

**FFI AVIATION MSN 1518 LIMITED**  
**(Formerly known as Floreat Aviation MSN 1518 Limited)**  
Directors' report and audited financial statements

**For the financial year ended 31 December 2024**

*FFI AVIATION MSN 1518 LIMITED*  
*Directors' report and financial statements*  
*For the financial year ended 31 December 2024*

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*FFI AVIATION MSN 1518 LIMITED*  
*Directors' report and financial statements*  
*For the financial year ended 31 December 2024*

**Directors and other information**

**Directors**

Lina Chi McGrath  
Michael Milne

**Company administrator**

Alter Domus (Ireland) Limited  
1st Floor, 118 Lower Baggot Street  
Dublin 2  
Ireland

**Company registered office**

1st Floor, 118 Lower Baggot Street  
Dublin 2  
Ireland

**Company registration number**

589346

**Company secretary**

Alter Domus Secretarial (Ireland) Limited  
1st Floor, 118 Lower Baggot Street  
Dublin  
Ireland

**Independent auditor**

Deloitte Ireland LLP  
Chartered Accountants and Statutory Audit Firm  
Deloitte & Touche House  
29 Earlsfort Terrace  
Dublin 2  
D02 AY28

**Bankers**

Norddeutsche Landesbank Girozentrale (NordLB)  
Friedrichswall 10, 30159 Hannover  
Germany

**Solicitor**

A&L Goodbody Solicitors  
International Financial Services Centre  
North Wall Quay  
Dublin 1  
Ireland

## **Directors' Report**

The board of directors (the "Board") present the annual report together with the audited financial statements of FFI Aviation MSN 1518 Limited (formerly known as Floreat Aviation MSN 1518 Limited (the "Company") for the financial year ended 31 December 2024.

### **Principal activities and business review**

The Company is a limited liability company incorporated under the Companies Acts 2014 on 14 September 2016 (date of incorporation). The registration number of the Company is 589346. The principal activity of the Company is the leasing of aircraft.

The Company entered into an aircraft leasing transaction pursuant to which it has acquired and leased out one Airbus A330-300 aircraft with manufacturer's serial number 1518 (the "Aircraft").

In order to finance the acquisition of the Aircraft, the Company entered into a loan agreement ("Loan Agreement") with Norddeutsche Landesbank Girozentrale ("NORD/LB" or the "Lender") pursuant to which, the Lender made available to the Company USD 59,000,000 in accordance with the terms and conditions of the loan agreement for financing the purchase of the Aircraft (the "Senior Loan"). The senior loan was repaid in full on 17 October 2024.

In addition, the Company entered into a Junior Notes Purchase Agreement with Floreat Fixed Income SA, where Floreat Fixed Income SA provided a loan facility of USD 49,500,000 to the Company to finance the Aircraft acquisition. During the financial year, there were no movements in the loan facility and no amendments in the agreement. The junior notes (the "Junior Notes") (note 14) have limited recourse to the assets of the Company.

The Company has been mentioned as a defendant in a claim issued by Willkie Farr & Gallagher (UK) LLP on behalf of the Joint Provisionals Liquidators of four investments funds based in the BVI and Cayman (the "Claimants"), dated 14 November 2022 in the English Court. The claim is in respect of the Aviation Notes Transaction ("The Claim"). The Company appointed legal counsel.

Subsequently, the Company was served with the Amended Particulars of the Claim by, among others, GFIF ("Global Fixed Income Fund I Limited") and its joint provisional liquidator in June 2024. The defence of the Company was filed in September 2024 by legal counsel. Given the uncertainties in respect of the Claim, a claim amount cannot be reliably estimated.

As the date of review of the financial statements, the likely outcome of the litigation is uncertain. The directors are actively monitoring the process.

### **Future developments**

The directors expect the present level of activity to be sustained for the foreseeable future.

### **Results of operation and dividends for the financial year**

During the financial year, the Company made a profit before tax of USD 4,767,192 (2023: USD 6,656,930).

FFI Aviation Portfolio Limited (FAPL), FFI Aviation MSN 1310 LLC, FFI Aviation MSN 1407 (Guernsey) Limited and the Company (the "Underlying Companies") were served with the Amended Particulars of Claim by, among others, GFIF and its joint provisional liquidator in June 2024. Due to the uncertainty about possible outcomes and/or consequences related to the Claim on FAPL and the Underlying Companies, the directors of FAPL (shareholder of the Underlying Companies) expressed their position not to approve any distribution or interest payments from FAPL or its Underlying Companies to FFISA for as long as the Claim is not resolved (which may take several years). Therefore, the amount and timing of any future payments to the holders of Junior Notes remain uncertain and depend on future clarity about the remedy of the Claim.

## **Directors' Report (continued)**

### **Directors, secretary and their interests**

The names of persons who were directors and secretary of the Company during the financial year are set out below:

Lina Chi McGrath  
Michael Milne

None of the directors or secretary who held office on 31 December 2024 held any share in the Company or FFI Aviation Portfolio Limited as at that date or during the financial year.

Pursuant to Section 305A (I) (a) of the Companies Act 2014 (as amended), Alter Domus (Ireland) Limited (the "Administrator") received USD 9,905 (2023: USD 9,195) as consideration for the making available of individuals to act as directors of the Company.

The individuals acting as directors do not (and will not), in their personal capacity or any other capacity, receive any fee for acting or having acted as directors of the Company. For the avoidance of doubt, notwithstanding that the directors of the Company are employees of the Administrator, they each do not receive any remuneration for acting as directors of the Company.

### **Principal risk and uncertainty**

The Company is subject to various risks. The key risks facing the Company and the manner in which these risks have been dealt with are disclosed in Note 17 of the financial statements.

The Company has no exposure to Russia or Ukraine with respect to the bank account(s) or structure and, with the exception of the impact that these events have had to the aviation sector, there is no exposure to Russia or Ukraine via Company's assets.

The Company has been mentioned as a defendant in a claim issued by Willkie Farr & Gallagher (UK) LLP on behalf of the Joint Provisionals Liquidators of four investments funds based in the BVI and Cayman (the "Claimants"), dated 14 November 2022 in the English Court. The claim is in respect of the Aviation Notes Transaction. ("The Claim") The Company has appointed counsel.

Subsequently, the Company was served with the Amended Particulars of the Claim by, among others, GFIF and its joint provisional liquidator in June 2024. The defence of the Company was filed in September 2024 by legal counsel. Given the uncertainties in respect of the Claim, a claim amount cannot be reliably estimated.

As the date of review of the financial statements, the likely outcome of the litigation is uncertain. The directors are actively monitoring the process.

## **Directors' Report (continued)**

### **Political donations**

The Company made no political donations or incurred any political expenditure during the financial year.

### **Going concern**

The company has considered the macro economic impacts on aviation industry, including geopolitical events. There is no direct exposure on company's structure and the the asset due to these geopolitical events.

The Company's financial statements for the financial year ended 31 December 2024 have been prepared on a going concern basis. The Company made a profit before tax of USD 4,767,192 (2023: USD 6,656,930). The financial situations of the Company was positive in 2024 as there were no outstanding payments of the lessee of the Company. The Directors have a reasonable expectation that the Company is adequately resourced to continue in existence for the following twelve months.

On 3 January 2024, FFISA, FFI Aviation Portfolio Limited, FFI Aviation MSN 1407 (Guernsey) Limited, FFI Aviation MSN 1518 Limited and FFI Aviation MSN 1310 LLC (the 'Underlying Companies') and NORD/LB entered into the Litigation Funding Agreement. On 18 April 2024, the same parties entered into the Payment Agreement, which secures additional financing to cover FFISA's legal costs in connection with the lawsuit.

The MSN 1518 outstanding Senior Loan in the amount of USD 5.4 million was fully repaid on 17 October 2024. Due to the full repayment of the outstanding senior loans of the Underlying Companies, a global security release agreement ("the Global Security Release") was signed between the Company, other Underlying Companies, FFI Aviation Portfolio Limited and NORD/LB on December 18, 2024. All collateral, including pledges of bank accounts, engines and airframes of the Company and other Underlying Companies have been discharged and released in favor of the Company and other underlying companies. As part of the security releases, the Litigation Funding Agreement and the Payment Agreement were terminated by the relevant parties. The LTV requirements under the loan agreement with NORD/LB are no longer relevant for the Underlying Companies.

The current lessee of the Aircraft has met all its payments and the 1518 Senior Loan was fully repaid. The management of the Company is confident that the Company has sufficient liquidity to meet its operational expenses and current liabilities till 2027. Consequently, the management of the Company has evaluated that the going concern basis remains appropriate for the preparation of these annual accounts. Accordingly the financial statements are prepared under the basis of going concern.

### **Accounting records**

The directors believe that they have compiled with the requirements of Section 281 to 285 of the Companies Act, 2014 with regard to the books of account by engaging a service provider with appropriate expertise and who provides adequate resources to the financial function.

The accounting records are maintained at 1st Floor, 118 Lower Baggot Street, Dublin 2, Ireland.

**Subsequent events**

On 16 September 2025, FFI Aviation MSN 1518 Limited signed a lease amendment and extension agreement with Asiana Airlines, Inc. extending the lease agreement for the MSN 1518 aircraft by four years until April 2030.

There have been no other subsequent events since the end of the financial year to the date of approval of these financial statements.

**Relevant audit information**

The directors at the time of approval of the Director's Report have confirmed that:

- there is no information relevant to the audit of which the statutory auditor is unaware; and
- all steps have been taken by the directors to make themselves aware of any relevant audit information and to ensure the statutory auditor is made aware of any such information.

**Auditors**

Deloitte Ireland LLP, Statutory Audit Firm, has given their willingness to continue in office in accordance with Section 382(1) of the Companies Act, 2014.

On behalf of the Board

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Lina Chi McGrath  
Director

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Michael Milne  
Director

Date:

### **Statement of Directors' Responsibilities**

The directors are responsible for preparing the Directors' Report and the financial statements in accordance with Irish 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 International Financial Reporting Standards (IFRS) as adopted by the European Union and applicable law.

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 year.

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 its 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.

Approved by the Board of Directors and authorised for issue by:

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Lina Chi McGrath  
Director

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Michael Milne  
Director

Date:

*FFI AVIATION MSN 1518 LIMITED*  
*Statement of Comprehensive Income*  
*For the financial year ended 31 December 2024*

Statement of Comprehensive Income  
For the financial year ended 31 December 2024

	<i>Notes</i>	<b>Financial year ended 31 December 2024 USD</b>	<b>Financial year ended 31 December 2023 USD</b>
<b>Operating income</b>			
Lease income	4	14.762.190	14.660.373
Other income		388	3.525
Interest income	5	310.959	139.112
		<b>15.073.537</b>	<b>14.803.010</b>
<b>Operating expenses</b>			
Interest expense	6	(5.502.562)	(6.173.830)
Depreciation	10	(4.379.600)	(1.686.172)
Administrative expenses	8	(424.183)	(286.078)
		<b>(10.306.345)</b>	<b>(8.146.080)</b>
<b>Profit on ordinary activities before taxation</b>		<b>4.767.192</b>	<b>6.656.930</b>
Deferred tax	9	(951.294)	(450.273)
<b>Profit on ordinary activities after taxation</b>		<b>3.815.898</b>	<b>6.206.657</b>
<b>Total comprehensive income for the year</b>		<b>3.815.898</b>	<b>6.206.657</b>

All items dealt with in arriving at the result for the financial year ended 31 December 2024 related to continuing operations.

The Company has no recognised gains or losses in the financial year, other than those dealt with in the Statement of Comprehensive Income.

The accompanying notes on pages 16 to 29 form an integral part of these financial statements.

*FFI AVIATION MSN 1518 LIMITED*  
*Statement of Financial Position*  
*For the financial year ended 31 December 2024*

Statement of Financial Position  
For the financial year ended 31 December 2024

	<i>Notes</i>	<b>Financial year ended 31 December 2024 USD</b>	<b>Financial year ended 31 December 2023 USD</b>
<b>ASSETS</b>			
<b>Non-current assets</b>			
Aircraft and related components	<i>10</i>	70.700.904	75.080.504
Total non-current assets		<b>70.700.904</b>	<b>75.080.504</b>
<b>Current assets</b>			
Cash and cash equivalents	<i>11</i>	10.357.413	11.168.495
Other receivables	<i>12</i>	1.915.337	5.842.240
Total current assets		<b>12.272.750</b>	<b>17.010.735</b>
<b>Total assets</b>		<b>82.973.654</b>	<b>92.091.239</b>
<b>EQUITY</b>			
Share capital	<i>13</i>	200.001	200.001
Retained earnings		8.518.766	4.702.868
<b>Total equity attributable to the shareholders of the Company</b>		<b>8.718.767</b>	<b>4.902.869</b>
<b>LIABILITIES</b>			
<b>Non-current liabilities</b>			
Borrowings	<i>14</i>	49.136.679	60.290.247
Deferred tax liability	<i>9</i>	2.743.096	1.791.802
Total non-current liabilities		<b>51.879.775</b>	<b>62.082.049</b>
<b>Current liabilities</b>			
Borrowings	<i>14</i>	-	6.742.219
Trade and other payables	<i>15</i>	9.381.360	9.383.018
Interest payable	<i>16</i>	12.993.751	8.981.084
Total current liabilities		<b>22.375.111</b>	<b>25.106.321</b>
<b>Total liabilities</b>		<b>74.254.886</b>	<b>87.188.370</b>
<b>Total equity and liabilities</b>		<b>82.973.654</b>	<b>92.091.239</b>

The accompanying notes on pages 16 to 29 form an integral part of these financial statements.

Approved by the Board and authorised for issue by:

\_\_\_\_\_  
Lina Chi McGrath  
Director

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Michael Milne  
Director

*FFI AVIATION MSN 1518 LIMITED*  
*Statement of Changes in Equity*  
*For the financial year ended 31 December 2024*

Statement of Changes in Equity  
For the financial year ended 31 December 2024

	<b>Share capital USD</b>	<b>Retained earnings USD</b>	<b>Total USD</b>
Balances as at 1 January 2024	200.001	4.702.868	4.902.869
Dividends paid	-	-	-
Total comprehensive income for the year	-	3.815.898	3.815.898
	<hr/>	<hr/>	<hr/>
<b>Balances as at 31 December 2024</b>	<b><u>200.001</u></b>	<b><u>8.518.766</u></b>	<b><u>8.718.767</u></b>

	<b>Share capital USD</b>	<b>Retained earnings/ (deficit) USD</b>	<b>Total USD</b>
Balances as at 1 January 2023	200.001	(1.503.790)	(1.303.789)
Dividends paid	-	-	-
Total comprehensive loss for the year	-	6.206.657	6.206.657
	<hr/>	<hr/>	<hr/>
<b>Balances as at 31 December 2023</b>	<b><u>200.001</u></b>	<b><u>4.702.868</u></b>	<b><u>4.902.869</u></b>

The accompanying notes on pages 16 to 29 form an integral part of these financial statements.

*FFI AVIATION MSN 1518 LIMITED*  
*Statement of Cash Flows*  
*For the financial year ended 31 December 2024*

Statement of Cash Flows  
For the financial year ended 31 December 2024

	<b>Financial year ended 31 December 2024 USD</b>	<b>Financial year ended 31 December 2023 USD</b>
<b>Cash flows from operating activities</b>		
Profit before tax	4.767.192	6.656.932
<i>Adjustments for:</i>		
Depreciation expense	4.379.600	1.686.171
Interest income	(310.959)	(139.112)
Interest expense senior loan	893.614	1.697.227
Interest expense junior note	4.331.250	4.198.904
Amortisation of upfront fees	277.698	277.697
(Increase)/ decrease in other receivables	3.926.903	(5.841.677)
Increase/ (decrease) in trade and other creditors	(1.657)	84.634
<b>Net cash from operating activities</b>	<b>18.263.641</b>	<b>8.620.776</b>
<b>Cash flows from investing activities</b>		
<b>Net cash from investing activities</b>	<b>-</b>	<b>-</b>
<b>Cash flows from financing activities</b>		
Repayment of bank loan	(18.173.486)	(6.742.219)
Dividends paid	-	-
Interest paid bank loan	(1.212.196)	(1.733.127)
Interest received from bank	310.959	139.112
<b>Net cash used in financing activities</b>	<b>(19.074.723)</b>	<b>(8.336.234)</b>
<b>Net increase in cash and cash equivalents</b>	<b>(811.082)</b>	<b>284.542</b>
Cash and cash equivalents at the beginning of the financial year	11.168.495	10.883.953
<b>Cash and the cash equivalents at the end of the financial year</b>	<b>10.357.413</b>	<b>11.168.495</b>

The accompanying notes on pages 16 to 29 form an integral part of these financial statements.

## **Notes to the Financial Statements**

### **1. General Information**

The Company was incorporated on 14 September 2016 with registered number 589346. The main activity of the Company is the leasing of aircraft.

The Company has no employees.

### **2. Basis of Preparation**

The financial statements have been prepared in accordance with IFRS as adopted by the European Union ("EU"), which comprise standards and interpretations approved by the International Accounting Standards Board ("IASB") and International Financial Reporting Interpretations Committee ("IFRIC") and applicable Irish law.

The financial statements have been prepared under the historical cost basis.

#### **Going concern**

The Company has considered the macro economic impacts on aviation industry, including geopolitical events. There is no direct exposure on company's structure and the the asset due to these geopolitical events.

The Company's financial statements for the financial year ended 31 December 2024 have been prepared on a going concern basis. The Company made a profit before tax of USD 4,767,192 (2023: USD 6,656,930). The financial situations of the Company was positive in 2024 as there were no outstanding payments of the lessee of the Company. The Directors have a reasonable expectation that the Company is adequately resourced to continue in existence for the following twelve months.

On 3 January 2024, FFISA, FFI Aviation Portfolio Limited, FFI Aviation MSN 1407 (Guernsey) Limited, FFI Aviation MSN 1518 Limited and FFI Aviation MSN 1310 LLC (the "Underlying Companies") and NORD/LB entered into the Litigation Funding Agreement. On 18 April 2024, the same parties entered into the Payment Agreement ensuring an additional funding for coverage of legal costs of FFISA associated with the Claim as outlined in note 21 of the financial statements.

The MSN 1518 outstanding Senior Loan in the amount of USD 5.4 million was fully repaid on 17 October 2024. Due to the full repayment of the outstanding senior loans of the Underlying Companies, a global security release agreement ("the Global Security Release") was signed between the Company, other Underlying Companies, FFI Aviation Portfolio Limited and NORD/LB on December 18, 2024. All collateral, including pledges of bank accounts, engines and airframes of the Company and other Underlying Companies have been discharged and released in favor of the Company and other underlying companies. As part of the security releases, the Litigation Funding Agreement and the Payment Agreement were terminated by the relevant parties. The LTV requirements under the loan agreement with NORD/LB are no longer relevant for the Underlying Companies.

The current lessee of the Aircraft has met all its payments and the 1518 Senior Loan was fully repaid. The management of the Company is confident that the Company has sufficient liquidity to meet its operational expenses and current liabilities till 2027. Consequently, the management of the Company has evaluated that the going concern basis remains appropriate for the preparation of these annual accounts. Accordingly the financial statements are prepared under the basis of going concern.

### **3. Material Accounting Policies**

The principal accounting policies adopted in the preparation of these financial statements are set out below. These policies have been applied consistently.

#### **(a) Statement of Compliance**

The financial statements are prepared in accordance with the IFRS as adopted by the European Union and Irish Statute comprising the Companies Act 2014.

**3. Material Accounting Policies (continued)**

**(b) Adoption of new and revised accounting standards**

The following Standards or Interpretations have been issued and adopted by the Company:

*New Standards and interpretations adopted during the year*

Except for the changes summarised under point (c), the Company has consistently applied the accounting policies to all periods presented in these financial statements. The following new and amended standards were did not have a material impact to the current financial year:

<b>Amendment</b>		<b>Effective for annual periods beginning on</b>
IAS 1	Presentation of the financial statements (Clarity in the classification of liabilities as current or non-current)	01. Jan 24
IFRS 16	Lease Liability in a Sale and Leaseback Transaction	01. Jan 24
IAS 7 & IFRS 7	Supplier Finance Arrangements	01. Jan 24

**(c) New Standards and interpretations not yet adopted**

Standards issued but not yet effective up to the date of issuance of the Company's financial statements are listed below. This listing is of standards and interpretations issued, which the Company reasonably expects to be applicable at a future date. The Company intends to adopt those standards when they become effective. The Company has assessed the impact of such changes and noted an immaterial impact on the financial statements.

<b>Amendment</b>		<b>Effective for annual periods beginning on or after</b>
Amendments to IAS 21	Provides guidance for situations where exchange rates are not observable due to restrictions.	01. Jan 25
Amendments to IFRS 9 and IFRS 7	Clarifies classification and measurement of financial instruments, including ESG-linked features and	01. Jan 26
IFRS 18	Replacement for IAS 1	01. Jan 27
IFRS 19	Provides reduced disclosure requirements for subsidiaries that do not have public accountability.	01. Jan 27

**(d) Use of estimates and judgements**

The preparation of financial statements in conformity with IFRS requires management to make judgements, estimates and assumptions that affect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances, the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

In particular, information about significant areas of estimation uncertainty and critical judgements in applying accounting policies that have the most significant effect on the amount recognised in the financial statements are described in the following accounting policies:

Note 3 (l): Financial instruments - key assumptions about expected credit loss ("ECL") assessment; and

Note 3 (k): Aircraft and depreciation - key assumptions around the underlying recoverable amounts, estimated useful life and residual values; and

Note 3 (m): Deferred tax assets - key judgement about the availability of future taxable profits against which carry forward tax losses can be utilised.

**3. Material Accounting Policies (continued)**

**(e) Functional and presentation currency**

The currency of the primary economic environment in which the Company operates (the functional currency) is US Dollars ("USD") which is also the presentation currency. Transactions denominated in foreign currencies are translated into USD at the rate of exchange ruling at the date of the transaction.

Monetary assets and liabilities denominated in foreign currencies at the reporting date are translated into the functional currency at the foreign exchange rate ruling at that date. Foreign exchange differences arising on translation are recognised in the Statement of Comprehensive Income.

**(f) Revenue recognition**

Leases where the Company transfers substantially all of the risks and rewards of ownership to the lease are classified as finance leases. All other leases are classified as operating leases. On this basis that the Company retains substantially all the risks and rewards of ownership of the Aircraft, the lease has been classified as operating lease.

Lease income from operating lease is recognised on a straight-line basis over the lease term. Floating lease income is recognised in the period in which the variability occurs.

Interest income is recognised in the Statement of Comprehensive Income as it accrues, using the original effective interest rate of the instrument calculated at the acquisition or origination date.

**(g) Administrative expenses**

The administrative expenses of the Company are recognised in the statement of Comprehensive income on an accruals basis.

**(h) Finance costs**

Finance costs are charged to the statement of comprehensive income over the term of the debt using the effective interest method so that the amount charged is at a constant rate on the carrying amount. Issue costs are initially recognised as a reduction in the proceeds of the associated instrument.

**(i) Cash and cash equivalents**

Cash and cash equivalents may include cash at bank, call deposits and short term deposits with a term of no more than 3 months from the start of the deposit and highly liquid investments readily convertible to known amounts of cash and subject to insignificant risk of changes in value. Cash and cash equivalents are carried at amortised cost.

**(j) Aircraft and depreciation**

Aircraft acquired by the company are recorded at cost, less accumulated depreciation.

Cost comprises the invoices cost net of manufacturer's discounts, but inclusive of applicable capitalised interest. Depreciation is calculated on a straight-line base over the expected useful life of the aircraft, being 25 years to residual value 10% (0%). In the previous period, the residual value was changed from 0% to 10%, resulting in depreciation expense of USD 1,686,172. The residual value of 10% reflects the improved market conditions.

Recoverable amount is the higher of the net realisable value and value in use. Net realisable value is the amount at which an asset could be disposed of less any direct selling costs, and value in use is the present value of future cash flows obtainable as a result of an asset's continued use, including those resulting from its ultimate disposal. Recoverable amounts are determined based on current contractual lease terms and market valuations provided by independent appraisers.

**(k) Financial instruments**

The Company holds solely non-derivative financial instruments including trade and other debtors and creditors, loans from banks and other third parties and loans to related parties.

**3. Material Accounting Policies (continued)**

**(k) Financial instruments (continued)**

Debt instruments (other than those wholly repayable or receivable within one year), including loans and other accounts receivable and payable, are initially measured fair value and subsequently at amortised cost using the effective interest method. Debt instruments that are payable or receivable within one year, typically trade debtors and creditors, are measured, initially and subsequently, at the undiscounted amount of the cash or other consideration expected to be paid or received. However, if the arrangements of a short-term instrument constitute a financing transaction, like the payment of a trade debt deferred beyond normal business terms or financed at a rate of interest that is not a market rate or in case of an outright short-term loan not at market rate, the financial asset or liability is measured, initially, at fair value less transaction costs and subsequently at amortised cost.

The Company adopts the simplified approach in measuring expected credit losses on lease receivables and other financial assets to the extent practicable.

Financial assets and liabilities are offset and the net amount reported in the Statement of Financial Position when there is an enforceable right to set off the recognised amounts and there is an intention to settle on net basis or to realise the asset and settle the liability simultaneously.

Derecognition of financial assets and liabilities:

*Financial assets*

Financial asset is derecognised when one of the following conditions is met:

- the Company's contractual rights to the cash flows from the financial asset expire;
- the financial asset has been transferred and the Company transfers substantially all of the risks and rewards of ownership of the financial asset; or
- the financial asset has been transferred, although the Company neither transfers nor retains substantially all of the risks and rewards of ownership of the financial asset, it does not retain control over the transferred asset.

*Financial liabilities*

The Company derecognises a financial liability (or part of it) only when its contractual obligation (or part of it) is extinguished.

**(l) Taxation**

Income tax expense comprises current and deferred tax.

Current tax is the expected tax payable on the taxable income for the period, using tax rates applicable to the Company's activities enacted or substantively enacted at the statement of financial position date.

Deferred tax is provided using the balance sheet method, providing for temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and the amounts used of taxation purposes. 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 or substantively enacted by the reporting date. A deferred tax asset is recognised only to the extent that it is probable that future taxable profits will be available against which the asset can be utilised.,

Deferred tax assets are reviewed at each reporting date and are reduced to the extent that it is no longer probable that related tax benefit will be realised.

**(m) Contingent liabilities**

Provisions for litigation claims are recognised when the Company has a present legal or constructive obligation as a result of a past event, it is probable that an outflow of economic resources will be required from the Company and amounts can be estimated reliably. No liability is recognised if an outflow of economic resource is as a result of present obligations is not probable. A contingent liability is a possible obligation that arises from past events and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the entity. Contingent liabilities are disclosed unless the possibility of an outflow of resources embodying economic benefits is remote.

*FFI AVIATION MSN 1518 LIMITED*  
*Notes to the Financial Statements (continued)*  
*For the financial year ended 31 December 2024*

4. Lease Income	Financial year ended 31 December 2024 USD	Financial year ended 31 December 2023 USD
Fixed Lease component	12.011.376	12.011.376
Floating Lease component	2.750.814	2.648.997
<b>Lease income total</b>	<b>14.762.190</b>	<b>14.660.373</b>

Income arises from leasing of the Aircraft under operating leases. All income is earned in Asia. Compared with the lease income for the year 2023, the lease income for the year 2024 is higher due to a higher USD 3-Month-LIBOR/ SOFR.

As at 31 December 2024, the Company had contracted to receive the following minimum cash lease rentals under non-cancellable operating leases:

Future minimum lease receivables	Financial year ended 31 December 2024 USD	Financial year ended 31 December 2023 USD
Within one year	12.011.376	12.011.376
Within the second year	4.003.792	12.011.376
Within the third year	-	4.003.792
Within the fourth year	-	-
Within the fifth year	-	-
After five years	-	-
<b>Total future minimum lease receivables</b>	<b>16.015.168</b>	<b>28.026.544</b>

5. Interest Income	Financial year ended 31 December 2024 USD	Financial year ended 31 December 2023 USD
Interest income	310.959	139.112
	<b>310.959</b>	<b>139.112</b>

Interest income on cash and cash equivalents.

6. Interest Expense	Financial year ended 31 December 2024 USD	Financial year ended 31 December 2023 USD
Amortisation of upfront fees	277.698	277.698
Interest expense on junior loan	4.331.250	4.198.904
Interest expense on senior loan	893.614	1.697.227
	<b>5.502.562</b>	<b>6.173.829</b>

7. <b>Statutory Disclosures</b>	<b>Financial year ended 31 December 2024 USD</b>	<b>Financial year ended 31 December 2023 USD</b>
Audit of Financial Statements	12.500	11.893
	<u><u>12.500</u></u>	<u><u>11.893</u></u>

The Company had no employees during the financial year (2023: Nil).

Pursuant to Section 305A (I) (a) of the Companies Act 2014 (as amended), Alter Domus (Ireland) Limited received USD 9,905 (2023: USD 9,195) as consideration for the making available of individuals to act as directors of the Company.

The individuals acting as directors do not (and will not), in their personal capacity or any other capacity, receive any fee for acting or having acted as directors of the Company. For the avoidance of doubt, notwithstanding that the directors of the Company are employees of the Administrator, they each do not receive any remuneration for acting as directors of the Company.

8. <b>Administrative Expenses</b>	<b>Financial year ended 31 December 2024 USD</b>	<b>Financial year ended 31 December 2023 USD</b>
Administrative expenses	239.381	125.060
Bank charges and fees	5.678	6.382
Legal fees	146.659	139.743
Audit fees	22.856	11.893
Tax advisory services	9.609	3.000
	<u><u>424.183</u></u>	<u><u>286.078</u></u>

The Company has no employees and services required are received by contracts from third parties.

9. <b>Corporation Tax</b>	<b>Financial year ended 31 December 2024 USD</b>	<b>Financial year ended 31 December 2023 USD</b>
<b>Reconciliation of tax charge</b>		
Current tax	-	-
Deferred tax	951.294	450.273
<b>Corporation tax expenses</b>	<u><u>951.294</u></u>	<u><u>450.273</u></u>
<b>Reconciliation of effective tax rate</b>		
Profit/ (loss) before tax for the financial year	4.767.192	6.656.930
Profit before tax multiplied by standard rate of corporation tax 12,5% in Republic of Ireland	595.899	832.116
Excess of capital allowances over depreciation	-614.151	-1.395.040
Tax losses carried forward	969.546	1.013.197
<b>Corporation tax expenses</b>	<u><u>951.294</u></u>	<u><u>450.273</u></u>
<b>Deferred tax liability</b>		
Opening deferred tax	1.791.802	1.341.528
Movement in the current year	951.294	450.273
<b>Closing balance</b>	<u><u>2.743.096</u></u>	<u><u>1.791.801</u></u>

<b>10. Aircraft and Related Components</b>	<b>Financial year ended 31 December 2024 USD</b>	<b>Financial year ended 31 December 2023 USD</b>
<b>Costs</b>		
At the beginning of the financial year	105.857.260	105.857.260
Acquisitions	-	-
<b>At the end of the financial year</b>	<b><u>105.857.260</u></b>	<b><u>105.857.260</u></b>
<b>Accumulated depreciation</b>		
At the beginning of the financial year	-30.776.756	-29.090.584
Depreciation charge for the year	-4.379.600	-1.686.172
<b>At the end of the financial year</b>	<b><u>-35.156.356</u></b>	<b><u>-30.776.756</u></b>
<b>Net book value</b>		
Balance at end of the financial year	<b><u>70.700.904</u></b>	<b><u>75.080.504</u></b>

No impairments were recognised in the 2024 financial year.

<b>11. Cash and Cash Equivalents</b>	<b>Financial year ended 31 December 2024 USD</b>	<b>Financial year ended 31 December 2023 USD</b>
Cash at bank	<b><u>10.357.413</u></b>	<b><u>11.112.361</u></b>
<b>12. Other Receivables</b>	<b>Financial year ended 31 December 2024 USD</b>	<b>Financial year ended 31 December 2023 USD</b>
Trade receivables*	1.915.337	5.842.240
	<b><u>1.915.337</u></b>	<b><u>5.842.240</u></b>

\*An amount of USD 4,000,000 was transferred by the Company to the Lease Collateral Account of FFI Aviation MSN 1310 LLC in 2024 to service the senior loan of FFI Aviation MSN 1310 LLC and fulfil the LTV requirements of the Company. In 2024, FFI Aviation MSN 1310 LLC repaid an amount of USD 2,100,000. The outstanding amount was fully repaid in March 2025.

<b>13. Share Capital</b>	<b>Financial year ended 31 December 2024 USD</b>	<b>Financial year ended 31 December 2023 USD</b>
Issued, called-up and fully paid equity 1 ordinary share o 200,000 ordinary shares of USD 1.00	1 200.000	1 200.000
	<b><u>200.001</u></b>	<b><u>200.001</u></b>

The Company does not have any external imposed capital requirements.

The sole beneficial owner of the share is FFI Aviation Portfolio Limited (formerly Floreat Aviation Portfolio Limited).

14. Borrowings	Financial year ended 31 December 2024 USD	Financial year ended 31 December 2023 USD
<b><u>Senior Loan</u></b>		
At the beginning of the financial year	18.173.487	24.915.706
Loan drawdown during the year	-	-
Loan repayment during the year	-18.173.487	-6.742.219
	<b>-</b>	<b>18.173.487</b>
<b><u>Junior Loan</u></b>		
At the beginning of the financial year	49.500.000	49.500.000
Loan drawdown during the year	-	-
Loan repayment during the year	-	-
	<b>49.500.000</b>	<b>49.500.000</b>
<b><u>Upfront fees</u></b>		
At the beginning of the year	-641.021	-918.719
Amortisation during the year	277.698	277.698
	<b>-363.323</b>	<b>-641.021</b>
<b><u>Disclosed as:</u></b>		
Current	-	6.742.219
Non-current	49.136.679	60.290.247
	<b>49.136.679</b>	<b>67.032.466</b>

The loans consist of one senior loan and two junior loans. Each of them is secured on one asset and as such the Company may not, unless permitted by the loan agreements, create or assume any liens over the aircraft until the loans are fully settled.

The senior loan was arranged with NORD/LB for the amount of USD 59,000,000 and has quarterly interest payable at a margin of 2.75% plus SOFR + Credit Adjustment Spread ("CAS") of 0.26161 per annum. The MSN 1518 outstanding Senior Loan was fully repaid on 17 October 2024.

The Junior Notes were arranged with FFISA for the amount of USD 49,500,000. The Notes are subject to interest payable of 8.75% per annum and payable quarterly. The Junior Notes Purchase Agreements contain limited recourse provisions.

Unless previously redeemed by Company in accordance with the terms of the Junior Notes Purchase Agreement or the Junior Notes Conditions, the Junior Notes shall be redeemed on the second Business Day before 23 December 2024 (the "Maturity Date"). To the extent the Company is not able to redeem the Junior Notes on the Maturity Date (for instance, because it has not been able to sell the Aircraft), the Maturity Date shall refer to each Business Day (falling at the latest 2 years and 6 months after the second Business Day before 23 December 2024) following the Business Day on which the Company receives the sale proceeds of the Aircraft if, thirty (30) Business Days before the end of the two year and six month period referred to above, the Junior Notes have not been redeemed or otherwise realised, the Company must discuss the further steps to be taken with the holder of the Junior Notes.

No breaches or defaults occurred in the reporting year.

**14. Borrowings (continued)**

FFI Aviation Portfolio Limited, FFI Aviation MSN 1310 LLC, FFI Aviation MSN 1407 (Guernsey) Limited and the Company (the "Underlying Companies") were served with the Amended Particulars of Claim by, among others, GFIF and its joint provisional liquidator in June 2024. Due to the uncertainty about possible outcomes and/or consequences related to the Claim on FAPL and the Underlying Companies, the directors of FAPL (shareholder of the Underlying Companies) expressed their position not to approve any distribution or interest payments from FAPL or its Underlying Companies to FFISA for as long as the Claim is not resolved (which may take several years). Therefore, the amount and timing of any future payments to the holders of Junior Notes remain uncertain and depend on future clarity about the remedy of the Claim.

<b>Maturity analysis</b>	<b>Financial year ended 31 December 2024</b>	<b>Financial year ended 31 December 2023</b>
	<b>USD</b>	<b>USD</b>
<b><u>Senior Loan</u></b>		
Within 1 year	-	7.035.488
Between 2 to 5 years	-	11.137.998
Greater than 5 years	-	-
	<u>-</u>	<u>18.173.486</u>
<b><u>Junior Loan</u></b>		
Within 1 year	49.500.000	49.500.000
Between 2 to 5 years	-	-
Greater than 5 years	-	-
	<u>49.500.000</u>	<u>49.500.000</u>

**15. Trade and Other Payables**

	<b>Financial year ended 31 December 2024</b>	<b>Financial year ended 31 December 2023</b>
	<b>USD</b>	<b>USD</b>
Trade payables*	27.622	60.507
Deferred income	622.505	640.037
Security deposit	2.157.021	2.157.021
Maintenance reserve**	6.500.000	6.500.000
Accruals	74.212	25.453
	<u>9.381.360</u>	<u>9.383.018</u>

\*As at 31 December 2024 the trade payables includes an amount of USD 3,526 (2023: USD 11,967) against FFI Aviation Portfolio Limited.

\*\* In addition to a MR cash of USD 6,500,000, the Company holds a maintenance reserve letter of credit in the amount of USD 3,500,000.

**16. Interest payable**

	<b>Financial year ended 31 December 2024</b>	<b>Financial year ended 31 December 2023</b>
	<b>USD</b>	<b>USD</b>
Interest Senior Loan (NordLB)	-	318.583
Irish Junior Notes (Compartment A+B)	12.993.750	8.662.500
	<u>12.993.750</u>	<u>8.981.083</u>

**17. Financial risk management**

The directors have overall responsibility for the establishment and oversight of the Company's risk management framework.

The Company has exposures to the following risks:

- (a) Market risk;
- (b) Credit risk;
- (c) Liquidity risk;
- (d) Operational risk;
- (e) Asset risk; and
- (f) Fair Market Value Estimation.

The risk management policies employed by the Company to manage these risks are discussed below.

**(a) Market risk**

Market risk is the risk that changes in market prices, such as foreign exchange rates, interest rates and securities prices will affect the Company's income or the value of its holdings of financial instruments. The objective of the market risk management is to manage and control market risk exposures within acceptable parameters, while optimising the return on risk. Market risk embodies the potential for both losses and gains and include price risk, interest rate risk and currency risk.

*(i) Foreign currency risk*

Both the rental income under the operating lease and interest expense on the loans are denominated in USD, the reporting currency. Only an element of the share capital, certain cash at bank and expenses incurred were denominated in Euro, but given the transaction are not significant, the total exposure to exchange rate fluctuations is minimal.

*(ii) Interest rate risk*

The Company's senior loan facility is subject to interest rate risk as the loan bears a margin of 2,75 % plus SOFR + Credit Adjustment Spread ("CAS") of 0.26161 per annum. This risk is managed by having floating rentals from lease of aircraft assets. Junior loan facilities have fixed rates of interest. The senior loan was fully repaid on 17 October 2024.

**(b) Credit risk**

Credit risk is the risk of financial loss to the Company if a counterparty fails to meet its contractual obligations, and arises principally from the Company's receivables from lessee. The Company is subject to the credit risk of its lessees as to collection of rental payments under its operating lease. Creditworthiness of each new customer is assessed and the Company seeks indemnities from the lessee of the aircraft to mitigate overall financial exposure to its lessee.

Additional credit risk is the risk of financial loss to the Company if a counterparty fails to meet its contractual obligations, and arises principally from the Other receivables from the shareholder of the Company. Creditworthiness of each new customer is assessed and the Company seeks indemnities from the shareholder to mitigate overall financial exposure to its shareholder.

The assessment process takes into account qualitative and quantitative information about the customer such as business actives, senior management team, financial fitness, resources and performance and business risks, to the extent that this information is publicly available or otherwise disclosed to the Company.

The Company's maximum exposure to credit risk in the event that counterparties fail to perform their obligations as at 31 December 2024 in relation to each class of recognised financial assets, is set out below:

**17. Financial risk management (continued)**

**(b) Credit risk (continued)**

	<b>31 December 2024</b>	<b>31 December 2023</b>
	<b>USD</b>	<b>USD</b>
Cash and cash equivalents	10.357.413	11.168.495
Other receivables	1.912.822	5.842.240
	<b>12.270.235</b>	<b>17.010.735</b>

The Company's cash and cash equivalents are held with NordLB which is currently rated Aa2 by Moody's (2023: A3). The Company holds a letter of credit, from KEXIM BANK (UK) LIMITED, totalling USD 2,500,000 and from the KEB Hana Bank, totalling USD 1,000,000.

Other receivables relate to receivables from related companies. The other receivables were settled in March 2025. Therefore, there is no credit risk.

**(c) Liquidity risk**

Liquidity risk is the risk that the Company will not be able to meet its obligation as they fall due. The Company receives rental income from the operating lease which is primarily used to settle the obligations of the Company. The junior loans are limited recourse obligation of the issuers and the principle and interest repayment on the loans are limited to the receipts from the Company's assets.

As at 31 December 2024, the Company had the following gross undiscounted contractual cash flows relating to the loans:

	<b>Carrying amount</b>	<b>Gross contractual amount</b>	<b>Within 1 year</b>	<b>Between 2-5 years</b>	<b>More than 5 years</b>
<b>31 December 2024</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>
<i>Senior loan</i>	-	-	-	-	-
<i>Junior loans</i>	49.500.000	49.500.000	49.500.000	-	-
<i>Security deposit</i>	2.157.021	2.157.021	-	2.157.021	-
<i>Maintenance reserve</i>	6.500.000	6.500.000	-	6.500.000	-
<i>Trade and other payables</i>	724.339	724.339	724.339	-	-
<i>Interest payables</i>	12.993.750	12.993.750	12.993.750	-	-
	<b>71.875.110</b>	<b>71.875.110</b>	<b>63.218.089</b>	<b>8.657.021</b>	-

  

	<b>Carrying amount</b>	<b>Gross contractual amount</b>	<b>Within 1 year</b>	<b>Between 2-5 years</b>	<b>More than 5 years</b>
<b>31 December 2023</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>
<i>Senior loan</i>	18.173.486	26.249.670	7.035.488	11.137.998	-
<i>Junior loans</i>	49.500.000	58.162.500	58.162.500	-	-
<i>Security deposit</i>	2.157.021	2.157.021	-	2.157.021	-
<i>Maintenance reserve</i>	6.500.000	6.500.000	-	6.500.000	-
<i>Trade and other payables</i>	725.995	725.995	725.995	-	-
<i>Interest payables</i>	8.981.083	8.981.083	8.981.083	-	-
	<b>86.037.585</b>	<b>102.776.269</b>	<b>74.905.066</b>	<b>19.795.019</b>	-

The specified interest payables don't include future interests.

**17. Financial risk management (continued)**

**(c) Liquidity risk (continued)**

Due to the fact that the current lessee of the MSN 1518 aircraft has met all its payments and the outstanding Senior Loan was fully repaid in 2024, the Company has sufficient funds to cover its all ongoing operating expenses.

**(d) Operational risk**

Operational risk is the risk of direct or indirect loss arising from a wide variety of causes associated with the Company's processes, personnel and infrastructure, and from external factors other than credit, market and liquidity risks such as those arising from legal and regulatory requirements and generally, accepted standards of corporate behaviour. Operational risks arise from all of the Company's operations.

The Company has been mentioned as a defendant in a claim issued by Willkie Farr & Gallagher (UK) LLP on behalf of the Joint Provisionals Liquidators of four investments funds based in the BVI and Cayman (the "Claimants"), dated 14 November 2022 in the English Court. The claim is in respect of the Aviation Notes Transaction ("The Claim"). The Company appointed legal counsel.

Subsequently, the Company was served with the Amended Particulars of the Claim by, among others, GFIF and its joint provisional liquidator in June 2024. The defence of the Company was filed in September 2024 by legal counsel. Given the uncertainties in respect of the Claim, a claim amount cannot be reliably estimated.

As the date of review of the financial statements, the likely outcome of the litigation is uncertain. The directors are actively monitoring the process.

It cannot be excluded that the claim process could negatively affect operational activities of the Company.

**(e) Asset risk**

The lessee is obliged to pay all ongoing costs of the Aircraft including maintenance and sufficient insurance. The aviation industry is particularly sensitive to changes in economic conditions. Unfavourable geopolitical events could have a material adverse effect on the financial results and the value of the Aircraft. The Company bears the risk of re-leasing or selling the Aircraft at the end of its lease term. If demand for aircraft decreases or market lease rates decrease this could affect market value of the Aircraft. Should this condition continue for an extended period, it could affect the market value of the Aircraft and may result in an impairment charge in accordance with IAS 36 Impairment of assets. The Directors monitor this risk by obtaining independent valuations of the Aircraft on an annual basis and considering these in assessing the recoverability of the Company's investment.

**(f) Fair Market Value Estimation**

Under IFRS 13 Fair Value Measurement, the fair value of a financial asset and liability is the amount at which it could be exchanged in an arm's length transaction between informed and willing parties, other than in a forced sale or liquidation.

The carrying value of cash and cash equivalents, trade receivables and trade payables are assumed to approximate their fair values given the short-term maturity nature of these instruments.

The Group measures fair values using the following fair value hierarchy that reflects the significance of the input used in making the measurements:

Level 1	Quoted prices for similar instruments
Level 2	Directly observable market inputs other than Level 1 inputs
Level 3	Significant inputs not based on observable market data

The financial instruments not measured at fair value through profit or loss are financial assets and financial liabilities whose carrying amounts approximate fair value.

**17. Financial risk management (continued)**

**(f) Fair Market Value Estimation (continued)**

<b>Financial assets</b>	<b>Level</b>	<b>Level</b>	<b>Level</b>	<b>Total</b>	<b>Carrying</b>
<b>31 December 2024</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>USD</b>	<b>Value</b>
	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>
<i>Cash and cash equivalents</i>	-	10.357.413	-	10.357.413	10.357.413
<i>Other receivables</i>	-	1.915.336	-	1.915.336	1.915.337
	-	<b>12.272.749</b>	-	<b>12.272.749</b>	<b>12.272.750</b>

<b>Financial assets</b>	<b>Level</b>	<b>Level</b>	<b>Level</b>	<b>Total</b>	<b>Carrying</b>
<b>31 December 2023</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>USD</b>	<b>Value</b>
	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>
<i>Cash and cash equivalents</i>	-	11.168.495	-	11.168.495	11.168.495
<i>Other receivables</i>	-	5.842.240	-	5.842.240	5.842.240
	-	<b>17.010.735</b>	-	<b>17.010.735</b>	<b>17.010.735</b>

<b>Financial liabilities</b>	<b>Level</b>	<b>Level</b>	<b>Level</b>	<b>Total</b>	<b>Carrying</b>
<b>31 December 2024</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>USD</b>	<b>Value</b>
	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>
<i>Senior loan</i>	-	-	-	-	-
<i>Junior loan</i>	-	-	49.500.000	49.500.000	49.500.000
<i>Trade and other payables</i>	27.622	-	-	27.622	27.622
	-	-	<b>49.500.000</b>	<b>49.527.622</b>	<b>49.527.622</b>

<b>Financial liabilities</b>	<b>Level</b>	<b>Level</b>	<b>Level</b>	<b>Total</b>	<b>Carrying</b>
<b>31 December 2023</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>USD</b>	<b>Value</b>
	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>	<b>USD</b>
<i>Senior loan</i>	-	18.173.486	-	18.173.486	18.173.486
<i>Junior loan</i>	-	-	49.500.000	49.500.000	49.500.000
<i>Trade and other payables</i>	60.506	-	-	60.506	60.506
	-	<b>18.173.486</b>	<b>49.500.000</b>	<b>67.733.992</b>	<b>67.733.992</b>

The financial instruments and financial liabilities outlined above have been drawn down during the current financial year at their fair values and as such the directors are satisfied that their carrying values materially approximate their fair values at 31 December 2024.

**18. Related Party Transactions**

*Directors fees*

Pursuant to Section 305A (I) (a) of the Companies Act 2014 (as amended), Alter Domus (Ireland) Limited, the Administrator, received USD 9,905 (2023: USD 9,195) as consideration for the making available of individuals to act as directors of the Company.

*Asset management fees*

Doric Asset Finance GmbH & Co. KG (“Doric”) is the appointed asset manager for the Aircraft.

The Company paid Doric asset management fees amounting to USD 121,845 during the financial year (2023: USD 119,116). Nothing was outstanding at the financial year end (2023: 39,871).

**18. Related Party Transactions (continued)**

An amount of USD 4,000,000 was transferred by the Company to the Lease Collateral Account of FFI Aviation MSN 1310 LLC in 2024 to service the senior loan of FFI Aviation MSN 1310 LLC and fulfil the LTV requirements of the Company. In 2024, FFI Aviation MSN 1310 LLC repaid an amount of USD 2,100,000. The outstanding amount was fully repaid in March 2025.

The results for the financial year are set out on page 12.

**19. Capital risk management**

The Company views the share capital as its capital. Share capital was issued in line with Irish Company Law and is not used for financing the investment activities of the Company.

The Company is not subject to any other externally imposed capital requirements.

**20. Contingent liability**

The Company has been mentioned as a defendant in a claim issued by Willkie Farr & Gallagher (UK) LLP on behalf of the Joint Provisionals Liquidators of four investments funds based in the BVI and Cayman (the “Claimants”), dated 14 November 2022 in the English Court. The claim is in respect of the Aviation Notes Transaction (“The Claim”). The Company appointed legal counsel.

Subsequently, the Company was served with the Amended Particulars of the Claim by, among others, GFIF and its joint provisional liquidator in June 2024. The defence of the Company was filed in September 2024 by legal counsel. Given the uncertainties in respect of the Claim, a claim amount cannot be reliably estimated.

As the date of review of the financial statements, the likely outcome of the litigation is uncertain. The directors are actively monitoring the process.

**21. Charges**

The Senior Loan was fully repaid on 17 October 2024.

**22. Subsequent Events**

On 16 September 2025, the company signed a lease amendment and extension agreement with Asiana Airlines, Inc. extending the lease agreement for the MSN 1518 aircraft by four years until April 2030.

There have been no other subsequent events since the end of the financial year to the date of approval of these financial statements.

**23. Ultimate Controlling Party**

FFI Aviation Portfolio Limited (formerly Floreat Aviation Portfolio Limited), a company incorporated in Guernsey, owns 100% of the share capital of the Company.

**24. Approval of Financial Statements**

The Board approved these financial statements on \_\_\_\_\_.