



# **Investor Presentation**

Results for the six months ended June 30, 2025 Released August 6, 2025

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## DAE At A Glance







- 40+ Year Operating History
- ~150 People in 6 Offices, 4 Countries

**731** Aircraft (1)

~US\$23 billion

Fleet Value (1)(2)

Passenger | Freighter

7.0 | 11.0

Avg. Fleet Age (Years) (1)(3)

Passenger | Freighter

Avg. Lease Term Remaining (Years) (1)(3)

**Customers | Countries** 

150+ | 70+

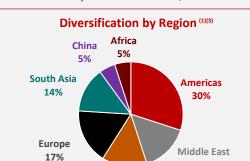
Global Portfolio Diversification (4)

89%

Passenger Aircraft (1)(3)

63%

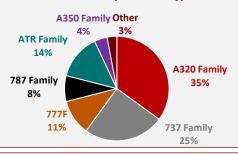
Next Gen, Fuel Efficient Fleet (1)(3)(5)



## Diversification by Aircraft Type (1)(3)

**Asia Pacific** 

14%



- 60+ Year Operating History
- ~1,000 People in Amman, Jordan

111,200 m<sup>2</sup>

**Facility Size** 

~2.0 million

**Annual Man Hour Capacity** 

300+

**Annual Aircraft Inductions** 

5 | 17 | 10

Hangars | Lines | Workshops

16

Aircraft Type Approvals

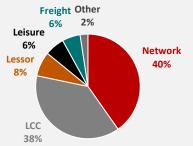
30+

**Regulatory Approvals** 

130+ | 65+ Customers | Countries (6







Financial Highlights (7)

US\$1.7 billion

**Annual Revenue** Aircraft Assets US\$3.5 billion

Total Equity

Baa2

2.60x

Net Debt-to-Equity

Funding and Liquidity (7)

US\$9.8 billion **Total Debt** 

Lenders and Investors | Countries

15%

US\$3.6 billion

**Available Liquidity** 

248%

12-month Liquidity Coverage

85% **Unsecured Debt** 

Ownership and Ratings (8)

100% owned by Investment Corporation of Dubai (ICD)

Principal Investing Arm of the Government of Dubai

MOODY'S FitchRatings KBRA

BBB+ O H

- Adjusted to reflect the termination of the leasing of aircraft to Russian airlines and the impact of exceptional charges.
- Based on Ascend Full Life Current Market Value (FLCMV) as of June 30, 2025 of Owned, Managed and Committed.
- Based on Ascend Half Life Current Market Value (HLCMV) as of June 30, 2025 and refers to owned fleet only (excluding Held for Sale). Lease Term Remaining calculation includes fully contracted follow-on lease agreements.
  - Based on Owned, Managed, and Committed portfolio, as of June 30, 2025.

Next Gen, Fuel Efficient Aircraft refers to Boeing 737 MAX family and 787, Airbus A320NEO family, A330NEO, and A350, and ATR -600 aircraft.

**BBB** 

- Based on five years of revenue, ending on June 30, 2025.
- All data as at June 30, 2025,
- Ownership includes indirect holdings. Ratings as at June 30, 2025



US\$14.5 billion





## Profit & Loss (US\$ millions)

## Six month period ended June 30

	2025	2024	Variance	
			US\$	%
Total Revenue	843.6	679.2	164.4	24.2%
Gain on disposal of aircraft	75.3	59.9	15.4	25.7%
Expenses				
Depreciation and amortization	(305.8)	(286.5)	(19.3)	(6.7%)
General and administrative expenses	(72.3)	(53.2)	(19.1)	(35.9%)
Cost of engineering maintenance services	(60.1)	(55.1)	(5.0)	(9.1%)
(Provision for) / reversal of loss allowance	(19.3)	3.7	(23.0)	(621.6%)
Aircraft maintenance	(30.8)	(13.8)	(17.0)	(123.2%)
Operating profit before exceptional items	430.6	334.2	96.4	28.8%
Net finance costs	(213.5)	(179.9)	(33.6)	(18.7%)
Profit before tax before exceptional items	217.1	154.3	62.8	40.7%
Insurance recoveries	289.7	-	289.7	NM
Profit before income tax	506.8	154.3	352.6	228.5%
Income tax expense	(66.5)	(5.5)	(61.0)	NM
Profit for the period	440.3	148.8	291.5	195.9%
Pre-tax Profit Margin	25.7%	22.7%		
Pre-tax Return on Equity	13.3%	11.0%		

Note - Selected data above



H1 2025 results – results for the six months ended June 30, 2025.

All figures are rounded for presentation purposes. Percentages are based on rounded figures.





Balance Sheet (US\$ millions)	Jun 2025	Dec 2024	Variance	
			US\$	%
Aircraft assets	14,532.6	11,780.5	2,752.1	23.4%
Trade and other receivables	91.8	74.8	17.0	22.7%
Cash and cash resources	818.9	662.0	156.9	23.7%
Other assets	554.1	516.0	38.1	7.4%
Total assets	15,997.4	13,033.3	2,964.1	22.7%
Equity	3,481.5	3,068.4	413.1	13.5%
Total equity	3,481.5	3,068.4	413.1	13.5%
Loans & borrowings	9,789.2	7,999.7	1,789.5	22.4%
Maintenance reserves and security deposits	1,587.5	1,238.6	348.9	28.2%
Other liabilities	1,139.2	726.6	412.6	56.8%
Total liabilities	12,515.9	9,964.9	2,551.0	25.6%
Total equity & liabilities	15,997.4	13,033.3	2,964.1	22.7%
Net Debt-to-Equity	2.60x	2.42x		

Note - Selected data above

<sup>•</sup> H1 2025 results – results for the six months ended June 30, 2025.

<sup>•</sup> All figures are rounded for presentation purposes. Percentages are based on rounded figures.





Loans and Borrowings (US\$ millions)	Jun 2025	Undrawn
Senior unsecured notes	1,458.7	
Senior unsecured loans (incl. term loans and RCFs)	6,877.3	2,903.5
Total unsecured	8,336.0	
Recourse loans	959.3	
Senior secured notes	563.6	
Total secured	1,522.9	
Debt issuance costs	(69.7)	
Net loans and borrowings	9,789.2	

4.5%

Average cost of debt (1)

US\$11.4 billion

461 Unencumbered aircraft

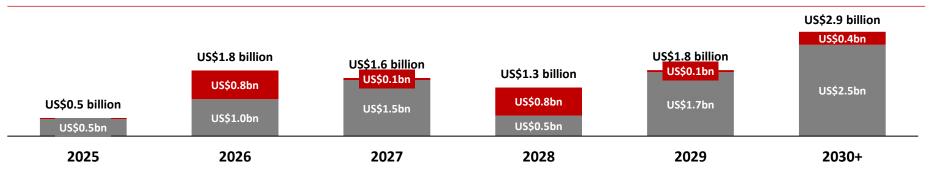
US\$3.6 billion

**Available liquidity** 

85%

**Unsecured debt percentage** 

## **Debt Maturity Profile**



■ Bank Loans ■ Senior Notes

Note - Selected data above

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Average cost of debt is calculated as finance costs, net of interest income less any gains on financial instrument divided by average debt principal.



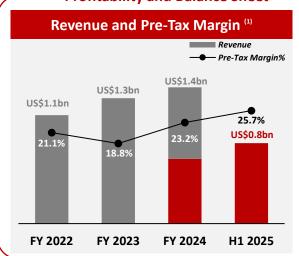
H1 2025 results – results for the six months ended June 30, 2025.

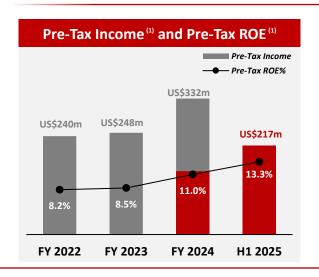
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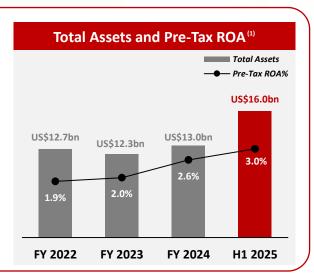




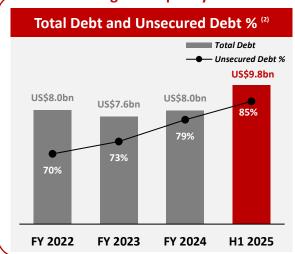
## **Profitability and Balance Sheet**

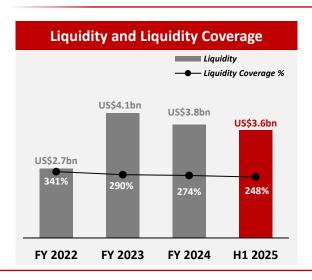


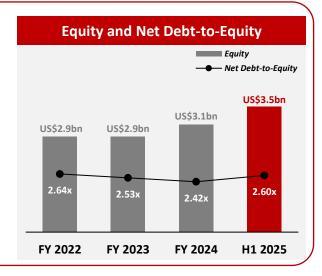




## **Funding and Liquidity**







Note - Selected data above

- H1 2025 results results for the period ended June 30, 2025.
- All figures are rounded for presentation purposes. Percentages are based on rounded figures.

- Pre-Tax Income is adjusted to exclude exceptional items of US\$289.7 in H1 2025, US\$200.6 million in FY 2024, US\$118.3 million in FY 2023, and
  US\$ (576.5) million in FY 2022.
- Total Debt is net of debt issuance costs.









