Dubai Aerospace Enterprise (DAE) Ltd

Results for the nine months ended

September 30, 2023

ABOUT DAE

Dubai Aerospace Enterprise (DAE) Ltd is a globally recognized aviation services corporation with two divisions: DAE Capital and DAE Engineering. Headquartered in Dubai, DAE serves over 170 airline customers in over 65 countries from its seven office locations in Dubai, Dublin, Amman, Singapore, Miami, New York, and Seattle.

DAE Capital is an award-winning aircraft lessor and financier with an owned, managed, committed, and mandated to manage fleet of approximately 550 Airbus, ATR and Boeing aircraft with a fleet value of approximately US$20 billion. DAE Engineering provides regional MRO services to customers in Europe, Middle East, Africa, and South Asia from its state-of-the-art facility in Amman, Jordan, accommodating up to 17 wide and narrow body aircraft. It is authorized to work on 15 aircraft types and has regulatory approval from over 25 regulators globally. More information can be found on the company's web site at www.dubaiaerospace.com.

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WEBCAST AND CONFERENCE CALL DETAILS

DAE will host its earnings call at 09.00 EDT / 13.00 GMT / 17.00 GST / 21:00 SGT on Wednesday, November 01, 2023, to review our results for the nine months ended September 30, 2023.

The webcast can be accessed by registering at www.dubaiaerospace.com/investors.

Or alternatively the call can be accessed live by dialing (UAE) 800 017 8030, (Ireland) +353 (0) 1 526 9444, (UK) +44 1 212 818 004, (USA) +1 718 705 8796, (Singapore) +65 3158 0246 and quote 'Dubai Aerospace Enterprise' when prompted.

Further information can be found on our website http://www.dubaiaerospace.com.

FORWARD-LOOKING STATEMENTS

This document contains "forward-looking statements" within the meaning of Section 27A of the Securities Act of 1933, as amended. These forward-looking statements relate to matters such as our industry, business strategy, goals and expectations concerning our market position, future operations, margins, profitability, capital expenditures, liquidity and capital resources and other financial and operating information. We have used the words "anticipate", "assume", "believe", "budget", "continue", "could", "estimate", "expect", "future", "intend", "may", "plan", "potential", "predict", "project", "will" and similar terms and phrases to identify forward-looking statements. Forward-looking statements reflect our current expectations regarding future events, results, or outcomes. These expectations may or may not be realized. Some of these expectations may be based upon assumptions or judgements that prove to be incorrect. In addition, our business and operations involve numerous risks and uncertainties, many of which are beyond our control, which could result in our expectations not being realized or otherwise materially affect our financial condition, results of operations and cash flows. Any such forward-looking statements are not guarantees of future performance and involve risks, uncertainties and other factors that may cause our actual results, performance or achievements, or industry results, to vary materially from our future results, performance, or achievements, or those of our industry, expressed or implied in such forward-looking statements. All amounts expressed in "USD" or "dollars" refer to U.S. dollars.

RESULTS ANNOUNCEMENT

We present management's discussion and analysis of the financial condition and results of operations for the nine months ended September 30, 2023 which should be read in conjunction with the unaudited condensed consolidated financial statements (the "interim financial statements") of Dubai Aerospace Enterprise (DAE) Ltd ("DAE") and its subsidiaries (together and hereinafter "we" or "us"). References to "September 30, 2023" are for the nine months ended September 30, 2023 and to "September 30, 2022" are for the nine months ended September 30, 2022.

FINANCIAL HIGHLIGHTS

- Profit for the nine months ended September 30, 2023 was USD 200.6 million compared to a profit before exceptional items of USD 203.6 million for the nine months ended September 30, 2022. Profit for the nine months ended September 30, 2023 was USD 200.6 million compared to a loss after exceptional items of USD 334.3 million for the nine months ended September 30, 2022.
- Operating profit for the nine months ended September 30, 2023 was USD 464.5 million compared to operating profit before exceptional item of USD 386.3 million for the nine months ended September 30, 2022 which is mainly attributed to increased lease revenue and reversal of loss allowance. Operating profit for the nine months ended September 30, 2023 was USD 464.5 million compared to an operating loss after exceptional item of USD 190.2 million for the nine months ended September 30, 2022. The exceptional item in 2022 pertains to an asset write-off of USD 576.5 million relating to certain aircraft in Russia not in our control.
- Cash flows from operating activities for the nine months ended September 30, 2023 decreased by 2.9% to USD 928.9 million compared to USD 956.6 million for the nine months ended September 30, 2022. This is primarily due to higher maintenance reserve receipts in the prior period driven by the drawdown of letters of credit associated with aircraft previously leased to Russian customers. Excluding the impact of the letters of credit drawdown, net cash generated from operating activities for the nine months ended September 30, 2023 increased by USD 49.6 million or 5.6% as compared to the prior period.
- Total assets were USD 12,434.4 million at September 30, 2023 compared to USD 12,709.1 million at December 31, 2022. This decrease was mainly due to aircraft sold and depreciation charge during the period.
- Available liquidity was USD 3,842.3 at September 30, 2023 compared to USD 2,659.9 million at December 31, 2022. The Liquidity coverage ratio was 268.9% at September 30, 2023 compared to 341.0% at December 31, 2022.
- Net Debt-to-Equity ratio was 2.46:1 times at September 30, 2023 compared to 2.64:1 times at December 31, 2022.

OPERATIONAL HIGHLIGHTS

- Total number of aircraft in the fleet at September 30, 2023 was 495 (December 31, 2022: 440) which consisted of 326 owned (December 31, 2022: 330), 103 managed (December 31, 2022: 104) and 66 committed aircraft (December 31, 2022: 6).
- During the nine months ended September 30, 2023, we purchased nine owned aircraft (September 30, 2022: ten) and seven managed aircraft (September 30, 2022: 35) and sold or consigned 13 owned aircraft (September 30, 2022: 12) and eight managed aircraft (September 30, 2022: 23).
- The weighted average age of our owned fleet was 7.4 years at September 30, 2023 compared to 6.5 years at December 31, 2022. The weighted average remaining lease term of our owned fleet at September 30, 2023 was 5.9 years compared with 6.3 years at December 31, 2022.
- The ratio of unsecured debt to total debt was 73.0% at September 30, 2023 compared to 69.8% at December 31, 2022.

RESULTS OF OPERATIONS

The following discussion of our results of operations is based on the condensed consolidated statement of profit or loss and other comprehensive income and consolidated statement of financial position which have been extracted from our interim financial statements for the nine months ended September 30, 2023.

Results of operations *(in millions of USD)*	Nine months ended Sep 30			
		2022		
	2023*	Before exceptional items	Exceptional items	Total
Consolidated statement of profit or loss and comprehensive income				
Total revenue	989.2	853.9	-	853.9
Gain on disposal of aircraft	48.4	87.0	-	87.0
Expenses				
Depreciation and amortization	(429.0)	(407.2)	-	(407.2)
Asset write-off	-	-	(576.5)	(576.5)
General and administrative expenses	(76.2)	(62.4)	-	(62.4)
Cost of providing engineering maintenance services	(63.1)	(49.7)	-	(49.7)
Reversal of/ (provision for) loss allowance	16.0	(24.0)	-	(24.0)
Aircraft maintenance	(20.8)	(11.3)	-	(11.3)
Operating profit/(loss)	**464.5**	**386.3**	**(576.5)**	**(190.2)**
Finance income	43.2	21.0	-	21.0
Finance expense	(300.2)	(206.7)	-	(206.7)
Net finance costs	**(257.0)**	**(185.7)**	**-**	**(185.7)**
Profit/(loss) before income tax	**207.5**	**200.6**	**(576.5)**	**(375.9)**
Income tax (expense)/ benefit	(6.9)	3.0	38.6	41.6
Profit/(loss) for the period	**200.6**	**203.6**	**(537.9)**	**(334.3)**

** There were no exceptional items during the nine month period ended September 30 2023.*

	As at	
Consolidated statement of financial position (Extract)	**Sep 30 2023**	**Dec 31 2022**
Total cash and cash resources	527.8	438.2
Aircraft held for lease	10,961.7	11,300.8
Total assets	**12,434.4**	**12,709.1**
Total loans and borrowings	7,733.4	8,045.9
Total equity	2,967.2	2,935.7
Total liabilities and equity	**12,434.4**	**12,709.1**

	Nine months ended Sep 30	
Adjusted EBITDA calculation [(1)]	**2023**	**2022**
Profit/(loss) for the period	200.6	(334.3)
Add back		
Net finance costs	257.0	185.7
Income tax expense/(benefit)	6.9	(41.6)
(Reversal of)/ provision for loss allowance	(16.0)	24.0
Depreciation and amortization	429.0	407.2
Asset write-off	-	576.5
Adjusted EBITDA	**877.5**	**817.5**

(1) *We define Adjusted EBITDA as profit/(loss), excluding net finance costs, loss allowance, income tax expense, depreciation and amortization and asset write-off.*

Financial metrics	**Nine months ended Sep 30**	
	2023	**2022**
Pre-tax margin (*per cent*) (2)(4)	21.0	23.5
Pre-tax return on equity (*per cent*) (3)(4)	9.4	8.7
	As at	
	Sep 30 2023	**Dec 31 2022**
Net debt to equity (*times*) (5)	2.46	2.64
Total available liquidity (*USD billions*) (6)	3.8	2.7
Unsecured debt/total debt (*per cent*) (7)	73.0	69.8
Liquidity coverage ratio (*per cent*) (8)	268.9	341.0

All financial information above has been rounded for presentation purposes. Any percentages are based on unrounded figures.

(2) *Calculated as profit before income tax (before exceptional item) divided by total revenue.*

(3) *Calculated as profit before income tax (before exceptional item) (annualized in the case of interim periods) divided by average total equity.*

(4) *Profit before tax (before exceptional item) excludes an exceptional item of USD 576.5 million in 2022.*

(5) *Calculated as net debt (being total loans and borrowings, net of debt issuance costs less cash and cash equivalents) divided by total equity.*

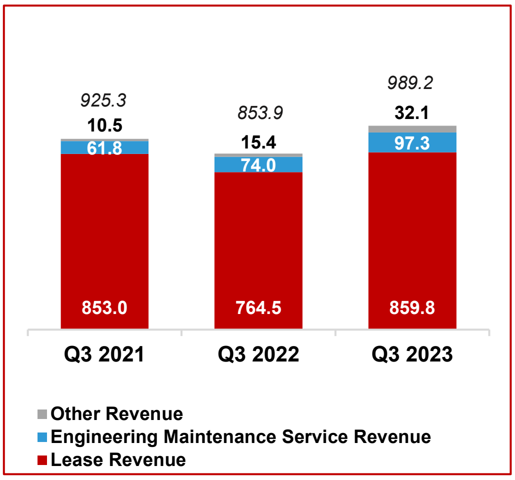
(6) *Calculated as the sum of available credit facilities and cash and cash equivalents.*

(7) *Calculated as unsecured loans and borrowings divided by total loans and borrowings.*

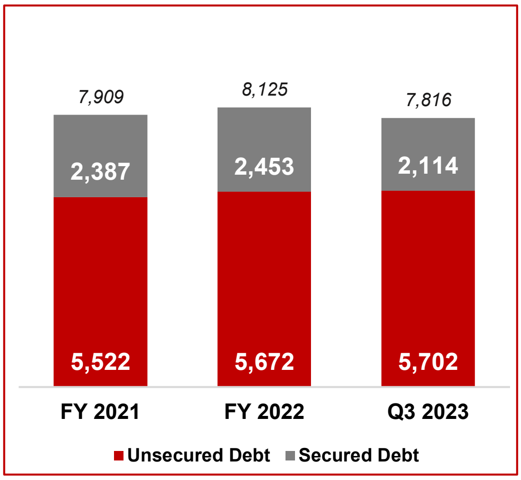
(8) *Calculated as total available liquidity divided by recourse debt payments in the next 12 months.*

FINANCIAL AND OPERATIONAL HIGHLIGHTS
AT A GLANCE

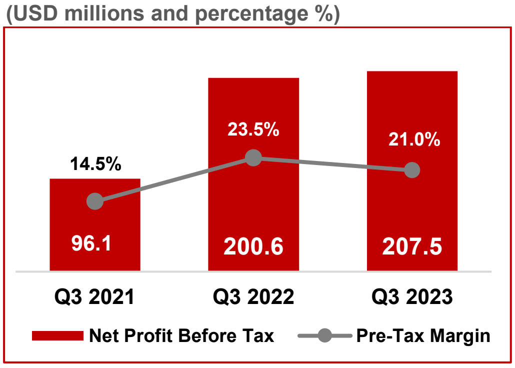
Total Revenue
(USD millions)



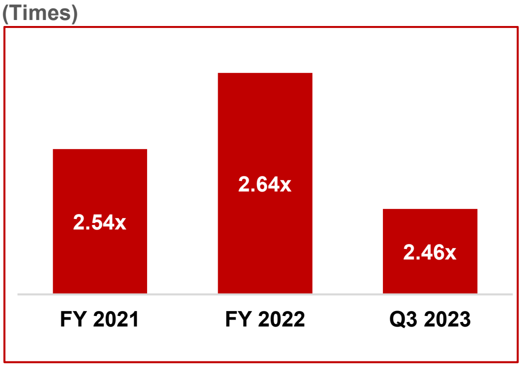
Total Debt
(USD millions)



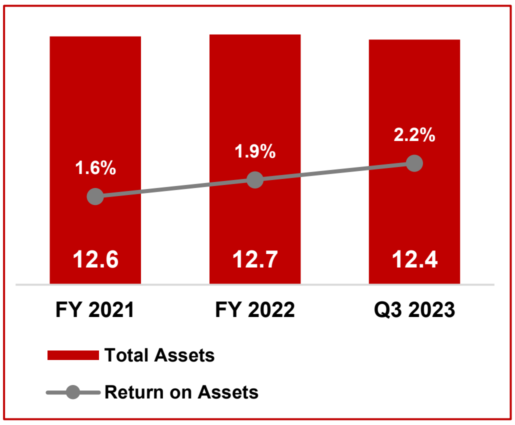
Net Profit Before Tax and Pre-Tax Margin [9]
(USD millions and percentage %)



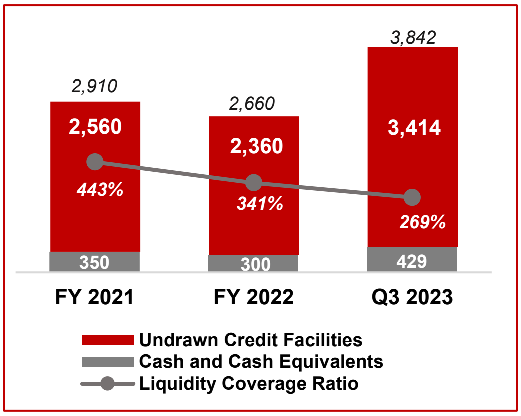
Net-Debt-to-Equity
(Times)



Total Assets and Return on Assets [9][10]
(USD billions and percentage %)



Available Liquidity and 12-Month Liquidity Coverage
(USD millions)



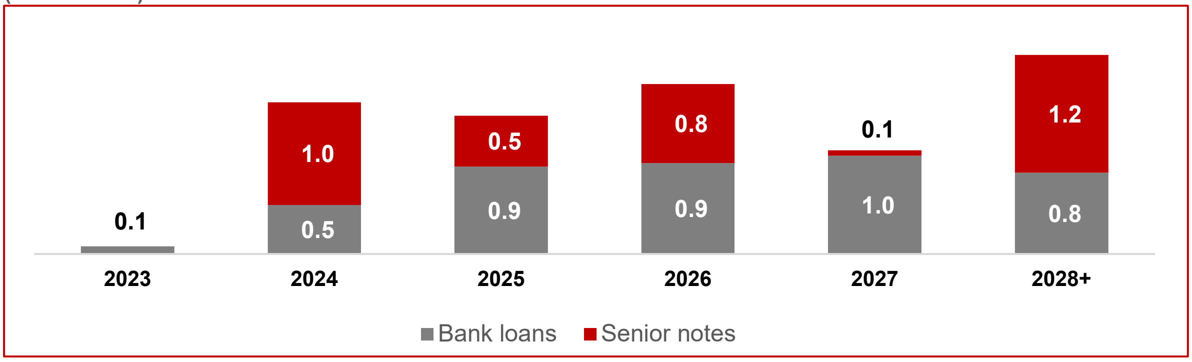
(9) *Profit before income tax is adjusted to exclude one-time bond redemption costs of USD 38.3 million in Q3 2021 and an exceptional item of USD 576.5 million in Q3 2022.*

(10) *Calculated as profit before income tax (annualized in the case of interim periods) divided by average total assets, as appropriate.*

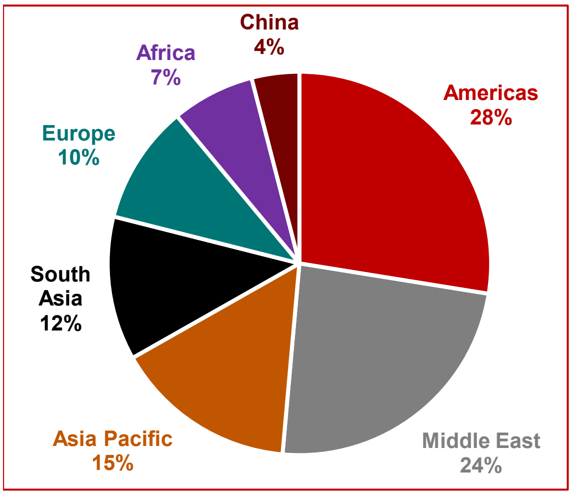
Note: Q3 comparative financial data – results for the nine months period ended/ as at September 30.

FINANCIAL AND OPERATIONAL HIGHLIGHTS AT A GLANCE (CONTINUED)

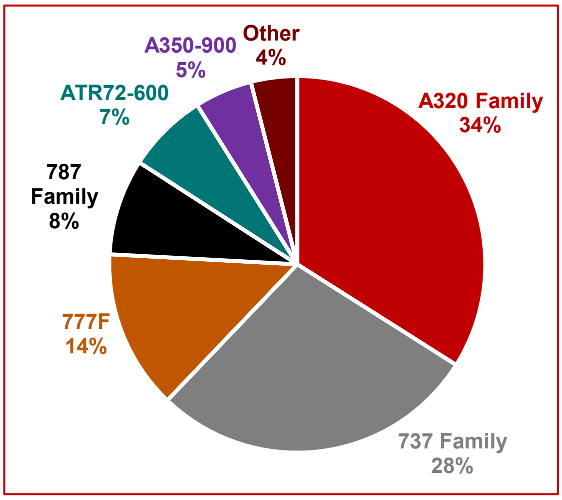
Debt Maturity Profile
(USD billions)



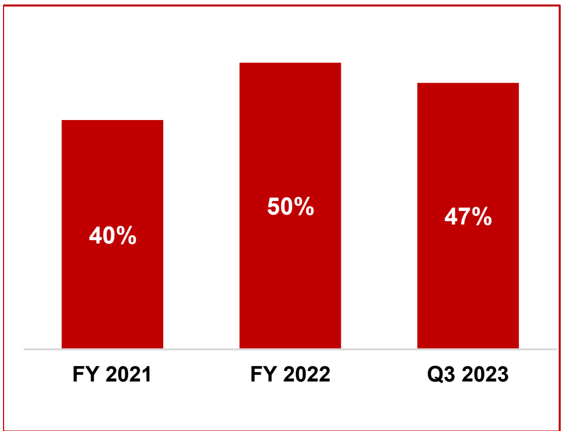
DAE Capital Diversification of Fleet by Region as of September 30, 2023 (11)



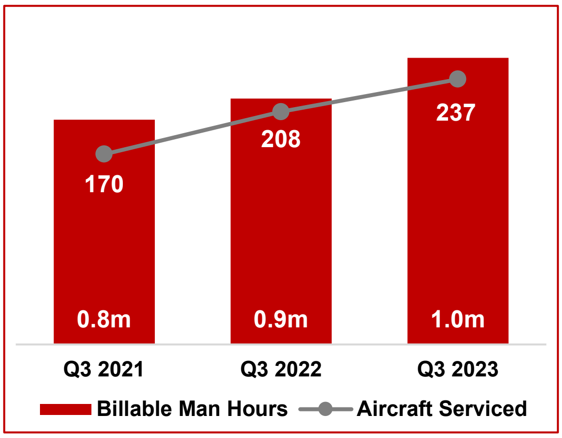
DAE Capital Aircraft by Type as of September 30, 2023 (11)



DAE Capital Proportion of Next Generation, Fuel Efficient Aircraft (11)(12)



DAE Engineering Billable Man Hours and Number of Aircraft Serviced



(11) *Based on Ascend Half Life Current Market Value (HLCMV) as of the stated reference date and refers to owned fleet only. FY 2022 and Q3 2023 exclude aircraft in Russia.*

(12) *The following aircraft are considered as "next generation and fuel efficient": Airbus A320neo Family, Airbus A330neo Family, Airbus A350 Family, Boeing 737 MAX Family, Boeing 787 Family, and ATR 72-600.*

Note: Q3 comparative financial data – results for the nine months period ended/ as at September 30.

MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION AND RESULTS OF OPERATIONS

Overview

DAE is a global aviation services company headquartered in Dubai serving customers in over 60 countries from seven locations in the United Arab Emirates, Jordan, Ireland, Singapore, and the United States of America. DAE conducts its activities through two divisions: (i) Aircraft Leasing (DAE Capital) and (ii) Engineering (DAE Engineering). The aircraft leasing division is engaged in acquiring and leasing commercial aircraft to airlines, selling, and trading aircraft, and managing aircraft on lease for third-party investors. The engineering division consists of an 80% ownership stake in Joramco, a provider of commercial aircraft maintenance, repair, and overhaul (MRO) services.

DAE is 100% indirectly owned by Investment Corporation of Dubai ("ICD"), the principal investment arm of the Government of Dubai.

DAE Capital

Our Leasing Division is one of the largest aircraft lessors in the world. At September 30, 2023, we had a total owned, managed and committed fleet of 495 aircraft which was made up of 326 owned aircraft (including 11 aircraft classified as finance leases and loan receivables), 103 managed aircraft and commitments to acquire 66 new aircraft (65 aircraft for our owned fleet and one aircraft for our managed fleet). Our owned and managed aircraft are on lease to 119 lessees in 60 countries.

As of September 30, 2023, the aggregate book value of our owned fleet, including aircraft pre-delivery payments, aircraft held-for-sale and finance leases and loan receivables, was USD 11,308.8 million. Future contracted lease rental income from our owned fleet amounted to USD 6,330.0 million. As of September 30, 2023, 97.8% of our leases were subject to fixed lease rates as a percentage of lease revenue.

Our lease portfolio is highly diversified, geographically and by airline, with our top five lessees representing 30.0% of our portfolio based on net book value as of September 30, 2023. Emirates Airline, a related party, is our largest customer representing 10.0% of our fleet based on net book value. In addition, the estimated value of our managed fleet was USD 3.4 billion.

Analysis by aircraft type for our owned and managed portfolio

Aircraft Type	Owned Portfolio	Managed Portfolio	Committed Portfolio*	Total
A320 CEO family	96	42	-	138
A320 NEO family	29	9	-	38
A330-family	16	5	-	21
A330 NEO family	1	1	-	2
A350-900	4	-	-	4
Total Airbus	**146**	**57**	**-**	**203**
B737 NG family	65	34	-	99
B737 MAX family	24	10	63	97
B787 family	11	-	2	13
B777	3	-	-	3
B777F	12	-	1	13
Total Boeing	**115**	**44**	**66**	**225**
ATR 72-600	65	2	-	67
Total	**326**	**103**	**66**	**495**
Narrow body	214	95	63	372
Wide body – Passenger	35	6	2	43
Wide body – Freighter	12	-	1	13
Turboprop	65	2	-	67
Total	**326**	**103**	**66**	**495**

Committed portfolio includes 65 aircraft for the owned fleet and one aircraft for the managed fleet.

Fleet metrics	**As at Sep 30, 2023**	**As at Dec 31, 2022**
Owned fleet *(number of aircraft)* (1)	326	330
Managed fleet *(number of aircraft)*	103	104
Weighted average age *(years)* (2)	7.4	6.5
Weighted average remaining lease term (*years*) (2)	5.9	6.3
(in millions of USD)		
Net book value of aircraft held for lease	10,961.7	11,300.8
Carrying value of finance leases and loan receivables	347.1	364.7
Aggregate net book value	**11,308.8**	**11,665.5**

(1) Owned fleet includes aircraft in Russia not in our control.

(2) Owned fleet only (excluding aircraft in Russia), weighted averages calculated based on the Cirium/Ascend half-life current market value

DAE Engineering

Our Engineering division operates under the brand name Joramco and is a leading independent provider of airframe MRO services in the Middle East with a track record in excess of 55 years. DAE has an 80% ownership stake in Joramco. Joramco's facility of over 100,000 square meters in size is strategically located in Amman, Jordan. DAE believes that the strategic location, combined with a skilled and experienced workforce of approximately 1,000 people giving it a man-hour capability exceeding one million per year, allows the Engineering division to offer a compelling value proposition to airline customers in the Middle East, Europe, Asia, Africa, and the CIS countries. Joramco focuses on providing airframe MRO services on Airbus, Boeing, and Embraer aircraft, with a comprehensive suite of MRO capabilities including interiors, composites, paint, and avionics.

Five aircraft hangars occupying more than 30,000 square meters of the Joramco facility can accommodate up to 17 wide body and narrow body aircraft at the same time. Joramco currently has 15 aircraft type approvals including the Boeing 737, 787 and 777 aircraft families, Airbus A320, A330 and A340 families, and Embraer E175 and E190 families and regulatory approvals from over 25 aviation authorities including EASA in the European Union, the FAA in the United States, and the CARC in Jordan.

Environment, Social and Governance Framework

DAE is committed to maintaining an effective Environmental, Social and Governance ("ESG") Framework. DAE's ESG Policy, Stakeholder Engagement Policy, and other relevant documents have been published to deepen our engagement with Stakeholders on ESG issues and hold ourselves accountable on our ESG journey and are available on DAE's ESG website.

DAE provides annual ESG Reporting to stakeholders which is presented in accordance with the Global Reporting Institute (GRI) Standards. DAE's most recent ESG Report, for the year ended December 31, 2022, was published on DAE's ESG website in April 2023 and fully incorporates all of its activities. Limited Assurance has been provided by KPMG on certain metrics reported within DAE's ESG Report. KPMG's independent assurance statement is available within the ESG Report.

In the ESG Report, DAE set out targets which seek to continually enhance our ESG frameworks, and which further demonstrate DAE's commitment to effective ESG risk management. DAE provides annual updates on its progress against these targets in its ESG Report.

DAE holds an ESG Risk Rating of 14.6 from Morningstar Sustainalytics, who consider DAE's enterprise value to be of 'Low Risk' of material financial impacts driven by ESG factors. This is the lowest rating (lower the better) among rated aircraft lessors. In January 2023, Morningstar Sustainalytics awarded DAE with its ESG Industry Top Rated and ESG Regional Top Rated accreditations, indicating that in 2022, DAE's ESG Risk Rating from Morningstar Sustainalytics was among the 50 lowest ratings issued by Sustainalytics in both DAE's industry (Trading & Distribution) and region (Middle East & Africa). This is the second year in which DAE has received these accreditations from Morningstar Sustainalytics.

DAE also makes voluntary ESG disclosures through CDP, a global non-profit that runs the world's environmental disclosure system for companies, cities, states, and regions, which awarded DAE a 'C' score for its 2022 response, and S&P's Corporate Sustainability Assessment (CSA), in order to support our stakeholders' access to DAE's ESG disclosures and to improve transparency.

The latest ESG Report, Risk Rating Summary, Policy Documents, and further information is available on DAE's ESG website https://dubaiaerospace.com/esg/.

In 2022, DAE became an inaugural signatory of the Aircraft Leasing Ireland (ALI) Sustainability Charter which outlines ten priority sustainability principles focused on areas including Climate Action and Net-zero, Innovation and Clean Technology and Diversity & Inclusion.

DAE Capital has a young fleet with an average age of 7.4 years. As of September 30, 2023, approximately 50% of DAE Capital's fleet were next generation and fuel efficient aircraft, and DAE Capital is committed to continue to grow the proportion of these aircraft in its fleet, and in August 2023 further embedded this commitment into our long term growth strategy through the acquisition of 64 Boeing 737 MAX Family aircraft delivery slots, from 2023 to 2026. The Boeing 737 MAX Family of aircraft are among the most fuel efficient aircraft in the world, reducing fuel use and emissions by up to 20%. On average each airplane will save up to 8 million pounds of CO2 annually compared to airplanes it replaces. By investing in these aircraft which have greater fuel efficiency, lower emissions, and a lower noise footprint, we are helping our airline customers reduce their impact on the environment.

DAE has a comprehensive aircraft end of life strategy. We work directly with our customers and industry partners to recycle end of life aircraft to reduce waste while maximizing the remaining value of the aircraft components and engines. Engines and landing gear from disassembled aircraft are, where possible, put to use elsewhere in the DAE fleet. Alternatively, engines are consigned and sold for disassembly. We encourage our aircraft recycling and dismantling service providers to comply with industry best practice including IATA's Best Practices for Aircraft Decommissioning, and where applicable to obtain AFRA (Aircraft Fleet Recycling Association) accreditation.

In addition, in its premises DAE supports a variety of internal environmental initiatives including the use of energy efficient lighting, water conservation and a continued focus on recycling and reducing waste. Furthermore, DAE encourages staff to communicate using the latest conferencing facilities leading to reduced travel between offices.

We also encourage commuting to work using public transport, walking, or cycling where appropriate to do so. We have a multi-cultural, diverse working environment with over 24 nationalities. In addition, at September 30, 2023, our DAE Capital business had a ratio of 61% male employees and 39% female employees. Through our Community Giving initiative we support a number of charities linked to our local offices and encourage staff to engage in physical and mental well-being activities. We maintain a robust corporate governance framework via our internal boards and committees.

DAE is committed to good corporate governance, which helps us compete more effectively, sustain success and build long-term shareholder value. DAE maintains strong corporate governance policies, procedures, and practices that foster board stewardship, management accountability, and proactive risk management. All our directors, employees, and contractors are expected to conduct themselves in accordance with the highest ethical and moral standards, as informed by our Code of Conduct, which is available on our website https://dubaiaerospace.com/corporate-governance/.

Nine months ended September 30, 2023 compared to nine months ended September 30, 2022

Total revenue

Total revenue comprises of (i) lease revenue from aircraft leasing, which also includes maintenance revenue (which comprises the release of maintenance reserves net of the derecognition of maintenance right assets) and is net of amortization of lease incentives and other lease costs, (ii) engineering maintenance service revenue which is derived from Joramco's engineering maintenance services and (iii) other income (which includes income from the management of aircraft on behalf of third parties, proceeds from the sale of spare parts and the release of security deposits).

The table below shows a breakdown of our total revenue for each of the nine months ended September 30, 2023 and September 30, 2022.

Total Revenue *(in millions of USD)*	**Nine months ended Sep 30**	
	2023	**2022**
Lease revenue	843.7	764.2
Maintenance revenue	36.1	39.8
Amortization of lease incentives and other lease costs	(32.8)	(45.3)
Net lease revenue	**847.0**	**758.7**
Engineering maintenance services revenue	97.3	74.0
Finance leases and loan receivables income	12.8	5.8
Total lease, engineering maintenance service revenue and finance leases and loan receivables income	**957.1**	**838.5**
Other income	32.1	15.4
Total revenue	**989.2**	**853.9**

Total revenue was USD 989.2 million for the nine months ended September 30, 2023 compared to USD 853.9 million for the nine months ended September 30, 2022, an increase of USD 135.3 million, or 15.8%, due to the reasons outlined below.

Net lease revenue increased by USD 88.3 million, or 11.6%, to USD 847.0 million for the nine months ended September 30, 2023, from USD 758.7 million for the nine months ended September 30, 2022. This increase was primarily driven by additional revenue generated by the aircraft acquired in the business combination last year.

Engineering maintenance service revenue increased by USD 23.3 million, or 31.5%, to USD 97.3 million for the nine months ended September 30, 2023 compared to USD 74.0 million for the nine months ended September 30, 2022. This increase in revenue was primarily attributable to an influx of heavy maintenance checks effectively managed through optimal utilization of maintenance facilities to maximize capacity.

Finance leases and loan receivables income increased by USD 7.0 million to USD 12.8 million for the nine months ended September 30, 2023 compared to USD 5.8 million for the nine months ended September 30, 2022.

Gain on disposal of aircraft

Gain on disposal of aircraft was USD 48.4 million for the nine months ended September 30, 2023 compared to USD 87.0 million for the nine months ended September 30, 2022. During the nine months ended September 30, 2023, we sold/consigned 13 owned aircraft compared to the sale/consignment of 12 owned aircraft during the nine months ended September 30, 2022.

Fluctuations in the gain or loss on disposal of aircraft are not only a function of the number of disposals but are also dependent on the type and age of aircraft, accounting adjustments for revenue earned from the economic closing date to the transfer of title to the buyer, as well as the prevailing market trading conditions in the underlying period.

Expenses

Expenses comprised (i) depreciation and amortization, (ii) asset write-off, (iii) general and administrative expenses, (iv) reversal of (provision for) loss allowance, (v) cost of providing the engineering maintenance services provided by Joramco and (vi) aircraft maintenance.

The table below shows a breakdown of our expenses for the nine months ended September 30, 2023 and September 30, 2022.

Total Expenses *(in millions of USD)*	**Nine months ended Sep 30**	
	2023	**2022**
Depreciation and amortization	429.0	407.2
General and administrative expenses	76.2	62.4
Cost of providing engineering maintenance services	63.1	49.7
Reversal of/ (provision for) loss allowance	(16.0)	24.0
Aircraft maintenance	20.8	11.3
Total expenses before exceptional items	**573.1**	**554.6**
Exceptional item - asset write-off	-	576.5
Total expenses	**573.1**	**1,131.1**

Expenses for the nine months ended September 30, 2023 increased by USD 18.5 million to USD 573.1 million compared to the expenses before exceptional items of USD 554.6 million for the nine months ended September 30, 2022. Total expenses for the nine months ended September 30, 2023 decreased by USD 558.0 million to USD 573.1 million compared to USD 1,131.1 million for the nine months ended September 30, 2022.

Depreciation and amortization expense increased by USD 21.8 million, or 5.4%, for the nine months ended September 30, 2023 to USD 429.0 million compared to USD 407.2 million in the prior period. This increase was primarily due to increase in the number of owned aircraft compared to the prior period.

General and administrative expenses increased by USD 13.8 million, or 22.1%, for the nine months ended September 30, 2023 to USD 76.2 million from USD 62.4 million in the prior period. This increase was primarily due to increase in staff costs and professional fees.

Cost of providing engineering maintenance services increased by USD 13.4 million, or 27.0%, for the nine months ended September 30, 2023 to USD 63.1 million from USD 49.7 million in the prior period. This increase reflects the corresponding increase in engineering maintenance services revenue over the same period.

Reversal of loss allowance was USD 16.0 million for the nine months ended September 30, 2023 or a decrease of USD 40.0 million or 166.7% compared to the loss allowance charge of USD 24.0 million in the prior period. Further information can be found in the financial statements Note 16.

Aircraft maintenance increased by USD 9.5 million to USD 20.8 million for the nine months ended September 30, 2023 from USD 11.3 million for the nine months ended September 30, 2022. This increase was due to heavy maintenance costs related to aircraft returns and repossession.

In addition, asset write-off was USD 576.5 million for the nine months ended September 30, 2022 compared to nil million in the current period. The asset write-off relates to our net exposure to 19 aircraft in Russia not in our control, and the leasing of which has been terminated.

Operating profit

Operating profit was USD 464.5 million for the nine months ended September 30, 2023 compared to operating profit before exceptional items of USD 386.3 million in the corresponding period of 2022, an increase of USD 78.2 million, or 20.2%. This increase was attributable to the factors described in the preceding sections.

Operating profit was USD 464.5 million for the nine months ended September 30, 2023, an increase of USD 654.7 million compared to an operating loss after exceptional items of USD 190.2 million in the corresponding period of 2022. This exceptional item in 2022 pertains to the asset write-off of USD 576.5 million relating to certain aircraft in Russia not in our control.

Net finance costs

Net finance costs increased by USD 71.3 million, or 38.4%, to USD 257.0 million for the nine months ended September 30, 2023 from USD 185.7 million for the nine months ended September 30, 2022.

Finance income increased by USD 22.2 million, or 105.7%, to USD 43.2 million for the nine months ended September 30, 2023 from USD 21.0 million for the nine months ended September 30, 2022. This was due primarily to gains on financial instruments and higher deposit rates during the nine months ended September 30, 2023 compared to the prior period.

Finance expense increased by USD 93.5 million, or 45.2%, to USD 300.2 million for the nine months ended September 30, 2023 from USD 206.7 million for the nine months ended September 30, 2022 due primarily to higher average loan balance during the current period and an increase in the average cost of debt to 4.1% for the nine months ended September 30, 2023 from 3.2% for the nine months ended September 30, 2022.

Average cost of debt is calculated for the nine months period ended September 30, 2023 as finance costs, net of interest income (annualized in case of interim periods) less any gains on financial instrument divided by average debt principal. Average cost of debt is calculated for the nine months period ended September 30, 2022 as finance costs (annualized in case of interim periods) divided by average debt principal, net of fair value adjustments.

Income tax (expense)/ benefit

During the nine months ended September 30, 2023, we recorded a tax expense of USD 6.9 million compared to a tax benefit of USD 41.6 million for the nine months ended September 30, 2022. The income tax benefit for the nine month period ended September 30, 2022 was primarily driven by the impact of the asset write-off relating to certain aircraft in Russia not in our control.

Profit/(loss) for the period

Profit for the nine months ended September 30, 2023 decreased by USD 3.0 million to USD 200.6 million from profit before exceptional items of USD 203.6 million for the nine months ended September 30, 2022.

Profit for the nine months ended September 30, 2023 increased by USD 534.9 million to USD 200.6 million from a loss after exceptional items of USD 334.3 million for the nine months ended September 30, 2022 which includes the asset write-off of USD 576.5 million relating to certain aircraft in Russia.

Consolidated Cash Flows

The following table presents our consolidated cash flows for the nine months ended September 30, 2023 and the nine months ended September 30, 2022. Cash and cash equivalents shown below refer to unrestricted cash.

Consolidated cash flow (Extract) (in millions of USD)	**Nine months ended Sep 30**	
	2023	**2022**
Net cash generated from operating activities	928.9	956.6
Net cash generated from investing activities	102.8	403.1
Net cash used in financing activities	(902.8)	(1,067.0)
Net increase in cash and cash equivalents	**128.9**	**292.7**
Cash and cash equivalents at the beginning of the period	299.9	350.4
Cash and cash equivalents at the end of the period	**428.8**	**643.1**

For the nine months ended September 30, 2023 net cash generated from operating activities was USD 928.9 million, a decrease of USD 27.7 million, or 2.9%, from USD 956.6 million for the nine months ended September 30, 2022 which is primarily due to higher maintenance reserve receipts in the prior period driven by the drawdown of letters of credit associated with aircraft previously leased to Russian customers. Excluding the impact of the letters of credit drawdown, net cash generated from operating activities for the nine months ended September 30, 2023 increased by USD 49.6 million or 5.6% as compared to the prior period.

For the nine months ended September 30, 2023 net cash generated from investing activities was USD 102.8 million compared to USD 403.1 million for the nine months ended September 30, 2022. The movement was primarily due to net cash paid on acquisition of aircraft held for lease and lower proceeds from disposal of aircraft.

Net cash used in financing activities for the nine months ended September 30, 2023 was USD 902.8 million compared to USD 1,067.0 million for the nine months ended September 30, 2022. The movement was due to higher loan drawdown which was partly offset by the share repurchase, increased debt repayments and cash interest paid during the nine months ended September 30, 2023 compared to the nine months ended September 30, 2022.

Our cash and cash equivalents as at September 30, 2023 was USD 428.8 million, an increase of USD 128.9 million from USD 299.9 million as at December 31, 2022.

Our total cash and cash resources, which includes restricted cash, was USD 527.8 million as at September 30, 2023 which represents an increase of USD 89.6 million compared to USD 438.2 million as at December 31, 2022.

Loans and Borrowings, Liquidity and Capital Resources

Loans and borrowings

Our total loans and borrowings (net of debt issuance costs) decreased to USD 7,733.4 million as at September 30, 2023 from USD 8,045.9 million at December 31, 2022. The decrease was primarily due to debt repayments and notes repurchases of USD 1,487.4 million and USD 221.2 million, respectively which was partially offset by loan drawdown of USD 1,431.1 million during the nine months ended September 30, 2023.

At September 30, 2023 our level of unsecured debt was 73.0% compared to 69.8% at December 31, 2022. The average cost of debt as at September 30, 2023 was 4.1% which increased from 3.4% at December 31, 2022 and the weighted average debt maturity as at September 30, 2023 was 4.9 years compared to 4.5 years at December 31, 2022.

Loans and Borrowings (in millions of USD)

	Aircraft Collateral	Sep 30 2023
Unsecured		
Senior unsecured notes		2,940.1
Senior unsecured facilities		2,761.8
Total unsecured		**5,701.9**
Secured		
Recourse obligations (incl. Ex-Im & EDC)	67	1,452.3
Senior secured notes	22	616.8
Non-recourse obligations	2	44.8
Total secured	**91**	**2,113.9**
Debt issuance costs		(82.4)
Net loans and borrowings		**7,733.4**

We own 235 aircraft with a total net book value of USD 7,318.6 million which were unencumbered at September 30, 2023 and 91 aircraft which were used as collateral on our secured facilities. Further information of the loan facilities can be found in the financial statements, Note 13.

Our unsecured credit facilities at September 30, 2023 of USD 3.4 billion were undrawn and available.

We expect to meet our contractual payment obligations on future capital expenditure through a combination of equity, cash flows from operations, commercial debt raising activities and the utilization of revolving credit facilities in aggregate.

Liquidity and Capital Resources

Available liquidity was USD 3,842.3 million as at September 30, 2023 compared to USD 2,659.9 million as at December 31, 2022. Our total equity increased to USD 2,967.2 million as at September 30, 2023 from USD 2,935.7 million as at December 31, 2022. Our Net Debt to Equity ratio was 2.46:1 times as at September 30, 2023 compared to 2.64:1 times as at December 31, 2022.

We believe that the sources of liquidity mentioned above, together with cash generated from operations, will be fully sufficient to operate our business and repay our debt maturities for at least the next 12 months.

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Dubai Aerospace Enterprise (DAE) Ltd

Unaudited condensed consolidated interim financial statements for the nine month period ended September 30, 2023

Dubai Aerospace Enterprise (DAE) Ltd

Unaudited condensed consolidated interim financial statements for the nine month period ended September 30, 2023

Review report on condensed consolidated interim financial statements to the shareholders of Dubai Aerospace Enterprise (DAE) Ltd

Introduction

We have reviewed the accompanying condensed consolidated interim statement of financial position of Dubai Aerospace Enterprise (DAE) Ltd (the "Company") and its subsidiaries (together the "Group") as at September 30, 2023 and the related condensed consolidated statements of profit or loss and other comprehensive income for the three-month and nine-month periods then ended, and condensed consolidated statements of changes in equity and cash flows for the nine-month period then ended and other explanatory notes. Management is responsible for the preparation and presentation of these condensed consolidated interim financial statements in accordance with International Accounting Standard 34, 'Interim Financial Reporting' ('IAS 34'). Our responsibility is to express a conclusion on these condensed consolidated interim financial statements based on our review.

Scope of review

We conducted our review in accordance with International Standard on Review Engagements 2410, 'Review of interim financial information performed by the independent auditor of the entity'. A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with International Standards on Auditing and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the accompanying condensed consolidated interim financial statements are not prepared, in all material respects, in accordance with IAS 34.

PricewaterhouseCoopers
November 1, 2023

/s/ Murad Nsour

Murad Nsour
Audit Principal, Reference Number I010187
Dubai, United Arab Emirates

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Dubai Aerospace Enterprise (DAE) Ltd

Condensed consolidated statement of profit or loss and other comprehensive income

	Note	2023* USD'000	Before exceptional items 2022 USD'000	Exceptional items USD'000	Total 2022 USD'000
		Unaudited 9 month period ended September 30			
Revenues					
Revenue	5	957,113	838,470	-	838,470
Other income		32,078	15,457	-	15,457
Total revenue		989,191	853,927	-	853,927
Gain on disposal of aircraft		48,422	87,014	-	87,014
Expenses					
Depreciation and amortization		(428,952)	(407,248)	-	(407,248)
Asset write-off	7	-	-	(576,518)	(576,518)
General and administrative expenses		(76,176)	(62,395)	-	(62,395)
Cost of providing engineering maintenance services		(63,129)	(49,697)	-	(49,697)
Reversal of/(provision for) loss allowance	16	15,980	(23,970)	-	(23,970)
Aircraft maintenance		(20,753)	(11,352)	-	(11,352)
Operating profit/(loss)		464,583	386,279	(576,518)	(190,239)
Finance income	6	43,170	21,026	-	21,026
Finance expense	6	(300,226)	(206,751)	-	(206,751)
Net finance cost		(257,056)	(185,725)	-	(185,725)
Profit/(loss) before income tax		207,527	200,554	(576,518)	(375,964)
Income tax (expense)/benefit	8	(6,907)	3,000	38,636	41,636
Profit/(loss) for the period		200,620	203,554	(537,882)	(334,328)
Other comprehensive income					
Items that may be reclassified to condensed consolidated statement of profit or loss:					
Unrealized gain on interest rate hedges		31,080	87,491	-	87,491
Income tax relating to components of other comprehensive income		(159)	(5,186)	-	(5,186)
Total comprehensive income for the period		231,541	285,859	(537,882)	(252,023)
Profit/(loss) for the period attributable to:					
Equity holders of Dubai Aerospace Enterprise (DAE) Ltd		198,201	202,658	(537,882)	(335,224)
Non-controlling interests		2,419	896	-	896
		200,620	203,554	(537,882)	(334,328)
Total comprehensive income for the period attributable to:					
Equity holders of Dubai Aerospace Enterprise (DAE) Ltd		229,122	284,963	(537,882)	(252,919)
Non-controlling interests		2,419	896	-	896
		231,541	285,859	(537,882)	(252,023)

*There were no exceptional items during the 9 month period ended September 30, 2023.

The accompanying notes form an integral part of these unaudited condensed consolidated interim financial statements.

Dubai Aerospace Enterprise (DAE) Ltd

Condensed consolidated statement of profit or loss and other comprehensive income (continued)

	Unaudited 3 month period ended September 30 2023 USD'000	2022 USD'000
Revenues		
Revenue	307,048	264,444
Other income	12,032	6,640
Total revenue	319,080	271,084
Gain on disposal of aircraft	12,377	31,286
Expenses		
Depreciation and amortization	(143,549)	(131,540)
General and administrative expenses	(27,237)	(19,302)
Cost of providing engineering maintenance services	(18,592)	(13,788)
Loss allowance	6,955	220
Aircraft maintenance	(4,289)	(6,452)
Operating profit	144,745	131,508
Finance income	9,767	10,912
Finance expense	(97,427)	(75,631)
Net finance cost	(87,660)	(64,719)
Profit before income tax	57,085	66,789
Income tax expense/(benefit)	2,476	(3,333)
Profit for the period	59,561	63,456
Other comprehensive income		
Items that may be reclassified to condensed consolidated statement of profit or loss:		
Unrealized gain on interest rate hedges	6,697	27,704
Income tax relating to components of other comprehensive income	(42)	(1,622)
Total comprehensive income for the period	66,216	89,538
Profit for the period attributable to:		
Equity holders of Dubai Aerospace Enterprise (DAE) Ltd	59,152	63,555
Non-controlling interests	409	(99)
	59,561	63,456
Total comprehensive income for the period attributable to:		
Equity holders of Dubai Aerospace Enterprise (DAE) Ltd	65,807	89,637
Non-controlling interests	409	(99)
	66,216	89,538

There were no exceptional items during the 3 month period ended September 30, 2023 and 2022.

The accompanying notes form an integral part of these unaudited condensed consolidated interim financial statements.

Dubai Aerospace Enterprise (DAE) Ltd

Condensed consolidated statement of financial position

	Note	Unaudited Sep 30, 2023 USD'000	Audited Dec 31, 2022 USD'000
ASSETS			
Non-current assets			
Aircraft held for lease	9	10,961,673	11,300,836
Property, plant and equipment		96,248	96,405
Intangible assets		3,687	4,086
Goodwill		44,668	44,668
Finance lease and loan receivables	15	326,525	167,570
Other non-current assets		148,960	189,934
Financial assets at FVTPL and amortized cost		93,331	80,264
		11,675,092	11,883,763
Current assets			
Cash and cash equivalents	11	428,822	299,920
Restricted cash	11	98,953	138,328
Inventories		28,018	32,366
Trade and other receivables	10	44,211	46,483
Prepayments		7,813	6,344
Finance lease and loan receivables	15	20,621	197,078
Derivative financial assets		64,911	35,116
Other current assets		65,921	69,714
		759,270	825,349
Total assets		12,434,362	12,709,112
EQUITY AND LIABILITIES			
EQUITY	12		
Authorized and issued share capital		2,011,069	2,011,069
Additional paid-in-capital		634,585	634,585
Treasury shares		(1,592,059)	(1,392,059)
Other reserves		61,433	30,512
Retained earnings		1,837,694	1,639,493
		2,952,722	2,923,600
Non-controlling interests		14,511	12,092
Net equity		2,967,233	2,935,692
LIABILITIES			
Non-current liabilities			
Loans and borrowings	13	6,337,336	7,238,590
Maintenance reserves and security deposits	14	1,002,354	1,034,017
Deferred tax liabilities		275,655	268,735
Lease liabilities		29,388	29,270
Deferred revenue		4,839	12,534
		7,649,572	8,583,146
Current liabilities			
Loans and borrowings	13	1,396,064	807,262
Maintenance reserves and security deposits	14	269,092	233,105
Trade and other payables		65,096	77,404
Deferred revenue		82,975	68,690
Lease liabilities		3,776	3,405
Current tax liabilities		554	408
		1,817,557	1,190,274
Total liabilities		9,467,129	9,773,420
Total liabilities and equity		12,434,362	12,709,112

The accompanying notes form an integral part of these unaudited condensed consolidated interim financial statements.

Dubai Aerospace Enterprise (DAE) Ltd

Condensed consolidated statement of cash flows

	Unaudited 9 month period ended September 30	
	2023 USD'000	**2022 USD'000**
Cash flows from operating activities		
Profit/(loss) for the period	200,620	(334,328)
Adjustments for:		
Depreciation and amortization	428,952	407,248
Asset write-off	-	576,518
Gain on disposal of aircraft	(48,422)	(87,014)
Net finance cost	233,779	159,839
Amortization of fair value discounts and financing fees	23,277	25,886
Income tax	6,907	(41,636)
Changes in operating assets and liabilities		
Movement in trade and other receivables	2,272	60,845
Movement in finance lease and loan receivables	17,502	7,495
Movement in maintenance reserves and security deposits	28,447	106,929
Movement in accrued revenue	28,156	13,393
Movement in other assets and liabilities	7,393	61,378
Net cash generated from operating activities	928,883	956,553
Cash flows from investing activities		
Acquisition of aircraft held for lease	(298,142)	(20,573)
Proceeds from sale of aircraft	400,977	428,199
Deposits paid for aircraft purchases	-	(4,504)
Net cash generated from investing activities	102,835	403,122
Cash flow from financing activities		
Movement in restricted cash	39,375	(9,235)
Proceeds from borrowings	1,285,098	-
Repayment of borrowings	(1,482,885)	(719,810)
Repurchase of share capital	(200,000)	-
Debt repurchased	(209,745)	(125,900)
Financing costs paid	(308,198)	(198,064)
Payment of debt issuance costs	(26,461)	(13,950)
Net cash used in financing activities	(902,816)	(1,066,959)
Net increase in cash and cash equivalents	128,902	292,716
Cash and cash equivalents at the beginning of the period	299,920	350,371
Cash and cash equivalents at the end of the period	428,822	643,087

The accompanying notes form an integral part of these unaudited condensed consolidated interim financial statements.

Dubai Aerospace Enterprise (DAE) Ltd

Condensed consolidated statement of changes in equity

In thousands of US Dollars	Share capital	Additional paid-in capital	Treasury shares	Other reserves	Retained earnings	Attributable to the equity holders of the Company	Non-controlling interests	Net equity
Unaudited								
At December 31, 2022	2,011,069	634,585	(1,392,059)	30,512	1,639,493	2,923,600	12,092	2,935,692
Profit for the period	-	-	-	-	198,201	198,201	2,419	200,620
Other comprehensive income	-	-	-	30,921	-	30,921	-	30,921
Total comprehensive income for the period	-	-	-	30,921	198,201	229,122	2,419	231,541
Purchase of own shares	-	-	(200,000)	-	-	(200,000)	-	(200,000)
At September 30, 2023	2,011,069	634,585	(1,592,059)	61,433	1,837,694	2,952,722	14,511	2,967,233

In thousands of US Dollars	Share capital	Additional paid-in capital	Treasury shares	Other reserves	Retained earnings	Attributable to the equity holders of the Company	Non-controlling interests	Net equity
Unaudited								
At December 31, 2021	1,927,770	517,884	(1,392,059)	(50,253)	1,920,786	2,924,128	10,087	2,934,215
Loss for the period	-	-	-	-	(335,224)	(335,224)	896	(334,328)
Other comprehensive income	-	-	-	82,305	-	82,305	-	82,305
Total comprehensive loss for the period	-	-	-	82,305	(335,224)	(252,919)	896	(252,023)
At September 30, 2022	1,927,770	517,884	(1,392,059)	32,052	1,585,562	2,671,209	10,983	2,682,192

The accompanying notes form an integral part of these unaudited condensed consolidated interim financial statements.

1. Corporate information

Dubai Aerospace Enterprise (DAE) Ltd ("DAE or the "Company") (the Company and its subsidiaries are together referred to as the "Group") is the parent company of the Group. The Company is limited by shares and was incorporated on 19 April 2006 in the Dubai International Financial Centre ("DIFC") under the Companies Law, DIFC law No. 2 of 2004 which was superseded by DIFC law No. 5 of 2018. The Company's registered office is at L20-00, Level 20, ICD Brookfield Place, DIFC, PO Box 506592, Dubai, United Arab Emirates.

The Company's immediate parent is DAE Aviation Group Ltd, a DIFC incorporated entity, ("DAG"). DAG is owned by Investment Corporation of Dubai ("ICD"), ICD Hospitality & Leisure LLC ("ICD H&L") and Dubai Integrated Economic Zones Authority ("DIEZ"). ICD indirectly owns 100% of the Company and is therefore the ultimate controlling party of the Group. ICD is owned by the Government of Dubai.

The Group is made up of two divisions:

(a) DAE Capital – a provider of aircraft leasing and financing services to the global aviation industry; and
(b) DAE Engineering – a provider of commercial aircraft maintenance, repair and overhaul services. DAE Engineering consists of an 80% ownership stake in Jordan Aircraft Maintenance Limited ("Joramco").

The operational highlights for the Group's owned fleet for the nine month period ended September 30, 2023 (the "period") are summarized below:

- Owned: 326 aircraft at September 30, 2023 (December 31, 2022: 330 aircraft).
- Purchases: nine aircraft during the period (September 30, 2022: 10 aircraft).
- Sales:13 aircraft during the period (September 30, 2022: 12 aircraft).
- Commitments: 65 aircraft to be delivered between 2024 and 2026.

The Group also manages 103 aircraft on behalf of third parties as at September 30, 2023 (December 31, 2022: 104 aircraft). During the period, the Group acquired seven managed aircraft (September 30, 2022: 35 aircraft) and completed the sale of eight managed aircraft (September 30, 2022: 23 aircraft). The Group has a commitment to purchase one aircraft for the managed fleet as at September 30, 2023.

The condensed consolidated interim financial statements have been reviewed, not audited.

The condensed consolidated interim financial statements were approved on November 1, 2023 and signed by:

/s/ Firoz Tarapore

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Firoz Tarapore
Chief Executive Officer

2. Basis of preparation

These condensed consolidated interim financial statements have been prepared in accordance with IAS 34 *Interim Financial Reporting*. These financial statements do not include all of the information required for full annual consolidated financial statements and should be read in conjunction with the consolidated financial statements of the Group as at and for the year ended December 31, 2022, which have been prepared in accordance with International Financial Reporting Standards ("IFRS") as issued by the International Accounting Standards Board.

The condensed consolidated interim financial statements have been prepared under the historical cost basis as modified for the valuation of certain financial instruments that are measured at fair value at the end of each reporting period, as explained in the accounting policies below.

The carrying values of recognized financial instruments that are designated as hedged items in fair value hedges that would otherwise be carried at amortized cost are adjusted to reflect changes in the fair value attributable to the risks that are being hedged.

The condensed consolidated interim financial statements have been presented in US Dollars (USD), which is the functional currency of the Group, and all values are rounded to the nearest thousands, except when otherwise indicated.

As at September 30, 2023, the current liabilities of the Group exceeded its current assets. The shortfall will be met by a combination of the operating cash flows of the Group, new and existing credit facilities, and other cash management initiatives. At September 30, 2023 the Group's undrawn credit facilities amounted to USD 3,414.0 million.

3. Accounting policies

The accounting policies adopted are consistent with those of the consolidated financial statements for the year ended December 31, 2022. A number of new and amended standards became applicable for the current period ended September 30, 2023. These new and amended standards did not have a material impact on the Group.

4. Critical accounting estimates and judgments

The preparation of condensed consolidated interim financial statements requires management to make judgments, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets and liabilities, income and expense. Actual results may differ from these estimates.

In preparing these condensed consolidated interim financial statements, the significant judgments made by management in applying the Group's accounting policies and the key sources of estimation uncertainty were the same as those that applied to the consolidated financial statements as at, and for the year ended, December 31, 2022.

5. Revenue

	Sep 30 2023 USD'000	Sep 30 2022 USD'000
Lease rental income	847,052	758,699
Engineering maintenance services revenue	97,289	73,986
Finance lease and loan receivables income	12,772	5,785
	957,113	**838,470**

Lease rental income includes the release of maintenance reserves totaling USD 36.1 million (September 30, 2022: USD 39.7 million). See further details in note 9.

Lease rental income also includes a net charge associated with the amortization of lease incentive assets of USD 35.1 million (September 30, 2022: USD 40.1 million) and other lease costs of USD 6.6 million for the period (September 30, 2022: USD 5.2 million).

Engineering maintenance services revenue of USD 97.3 million (September 30, 2022: USD 74.0 million) relates to commercial aircraft maintenance, repair and overhaul services provided by the Group through its engineering division.

Lease rental income from the top five customers represented 35.2% of the lease rental income for the nine month period ended September 30, 2023 (September 30, 2022: 38.2%). Customers based in the United Arab Emirates, the Kingdom of Bahrain, and India accounted for 15.2%, 8.1% and 5.7% of lease rental income respectively in the period ended September 30, 2023 (September 30, 2022: 18.0%, 9.1% and 4.9%).

Lease rental income is derived mainly from leasing commercial jet aircraft to various operators around the world. The distribution of lease rental income by the operator's geographic region is as follows:

	Sep 30 2023 USD'000	Sep 30 2023 %	Sep 30 2022 USD'000	Sep 30 2022 %
Middle East	260,881	31	265,732	35
Americas	176,044	21	141,148	19
Asia Pacific	138,165	16	152,917	20
South Asia	87,745	10	57,963	8
Europe	76,652	9	69,442	9
Africa	55,182	7	54,181	7
China	52,383	6	17,316	2
Total lease rental income	847,052	100	758,699	100

Lease rental income by geographic regions for the comparative prior period have been reclassified to conform to the current period's presentation.

6. Finance income and expense

	Sep 30 2023 USD'000	Sep 30 2022 USD'000
Gains on financial instruments	15,987	9,341
Interest on bank accounts and short-term investments	15,383	3,695
Interest from investments	2,562	1,377
Net foreign exchange gain	732	2,688
Other finance income	8,506	3,925
Total finance income	**43,170**	**21,026**
Interest on borrowings	(273,640)	(175,068)
Amortization of debt issuance costs	(23,277)	(25,886)
Lease interest expense	(1,505)	(1,514)
Other charges	(1,804)	(4,283)
Total finance expense	**(300,226)**	**(206,751)**
Net finance cost	**(257,056)**	**(185,725)**

Gains on financial instruments relate to gains on the repurchase of senior notes.

7. Asset write-off

The Group previously leased 22 aircraft to airlines based in Russia. In compliance with applicable sanctions, the Group terminated the leasing of these aircraft during the period ended March 31, 2022. In response to the sanctions imposed, the Government of the Russian Federation, took steps including issuing a number of decrees which provide, amongst other things, that Russian airlines are required to obtain governmental approval for the redelivery of aircraft to foreign lessors. Under these circumstances, the Group has no control over 19 aircraft that are currently in Russia. The Group is unable to determine whether these aircraft will be returned at any point in the future.

Accordingly, the Group has written-off its net exposure in respect of the 19 aircraft and this resulted in a net exceptional write-off before tax of USD 576.5 million (in relation to aircraft held for lease, maintenance reserves and security deposits and other assets and liabilities) during the three month period ended March 31, 2022 (4.6% of total assets before the write-off). Despite the write-off, the Group's liquidity and capital adequacy ratios remain strong.

The Group has insurance cover in respect of the 19 aircraft under a number of insurance policies and has filed insurance claims and a litigation claim to recover amounts due under the policies.

8. Income tax expense

	Sep 30 2023 USD'000	Sep 30 2022 USD'000
Current tax expense		
Current period	146	119
Deferred tax expense/(benefit)		
Origination and reversal of temporary differences	6,761	(41,755)
Total income tax expense/(benefit)	**6,907**	**(41,636)**
Reconciliation of effective tax rate		
Profit/(loss) before income tax	207,527	(375,964)
Tax on profit at the United Arab Emirates statutory rate of 0%	-	-
Reconciling items		
Net profit/(loss) taxable in Ireland at 12.5%	9,273	(75,355)
Net profit/(loss) taxable at other rates	84	(949)
Non-deductible interest expense	553	885
Impact of valuation allowance on losses	(3,668)	-
Adjustment to prior period	441	99
Other permanent differences	224	-
	-	33,684
Total income tax expense/(benefit)	**6,907**	**(41,636)**

The income tax expense for the nine month period ended September 30, 2023 was primarily driven by the tax impact of the Group's Irish activities at 12.5%. The income tax benefit for the nine month period ended September 30, 2022 was primarily driven by the impact of the asset write-off relating to certain aircraft in Russia not in the Group's control.

9. Aircraft held for lease

	Aircraft and engines USD'000	Aircraft purchase deposits USD'000	Maintenance right asset USD'000	Lease premium USD'000	Total USD'000
Cost					
At December 31, 2021	12,349,485	367,400	420,352	(24,264)	13,112,973
Acquired through business combination	1,091,618	21,300	38,694	123,043	1,274,655
Additions	306,405	3,004	16,849	8,277	334,535
Transfers	407,704	(380,605)	(27,099)	-	-
Transfer from finance lease and loan receivables	104,425	-	-	-	104,425
Derecognition	(19,721)	-	(52,798)	8,238	(64,281)
Disposals	(596,380)	-	(26,619)	-	(622,999)
Asset write-off	(941,666)	-	(45,889)		(987,555)
At December 31, 2022	12,701,870	11,099	323,490	115,294	13,151,753
Additions	385,213	-	46,171	34,967	466,351
Transfers	47,687	(11,099)	(36,588)	-	-
Derecognition	-	-	-	(10,429)	(10,429)
Disposals	(538,556)	-	(18,076)	-	(556,632)
At September 30, 2023	12,596,214	-	314,997	139,832	13,051,043
Depreciation					
At December 31, 2021	1,739,114	-	110,500	(15,793)	1,833,821
Charge for the period	523,404	-	16,719	(685)	539,438
Derecognition	(7,367)	-	(17,134)	8,238	(16,263)
Disposals	(231,054)	-	(15,745)	-	(246,799)
Asset write-off	(249,097)	-	(10,183)	-	(259,280)
At December 31, 2022	1,775,000	-	84,157	(8,240)	1,850,917
Charge for the period	405,116	-	12,053	9,010	426,179
Disposals	(182,271)	-	(5,455)	-	(187,726)
At September 30, 2023	1,997,845	-	90,755	770	2,089,370
Net book value					
At December 31, 2022	**10,926,870**	**11,099**	**239,333**	**123,534**	**11,300,836**
At September 30, 2023	**10,598,369**	**-**	**224,242**	**139,062**	**10,961,673**

As of September 30, 2023 the Group owned 326 aircraft (December 31, 2022: 330 aircraft), including 315 aircraft held for lease on an operating lease basis (December 31, 2022: 319 aircraft) and 11 aircraft recognized as finance lease and loan receivables (December 31, 2022: 11 aircraft). During the period, the Group sold 13 aircraft (September 30, 2022: 12 aircraft), purchased nine aircraft (September 30, 2022: 10 aircraft). During the period ended September 30, 2022 two aircraft were transferred from finance lease and loans receivables to aircraft held for lease.

During the period, the Group derecognized USD 0.3 million (September 30, 2022: USD 23.0 million) of maintenance right assets related to aircraft which were redelivered to the Group during the period. An amount of USD 0.3 million has been recognized as a maintenance reserve release in relation to these aircraft (September 30, 2022: USD 30.1 million). These amounts are netted within revenue in the consolidated statement of comprehensive income.

9. Aircraft held for lease (continued)

The Group's obligations under its secured loans are secured by charges over, amongst other things, the Group's aircraft and related assets details of which are included in note 13.

As at September 30, 2023 management performed an assessment as to whether any new impairment triggers were applicable to the Group's aircraft since December 31, 2022. No new impairment triggers were identified for the Group's aircraft held for lease at September 30, 2023.

10. Trade and other receivables

	Sep 30 2023 USD'000	**Dec 31 2022** USD'000
Trade receivables	53,467	80,384
Less: Loss allowance	(21,087)	(39,919)
Trade receivables, net	32,380	40,465
Other receivables	11,831	6,018
	44,211	**46,483**

Details of the Group's exposure to credit risk and movement in the loss allowance are disclosed in note 16.

11. Cash and cash resources

	Sep 30 2023 USD'000	**Dec 31 2022** USD'000
Cash and cash equivalents	428,822	299,920
Restricted cash	98,953	138,328
	527,775	**438,248**

Restricted cash represents balances subject to withdrawal restrictions securing the Group's obligation under third party credit facilities. Certain amounts received from lessees in respect of aircraft subject to certain funding arrangements are required to be held in segregated accounts to support, amongst other things, certain maintenance related payments including major airframe overhauls, engine overhauls, engine life limited parts replacements, auxiliary power units overhauls and landing gear overhauls, as well as interest and principal payments on the related debt facility.

12. Capital and reserves

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
Authorized, issued and paid-up capital	2,011,069	2,011,069
Additional paid-in capital	634,585	634,585
Treasury shares	(1,592,059)	(1,392,059)
Other reserves	61,433	30,512
Retained earnings	1,837,694	1,639,493
Attributable to equity holders of the Company	**2,952,722**	**2,923,600**
Non-controlling interests	14,511	12,092
Total equity	**2,967,233**	**2,935,692**

The authorized and issued share capital of the Company at September 30, 2023 comprised of 2,011,069 ordinary shares of USD 1,000 par value each (December 31, 2022: 2,011,069 ordinary shares of USD 1,000 par value each).

During the nine month period ended September 30, 2023, the Group repurchased ordinary shares for USD 200.0 million. These shares are reported as treasury shares within equity in the consolidated statement of financial position.

The movement in retained earnings relates to the profit earned by the Group during the period.

The movement in other reserves contains the movement in hedging reserve during the period.

13. Loans and borrowings

Loans and borrowings, net of issuance costs, consists of the following:

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
Principal	7,887,618	8,171,116
Accrued and unpaid interest	18,075	49,324
Fair value adjustments	(89,902)	(95,381)
Total loans and borrowings	7,815,791	8,125,059
Debt issuance costs	(82,391)	(79,207)
Net loans and borrowings	**7,733,400**	**8,045,852**
Non-current liabilities		
Bank loans	3,865,449	3,574,259
Unsecured notes	1,937,648	3,154,094
Secured notes	587,838	563,631
Debt issuance costs	(53,599)	(53,394)
Non-current loans and borrowings	**6,337,336**	**7,238,590**
Current liabilities		
Unsecured notes	1,002,422	28,817
Bank loans	391,532	781,491
Secured notes	30,902	22,767
Debt issuance costs	(28,792)	(25,813)
Current loans and borrowings	**1,396,064**	**807,262**

13. Loans and borrowings (continued)

The movement in loans and borrowings, excluding debt issuance costs is summarized as below:

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
At the beginning of the period/year	8,125,059	7,908,784
Loan drawdowns/additions	1,431,065	600,000
Acquired through business combination	-	586,603
Debt repayments	(1,487,405)	(831,229)
Unsecured notes repurchased	(221,212)	(145,906)
Movement in fair value adjustments	(735)	(982)
Movement in accrued interest	(31,249)	7,010
Revaluation of loans	268	779
At the end of the period/year	**7,815,791**	**8,125,059**

Details of outstanding loans and borrowings are as follows:

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
Senior unsecured notes	2,940,070	3,182,911
Unsecured facilities (including term loans)	2,761,786	2,188,948
Recourse obligations (including Ex-Im & EDC)	1,452,322	1,818,020
Senior secured notes	616,769	586,398
Non-recourse obligations	44,844	48,641
Revolving credit facilities	-	300,141
Total loans and borrowings	**7,815,791**	**8,125,059**

14. Maintenance reserves and security deposits

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
Non-current		
Maintenance reserves	853,427	901,449
Security deposits	148,927	132,568
Total	**1,002,354**	**1,034,017**
Current		
Maintenance reserves	246,677	203,882
Security deposits	22,415	29,223
Total	**269,092**	**233,105**

14. Maintenance reserves and security deposits (continued)

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
Maintenance reserves		
At the beginning of the period/year	1,105,331	1,188,362
Additions	231,183	370,275
Reimbursed	(182,728)	(137,638)
Released	(53,682)	(315,668)
At the end of the period/year	**1,100,104**	**1,105,331**

	USD'000	USD'000
Security deposits		
At the beginning of the period/year	161,791	135,634
Additions	31,555	96,157
Repaid/utilized	(22,004)	(70,000)
At the end of the period/year	**171,342**	**161,791**

Security deposits relate to cash security received from lessees as collateral. Security deposits are refundable at the end of the contract lease period after all lease obligations have been met by the lessee.

In addition, the Group holds security on lease obligations in the form of letters of credit in the amount of USD 401.6 million as of September 30, 2023 (December 31, 2022: USD 302.0 million).

15. Leases

Operating leases

Future minimum annual rentals to be received under the leases are as follows:

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
Within one year	1,139,730	1,153,021
After one year but not more than five years	3,174,419	3,364,347
More than five years	2,015,867	2,282,985
Total	**6,330,016**	**6,800,353**

During the term of most leases, lessees pay an additional amount based on usage to fund the estimated costs of scheduled major maintenance of the airframe and engines. These amounts are accounted for as maintenance reserves and are disclosed under note 14.

15. Leases (continued)

Finance leases and loan receivables

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
Non-current		
Finance leases	47,930	55,516
Loan receivables	278,595	112,054
Total	**326,525**	**167,570**
Current		
Finance leases	10,591	9,936
Loan receivables	10,030	187,142
Total	**20,621**	**197,078**

Finance leases

As at September 30, 2023, the Group owned six aircraft under finance lease agreements (December 31, 2022: six aircraft). The Group's finance lease receivables are secured by the Group's title to the leased assets.

During the year ended December 31, 2022, one aircraft was transferred to aircraft held for lease following the termination of the leasing of the aircraft.

Loan receivables

During the year ended December 31, 2022 and as part of the Sky Fund I business combination, the Group acquired certain leased aircraft which were initially purchased via sale and leaseback transactions. The purchase did not meet the requirements of IFRS 15 as the transactions represent, in substance, financing arrangements and therefore, are classified as loan receivables. During the period ended September 30, 2023, the purchase option on these leased aircraft were extended from 2023-2024 to 2029.

As at September 30, 2023, the Group holds 5 aircraft classified as loan receivables (December 31, 2022: 5 aircraft). During the year ended December 31, 2022, one aircraft was transferred to aircraft held for lease following the termination of the leasing of the aircraft.

The gross amounts receivable and unearned interest income are as follows:

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
Gross receivables	404,511	180,483
Unearned interest income	(77,986)	(12,913)
Total non-current finance leases and loan receivables	**326,525**	**167,570**
Gross receivables	41,285	203,654
Unearned interest income	(20,664)	(6,576)
Total current finance leases and loan receivables	**20,621**	**197,078**

15. Leases (continued)

Finance leases and loan receivables (continued)

Future minimum lease payments under finance leases and loan receivables, together with the present value of the net minimum lease payments are as follows:

	Sep 30, 2023		Dec 31, 2022	
	Minimum Payments	Present value of payments	Minimum payments	Present value of payments
	USD'000	USD'000	USD'000	USD'000
Within one year	41,285	20,621	203,654	197,078
After one year but not more than five years	160,005	93,625	172,786	160,164
More than five years	244,506	232,900	7,697	7,406
Total	445,796	347,146	384,137	364,648
Less: unearned finance income	(98,650)	-	(19,489)	-
	347,146	**347,146**	**364,648**	**364,648**

The expected credit loss of the Group's finance lease receivables is assessed based on historic loss rates and the carrying value of the finance lease receivable net of collateral held. No material expected credit loss has been recognized on the Group's finance lease and loan receivables.

16. Risks and uncertainties

In preparing these condensed consolidated interim financial statements, the risk and uncertainties borne by the Group were the same as those disclosed in the consolidated financial statements as at, and for the year ended, December 31, 2022. Therefore, the condensed consolidated interim financial statements should be read in conjunction with the consolidated financial statements for the year ended December 31, 2022.

Credit risk

The Group has granted rental deferrals to certain customers. Accrued revenue represents lease payments deferred by the Group which are not yet billed or due from the customer. The Group continues to recognize revenue on a straight-line basis.

At September 30, 2023 the Group has 17 customers with deferral agreements in place (December 31, 2022: 21). The total amount accrued was USD 87.4 million at September 30, 2023 (December 31, 2022: USD 128.3 million) and a loss allowance of USD 20.3 million (December 31, 2022: USD 33.1 million) has been recognized related to these amounts.

In addition, the Group has recognized trade receivables which relate to amounts due from customers which are not in deferral agreements.

16. Risks and uncertainties (continued)

Credit risk (continued)

Details of outstanding balances are as follows:

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
Trade receivables	53,467	80,384
Loss allowance	(21,087)	(39,919)
Trade receivables, net	**32,380**	**40,465**
Accrued revenue (within other assets)		
Current - due within 1 year	21,472	30,775
Non-current - due after 1 year	65,878	97,536
Loss allowance	(20,308)	(33,113)
Accrued revenue, net	**67,042**	**95,198**

The majority of the Group's exposure to credit risk relates to the leasing of aircraft. The recovery of trade receivables is highly dependent upon the financial strength of the commercial aviation industry.

As a result of improved collection from customers, the Group recognized a reversal of loss allowance on trade receivables of USD 3.2 million (September 30, 2022: charge of USD 9.3 million) and on accrued revenue of USD 12.8 million (September 30, 2022: charge of USD 14.7 million). The reversal of the loss allowance for the period is calculated in line with methodology outlined in the Group's consolidated financial statements for the year ended December 31, 2022. During the period, the following movement in the loss allowance was recognized:

	Sep 30 2023 USD'000	Dec 31 2022 USD'000
At the beginning of the period/year	73,032	115,391
(Reversal of) / provision for loss allowance	(15,980)	21,210
Utilization of loss allowance	(15,657)	(63,569)
At the end of the period/year	**41,395**	**73,032**

Fair value estimation

The levels of fair value hierarchy are defined as follows:

- Level 1: quoted prices (unadjusted) in active markets for identical assets or liabilities
- Level 2: inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (i.e. as prices) or indirectly (i.e. derived from prices).
- Level 3: inputs for the asset or liability that are not based on observable market data (unobservable inputs).

16. Risks and uncertainties (continued)

Fair value estimation (continued)

Derivatives and investments are carried at fair value and fall into Level 2 of the fair value hierarchy. Derivatives comprise interest rate swaps. The fair value of financial assets is determined using widely accepted valuation techniques including discounted cash flow analysis on the expected cash flows of each financial asset. This analysis reflects the contractual terms of the financial assets, including the period to maturity, and uses observable market based inputs including interest rates, foreign-exchange rates, and implied volatilities. There were no changes made to any of the valuation techniques applied as at December 31, 2022.

17. Related party transactions

For the purpose of these condensed consolidated interim financial statements, parties are considered to be related to the Group, if the Group has the ability, directly or indirectly, to control the party or exercise significant influence over the party in making financial and operating decisions, or vice versa, or where the Group and the party are subject to common control and the key management personnel of the Group. Related parties may be individuals or other entities.

Transactions with related parties included in the condensed consolidated interim statement of profit or loss and other comprehensive income are as follows:

- During the period, the Group received an amount of USD 129.2 million (September 30, 2022: USD 154.0 million) being aircraft lease rentals, including release of maintenance reserves, from companies under common control.
- The Group also provided engineering maintenance services to companies under common control amounting to USD 9.3 million (September 30, 2022: USD 0.5 million).
- Finance expense for the period in respect of loans from related companies under common control amounts to USD 89.7 million (September 30, 2022: USD 24.9 million).

Aircraft sale agreement

During the period, the Company (as the “Purchaser”) entered into an aircraft sale agreement with a related party (as the “Seller”) whereby the Seller shall transfer to the Purchaser its rights under an external contract between the Seller and an aircraft manufacturer for the purchase and delivery of a portfolio of 64 aircraft. The Purchaser shall pay the Seller the purchase price at the time of delivery of each aircraft. One of the 64 aircraft was delivered in September 2023 and the purchase price was paid to the Seller in full. The remaining aircraft are scheduled to be delivered between 2024 and 2026.

Compensation of key management personnel for the period:

	Sep 30 2023 USD’000	**Sep 30 2022** USD’000
Salaries and other benefits	7,339	7,814

18. Capital commitments

At September 30, 2023 the Group had committed to purchase 65 aircraft which are mainly under the aircraft sale agreement with a related party as disclosed in note 17. The aircraft are scheduled to deliver between 2023 and 2026. The total capital commitment based on the current market value of the underlying assets is approximately USD 3.8 billion.

A portion of the aggregate purchase price for the purchase of aircraft may be funded by incurring additional debt. The exact amount of the indebtedness to be incurred will depend upon the actual purchase price of the aircraft, which can vary due to a number of factors, including inflation, and the percentage of the purchase price of the aircraft which must be financed.

19. Segment reporting

The Group's CODM monitors the operating results of its business units for the purpose of making decisions about performance assessment. The aircraft leasing business, which leases commercial aircraft, is the main reportable segment. Engineering maintenance services is another reportable segment which consists of an 80% stake in Joramco which provides commercial maintenance, repair and overhaul services.

The performance of the aircraft leasing and engineering maintenance services is evaluated based on segment profit or loss and is measured consistently with profit for the year in the consolidated financial statements.

Segment revenue is measured in a manner consistent with that in the consolidated statement of profit or loss.

Segment assets are measured in the same way as in the financial statements. These assets are allocated based on the segments in which they operate and are owned.

	Aircraft leasing	**Engineering maintenance**	**Group**
	USD'000	USD'000	USD'000
Sep 30, 2023			
Total segment revenue	891,902	97,289	989,191
Segment profit for the period	188,527	12,093	200,620
Sep 30, 2022			
Total segment revenue	779,941	73,986	853,927
Segment (loss) / profit for the period	(338,803)	4,475	(334,328)
Segment assets			
Sep 30, 2023	12,314,094	120,268	12,434,362
Dec 31, 2022	12,600,616	108,496	12,709,112

The results and financial position of the engineering maintenance division include the impact of purchase price accounting and do not represent the results or financial position of Joramco as a standalone business.

20. Implementation of UAE Corporation Tax Law, Global Anti-Base Erosion Rules and application of IAS 12 Income Taxes

The UAE Corporate Income Tax is, as a result of Cabinet Decisions issued in 2023, regarded as substantively enacted within the meaning of IAS 12. Current taxes will only be payable for financial years beginning on or after June 1, 2023 so the Group's UAE activities, to the extent any are regarded as taxable at the 9% rate, will only be subject to current tax for the first time during the year ending December 31, 2024.

The enactment of the legislation requires a Group with taxable activities to record deferred taxes using the enacted rate of 9%. However, as the Group does not have any differences between the existing tax bases of its asset and liabilities and the carrying amount of such assets and liabilities in the consolidated financial statements, no temporary differences are present which would require the recognition of a deferred tax in the event that the Group did have any activities subject to tax at 9%.

The Corporate Tax Law also provides for a 0% tax rate to apply to the Qualifying Income of Qualifying Free Zone Persons. The Group is of the view that all of its UAE operations are conducted within Free Zones in the UAE and broadly expect the income of its UAE operations should be regarded as Qualifying Income based on the definitions provided in the Ministerial and Cabinet Decisions issued across 2023. However, a Free Zone Public Consultation process is ongoing in relation to certain elements of the proposed framework for the classification of Qualifying and Excluded Activities as they are relevant to the application of the 0% tax rate. The outcome of the Public Consultation process and the impact of any future changes arising from such will be monitored and accounted for if and when such changes are substantively enacted or enacted.

In addition, the Global Anti-Base Erosion Rules ("GloBE Rules") introduced by the Organisation for Economic Co-operation and Development's Inclusive Framework on Base Erosion and Profit Shifting are yet to be adopted in the UAE, Ireland and the other jurisdictions in which the Group currently operates except the United Kingdom. The Group's subsidiaries that are affected by the GloBE Rules have applied the temporary exception as per IAS 12 Income Taxes and have therefore not recognized or disclosed information about deferred taxes and liabilities in relation to the tax obligations that may arise from the GloBE Rules.

21. Subsequent events

There were no significant events subsequent to September 30, 2023.

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