: US\$107k). The related

During the financial year, the Company incurred fees relating to administration services provided by Maples which is included in professional fees.

KAFL provided the loan to the Company. Total interest charged for the year in respect of the loan was US\$1,844,095 (2023: US\$2,894,895). The total balance the loan was US\$31,801,691 (2023: US\$31,801,691).

The balance payable to KAFL and group entities, excluding the intercompany loans, as at 31 December 2024 was US\$2,698,699 (2023: US\$353,473).

19. Events after the end of the Reporting Date

Subsequent to the year end, the Company completed the sale of the aircraft that had been classified as held for sale at 31 December 2024. The sale closed in March 2025.

In June 2025, one of the two lessees filed for Chapter 11 bankruptcy protection. The two aircraft leased to this lessee were subsequently sold in December 2025. These events relate to conditions that arose after the reporting date and do not require adjustment to the amounts recognised in these financial statements.

Aside from the above, there have been no other significant events after the financial year end that would require adjustment or disclosure in these financial statements.

20. Parent undertaking

The Company's ultimate parent undertaking and controlling party is Kestrel Aircraft Funding Limited ("KAFL"), a Cayman Islands incorporated company, registered as a branch in Ireland with a registered office located at 32 Molesworth Street, Dublin 2, Ireland.

Kestrel Aviation Ireland No. 5 Limited is a subsidiary of Briulan Limited whose immediate parent undertaking is KAFL.

The entire share capital of Kestrel Aviation Ireland No. 5 Limited is held by Briulan Limited.

21. Approval of financial statements

The board of Directors approved these financial statements for issue on 13 February 2026.