COMPANY REGISTRATION NO: 667360

MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY

DIRECTORS' REPORT AND CONSOLIDATED FINANCIAL STATEMENTS

FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2024

CONTENTS

DIRECTORS AND OTHER INFORMATION
for the financial year ended 31 December 2024

DIRECTORS:	Mel Kiernan Michael Gannon Keith MacDonald
COMPANY SECRETARY:	PAFS Ireland Limited Unit J, Block 1 Shannon Business Park Shannon Co. Clare Ireland
REGISTERED OFFICE:	Unit J, Block 1 Shannon Business Park Shannon Co. Clare Ireland
INDEPENDENT AUDITORS:	Deloitte Ireland LLP Chartered Accountants and Statutory Audit Firm Deloitte & Touche House 29 Earlsfort Terrace Dublin 2 Ireland D02 AY28
SOLICITORS:	A&L Goodbody 28 North Wall Quay I.F.S.C. Dublin 1 Ireland D01 H104
COMPANY REGISTRATION NUMBER:	667360

DIRECTORS' REPORT
for the financial year ended 31 December 2024

The Directors present their annual report together with the audited consolidated financial statements of MAPS 2021-1 Aviation (Ireland) Designated Activity Company (the 'Company'), for the financial year ended December 2024. The Company and its six subsidiaries is referred to as the "Group" of companies in these consolidated financial statements.

PRINCIPAL ACTIVITIES, BUSINESS REVIEW AND FUTURE DEVELOPMENTS

MAPS 2021-1 Aviation (Ireland) Designated Activity Company ("MAPS 2021-1") was incorporated on 27 February 2020. The principal activity of the Group is the leasing of commercial aircraft.

MAPS 2021-1 co-issued Series A, Series B and Series C Notes ("The Initial Notes") on the Bermuda Stock Exchange. The Initial Notes part financed the acquisition of 100% of the ordinary share capital of six companies that contained thirteen aircraft. The balance of the purchase price of the aircraft was funded through the issuance by MAPS 2021-1 of an E Certificate. The E Certificate was issued to Apollo Navigator Holdings (Ireland) Designated Activity Company ("Apollo").

Key performance indicators are used to measure and monitor the performance of the Group. The Group's key performance indicators include lease income of USD 35,008,444 (financial period ended 31 December 2023: USD 43,029,040) and loss after tax USD 5,005,069 (financial period ended 31 December 2023: profit after tax of USD 2,638,882). These indicators are reviewed regularly throughout the year by management and the Directors.

Prior to the Ukraine Conflict, the Group had two aircraft on lease to Russian airlines, which represented approximately 22% of the Group's fleet by net book value as of 31 December 2021. The Group sought to repossess all aircraft from Russian airlines and remove them from Russia. While the Group continue to hold title to the aircraft that remain in Russia, the Directors have concluded that it is not likely the Group will regain possession of these assets.

The Group has made considerable efforts to recover the aircraft but, has not been successful to date, except for the engine mentioned below, due to the actions of the Russian government preventing foreign aircraft lessors from recovering aircraft assets. Consequently, the Group deems it has lost control of the aircraft and considers it highly improbable that these aircraft will be returned from Russia. As of 31 December 2022 two aircraft were deemed a 'Total Loss'. The two aircraft assets and related liabilities have subsequently been derecognised from the Group's statement of financial position. This has resulted in a loss on derecognition of aircraft of USD 89,905,767 in 2022. The Group is pursuing insurance claims to recover its losses relating to these aircraft but, at present, the amount and timing of the total insurance recovery is uncertain.

During 2023, the Group recovered an engine from one of the aircrafts that was previously on lease to Russian airlines. This engine was located outside of Russia at the time the sanctions on Russia were imposed. This engine was sold during 2023 at a gain of USD 10,459,960.

Despite the events in Ukraine and the loss of control of the two aircraft the Directors are satisfied with the Group's progress and will continue to evaluate new opportunities. The Directors confirm that they have a reasonable expectation that the Group has adequate resources based on projected cashflows to fund its requirements and to continue in operational existence for the foreseeable future.

DIRECTORS COMPLIANCE STATEMENT

This constitutes the Compliance Policy Statement of MAPS 2021-1 Aviation (Ireland) Designated Activity Company (the Company) pursuant, where applicable, to Section 225(2) (a) of the Companies Act 2014 (the Act).

It is the policy of the Company to secure compliance with their "Relevant Obligations", as are defined in Section 225 of the Act and as expressly set out and acknowledged in the table hereto. This policy includes, but is not limited to, using all reasonable endeavours to:

- implement appropriate arrangements and structures that are in the opinion of the Directors of the Company, where applicable, designed to secure material compliance with Relevant Obligations;
- engage personnel who the Directors of the Company consider have the requisite knowledge and experience to monitor compliance by the Company with its respective Relevant Obligations; and
- appoint external professional legal and tax advisers, from time to time, as appropriate, who in the opinion of the Directors of the Company, where applicable, have the requisite knowledge and experience to advise the Company on the material compliance by them with their Relevant Obligations in particular circumstances.

In each case and at all times, such measures being in the opinion of the Directors of the Company, where applicable, appropriate to the Company.

PRINCIPAL RISKS AND UNCERTAINTIES

The directors have identified a number of risks facing the Group and have undertaken the following approach to deal with the relevant risks:-

i) Asset and credit risk – The Group leases aircraft on operating lease and bears i) the asset risk of a deterioration in the underlying value of the aircraft and ii) the credit risk of the lessor during the life of the lease. The directors look to mitigate these risks by collecting maintenance reserves and/or collecting security deposits where appropriate, and, where possible either extending the lease term on the aircraft or remarketing the aircraft.

ii) Technical, maintenance and environmental risk – The lessee undertakes responsibility for ensuring that the aircraft complies with current environmental, technical and maintenance regulations and statutory obligations as applicable. The Directors monitor these risks in conjunction with Merx Aviation under a servicing agreement.

iii) Public liability risk – The lessee is responsible for ensuring that the aircraft have adequate insurance cover, and the directors have put appropriate monitoring systems in place to ensure that the lessee remains compliant.

iiii) Credit and concentration risk – The Group operates as a lessor to airlines. The airline industry is cyclical, economically sensitive and highly competitive. The Group's ability to succeed is dependent on the financial strength of its customers and their ability to react to and cope with the volatile competitive environment in which they operate. If its customers' experience financial difficulties, this may result in defaults or the early termination of leases. The Directors look to mitigate this risk by collecting supplemental rent and security deposits from lessees where appropriate.

RESULTS AND DIVIDENDS FOR THE PERIOD

The results of the Group for the year are set out in the consolidated statement of comprehensive income on page 14 and the consolidated statement of financial position on page 15 of the consolidated financial statements. The statement of financial position of the Company is set out on page 16.

No dividends were declared or paid by the Group during the current year or prior period and the Directors do not propose a final dividend.

POLITICAL DONATIONS

The Group did not make any political donations during the current year or prior period.

GOING CONCERN

The Company has undertaken a detailed sensitivity analysis to observe various potential outcomes and understand the impact to transaction constituents, which the Directors have used to assess the resiliency of the Group. Per the terms of the Trust Indenture, non-payment of Series A interest would result in an event of default. However, the Group has a liquidity facility in place which covers up to USD 2.3 million. No amount was drawn on the liquidity facility as at year end. The terms further provide that the Group is only required to make payments to Noteholders to the extent that cash is available to do so, but does not result in an event of default.

PAFS Ireland Limited, as the Managing Agent (on behalf of the Directors) has modelled a number of different scenarios considering a period of at least twelve months from the date of approval of these consolidated financial statements. The assumptions modelled are based on the estimated potential impact of inflationary pressures and expected levels of performance by the Group's airline customers under their respective lease agreements. Under this base case scenario, the Group is expected to continue to have sufficient resources to avoid an event of default under its debt arrangements (defined as non-payment of Series A Note interest).

Based on these factors, the Directors have a reasonable expectation that the Group has adequate liquidity and financial resources to continue in operation for at least the next twelve months from the approval of the consolidated financial statements and that the going concern basis of preparation remains appropriate.

DIRECTORS AND SECRETARY AND THEIR INTERESTS

The Directors who served during the year and up to the date of this report are as follows:

Name
Michael Gannon
Keith MacDonald
Mel Kiernan

The Directors' and Secretary who held office at 31 December 2024 had no interests in the share capital of the Company, or any group company, at the beginning or end of the year.

STATEMENT ON RELEVANT AUDIT INFORMATION

In accordance with Section 330 of the Companies Act 2014, each of the Directors at the time when the Directors' Report is approved confirmed that;

(i) so far as each director is aware, there is no relevant audit information of which the company's auditors are unaware; and

(ii) he or she has taken all the steps that he or she ought to have taken as a director to make himself or herself aware of any relevant audit information, and to establish that the company's auditors are aware of that information.

ACCOUNTING RECORDS

The measures taken by the Directors' to secure compliance with the requirements of sections 281 to 285 of the Companies Act 2014 with regard to the keeping of accounting records are the implementation of necessary policies and procedures for recording transactions, the employment of competent accounting personnel with appropriate expertise and the provision of adequate resources to the financial function. To achieve this, the Directors have appointed PAFS Ireland Limited to provide accounting services. The accounting records are kept at Unit J, Block 1, Shannon Business Park, Shannon Co. Clare.

AUDIT COMMITTEE

The majority of the Groups' business is the leasing of commercial aircraft. Given the functions performed by PAFS, the Servicer and the asset managers, the Company has availed of an exemption under Regulation 91(9)(d) of the European Communities Regulations 2001(S.I.220 of 2011) from having an audit committee to allow the Board to perform effective monitoring and oversight of the internal controls and risk management systems of the Company with regards to the financial reporting process.

INDEPENDENT AUDITORS:

The auditors, Deloitte Ireland LLP, Chartered Accountants and Statutory Audit Firm, have signified their willingness to continue in office in accordance with Section 383(2) of the Companies Act 2014.

SUBSEQUENT EVENTS

Details of events which have occurred subsequent to the reporting date are outlined in Note 27 to the consolidated financial statements.

Approved by the Board of Directors' and signed on behalf of the Board by:

Director: ____________________
Michael Gannon

Date: 10 April 2025

Director: ____________________
Keith MacDonald

Date: 10 April 2025

STATEMENT OF DIRECTORS' RESPONSIBILITIES
for the financial year ended 31 December 2024

The directors are responsible for preparing the annual report and the Group and Parent Company financial statements in accordance with applicable law and regulations.

Company law requires the directors to prepare financial statements for each financial year. The directors have elected to prepare the Group and Parent Company financial statements in accordance with IFRS as adopted by the EU and as applied in accordance with the Companies Act 2014.

Under company law the directors must not approve the Group and Parent Company financial statements unless they are satisfied that they give a true and fair view of the assets, liabilities and financial position of the Group and Parent Company and of the Group's profit or loss for that year. In preparing the Group and Parent Company financial statements, the directors are required to:

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

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

Approved by the Board of Directors' and signed on behalf of the Board by:

Director: ____________________
Michael Gannon

Date: 10 April 2025

Director: ____________________
Keith MacDonald

Date: 10 April 2025

Deloitte.

Deloitte Ireland LLP
Chartered Accountants &
Statutory Audit Firm

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY

Report on the audit of the financial statements

Opinion on the financial statements of MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY (the 'Group'/ the 'parent company')

In our opinion the group and parent company financial statements:

- give a true and fair view of the assets, liabilities and financial position of the group and parent company as at 31 December 2024 and of the loss of the group for the financial year then ended; and
- have been properly prepared in accordance with the relevant financial reporting framework and, in particular, with the requirements of the Companies Act 2014.

The financial statements we have audited comprise:

The group financial statements:
- the Consolidated Statement of Comprehensive Income;
- the Consolidated Statement of Financial Position;
- the Consolidated Statement of Changes in Equity;
- the Consolidated Statement of Cash Flow; and
- the related notes 1 to 27, including material accounting policy information as set out in note 2.

The parent company financial statements:
- the Company Statement of Financial Position;
- the Company Statement of Changes in Equity;
- the Company Statement of Cash Flow; and
- the related notes 1 to 27, including material accounting policy information as set out in note 2.

The relevant financial reporting framework that has been applied in their preparation is the Companies Act 2014 and IFRS Accounting Standards as issued by the International Accounting Standards Board (IASB) and as adopted by the European Union ("the relevant financial reporting framework").

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (Ireland) (ISAs (Ireland)) and applicable law. Our responsibilities under those standards are described below in the "*Auditor's responsibilities for the audit of the financial statements*" section of our report.

We are independent of the group and parent company in accordance with the ethical requirements that are relevant to our audit of the financial statements in Ireland, including the Ethical Standard issued by the Irish Auditing and Accounting Supervisory Authority (IAASA), as applied to listed entities, and we have fulfilled our other ethical responsibilities in accordance with these requirements.

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

Summary of our audit approach

Key audit matters	The key audit matters that we identified in the current year were: • Carrying value of aircraft assets Within this report, any new key audit matters are identified with and any key audit matters which are the same as the prior year identified with .
Materiality	The group materiality that we used in the current year was $4.55m which was determined on the basis of 2% of Aircraft carrying value.

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	The parent company materiality that we used in the current year was $3.22m which was determined on the basis of 1% of Investment in subsidiaries.
Scoping	We focused our audit scope, and the extent of our testing, based on our assessment of the risks of material misstatement and of the materiality determined.
Significant changes in our approach	There were no significant changes to our audit approach compared to the prior year.

Conclusions relating to going concern

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

Our evaluation of the directors' assessment of the group and parent company's ability to continue to adopt the going concern basis of accounting included:

- Obtaining an understanding of key controls over management's going concern assessment and conclusion, including a review of the inputs and assumptions used in that assessment;
- Obtaining and challenging management's board approved cash flow forecasts;
- Evaluating the directors' assessment of the ability of the Group to service its debt obligations from projected cash flows; and
- Evaluation of the directors' assessment of the limited recourse nature of the debt obligations.
- We evaluated the completeness and accuracy and the adequacy of the relevant disclosures made in the financial statements.

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

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

Key audit matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the financial statements of the current financial year and include the most significant assessed risks of material misstatement (whether or not due to fraud) we identified, including those which had the greatest effect on: the overall audit strategy, the allocation of resources in the audit; and directing the efforts of the engagement team. These matters were addressed in the context of our audit of the financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

Carrying value of aircraft assets	
Key audit matter description	As at 31 December 2024, the Group has recognised aircraft with a carrying value of $228 million. For aircraft recognised at the financial year end, we consider the valuation of aircraft assets a key audit matter, as it comprises the most significant balance on the Consolidated Statement of Financial Position. The valuation of aircraft assets is also a key contributor to the financial performance of the Group and has been identified as a significant risk of material misstatement, with the risk being that they may not be valued correctly in accordance with IAS 36.

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INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY

<table>
<tr><td></td><td>Since the assessment of the appropriate carrying value of the aircraft held for lease is inherently subjective and there is uncertainty regarding the ultimate realisable values in the future, there is a possibility of management bias and potential fraud risk in the assumptions underpinning the valuation.

This is applicable both from the perspective of the valuation of aircraft in the Consolidated Statement of Financial Position and the depreciation expense that is reported in the Consolidated Statement of Comprehensive Income.

Refer also the accounting policy at note 2 and note 11 in the financial statements.</td></tr>
<tr><td>How the scope of our audit responded to the key audit matter</td><td>Our procedures included:
o Obtaining an understanding, evaluating the design and determining the implementation of the key relevant controls over the carrying value of aircraft assets.
o Challenging whether the valuation policy adopted for aircraft values is in line with IFRS.
o Using observable market data where available, we challenged the significant assumptions used in the impairment process including third party appraisal valuations, estimated useful life, residual values and contracted/estimated lease cashflows.
o Performing a sensitivity analysis on key assumptions used by management in their value in use calculation to assess what changes, either individually or collectively, would result in a different conclusion regarding valuation and assessed whether there were any indicators of management bias in the setting of these key assumptions.
o Enquiring of management about any plans or actions which may impact on the valuation of the aircraft including sale agreements.
o Evaluating the accuracy and completeness of disclosures made in the financial statements over the carrying value of aircraft.</td></tr>
<tr><td>Key observations</td><td>Based on the evidence obtained, we found the aircraft related asset values recognised in the Consolidated Statement of Financial Position, at the financial year end, are within a range we consider to be reasonable.</td></tr>
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INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY

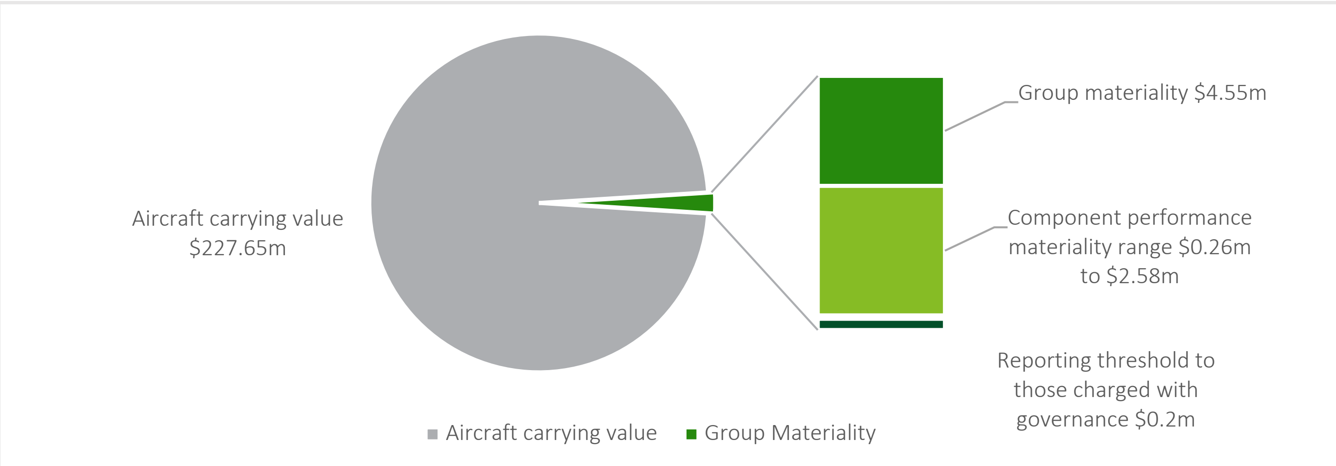
Our audit procedures relating to these matters were designed in the context of our audit of the financial statements as a whole, and not to express an opinion on individual accounts or disclosures. Our opinion on the financial statements is not modified with respect to any of the risks described above, and we do not express an opinion on these individual matters.

Our application of materiality

We define materiality as the magnitude of misstatement in the financial statements that makes it probable that the economic decisions of a reasonably knowledgeable person would be changed or influenced. We use materiality both in planning the scope of our audit work and in evaluating the results of our work.

Based on our professional judgement, we determined materiality for the financial statements as a whole as follows:

	Group financial statements	Parent company financial statements
Materiality	$4.55m (2023 : $6.05m)	$3.22m (2023 : $3.82m)
Basis for determining materiality	2% of Aircraft carrying value	1% of Investment in subsidiaries
Rationale for the benchmark applied	The above was selected as an appropriate benchmark because of the nature of the aircraft owning group. The group was established to hold aircraft, and is reflective of the asset intensive industry. The recoverability of the aircraft values is the key focus for the users of the financial statements and the principal balance. The value of aircraft assets is the key financial measure for stakeholders in understanding the overall value of their investment. Hence why we believe the net book value of the aircraft is appropriate as a benchmark. The percentage chosen of 2% is determined as appropriate based on our judgement of what is material to the users of the financial statements.	The above was selected as an appropriate benchmark because of the nature of the company. The parent company was established to hold interest in subsidiary undertakings. Ultimately, the performance of the holding company will be assessed through the return of that investment. Therefore, the attention of the users of the financial statements tend to be focused on the investment in subsidiary balance. Holding companies are exposed to the overall operations of the group through its subsidiary holdings, and also the potential impairment of its investment in subsidiaries in cases where these subsidiaries do not perform financially well. The percentage chosen of 1% is determined as appropriate based on our judgement of what is material to the users of the financial statements.



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We set performance materiality at a level lower than materiality to reduce the probability that, in aggregate, uncorrected and undetected misstatements exceed the materiality for the financial statements as a whole.

	Group financial statements	Parent company financial statements
Performance materiality	80% (2023: 80%) of group materiality	80% (2023: 80%) of parent company materiality
Basis and rationale for determining performance materiality	In determining performance materiality, we considered the following factors: a. Our understanding of the Group and its environment; b. the reliability of the control environment over financial reporting; and c. significant changes in the business or environment which might affect our ability to forecast misstatements.	

We agreed with the Directors that we would report to them all audit differences in excess of $0.2m (2023 : $0.3m) as well as differences below that threshold that, in our view, warranted reporting on qualitative grounds. We also report to the Directors on disclosure matters that we identified when assessing the overall presentation of the financial statements.

An overview of the scope of our audit

Our audit is a risk based approach taking into account the structure of the Group, types of assets, the involvement of the third party service providers, the accounting processes and controls in place and the industry in which the Group operates. We have conducted our audit based on the books and records maintained by the corporate administrator PAFS Ireland Limited. We focused our audit scope, and the extent of our testing, based on our assessment of the risks of material misstatement and of the materiality determined. Audit work to respond to the risks of material misstatement was performed directly by the audit engagement team.

- The group is comprised of seven components (including the parent company) where full scope audits were performed for each of the component.
- Our audit work for all components were executed at levels of materiality applicable to each individual component which were lower than Group materiality.
- 100% coverage was made on revenue and aircraft asset of the group which is consistent to the approach in the prior year.

Other information

The other information comprises the information included in the Directors' Report and Consolidated Financial Statements, other than the financial statements and our auditor's report thereon. The directors are responsible for the other information contained within the Directors' Report and Consolidated Financial Statements.

Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

Our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

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INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY

Responsibilities of directors

As explained more fully in the Statement of directors' responsibilities, the directors are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view and otherwise comply with the Companies Act 2014, and for such internal control as the directors determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the directors are responsible for assessing the group and parent company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the group and parent company or to cease operations, or have no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial statements

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

A further description of our responsibilities for the audit of the financial statements is located on IAASA's website at: https://iaasa.ie/publications/description-of-the-auditors-responsibilities-for-the-audit-of-the-financial-statements. This description forms part of our auditor's report.

Extent to which the audit was considered capable of detecting irregularities, including fraud

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below.

Identifying and assessing potential risks related to irregularities

In identifying and assessing risks of material misstatement in respect of irregularities, including fraud and non-compliance with laws and regulations, we considered the following:

- the nature of the industry and sector, control environment and business performance including the design of the group's remuneration policies, key drivers for directors' remuneration, bonus levels and performance targets;
- results of our enquiries of management and servicer about their own identification and assessment of the risks of irregularities;
- any matters we identified having obtained and reviewed the group's documentation of their policies and procedures relating to:
    - identifying, evaluating and complying with laws and regulations and whether they were aware of any instances of non-compliance
    - detecting and responding to the risks of fraud and whether they have knowledge of any actual, suspected or alleged fraud
    - the internal controls established to mitigate risks of fraud or non-compliance with laws and regulations
- the matters discussed among the audit engagement team regarding how and where fraud might occur in the financial statements and any potential indicators of fraud.

As a result of these procedures, we considered the opportunities and incentives that may exist within the organisation for fraud and identified the greatest potential for fraud in the following areas:
Revenue recognition

In common with all audits under ISAs (Ireland), we are also required to perform specific procedures to respond to the risk of management override.

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INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY

We also obtained an understanding of the legal and regulatory framework that the group operates in, focusing on provisions of those laws and regulations that had a direct effect on the determination of material amounts and disclosures in the financial statements. The key laws and regulations we considered in this context included the Companies Act 2014 and tax legislation in Ireland.

In addition, we considered provisions of other laws and regulations that do not have a direct effect on the financial statements but compliance with which may be fundamental to the group's ability to operate or to avoid a material penalty. We did not identify any such laws and regulations impacting the group.

Audit response to risks identified

As a result of performing the above, we identified Carrying value of aircraft assets as a key audit matter related to the potential risk of fraud. The key audit matters section of our report explains the matter[in more detail and also describes the specific procedures we performed in response to that key audit matter.

In addition to the above, our procedures to respond to risks identified included the following:

- reviewing the financial statement disclosures and testing to supporting documentation to assess compliance with provisions of relevant laws and regulations described as having a direct effect on the financial statements;
- enquiring of management, external legal counsel concerning actual and potential litigation and claims;
- performing analytical procedures to identify any unusual or unexpected relationships that may indicate risks of material misstatement due to fraud;
- reading minutes of meetings of those charged with governance.
- in addressing the risk of fraud in revenue recognition, we agreed lease terms to third party confirmations/ agreements, recalculated revenue per the lease terms and compared to the amount recorded to ensure accuracy and completeness.
- in addressing the risk of fraud through management override of controls, testing the appropriateness of journal entries and other adjustments; assessing whether the judgements made in making accounting estimates are indicative of a potential bias; and evaluating the business rationale of any significant transactions that are unusual or outside the normal course of business.

We also communicated relevant identified laws and regulations and potential fraud risks to all engagement team members, and remained alert to any indications of fraud or non-compliance with laws and regulations throughout the audit.

Report on other legal and regulatory requirements

Opinion on other matters prescribed by the Companies Act 2014

Based solely on the work undertaken in the course of the audit, we report that:

- We have obtained all the information and explanations which we consider necessary for the purposes of our audit.
- In our opinion the accounting records of the parent company were sufficient to permit the financial statements to be readily and properly audited.
- The parent company balance sheet are in agreement with the accounting records.
- In our opinion the information given in the directors' report is consistent with the financial statements.
- In our opinion, those parts of the directors' report specified for our review, which does not include sustainability reporting when required by Part 28 of the Companies Act 2014, have been prepared in accordance with the Companies Act 2014.

Matters on which we are required to report by exception

Based on the knowledge and understanding of the group and parent company and their environment obtained in the course of the audit, we have not identified material misstatements in the directors' report.

We have nothing to report in respect of the provisions in the Companies Act 2014 which require us to report to you if, in our opinion, the disclosures of directors' remuneration and transactions specified by law are not made.

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INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY

Use of our report

This report is made solely to the parent company's members, as a body, in accordance with Section 391 of the Companies Act 2014. Our audit work has been undertaken so that we might state to the parent company's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the parent company and the parent company's members as a body, for our audit work, for this report, or for the opinions we have formed.

David McCaffrey
For and on behalf of Deloitte Ireland LLP
Chartered Accountants and Statutory Audit Firm
Deloitte & Touche House, 29 Earlsfort Terrace, Dublin 2

16 April 2025

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME
for the financial year ended 31 December 2024

	Note	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
Lease Revenue	4	35,008,444	43,029,040
Depreciation	11	(16,959,560)	(18,066,406)
GROSS PROFIT		18,048,884	24,962,634
Other income	5	837,431	521,172
Administrative expenses	8	(12,377,064)	(7,775,968)
Gain on sale of aircraft	6	7,373,961	11,063,586
OPERATING PROFIT/(LOSS)		13,883,212	28,771,424
Finance expenses	7	(18,878,281)	(26,122,542)
(LOSS)/PROFIT BEFORE INCOME TAX		(4,995,069)	2,648,882
Taxation	10	(10,000)	(10,000)
(LOSS)/PROFIT FOR THE YEAR		(5,005,069)	2,638,882
- Other comprehensive income		-	-
TOTAL COMPREHENSIVE (LOSS)/INCOME FOR THE YEAR		(5,005,069)	2,638,882

All amounts relate to continuing activities. There were no gains or losses in the financial year, other than those dealt with through the Statement of Comprehensive Income.

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

The accompanying notes on pages 21 - 33 form an integral part of these consolidated financial statements.

MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY

CONSOLIDATED STATEMENT OF FINANCIAL POSITION
as at 31 December 2024

	Note	31 December 2024 USD Group	31 December 2023 USD Group
ASSETS			
NON CURRENT ASSETS			
Aircraft	11	227,652,605	283,943,920
CURRENT ASSETS			
Cash and cash equivalents	14	742,772	1,139,035
Restricted cash	14	5,316,591	6,351,282
Trade and other receivables	15	5,956,298	7,011,177
		12,015,661	14,501,494
ASSETS HELD FOR SALE			
Aircraft held for sale	12	-	18,500,750
TOTAL ASSETS		**239,668,266**	**316,946,164**
EQUITY			
Share capital	20	1	1
Accumulated losses		(85,298,553)	(80,293,484)
TOTAL EQUITY		(85,298,552)	(80,293,483)
NON CURRENT LIABILITIES			
Senior unsecured securities	20	240,209,434	326,237,858
Trade and other payables	16	6,403,584	14,719,342
Deferred tax liability	10	49,801	39,801
		246,662,819	340,997,001
CURRENT LIABILITIES			
Trade and other payables	16	10,909,345	12,880,543
Loans payable	18	67,394,654	42,322,103
		78,303,999	55,202,646
LIABILITIES ASSOCIATED WITH ASSETS HELD FOR SALE			
Liabilities associated with aircraft held for sale	18 17	-	1,040,000
TOTAL LIABILITIES		324,966,818	397,239,647
TOTAL EQUITY AND LIABILITIES		**239,668,266**	**316,946,164**

The accompanying notes on pages 21 - 33 form an integral part of these consolidated financial statements.

The consolidated financial statements were approved by the Board of Directors and authorised for issue on 10 April 2025 and signed on its behalf by:

Director: Michael Gannon
Michael Gannon

Date: 10 April 2025

Director:
Keith MacDonald

Date: 10 April 2025

COMPANY STATEMENT OF FINANCIAL POSITON
as at 31 December 2024

	Note	31 December 2024 USD Company	31 December 2023 USD Company
NON CURRENT ASSETS			
Investment in subsidiaries	13	322,414,283	381,976,420
Trade and other receivables	15	85,606,108	64,332,965
		408,020,391	446,309,385
CURRENT ASSETS			
Cash and cash equivalents	14	10,171	14,168
Restricted cash	14	5,316,591	6,351,282
Trade and other receivables	15	660,701	386,920
		5,987,463	6,752,370
TOTAL ASSETS		**414,007,854**	**453,061,755**
EQUITY			
Share capital	19	1	1
Accumulated losses		(86,027,743)	(86,037,743)
TOTAL EQUITY		(86,027,742)	(86,037,742)
NON CURRENT LIABILITIES			
Senior unsecured securities	20	240,209,434	326,237,858
Trade and other payables	16	186,085,282	168,036,038
		426,294,716	494,273,896
CURRENT LIABILITIES			
Trade and other payables	16	6,346,226	2,503,498
Loans payable	18	67,394,654	42,322,103
		73,740,880	44,825,601
TOTAL LIABILITIES		500,035,596	539,099,497
TOTAL EQUITY AND LIABILITIES		**414,007,854**	**453,061,755**

The accompanying notes on pages 21 - 33 form an integral part of these consolidated financial statements.

The consolidated financial statements were approved by the Board of Directors and authorised for issue on 10 April 2025 and signed on its behalf by:

Director: ____________________
Michael Gannon

Date: 10 April 2025

Director: ____________________
Keith MacDonald

Date: 10 April 2025

MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY

CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

for the financial year ended 31 December 2024

31 December 2024	Share capital USD	Accumulated losses USD	Total equity USD
Balance at 1 January 2024	1	(80,293,484)	(80,293,483)
Loss for the financial year	-	(5,005,069)	(5,005,069)
Balance at 31 December 2024	**1**	**(85,298,553)**	**(85,298,552)**

31 December 2023	Share capital USD	Accumulated losses USD	Total equity USD
Balance at 1 January 2023	1	(82,932,366)	(82,932,365)
Profit for the financial year	-	2,638,882	2,638,882
Balance at 31 December 2023	**1**	**(80,293,484)**	**(80,293,483)**

The accompanying notes on pages 21 - 33 form an integral part of these consolidated financial statements.

MAPS 2021-1 AVIATION (IRELAND) DESIGNATED ACTIVITY COMPANY

COMPANY STATEMENT OF CHANGES IN EQUITY

for the financial year ended 31 December 2024

31 December 2024	Share capital USD	Accumulated losses USD	Total equity USD
Balance at 1 January 2024	1	(86,037,743)	(86,037,742)
Profit for the financial year	-	10,000	10,000
Balance at 31 December 2024	**1**	**(86,027,743)**	**(86,027,742)**

31 December 2023	Share capital USD	Accumulated losses USD	Total equity USD
Balance at 1 January 2023	1	(86,047,743)	(86,047,742)
Profit for the financial year	-	10,000	10,000
Balance at 31 December 2023	**1**	**(86,037,743)**	**(86,037,742)**

The accompanying notes on pages 21 - 33 form an integral part of these consolidated financial statements.

CONSOLIDATED STATEMENT OF CASH FLOWS	Year ended	Year ended
for the financial year ended 31 December 2024	31 December 2024	31 December 2023
	USD	USD
	Group	Group
CASH FLOWS FROM OPERATING ACTIVITIES		
Profit/loss for the year	(4,995,069)	2,648,882
Adjustments for:		
Depreciation	16,959,560	18,066,406
Loss on derecognition of aircraft	-	-
Amortisation of debt issue costs	667,256	1,001,845
Interest expense	18,211,026	25,120,697
Deferred Issuance Costs incurred	-	(509,508)
Decrease/(Increase) in trade and other receivables	1,054,879	(3,204,249)
Decrease/(Increase) in trade and other payables	(1,251,342)	2,039,193
Decrease in security deposits	(4,260,000)	(880,000)
Decrease/(Increase) in maintenance reserves	(8,539,026)	2,828,927
Decrease/(Increase) in deferred revenue	(1,190,558)	4,842,604
NET CASH GENERATED FROM OPERATING ACTIVITIES	16,656,726	51,954,797
CASH FLOWS FROM INVESTING ACTIVITIES		
Proceeds from disposal of aircraft assets	57,832,505	18,493,922
NET CASH GENERATED FROM INVESTING ACTIVITIES	57,832,505	18,493,922
CASH FLOWS FROM FINANCING ACTIVITIES		
Movement in restricted cash	1,034,691	427,869
Issuance of loans and borrowings	23,542,447	34,606,737
Repayment of loans and borrowings	(95,657,685)	(97,161,740)
Interest paid	(3,804,946)	(8,311,249)
NET CASH USED IN FINANCING ACTIVITIES	(74,885,494)	(70,438,383)
NET (DECREASE)/INCREASE IN UNRESTRICTED CASH AND CASH EQUIVALENTS	- 396,263	10,336
UNRESTRICTED CASH AND CASH EQUIVALENTS AT START OF YEAR	1,139,035	1,128,699
UNRESTRICTED CASH AND CASH EQUIVALENTS AT END OF YEAR	742,772	1,139,035

For the purposes of the cash flow statement, cash comprises of cash on hand and demand deposits and cash equivalents comprise of highly liquid investments that are convertible into cash with an insignificant risk of changes in the value with original maturities of three months or less.

The accompanying notes on pages 21 - 33 form an integral part of these consolidated financial statements.

COMPANY STATEMENT OF CASHFLOWS	Year ended	Yearended
for the financial year ended 31 December 2024	31 December 2024	31 December 2023
	USD	USD
	Company	Company
CASH FLOWS FROM OPERATING ACTIVITIES		
Profit/(loss) for the year	10,000	10,000
Adjustments for:		
Amortisation of debt issue costs	667,256	1,001,845
Interest expense	18,211,025	25,120,697
Deferred Issuance Costs incurred	-	(509,508)
Movement in investment in group companies	59,562,137	19,935,637
Increase in trade and other receivables	(21,546,925)	(29,880,995)
Increase in trade and other payables	17,998,004	54,755,792
NET CASH GENERATED FROM/(USED IN) OPERATING ACTIVITIES	74,901,497	70,433,468
CASH FLOWS FROM FINANCING ACTIVITIES		
Movement in restricted cash	1,034,691	427,869
Issuance of loans and borrowings	23,542,447	34,606,737
Repayment of loans and borrowings	(95,657,685)	(97,161,740)
Interest paid	(3,824,946)	(8,311,249)
NET CASH USED IN FINANCING ACTIVITIES	(74,905,494)	(70,438,383)
NET (DECREASE)/INCREASE IN UNRESTRICTED CASH AND CASH EQUIVALENTS	(3,997)	(4,915)
UNRESTRICTED CASH AND CASH EQUIVALENTS AT START OF YEAR	14,168	19,083
UNRESTRICTED CASH AND CASH EQUIVALENTS AT END OF YEAR	10,171	14,168

For the purposes of the cash flow statement, cash comprises of cash on hand and demand deposits and cash equivalents comprise of highly liquid investments that are convertible into cash with an insignificant risk of changes in the value with original maturities of three months or less.

The accompanying notes on pages 21 - 33 form an integral part of these consolidated financial statements.

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
for the financial year ended 31 December 2024

1 CORPORATE INFORMATION

MAPS 2021-1 Aviation (Ireland) Designated Activity Company ("MAPS 2021-1") was incorporated on 27 February 2020.

MAPS 2021-1 and its subsidiary companies were established to purchase and own a portfolio of aircraft that are subject to leases. The principal activity of the Company and its subsidiary companies is the leasing of aircraft.

MAPS 2021-1 co-issued Series A, Series B and Series C Notes ("The Initial Notes") on the Bermuda Stock Exchange. The Initial Notes part financed the acquisition of 100% of the ordinary share capital of six companies that contained thirteen aircraft which were on operating leases with nine lessees based in nine countries. The balance of the purchase price of the aircraft was funded through the issuance by MAPS 2021-1 of an E Certificate. The E Certificate was issued to Apollo Navigator Holdings (Ireland) Designated Activity Company ("Apollo").

The purchase of the companies was made pursuant to an Asset Purchase Agreement between MAPS 2021-1 Aviation (Ireland) Desiganted Activity Company, and Eos Aviation Holdings (Ireland) Limited ("Eos Ltd") ("Seller").

Merx Aviation Servicing Limited will act as the servicer (the ''Servicer'') with respect to the aircraft owning entities acquired by MAPS 2021-1 and its subsidiaries (together, the ''MAPS 2021-1 Group'', each an ''MAPS 2021-1 Group Member''). UMB Bank, N.A. (''UMB'') acts as trustee, master trustee and operating bank and Phoenix American Financial Services, Inc. (''PAFS'') acts as administrative agent to the Issuer Group. Natixis, SA acting through its New York Branch (''Natixis'') provides a liquidity facility to the Issuer, which may be drawn upon, subject to certain conditions, to pay interest on the Series A Notes and Series B Notes and Certain Other Expenses.

Notes	Initial Principal Amount	Coupon Interest Rate	Final Maturity Date
Class A	$ 291,270,173	2.521%	June 15, 2046
Class B	$ 50,373,386	3.425%	June 15, 2046
Class C	$ 35,037,504	5.437%	June 15, 2046
E Certificates	$ 106,483,545	*	June 15, 2046

* Interest is based on the residual cash flows

The Notes are initially recognised at fair value, being their issue proceeds net of any discounts and transaction costs incurred.

2 MATERIAL ACCOUNTING POLICIES

This note provides a list of the material accounting policies adopted in the preparation of these consolidated financial statements. These policies have been consistently applied to all periods presented, unless otherwise stated. The financial statements are for the group consisting of MAPS 2021-1 Aviation (Ireland) Designated Activity Company and its subsidiaries ('the Group').

BASIS OF PREPARATION

The consolidated financial statements have been prepared in accordance with International Financial Reporting Standards (IFRS) and interpretations issued by the IFRS Interpretations Committee (IFRS IC) applicable to companies reporting under IFRS as adopted by the European Union (EU), and have been prepared in accordance with the Companies Act 2014. The financial statements comply with IFRS as issued by the International Accounting Standards Board (IASB).

The consolidated financial statements have been prepared under historical cost convention. The Group has adopted the going concern basis in preparing the consolidated financial statements.

PRINCIPLES OF CONSOLIDATION

The consolidated financial statements comprise the financial statements of the Company and its subsidiaries as at 31 December 2024.

Subsidiaries are all entities (including structured entities) over which the Company has control. The Company controls an entity when the Company has power over the entity, is exposed to, or has rights to, variable returns from its involvement with the entity and has the ability to affect those returns through its power to direct the activities of the entity. Subsidiaries are fully consolidated from the date on which control is obtained by the Company. They cease to consolidate from the date that control is lost.

The Company's investments in its subsidiaries are stated at cost less any impairment. The Company reviews its shares in Group undertakings for impairment at each reporting date. Impairment testing involves the comparison of the carrying value with the recoverable amount. Intercompany transactions, balances and unrealised gains on transactions between group companies are eliminated. Unrealised losses are also eliminated unless the transaction provides evidence of an impairment of the transferred asset.

NEW AND AMENDED IFRS ACCOUNTING STANDARDS THAT ARE EFFECTIVE FOR THE CURRENT YEAR

The accounting policies adopted are consistent with those of the previous financial year. The following standards and amendments to standards are required to be applied for future annual periods and some are available for early adoption. The Company has taken the decision not to adopt these amendments early:

(i) Amendments to IFRS 10 & IAS 28 - Sale or Contribution of Assets between an Investor & Associate or JV
(ii) Amendments to IAS 1 - Classification of Liabilities as Current or Non-current
(iii) Amendments to IAS 1 – Non-current Liabilities with Covenants
(iv) Amendments to IAS 7 and IFRS 7 – Supplier Finance Arrangements
(v) Amendments to IFRS 16 – Lease Liability in a Sale and Leaseback

The Directors have reviewed those standards and interpretations that are issued but not yet effective up to the date of issuance of the Company's financial statements and assessed that none of those new standards and interpretations will have a material impact to the Company's financial statements.

GOING CONCERN

The Company has undertaken a detailed sensitivity analysis to observe various potential outcomes and understand the impact to transaction constituents, which the Directors have used to assess the resiliency of the Group. Per the terms of the Trust Indenture, non-payment of Series A interest would result in an event of default. However, the Group has a liquidity facility in place which covers up to USD 2.4 million. No amount was drawn on the liquidity facility as at year end. The terms further provide that the Group is only required to make payments to Noteholders to the extent that cash is available to do so, but does not result in an event of default.

The Managing Agent (on behalf of the Directors) has modelled a number of different scenarios considering a period of at least twelve months from the date of approval of these financial statements. The assumptions modelled are based on the estimated potential impact of the inflationary pressures and expected levels of performance by the Group's airline customers under their respective lease agreements. Under this base case scenario, the Group is expected to continue to have sufficient resources to avoid an event of default under its debt arrangements (defined as non-payment of Series A Note interest).

Based on these factors, the Directors have a reasonable expectation that the Group has adequate liquidity and financial resources to continue in operation for at least the next twelve months from the approval of the consolidated financial statements and that the going concern basis of preparation remains appropriate.

ESTIMATES AND JUDGEMENTS

The preparation of the consolidated financial statements requires management to make judgements, estimates and assumptions that may affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates. Estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the financial period in which the estimate is revised and in any future financial periods affected.

The estimates and assumptions that have significant risk of material adjustment to carrying value of assets within the next financial year include aircraft valuation and recoverability of trade and other receivables.

2 MATERIAL ACCOUNTING POLICIES - continued

CRITICAL ACCOUNTING ESTIMATES AND JUDGEMENTS

The preparation of financial statements according to IFRS may require from the Directors, the use of estimates, assumptions and judgements, which influence the amounts included in the consolidated financial statements. The resulting accounting estimates, assumptions and judgments will, by definition, seldom equal the related actual results. The estimates and assumptions that have significant risk of material adjustment to carrying value of assets within the next financial year include depreciation (residual value) and aircraft and engine valuation.

Aircraft and engine valuation

As discussed in the accounting policy below, aircraft and engines are evaluated for impairment each reporting year or when there are indicators of impairment. This process involves the use of judgements and estimates. Estimates are utilised in determining the value in use and fair value. Specifically, MAPS 2021-1 Group estimates future lease cashflows, remaining useful lives of the aircraft, discount rate, residual value, redeployment costs and current and future fair values. The estimates and assumptions used are based on historical trends as well as future expectations. For some of these estimates, MAPS 2021-1 utilises the services of independent valuation firms to determine the appropriate values.

MAPS 2021-1 Group has utilised judgement in evaluating whether there are indicators of impairment. In this regard, management relies on legal factors, market conditions and the operational performance of the lease assets. In addition, MAPS 2021-1 Group has applied judgement in determining the residual value of aircraft and engines. The estimated residual values are based on estimates received from independent appraisers or management's view when supporting transaction data exists. Changes in global and regional economic and political conditions, government regulations, technological changes and other factors could cause us to revise the residual value assumptions. MAPS 2021-1 Group evaluates the appropriateness of these judgements and assessments each reporting year.

Significant increase in credit risk

ECL are measured as an allowance equal to 12-month ECL for stage 1 assets, or lifetime ECL for stage 2 or stage 3 assets. An asset moves to stage 2 when its credit risk has increased significantly since initial recognition. IFRS 9 does not define what constitutes a significant increase in credit risk. In assessing whether the credit risk of an asset has significantly increased, the group takes into account qualitative and quantitative reasonable and supportable forward-looking information.

FUNCTIONAL AND PRESENTATION CURRENCY

These consolidated financial statements are presented in USD which is the Group's functional currency. Functional currency is the currency of the primary economic environment in which the entity operates. The aircraft and senior unsecured securities are denominated in USD and the Directors of the Group believe that USD most faithfully represents the economic effects of the underlying transactions, events and conditions.

In preparing the consolidated financial statements of the Group entities, transactions in currencies other than the Group's functional currency (foreign currencies) are recognised at the rates of exchange prevailing on the dates of the transactions. Foreign exchange gains and losses resulting from the settlement of such transactions and re-translation of the monetary assets and liabilities at the financial year end exchange rate are recognised in the consolidated statement of comprehensive income.

REVENUE RECOGNITION

Revenue from aircraft on an operating lease is recognised as income as it accrues over the period of the lease and when the earnings process is complete.

Revenue from aircraft trading transactions and commissions receivable from aircraft brokerage are recognised as income when the contract for sale or supply of the relevant aircraft is completed and the risk of ownership of the equipment is transferred.

TAXATION

The income tax expense represents the sum of the tax currently payable and deferred tax. Current and deferred tax are recognised in profit or loss, except when they relate to items that are recognised in other comprehensive income or directly in equity, in which case, the current and deferred tax are also recognised in other comprehensive income or directly in equity respectively.

Current tax, including Irish Corporation Tax, is provided at amounts expected to be paid (or recovered) using the tax rates and laws that have been enacted or substantively enacted by the reporting date, adjusted for changes in deferred tax assets and liabilities and unused tax losses.

Deferred tax assets are recognised when temporary differences arise between the tax base of assets and liabilities and their respective carrying amounts which give rise to a future tax benefit, or where a benefit arises due to unused tax losses, but are only recognised in both cases to the extent that it is probable that future taxable amounts will be available to utilise those temporary differences or tax losses. Deferred tax liabilities are recognised when such temporary differences will give rise to taxable amounts being payable in future periods. Deferred tax assets and liabilities are recognised at the tax rates expected to apply when the assets are recovered or the liabilities are settled under currently enacted tax law.

Deferred tax assets and liabilities are offset when there is a legally enforceable right to offset current tax assets and liabilities and when the deferred tax balances relate to the same taxation authority. Deferred tax balances attributable to amounts recognised directly in equity are also recognised directly in equity.

Unrelieved tax losses and other deferred tax assets are recognised only to the extent that, on the basis of all available evidence, it can be regarded as more likely than not that there will be suitable taxable profits from which the future reversal of the underlying timing differences can be deducted.

AIRCRAFT

Aircraft acquired by the Group and are recorded at cost, less accumulated depreciation and less any impairment, if applicable. The cost of the asset is made up of the purchase price of the asset plus any costs directly attributable, including accrued rentals and cost of carry interest to bring the asset into working condition for its intended use.

Depreciation is calculated to write off the cost of each asset, less its estimated residual value of 10% on a straight line basis over its expected useful life from the date of acquisition being 25 years. Depreciation methods, residual values and useful lives are reviewed at each reporting date.

Additional charges are made to reduce the book value of specific assets to the recoverable amount where an impairment in value is considered to have occurred in accordance with IAS 36 Impairment of Assets. An impairment review is carried out when there has been an indication of impairment, generally on indications of market demand. An impairment is measured by comparing the carrying value of the aircraft and engines with the recoverable amount. The recoverable amount is the higher of the fair value less costs to sell and the value in use.

If the recoverable amount of an asset is estimated to be less than its carrying amount, the carrying amount of the asset is reduced to its recoverable amount. An impairment loss is recognised immediately in profit or loss in the consolidated statement of comprehensive income. Where an impairment loss subsequently reverses, the carrying amount of the asset is increased to the revised estimate of its recoverable amount, but so that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised for the asset in prior years. A reversal of an impairment loss is recognised immediately in profit or loss to the extent that it eliminates the impairment loss which has been recognised for the asset in prior years.

NON-CURRENT ASSETS HELD FOR SALE

Non-current assets classified as held for sale are measured at the lower of carrying amount and fair value less costs to sell.

Non-current assets are classified as held for sale if their carrying amount will be recovered through a sale transaction rather than through continuing use. This condition is regarded as met only when the sale is highly probable and the asset is available for immediate sale in its present condition. Management must be committed to the sale which should be expected to qualify for recognition as a completed sale within one year from the date of classification.

Property, plant and equipment are not depreciated or amortised once classified as held for sale.

Assets and liabilities classified as held for sale are presented separately as current items in the statement of financial position.

FINANCIAL INSTRUMENTS

Financial assets and financial liabilities are recognised in the Group's statement of financial position when the Group becomes a party to the contractual provisions of the instrument.

Non-derivative financial instruments are recognised initially at fair value plus, for instruments not at fair value through the profit or loss in the Consolidated Statement of Comprehensive Income, any directly attributable transaction costs. Subsequent to initial recognition non-derivative financial instruments are measured at cost or amortised cost using the effective interest method less any impairment losses in the case of financial assets.

Non-derivative financial instruments can comprise of trade and other receivables (excluding prepayments), cash and cash resources, senior unsecured securities, and trade and other payables (excluding deferred income and security deposits).

Cash and cash resources

Cash and cash resources include cash in hand and deposits held at call with banks which are subject to insignificant risk of changes in their fair value and with original maturities of less than 90 days. Cash and cash resources are carried at amortised cost in the statement of financial position.

Restricted cash comprises cash held by the Group from security deposits and maintenance reserves received from the Group's lessees which is ring-fenced and is not available for general use by the Group.

Trade and other receivables and trade and other payables

Trade and other receivables and trade and other payables with no stated interest rate and receivable or payable within one year are recorded at transaction price. Any losses arising from impairment of trade and other receivables are recognised in the statement of comprehensive income.

Lease receivables are recorded at the original invoice amount less allowance for ECL as prescribed by IFRS 9. ECL is established when there is objective evidence that the Group has recorded a receivable and will not be able to collect all amounts due, according to the original terms of the receivable. The amount of the provision is calculated using the forward-looking expected credit loss approach. The carrying amount of the asset is reduced through the use of an ECL account, and the amount of the loss is recognised in the Consolidated Statement of Comprehensive Income within administrative expenses. When a lease receivable is uncollectible, it is written off initially against any allowance made under the ECL model in respect of that receivable in the ECL account for lease receivables with any excess taken to the Consolidated Statement of Comprehensive Income. Subsequent recoveries of amounts previously written off or allowances no longer required are credited against administrative expenses in the Consolidated Statement of Comprehensive Income.

Senior Unsecured Securities

Senior unsecured securities are classified as basic financial instruments in accordance IFRS 9. Senior unsecured securities payable are initially recognised at fair value, being their issue proceeds net of any transaction costs incurred.

After initial recognition, interest bearing senior unsecured securities payable are subsequently measured at amortised cost. Any difference between the proceeds net of transaction costs and the redemption value is recognised in the Statement of Comprehensive Income using the effective interest rate method.

EXPECTED CREDIT LOSS ("ECL")

IFRS 9 requires the Group to record an allowance for ECLs for all in scope assets.

ECLs are recognised in three stages.

- For credit loss exposures for which there has not been a significant increase in credit risk since initial recognition, ECLs are provided for credit losses that result from default events that are within the next 12 months (a 12 month ECL).
- Those credit exposures for which there has been a significant increase in credit risk since initial recognition, a loss allowance is required for credit losses expected over the remaining life exposures, irrespective of the timing of the default (a lifetime ECL).
- For credit exposures that are credit impaired (i.e. have objective evidence of impairment at the reporting date), the company recognises lifetime expected credit losses for these financial assets.

The Group considers a financial asset in default when contractual payments are 90 days past due. However, in certain cases, the Group may also consider a financial asset to be in default when internal or external information indicates that the Group is unlikely to receive the outstanding contractual amounts in full before taking into account any credit enhancements held by the Group. A financial asset is written off for these reasons when there is no reasonable expectation of recovering the contractual cash flows. Provisions are made for credit impaired exposures where it is considered that there is a significant risk of non recovery. The assessment of risk of non recovery is primarily based on the extent to which amounts outstanding exceed the value of the security held together with an assessment of the financial strength and condition of a lessee and the economic conditions persisting in the lessee's operating environment.

2 MATERIAL ACCOUNTING POLICIES - continued

FINANCIAL ASSETS

Initial recognition and measurement

Financial assets are classified at initial recognition, and subsequently measured at, amortised cost, fair value through Other Comprehensive Income (OCI), or fair value through profit or loss.

The classification of financial assets at initial recognition depends on the financial asset's contractual cash flow characteristics and the Group's business model for managing them. The Group initially measures a financial asset at its fair value plus, in the case of a financial asset not at fair value through profit or loss, transaction costs.

Subsequent measurement

For purposes of subsequent measurement, financial assets may be classified in three categories:
1. Financial assets at amortised cost
2. Financial assets at fair value through OCI
3. Financial assets at fair value through profit or loss

Financial assets at amortised cost

The Group measures financial assets at amortised cost if both of the following conditions are met:
- the financial asset is held within a business model with the objective to hold financial assets in order to collect contractual cash flows; and
- the contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

Financial assets at amortised cost are subsequently measured using the effective interest rate (EIR) method and are subject to impairment. Gains and losses are recognised in profit or loss when the asset is derecognised, modified or impaired.

The Group's financial assets at amortised cost comprise of its investment in subsidiaries, cash and cash equivalents, restricted cash, amounts due from group undertakings and trade and other receivables in the Statement of Financial Position.

Financial assets at fair value through OCI

The Group does not hold Debt or Equity Instruments at FVOCI.
Financial assets at fair value through profit or loss

Financial assets at FVTPL include financial assets held for trading, financial assets designated upon initial recognition at FVTPL, or financial assets mandatorily required to be measured at fair value. Financial assets are classified as held for trading if they are acquired for the purpose of selling or repurchasing in the near term. Financial assets with cash flows that are not solely payments of principal and interest are classified and measured at FVTPL, irrespective of the business model.

The Group does not hold financial assets at FVTPL.

Derecognition

A financial asset is primarily derecognised when:
- the rights to receive cash flows from the asset have expired; or
- the Group has transferred its rights to receive cash flows from the asset or has assumed an obligation to pay the received cash flows in full without material delay to a third party under passthrough' arrangement; and either

(a) the Group has transferred substantially all the risks and rewards of the asset, or
(b) the Group has neither transferred nor retained substantially all the risks and rewards of the asset but has transferred control of the asset.

On derecognition of a financial asset measured at amortised cost, the difference between the asset's carrying amount and the sum of the consideration received and receivable is recognised in profit or loss.

FINANCIAL LIABILITIES

Initial recognition and measurement

The Group's financial liabilities are all categorised as financial liabilities measured at amortised cost. Financial liabilities measured at amortised cost comprises "senior unsecured securities", "maintenance reserves", "security deposits" and "trade and other payables" in the statement of financial position.

All financial liabilities are recognised initially at fair value and, in the case of notes payable, net of directly attributable transaction costs.

Subsequent measurement

The measurement of financial liabilities depends on their classification, as described below:

- Financial liabilities at fair value through profit or loss include financial liabilities held for trading and financial liabilities designated upon initial recognition as at fair value through profit or loss.
- Financial liabilities designated upon initial recognition at fair value through profit or loss are designated at the initial date of recognition, and only if the criteria in IFRS9 are satisfied. The Group has not designated any financial liability as at fair value through profit or loss.

After initial recognition, interest bearing loans and borrowings are subsequently measured at amortised cost using the EIR method. Gains and losses are recognised in profit or loss when the liabilities are derecognised as well as through the EIR amortisation process. Amortised cost is calculated by taking into account any discount or premium on acquisition and fees or costs that are an integral part of the EIR. The EIR amortisation is included as finance costs in the statement of comprehensive income.

This category generally applies to interest-bearing loans and borrowings.

Derecognition

A financial liability is derecognised when the obligation under the liability is discharged or cancelled or expires. When an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as the derecognition of the original liability and the recognition of a new liability. The difference in the respective carrying amounts is recognised in the statement of comprehensive income.

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

2 MATERIAL ACCOUNTING POLICIES - continued

LEASES

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

On the basis that the Group retains substantially all of the risks and rewards of ownership of the aircraft, the leases have been classified as operating leases.

Initial direct costs incurred in negotiating and executing operating leases are added to the carrying amount of the leased assets and recognised as an expense over the lease term on the same basis as lease rental revenue.

Rental revenue from aircraft on operating lease is recognised as income as it accrues over the period of the lease. Where rentals are adjusted to reflect increases or decreases in prevailing interest rates such adjustments are accounted for as they arise. Lease rentals received in advance are recorded as deferred revenue in the consolidated statement of financial position and recognised over the period to which they relate. Gains and losses from the sale of aircraft are recognised as income when the contract for sale or supply of the relevant aircraft is substantially completed and the risk of ownership of the equipment is transferred.

SHARE CAPITAL

Ordinary shares are classified as equity. Incremental costs directly attributable to the issue of ordinary shares are recognised as a deduction from equity, net of any tax effects.

ADMINISTRATIVE EXPENSES

The administrative expenses of the Group are recognised in the consolidated financial statements on an accruals basis.

FINANCE EXPENSES

Finance expenses are recognised as they accrue in the consolidated statement of comprehensive income.

Included in finance expenses is the amortisation of capitalised debt costs incurred on setup. These expenses are held at cost and amortised on a monthly basis to the final payment date.

OTHER INCOME AND EXPENSE RECOGNITION

All other income and operating expenses are accounted for on an accruals basis.

MAINTENANCE RESERVES

The lessee has an obligation to pay for maintenance costs which arise during the term of the lease. In a large proportion of the lease contracts the lessee has the obligation to make a periodic payment of supplemental rent which is calculated with reference to the utilisation of airframes, engines and other major life-limited components during the lease. These supplemental rent rates are agreed in the terms of the lease contract. The supplemental rent collected is anticipated to cover maintenance costs when they arise. On the presentation of invoices and subsequent approval of the qualified maintenance expenditure, the Group then has an obligation to contribute to the maintenance event.

Supplemental rent will be recognised on receipt as a liability in the Maintenance Reserve in the consolidated statement of financial position.

All amounts not refunded are recorded as lease revenue at lease termination. At the beginning of each new lease, accruals for lessor contributions representing net contractual obligations on the part of the Company to contribute to the lessee's cost of the next planned major maintenance event, expected to occur during the lease, are established.

In other lease contracts, the lessee is required to re-deliver the aircraft in a similar maintenance condition (normal wear and tear accepted) as when accepted under the lease, with reference to major life limited components of the aircraft. To the extent that such components are re-delivered in a different condition than at acceptance, there is normally an end-of-lease compensation adjustment for the difference at delivery.

End of lease compensation payments made to the Group are recognised as revenue when a reliable estimate of the expected compensation amount can be determined. The Group does not recognise end of lease compensation as revenue if there is a reasonable expectation that the lessee will extend the existing lease agreement rather than returning the aircraft at the end of the current lease period or for a particular reason the reliable estimate of the compensation amount cannot be determined. Consequently, any consideration received from the lessee as end of lease compensation will be recorded as deferred income.

SECURITY DEPOSITS

Lease contracts may require the lessee to pay a security deposit either in cash or in the form of a letter of credit. These deposits are refundable to the lessee upon expiration of the lease and where such deposits are received in cash, they are recorded in the statement of financial position as a liability.

Security deposits are restricted accounts held in the name of the Group. Security deposits are only accessible under certain conditions in accordance with relevant security agreements.

INVESTMENTS

Investments are stated at cost less impairment provisions. The company evaluates its investments regularly for permanent impairments in value and records adjustments to the carrying value as appropriate. Income from investments is recognised in the statement of comprehensive income in the period in which it is received.

3 DIRECTORS' REMUNERATION

	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
Fees	118,315	116,199
	118,315	116,199

4 LEASE REVENUE

	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
Operating lease revenue	35,008,444	43,029,040
	35,008,444	43,029,040

Lease income derives from aircraft on operating leases and is recognised as income as it accrues over the period of the leases. Where lease income is adjusted to reflect increases or decreases in prevailing interest rates such adjustments are accounted for as they arise.

Distribution of operating lease revenues by geographic area

Region	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
Emerging Asia/Pacific	4,760,866	10,174,842
Emerging Latin America/Caribbean	5,609,562	6,194,355
Developed Europe	22,050,410	22,942,662
Developed Asia / Pacific	2,587,606	3,717,181
	35,008,444	43,029,040

Future minimum lease payments

	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
- Within 1 year	24,822,158	29,527,577
- 1-2 years	25,194,389	21,907,828
- 2-5 years	69,427,987	52,777,268
- After 5 years	17,245,000	28,208,000
	136,689,534	132,420,673

There are no contingent rentals recognised during the year ended 31 December 2024 (2023: Nil).

5 OTHER INCOME

	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
Deposit and other interest	837,431	521,172

6 GAIN ON SALE OF AIRCRAFT

	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
Gain on sale of aircraft	7,373,961	11,063,586

During the year, the Group sold two aircraft at a gain of USD 7,373,961 (2023: one engine and one aircraft at a gain of USD 11,063,586).

7 FINANCE EXPENSES

	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
Interest expense on Series A	3,305,192	5,210,359
Interest expense on Series B	747,238	1,472,732
Interest expense on Series C	1,145,086	1,592,576
Interest expense on E Certificate	8,962,005	15,386,910
Interest expense on guarantee account loan	4,051,504	1,458,119
Amortisation of debt costs	667,256	1,001,846
	18,878,281	26,122,542

8 ADMINISTRATIVE EXPENSES

	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
Expected credit loss reversal	(231,079)	(725,814)
Servicer's and administrative agent's fees	3,085,346	2,408,984
Legal and other professional fees	6,862,820	3,436,663
Trustee fees	4,501	2,154
Audit and audit related services	87,554	90,966
Liquidity facility fee	34,516	55,136
Maintenance and repairs	818,233	317,866
Other overheads	1,715,173	2,190,013
	12,377,064	7,775,968

9 LOSS BEFORE INCOME TAX

The loss before taxation is arrived at after charging:	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
Depreciation	16,959,560	18,066,406
Loss on derecognition of aircraft	-	-
Impairment	-	-

Auditors' remuneration for the Group, including expenses and excluding VAT, comprises of:

Audit of the financial statements or audit services	87,554	90,966
Tax advisory services	-	-
Total auditors' remuneration	87,554	90,966

10 TAXATION

	Year ended 31 December 2024 USD Group	Year ended 31 December 2023 USD Group
(a) Analysis of		
Current Tax		
Corporation tax on loss	-	-
Total tax credit on loss for the financial year/period	**-**	**-**
Deferred tax		
Other timing differences	(10,000)	(10,000)
Total deferred taxation for the year/period	**(10,000)**	**(10,000)**
(b) Factors affecting current tax credit for the year/period		
Loss)/Profit before tax	(4,995,069)	2,648,882
Tax based on standard rate of 12.5%	(624,384)	331,110
Temporary differences	624,384	(331,110)
Tax credit for the financial year/period	**-**	**-**

(c) Deferred tax position
Deferred tax represents the amount of tax recoverable in respect of tax losses available in the current period which are available for carry forward against future taxable profits, temporary timing differences and an excess of capital allowances over accounting depreciation. The Group's deferred tax asset arises due to unrelieved trading losses forward which are available to offset any future taxable income. The deferred tax asset is not recognised due to uncertainty regarding its recoverability.

Consolidated	31 December 2024 USD Group	31 December 2023 USD Group
Opening deferred tax balance	(39,801)	(29,801)
Deferred tax charged to profit and loss account	(10,000)	(10,000)
Closing deferred tax balance	**(49,801)**	**(39,801)**

	31 December 2024 USD Group	31 December 2023 USD Group
The deferred tax balance is composed of:		
Capital allowances in excess of depreciation	(15,343,095)	11,602,245
Tax losses carried forward	49,622,171	(44,880,252)
Deferred tax asset not recognised	(34,328,877)	33,238,206
Deferred tax position	**(49,801)**	**(39,801)**

11 AIRCRAFT

Consolidated	31 December 2024 USD Group	31 December 2023 USD Group
Cost		
At start of the year	330,114,116	330,114,116
Additions	-	-
Disposals	(45,000,000)	-
Total loss of aircraft	-	-
Aircraft held for sale	-	-
At 31 December	285,114,116	330,114,116
Accumulated depreciation and impairment		
At start of the year	(46,170,196)	(28,103,790)
Depreciation charge for the year	(16,959,560)	(18,066,406)
Impairment charge for the year	-	-
Disposals	5,668,245	-
Total loss of aircraft	-	-
Aircraft held for sale	-	-
At 31 December	(57,461,511)	(46,170,196)
Net book value	227,652,605	283,943,920

As discussed in the material accounting policies note, the Directors of the Group undertake a review to determine whether an impairment provision is required in respect of the Group's aircraft. During the year the Directors, in applying IAS 36 Impairment of Assets, have determined that no impairment provision is required. In considering whether impairment exists the Directors used inputs for current base values from third party appraisers to assess current base value and to assess value-in-use and have estimated future cash flows from the asset discounted at a rate of 6.5%. Based on this review, the Directors believe that an impairment charge of Nil (31 December 2023: Nil) is required for the year.

As noted, the Group's two aircraft which remain in Russia continue to be flown by Russian airlines despite the lease being terminated and the requested return of such aircraft by the Group. The Group has determined that it is likely that this aircraft will continue to suffer deterioration in maintenance condition due to inadequate maintenance and lack of components, with a significant risk that the aircraft may never be retrieved.

While the Group retains title to the aircraft, it was determined in 2022 that the Group no longer has control of the aircraft which remain in Russia. Consequently, the Group recognised a write-off of aircraft cost of USD 103,788,876 and accumulated depreciation of USD 4,333,041 in 2022, representing 100% of the carrying value of the aircraft in Russia which had not been redelivered by 31 December 2022. The Group is pursuing insurance claims to recover its losses relating to these aircraft. As at the 5th of March 2025, an amount of USD 30,064,397 has been received. Please refer to Note 26 for further details.

As at 31 December 2024, the Group owned 8 aircraft (2023: 10 aircraft) with a carrying value of USD 227.7 million (2023: USD 283.9 million).

12 AIRCRAFT HELD FOR SALE

Consolidated	31 December 2024 USD Group	31 December 2023 USD Group
Cost		
At start of the year	20,787,286	41,574,572
Additions	-	-
Disposals	(20,787,286)	(20,787,286)
Transfers from aircraft	-	-
At 31 December	-	20,787,286
Accumulated depreciation and impairment		
At start of the year	(2,286,536)	(4,579,900)
Depreciation charge for the year	-	-
Impairment charge for the year	-	-
Disposals	2,286,536	2,293,364
Transfers from aircraft		-
At 31 December	-	(2,286,536)
Net book value	-	18,500,750

As at 31 December 2024, no aircraft (2023: 1 aircraft) was classified as held for sale given that an Aircraft Sale and Purchase Agreement was executed for the sale of the aircraft.

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
for the financial year ended 31 December 2024

13 INVESTMENT IN SUBSIDIARIES

Company	31 December 2024 USD Company	31 December 2023 USD Company
At start of year	381,976,420	500,769,110
Movement in investment in subsidiaries	39,294,916	- 19,935,637
At 31 December	421,271,336	480,833,473
Provision for impairment	(98,857,053)	(98,857,053)
At 31 December	322,414,283	381,976,420

As discussed in the material accounting policies note, investments are stated at cost less impairment provisions. During the year the Directors, in applying IAS 36 Impairment of Assets, have determined that an impairment provision is required. In considering whether impairment exists the Directors evaluate the investments regularly for permanent impairments in value and record adjustments to the carrying value as appropriate. Based on this review, the Directors believe that an impairment provision of USD 98,857,053 (31 December 2023: USD 98,857,053) is required for the year.

MAPS 2021-1 had the following subsidiary companies as at 31 December 2024:

	Nature of Business	Share Class	Company Holding	Country of Incorporation	Registered Office
Eos Aviation 1 (Ireland) Limited	Aircraft Leasing	Ordinary	100%	Ireland	Unit J, Block 1, Shannon Business Park, Shannon, Co. Clare, Ireland
Eos Aviation 2 (Ireland) Limited	Aircraft Leasing	Ordinary	100%	Ireland	Unit J, Block 1, Shannon Business Park, Shannon, Co. Clare, Ireland
Eos Aviation 3 (Ireland) Limited	Aircraft Leasing	Ordinary	100%	Ireland	Unit J, Block 1, Shannon Business Park, Shannon, Co. Clare, Ireland
Eos Aviation 4 (Ireland) Limited	Aircraft Leasing	Ordinary	100%	Ireland	Unit J, Block 1, Shannon Business Park, Shannon, Co. Clare, Ireland
Eos Aviation 5 (Ireland) Limited	Aircraft Leasing	Ordinary	100%	Ireland	Unit J, Block 1, Shannon Business Park, Shannon, Co. Clare, Ireland
Eos Aviation 6 (Ireland) Limited	Aircraft Leasing	Ordinary	100%	Ireland	Unit J, Block 1, Shannon Business Park, Shannon, Co. Clare, Ireland

14 CASH AND CASH EQUIVALENTS

Consolidated	31 December 2024 USD Group	31 December 2023 USD Group
Cash	742,772	1,139,035
Restricted cash	5,316,591	6,351,282
	6,059,363	7,490,317

Company	31 December 2024 USD Company	31 December 2023 USD Company
Cash	10,171	14,168
Restricted cash	5,316,591	6,351,282
	5,326,762	6,365,450

Substantially all of

15 TRADE AND OTHER RECEIVABLES

Consolidated *Current*	31 December 2024 USD Group	31 December 2023 USD Group
Lease rental receivable	986,397	1,511,514
Expected credit loss provision	(109,566)	(215,273)
Prepayments	151,797	172,624
VAT recoverable	508,900	214,293
End of lease compensation note asset	3,666,559	4,450,436
Fair value of other assets	752,211	877,583
	5,956,298	7,011,177

In accordance with IFRS 9 and the approach outlined in the material accounting policies, an ECL was calculated. There was one lessee previously with an ECL in excess of its security deposit held. This was considered to be a stage two ECL. An expected credit loss of USD 109,566 (31 December 2023: USD 215,273 on one lessee) was recognised to cover this lessee.

During 2022, a Subordinated Secured Note was issued for end of lease compensation due from one lessee. The end of lease compensation note asset of USD 3.7 million (2023: USD 4.5 million) represents the amount outstanding on this note. Refer to Note 16 for the total amount of the note issued.

During 2022, a Lease Amendment was signed with one lessee in which subordinated secured notes were issued in lieu of payment of the deferred amounts outstanding. The fair value of other assets amount of USD 0.8 million (31 December 2023: USD 0.9 million) represents the secured notes receivable less a 50% ECL provision against the balance.

Company *Current*	31 December 2024 USD Company	31 December 2023 USD Company
Prepayments	151,797	172,624
VAT recoverable	508,904	214,295
Other assets	-	1
	660,701	386,920

Non-current	31 December 2024 USD Company	31 December 2023 USD Company
Interest receivable on intercompany loans	35,792,039	25,998,502
Interest receivable on profit participating notes	49,814,069	38,334,463
	85,606,108	64,332,965

16 TRADE AND OTHER PAYABLES

Consolidated	31 December 2024	31 December 2023
	USD	USD
Current	Group	Group
Deferred Income	176,139	
Accrued expenses	1,245,357	2,496,701
Maintenance reserves	2,585,310	6,672,244
Security deposits	1,183,668	540,000
Accrued interest on guarantee account loan	5,581,608	1,530,104
Accrued interest on Notes	137,264	274,798
	10,909,345	12,880,543

	31 December 2024	31 December 2023
	USD	USD
Non-current	Group	Group
Maintenance reserves	-	4,452,091
Deferred income	5,757,408	5,757,407
Security deposits	646,176	4,509,844
	6,403,584	14,719,342

Company	31 December 2024	31 December 2023
	USD	USD
Current	Company	Company
Accrued expenses	627,353	355,341
Accrued interest on guarantee account loan	5,581,608	71,985
Accrued interest on Notes	137,264	382,364
	6,346,226	809,690

	31 December 2024	31 December 2023
	USD	USD
Non-current	Company	Company
Intercompany payables	186,085,282	168,036,038
	186,085,282	168,036,038

During 2022, a Subordinated Secured Note was issued for end of lease compensation due from one lessee. The deferred revenue of USD 5.8 million (2023: USD 5.8 million) represents the total amount of end of lease
Security deposits are refundable by the Group to the lessee upon expiration of the lease and the lessee satisfactorily meeting the aircraft return conditions. In addition, letters of credit totalling USD 685,000 (31 December 2023: USD 2,122,570) have been provided by lessees in accordance with the terms of certain leases.

Maintenance reserves represent the obligation to make periodic payments which are calculated with reference to the utilisation of airframes, engines and other major life-limited components during the lease. In such contracts, upon lessee presentation of invoices evidencing the completion of qualifying work on the aircraft, the Group reimburses the lessee for the work. USD 3,000,000 in letters of credit (31 December 2023: USD 3,000,000) have been provided by lessees in accordance with the terms of certain leases. Maintenance reserves released which were associated with the two aircraft that remain in Russia amounted to Nil (2023: Nil).

Trade and other creditors are payable at various dates in the next three months in accordance with the suppliers' usual and customary credit terms.

17 LIABILITIES ASSOCIATED WITH AIRCRAFT HELD FOR SALE

Consolidated	31 December 2024	31 December 2023
	USD	USD
	Group	Group
Security deposits	-	1,040,000

As at 31 December 2024, no aircraft (2023: 2 aircraft) were classified as held for sale given managements intention of selling them in the short term. No liabilities were associated with the aircraft as there were no aircraft held for

18 LOANS PAYABLE

Consolidated and Company	31 December 2024	31 December 2023
	USD	USD
	Group & Company	Group & Company
Guarantee account payable	67,394,654	42,322,103

The guarantee account payable of USD 67,394,654 (31 December 2023: USD 42,322,103) represents the amount payable to MAPS 2021-1 Aviation (US) LLC for loans received through the guarantee account as per the terms of the Trust Indenture. Interest is charged on the loan at 7.5% per annum. The final maturity of the loan is not later than 15 June 2046.

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
for the financial year ended 31 December 2024

19 SHARE CAPITAL

	31 December 2024 USD Group & Company	31 December 2023 USD Group & Company
Consolidated and Company		
Authorised		
1 (31 December 2024: 1) ordinary share of €1 each	1	1
Allotted, called up and fully paid		
1 (31 December 2024: 1) ordinary share of €1 each	1	1

1 €1 shares of MAPS 2021-1 issued and held in Trust with Monument Trustees Limited.

The shares were held in trust. The share capital is unpaid and receivable as at 31 December 2024.

The holders of the ordinary shares in MAPS 2021-1 have all power and full voting rights as permitted under the applicable Company Laws.

20 SENIOR UNSECURED SECURITIES

Consolidated and Company
(a) Principal
31 December 2024

	Nominal Amount USD	Paydown to date USD	31 December 2024 USD
Series A Notes	291,270,173	(189,228,015)	102,042,158
Series B Notes	50,373,386	(33,459,583)	16,913,803
Series C Notes	35,037,504	(32,415,467)	2,622,037
E Note	106,483,545	(8,908,241)	97,575,304
	483,164,608	(264,011,306)	219,153,302
E Note interest charged			24,348,915
Debt issuance costs			(3,292,783)
			240,209,434

31 December 2023

	Nominal Amount USD	Paydown to date USD	31 December 2023 USD
Series A Notes	291,270,173	(130,873,263)	160,396,910
Series B Notes	50,373,386	(23,595,283)	26,778,103
Series C Notes	35,037,504	(4,976,835)	30,060,669
E Note	106,483,545	(8,908,241)	97,575,304
	483,164,608	(168,353,622)	314,810,986
E Note interest charged			15,386,910
Debt issuance costs			(3,960,038)
			326,237,858

(b) Interest

The Series A Notes bear interest at a fixed rate of 2.521%, the Series B Note bear interest at a fixed rate of 3.425% and the Series C Notes bear interest at a fixed rate of 5.437%.

There is no fixed interest rate on the E Note. The E Note earns interest based on any residual amounts after payment of secured obligations in accordance with the Trust Indenture. Excess cash in the waterfall is to be paid to the E Note holder who ranks lowest on the priority of payments.

(c) Debt maturity

The repayment terms of the Series A Notes, Series B Notes, Series C Notes and E Note are such that certain principal amounts are expected to be repaid on certain dates based on certain assumptions made at the time of their issue (the "**Expected Final Payment Dates**") or refinanced through the issue of new notes by specified Expected Final Payment Dates but in any event are ultimately due for repayment on specified final maturity dates (the "**Final Maturity Dates**").

The Expected Final Maturity Dates, Outstanding Principal Balance and interest rates applicable to each class of Notes outstanding at 31 December 2024 are set out below:

Class of Notes	Interest Rate	USD 31 December 2024	Final Maturity Date
Series A	2.521%	102,042,158	June 15, 2046
Series B	3.425%	16,913,803	June 15, 2046
Series C	5.437%	2,622,037	June 15, 2046
E Note	N/A	121,924,218	June 15, 2046

The Expected Final Payment Dates, Final Maturity Dates, Outstanding Principal Balance and interest rates applicable to each class of Notes outstanding at 31 December 2023 are set out below:

Class of Notes	Interest Rate	USD 31 December 2023	Final Maturity Date
Series A	2.521%	160,396,910	June 15, 2046
Series B	3.425%	26,778,103	June 15, 2046
Series C	5.437%	30,060,669	June 15, 2046
E Note	N/A	112,962,214	June 15, 2046

21 RELATED PARTY TRANSACTIONS

Key management personnel are those persons having authority and responsibility for planning, directing and controlling the activities of the entity, directly or indirectly, including any director of that entity. Key management personnel for the Group are the Board of Directors and Merx Aviation Services Limited. The Company had no employees during the year (2023: Nil). The directors remuneration is disclosed in Note 3.

The Company engages in intercompany transactions with its subsidiaries, these transactions are deemed to be related party transactions.

The Group considers Merx Aviation Finance, LLC and its subsidiaries, Apollo Navigator Holdings (Ireland) Designated Activity Company and the Board of Directors as related parties.

Merx Aviation Services Limited acts as Servicer to the Group. One of the Directors, Michael Gannon, is also employed by Merx Aviation Services Limited. Merx Aviation Services Limited received a fee as Servicer which amounted to USD 2.9 million for the financial year ended 31 December 2024 (2023: USD 2.3 million).

During the financial year, no payments were made to the E-Certificate holders (2023: Nil).

The Company also engages in transactions with MAPS 2021-1 Aviation (US) LLC through the guarantee account. During the financial year USD 24.8 million (2023: USD 34.7 million) was received from MAPS 2021-1 Aviation (US) LLC. MAPS 2021-1 Aviation (Ireland) DAC owes MAPS 2021-1 Aviation (US) LLC a guarantee account payable of $67.4 million as at 31 December 2024 (31 December 2023: $42.3 million) for loans provided through the guarantee account. Interest accrues on the loan at a rate of 7.5% per annum, with $5.6 million (31 December 2023: $1.5 million) payable as at 31 December 2024.

The immediate parent of the Group is the E-Certificate holder, Apollo Navigator Holdings (Ireland) Designated Activity Company. The ultimate parent of the Group is Apollo Global Management, Inc.

22 FINANCIAL RISK MANAGEMENT

The assessment of the Group's exposure to risk is described under the following categories:

(a) Credit risk

Credit risk is the risk of financial loss to MAPS 2021-1 Group if a customer or counterparty to a financial instrument fails to meet its contractual obligations.

MAPS 2021-1 Group operates as a supplier to airlines. The airline industry is cyclical, economically sensitive and highly competitive. MAPS 2021-1 Group's ability to succeed is dependent on the financial strength of the airlines it leases to and their ability to react to and cope with the volatile competitive environment in which they operate. If a contracted lessee experiences financial difficulties this may result in defaults or the early termination of the lease. The Directors mitigate this risk by collecting deposits and/or maintenance reserves, putting in place appropriate settlement conditions in the event of default or early termination of the lease by the Lessees, as detailed in the lease agreements. MAPS 2021-1 Group monitors the performance of the Lessees on an ongoing basis.

MAPS 2021-1 Group manages its exposure to credit risk by placing all cash with UMB Bank and BNP Paribas, recognised financial institutions. At year end a total of USD 7.5 million was held by the Group in bank accounts with UMB Bank and BNP Paribas (2023: USD 7.9 million).

The S&P credit ratings of UMB Bank are as follows:
Long Term BBB+ (OS)
Short Term A-2

The S&P credit ratings of BNP Paribas are as follows:
Long Term A+
Short Term A-1

The maximum exposure of the Group's financal assets to credit risk is USD 12 million. The maximum exposure of the Companys's financial assets to credit risk is USD 91.4 million.

Consolidated financial assets	31 December 2024 USD Group	31 December 2023 USD Group
Cash and cash equivalents	742,772	1,139,035
Restricted cash	5,316,591	6,351,282
Lease rental receivable	986,397	1,511,514
Other assets	4,418,770	5,328,019
VAT recoverable	508,900	214,293
	11,973,430	14,544,143

Company financial assets	31 December 2024 USD Company	31 December 2023 USD Company
Cash and cash equivalents	10,171	14,168
Restricted cash	5,316,591	6,351,282
Intercompany receivables	85,606,108	64,332,965
VAT recoverable	508,904	214,295
	91,441,774	70,912,710

Expected Credit Losses

In accordance with IFRS 9 and the approach outlined in the material accounting policies, an ECL was calculated. There was one lessee with an ECL in excess of its security deposit held. This was considered to be a stage two ECL. An expected credit loss of USD 109,566 (31 December 2023: USD215,273) was recognised to cover this lessee.

(b) Asset risk

The Group bears the risk of re-leasing or selling the aircraft at the end of its lease term. If demand for aircraft decreases or the average fleet age increases or market lease rates decrease this could affect market value. Should this condition continue for an extended period, it could affect the market value of the aircraft and may result in an impairment charge in accordance with IAS 36 Impairment of Assets.

(c) Operational risk

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

22 FINANCIAL RISK MANAGEMENT - continued

d) Market risk

Market risk is the risk that changes in market prices, such as foreign exchange rates and interest rates will affect MAPS 2021-1 Group's income or the value of its holding of financial instruments.

Currency risk

The functional currency of the industry is predominantly USD. MAPS 2021-1 Group manages its exposure to currency risk by effectively matching its lease revenue and its loan expenses to the functional currency.

Currency risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in foreign exchange rates. MAPS 2021-1 Group manages its exposure to currency risk by effectively matching its foreign currency assets and liabilities.

MAPS 2021-1 Group's exposure to currency risk as at 31 December 2024 is not significant.

Interest rate risk

The Group manages its exposure to interest rate risk by fixing the rate of interest on its financial liabilities (Series A, Series B, Series C). There is no interest rate attached to the E Note.
The Group's exposure to interest rate risk as at 31 December 2024 is not considered material.

e) Liquidity risk

Liquidity risk is the risk that MAPS 2021-1 Group will not be able to meet its financial obligations as they fall due. MAPS 2021-1 Group's approach in managing liquidity is to seek to match the cash inflows on lease receivables with the cash outflows on loan payables.

MAPS 2021-1 Group is funding a significant part of its operations with debt financing. The ability of MAPS 2021-1 Group to continue in operation will be dependent upon its continued adherence to its payment obligations and other covenant requirements under the respective Loan agreements, which are dependent upon the factors outlined above.

The loans constitute direct, limited recourse obligations of MAPS 2021-1 Group.

The table below shows the undiscounted cash flows of the Groups' financial liabilities as at 31 December 2024:

31 December 2024 Financial Liabilites	< 1 year	1 - 2 years	2 - 5 years	> than 5 years	Total contractual cash flows	Total carrying value
Consolidated	USD	USD	USD	USD	USD	USD
Loans payable*	17,658,469	17,329,107	47,905,231	160,609,410	243,502,217	243,502,217
Loan interest payable**	3,743,690	3,420,667	7,204,308	3,998,926	18,367,591	137,264
Maintenance reserves	2,585,310	-	-	-	2,585,310	2,585,310
Security deposits	160,000	-	1,349,844	320,000	1,829,844	1,829,844
Trade payables and accrued expenses	1,245,357	-	-	-	1,245,357	1,245,357
Other loans payable	67,394,654	-	-	-	67,394,654	67,394,654
Other loan interest payable	5,581,608	-	-	-	5,581,608	5,581,608
Total financial liabilities	**98,369,088**	**20,749,774**	**56,459,383**	**164,928,336**	**340,506,581**	**322,276,254**

31 December 2023 Financial Liabilites	< 1 year	1 - 2 years	2 - 5 years	> than 5 years	Total contractual	Total carrying value
Consolidated	USD	USD	USD	USD	USD	USD
Loans payable*	38,632,164	22,851,345	66,648,495	202,065,892	330,197,896	330,197,896
Loan interest payable**	5,944,082	5,206,771	11,394,887	7,816,035	30,361,775	274,798
Maintenance reserves	6,672,244	-	-	4,452,091	11,124,335	11,124,335
Security deposits	1,580,000	703,668	646,176	3,160,000	6,089,844	6,089,844
Trade payables and accrued expenses	2,496,701	-	-	-	2,496,701	2,496,701
Other loans payable	42,322,103	-	-	-	42,322,103	42,322,103
Other loan interest payable	1,530,104	-	-	-	1,530,104	1,530,104
Total financial liabilities	**99,177,398**	**28,761,784**	**78,689,558**	**217,494,018**	**424,122,758**	**394,035,781**

* Contractual cash consisting of principal on the Series A loans, Series B loans, Series C and E Note.
** Contractual cash consisting of interest on the Series A loans, Series B loans and Series C loans. This is based on the expected payment schedules as outlined in the Trust Indenture.

The table below shows the undiscounted cash flows of the Company's financial liabilities as at 31 December 2023:

31 December 2024 Financial Liabilites	< 1 year	1 - 2 years	2 - 5 years	> than 5 years	Total contractual cash flows	Total carrying value
Company	USD	USD	USD	USD	USD	USD
Loans payable*	17,658,469	17,329,107	47,905,231	160,609,410	243,502,217	243,502,217
Loan interest payable**	3,743,690	3,420,667	7,204,308	3,998,926	18,367,591	137,264
Trade payables and accrued expenses	627,353	-	-	-	627,353	627,353
Other loans payable	67,394,654	-	-	-	67,394,654	67,394,654
Other loan interest payable	5,581,608	-	-	-	5,581,608	5,581,608
Total financial liabilities	**95,005,774**	**20,749,774**	**55,109,539**	**164,608,336**	**335,473,423**	**317,243,096**

31 December 2023 Financial Liabilites	< 1 year	1 - 2 years	2 - 5 years	> than 5 years	Total contractual	Total carrying value
Company	USD	USD	USD	USD	USD	USD
Loans payable*	38,632,164	22,851,345	66,648,495	202,065,892	330,197,896	330,197,896
Loan interest payable**	5,944,082	5,206,771	11,394,887	7,816,035	30,361,775	274,798
Trade payables and accrued expenses	698,596	-	-	-	698,596	698,596
Other loans payable	42,322,103	-	-	-	42,322,103	42,322,103
Other loan interest payable	1,530,104	-	-	-	1,530,104	1,530,104
Total financial liabilities	**89,127,049**	**28,058,116**	**78,043,382**	**209,881,927**	**405,110,474**	**375,023,497**

* Contractual cash consisting of principal on the Series A loans, Series B loans, Series C and E Note.
** Contractual cash consisting of interest on the Series A loans, Series B loans and Series C loans. This is based on the expected payment schedules as outlined in the Trust Indenture.

Credit Facilities:

Under the terms of the Revolving Credit Agreement dated 17 June 2021, Natixis, S.A. (the Liquidity Facility Provider) has provided a credit facility to MAPS 2021-1 of up to USD 2.4 million which may be drawn upon, subject to certain conditions, to pay interest on the Series A Notes and Series B Notes and Certain Other Expenses. Upon each drawing under the Credit Facility, MAPS 2021-1 will be required to reimburse the Liquidity Facility Provider for the amount of such drawing, plus the applicable interest, in accordance with the priority of payments specified in the Trust Indenture. No amount was drawn on the liquidity facility at year end.

23 FAIR VALUE ESTIMATION

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

The carrying value of cash and cash equivalents, restricted cash balances, trade receivables and trade payables are assumed to approximate their fair values.

MAPS 2021-1 Group measures fair values using the following fair value hierarchy that reflects the significance of the inputs used in making the measurements:

• 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 outputs).

The fair value and carrying amount of the Group and Company's financial assets and liabilities at amortised cost were as follows:

31 December 2024	Fair values	Carrying amount
	USD	USD
Consolidated		
Financial Assets at Amortised Cost		
Cash and cash equivalents	742,772	742,772
Restricted cash	5,316,591	5,316,591
VAT recoverable	508,900	508,900
Trade and other receivables	5,295,601	5,295,601
Total financial assets	11,863,864	11,863,864
Financial Liabilities at Amortised Cost		
Note payables	229,816,955	243,502,217
Maintenance reserves	2,585,310	2,585,310
Security deposits	1,829,844	1,829,844
Accrued interest	137,264	137,264
Other payables	1,245,357	1,245,357
Other loans payable	67,394,654	67,394,654
Other loan interest payable	5,581,608	5,581,608
Total financial liabilities	308,590,993	322,276,254

31 December 2024	Fair values	Carrying amount
	USD	USD
Company		
Financial Assets at Amortised Cost		
Cash and cash equivalents	10,171	10,171
Restricted cash	5,316,591	5,316,591
VAT recoverable	508,904	508,904
Trade and other receivables	85,606,108	85,606,108
Total financial assets	91,441,774	91,441,774
Financial Liabilities at Amortised Cost		
Note payables	229,816,955	243,502,217
Accrued interest	137,264	137,264
Other payables	627,353	627,353
Trade and other payables	186,085,282	186,085,282
Other loans payable	67,394,654	67,394,654
Other loan interest payable	5,581,608	5,581,608
Total financial liabilities	489,643,116	503,328,378

31 December 2023	Fair values	Carrying amount
	USD	USD
Consolidated		
Financial Assets at Amortised Cost		
Cash and cash equivalents	1,139,035	1,139,035
Restricted cash	6,351,282	6,351,282
VAT recoverable	214,293	214,293
Trade and other receivables	6,624,260	6,624,260
Total financial assets	14,328,870	14,328,870
Financial Liabilities at Amortised Cost		
Note payables	315,095,403	330,197,896
Maintenance reserves	11,124,335	11,124,335
Security deposits	6,089,844	6,089,844
Accrued interest	274,798	274,798
Other payables	2,496,701	2,496,701
Other loans payable	42,322,103	42,322,103
Other loan interest payable	1,530,104	1,530,104
Total financial liabilities	378,933,288	394,035,781

31 December 2023	Fair values	Carrying amount
	USD	USD
Company		
Financial Assets at Amortised Cost		
Cash and cash equivalents	14,168	14,168
Restricted cash	6,351,282	6,351,282
VAT recoverable	214,295	214,295
Trade and other receivables	64,332,965	64,332,965
Total financial assets	70,912,710	70,912,710
Financial Liabilities at Amortised Cost		
Note payables	315,095,403	330,197,896
Accrued interest	274,798	274,798
Other payables	698,596	698,596
Trade and other payables	168,036,038	168,036,038
Other loans payable	42,322,103	42,322,103
Other loan interest payable	1,530,104	1,530,104
Total financial liabilities	527,957,042	543,059,535

24 CAPITAL RISK MANAGEMENT

The Group manages its capital to ensure that it is able to continue as a going concern while maximising the return to stakeholders through the optimisation of debt and equity balances.

25 COMMITMENTS AND CONTINGENCIES

There were no commitments and contingencies as of 31 December 2024 (2023: Nil).

26 SUBSEQUENT EVENTS

Subsequent to year-end, the Company received insurance proceeds amounting to $30 million (as at 27th March 2025) related to the aircraft that remain landed in Russia. The proceeds will be reflected in the Company's financial statements for the relevant period. Furthermore, the Company is actively pursuing additional insurance claims in relation to the two aircraft.

27 APPROVAL OF FINANCIAL STATEMENTS

The consolidated financial statements were approved and authorised by the Board of Directors on 10 April 2025.