



Investor Presentation

Results for the nine months ended September 30, 2025 Released October 29, 2025

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DAE At A Glance







- 40+ Year Operating History
- ~170 People in 7 Offices, 4 Countries

726 Aircraft (1)

~US\$23 billion

Fleet Value (1)(2)

Passenger | Freighter

6.8 | 11.2

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

Passenger | Freighter

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

Customers | Countries

~150 | 70+

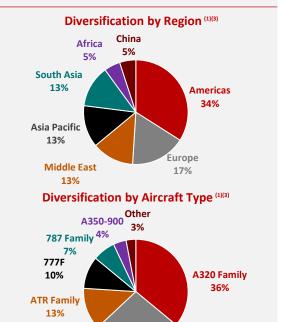
Global Portfolio Diversification (4)

90%

Passenger Aircraft (1)(3)

66%

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





- 60+ Year Operating History
- ~1,300 People in Amman, Jordan

250,000 m² **Facility Size**

~2.0 million

Annual Man Hour Capacity

300+

Annual Aircraft Inductions

6 | 22 | 10

Hangars | Lines | Workshops

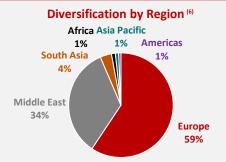
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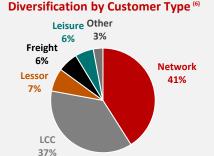
Aircraft Type Approvals

30+

Regulatory Approvals

130+ | 65+ Customers | Countries (6





Financial Highlights (7)

US\$1.7 billion **Annual Revenue**

US\$15.1 billion Aircraft Assets

US\$3.6 billion

2.60x

Total Equity

Net Debt-to-Equity

Funding and Liquidity (7)

US\$9.9 billion **Total Debt**

Lenders and Investors | Countries

737 Family

27%

US\$3.4 billion

Available Liquidity

227%

12-month Liquidity Coverage

86%

Unsecured Debt

Ownership and Ratings (8)

100% owned by Investment Corporation of Dubai (ICD)

Principal Investing Arm of the Government of Dubai

Baa2

MOODY'S FitchRatings KBRA **BBB**

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 September 30, 2025 of Owned, Managed and Committed
- Based on Ascend Half Life Current Market Value (HLCMV) as of September 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 September 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.
- Based on five years of revenue, ending on September 30, 2025.
- All data as of September 30, 2025.
- Ownership includes indirect holdings. Ratings as of September 30, 2025.







| Profit & Loss (US\$ millions) | Nine-month period ended September 30 |
|-------------------------------|--------------------------------------|
|-------------------------------|--------------------------------------|

| | | | Varian | се |
|--|---------|---------|--------|----------|
| | 2025 | 2024 | US\$ | % |
| Total Revenue | 1,277.7 | 1,017.1 | 260.6 | 25.6% |
| Gain on disposal of aircraft | 126.4 | 98.4 | 28.0 | 28.5% |
| Expenses | | | | |
| Depreciation and amortization | (476.8) | (424.9) | (51.9) | (12.2%) |
| General and administrative expenses | (100.8) | (83.8) | (17.0) | (20.3%) |
| Cost of engineering maintenance services | (82.5) | (77.7) | (4.8) | (6.2%) |
| (Provision for) / reversal of loss allowance | (14.8) | 2.8 | (17.6) | (628.6%) |
| Aircraft maintenance | (43.1) | (19.8) | (23.3) | (117.7%) |
| Operating profit before exceptional items | 686.1 | 512.1 | 174.0 | 34.0% |
| Net finance costs | (345.3) | (277.3) | (68.0) | (24.5%) |
| Profit before tax before exceptional items | 340.8 | 234.8 | 106.0 | 45.1% |
| Insurance recoveries | 312.2 | 91.8 | 220.4 | 240.1% |
| Profit before income tax | 653.0 | 326.6 | 326.4 | 99.9% |
| Income tax expense | (86.3) | (15.8) | (70.5) | (446.2%) |
| Profit for the period | 566.7 | 310.8 | 255.9 | 82.3% |
| Pre-tax Profit Margin (1) | 26.7% | 23.1% | | |
| Pre-tax Return on Equity (1) | 13.6% | 10.9% | | |



Q3 2025 results – results for the nine months ended September 30, 2025.

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

Adjusted to exclude insurance recoveries





| Balance Sheet (US\$ millions) | Sep 2025 | Dec 2024 | Variance | |
|--|----------|----------|----------|--------|
| | 3ep 2023 | | US\$ | % |
| Aircraft assets | 15,115.6 | 11,780.5 | 3,335.1 | 28.3% |
| Trade and other receivables | 72.9 | 74.8 | (1.9) | (2.5%) |
| Cash and cash resources | 627.9 | 662.0 | (34.1) | (5.2%) |
| Other assets | 542.7 | 516.0 | 26.7 | 5.2% |
| Total assets | 16,359.1 | 13,033.3 | 3,325.8 | 25.5% |
| | | | | |
| Equity | 3,600.4 | 3,068.4 | 532.0 | 17.3% |
| Total equity | 3,600.4 | 3,068.4 | 532.0 | 17.3% |
| Loans & borrowings | 9,914.1 | 7,999.7 | 1,914.4 | 23.9% |
| Maintenance reserves and security deposits | 1,687.2 | 1,238.6 | 448.6 | 36.2% |
| Other liabilities | 1,157.4 | 726.6 | 430.8 | 59.3% |
| Total liabilities | 12,758.7 | 9,964.9 | 2,793.8 | 28.0% |
| Total equity & liabilities | 16,359.1 | 13,033.3 | 3,325.8 | 25.5% |
| Net Debt-to-Equity | 2.60x | 2.42x | | |

[•] Q3 2025 results – results for the nine months ended September 30, 2025.

[•] All figures are rounded for presentation purposes. Percentages are based on rounded figures.





| Loans and Borrowings (US\$ millions) | Sep 2025 | Undrawn |
|--|----------|---------|
| Senior unsecured notes | 1,445.9 | |
| Senior unsecured loans (incl. term loans and RCFs) | 7,125.1 | 2,903.5 |
| Total unsecured | 8,571.0 | |
| Recourse loans | 852.4 | |
| Senior secured notes | 555.1 | |
| Total secured | 1,407.5 | |
| Debt issuance costs | (64.4) | |
| Net loans and borrowings | 9,914.1 | |

4.6%

Average cost of debt (1)

US\$12.2 billion

469 Unencumbered aircraft

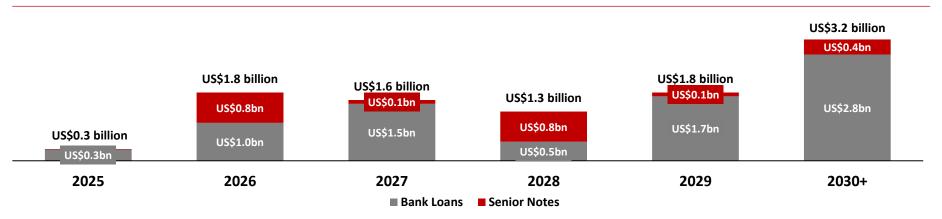
US\$3.4 billion

Available liquidity

86%

Unsecured debt percentage

Debt Maturity Profile



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



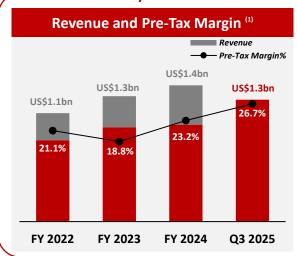
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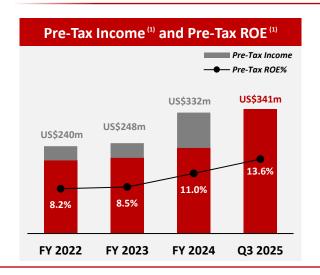
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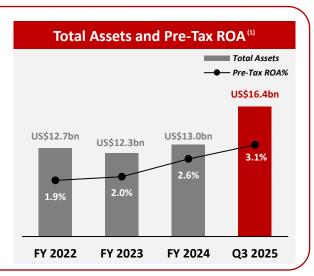




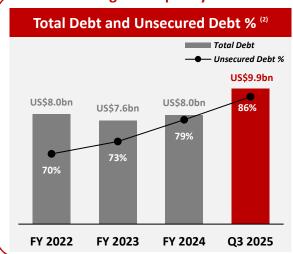
Profitability and Balance Sheet



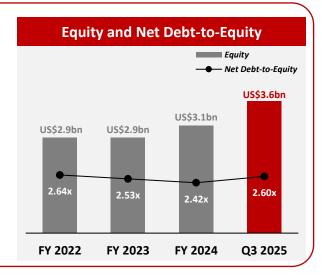




Funding and Liquidity







- Q3 2025 results results for the nine months ended September 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\$312.2 million in Q3 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.









