SMBC Aviation Capital Limited

Directors' Report and Consolidated Financial Statements
31 March 2022

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Company Registration No: 270775

Directors and Other Information

DIRECTORS

P Barrett (Irish)
C A Ennis (Irish)
B Flannery (Irish)
D Swan (Irish)
B Harvey (American)
A Kenny (Irish)
T Tanaka (Japanese)
M Tachibana (Japanese)
K Tanaka (Japanese)
S Watanabe (Japanese)
A Fukutome (Japanese)
N Hirose (Japanese)
T Kusaka (Japanese)
N Nonaka (Japanese)

SECRETARY

C A Ennis

REGISTERED OFFICE

IFSC House
IFSC
Dublin 1
Ireland

INDEPENDENT AUDITOR

KPMG
Chartered Accountants
1 Harbourmaster Place
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SOLICITORS

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10 Upper Bank Street
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BANKS

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London EC4V 4EH
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Sumitomo Mitsui Banking Corporation
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277 Park Avenue
New York, NY10172
United States of America

Citibank Europe plc
1 North Wall Quay
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Ireland

Directors' Report

The Directors present their report and the audited consolidated financial statements of SMBC Aviation Capital Limited ("the Company") and its subsidiaries (together "the Group") for the year ended 31 March 2022. The financial statements have been prepared in accordance with International Financial Reporting Standards ("IFRSs"), as adopted by the European Union and with those parts of the Companies Act 2014 applicable to companies reporting under IFRS.

PRINCIPAL ACTIVITIES

The principal business activities of the Group and Company include acting in the capacity of principal, agent or broker, the financing of aircraft, plant, equipment, machinery, engines, vehicles or other modes of transport and their components and parts, by way of loan, hire purchase, lease rental, credit sale or other appropriate methods of finance, and the sale or purchase, ownership, leasing or management or in any other way dealing with aircraft, plant, equipment, machinery, engines, vehicles or other modes of transport and their components parts. The Group and Company also provides financial solutions and brokerage services to the airline and airline related industry in connection with financing and refinancing.

The Group and Company's activities and those of the aircraft industry are undertaken predominantly in US Dollars and this is the functional currency of the Company. The consolidated financial statements are presented in US Dollars.

The Group and Company is a member of the Japanese consortium of Sumitomo Mitsui Financial Group ("SMFG") and Sumitomo Corporation ("SC") (the "Consortium"). The annual reports of these entities can be obtained at:

Sumitomo Corporation
http://www. sumitomocorp.com/en/jp/ir

Sumitomo Mitsui Financial Group
http://www.smfg.co.jp/english/investor/financial/latest_statement.html

PERFORMANCE AND STRATEGY

The Group and Company's strategy is to work closely and build strong relationships with its airline and investor customers to meet their specific requirements, while owning and leasing the most modern, fuel efficient and desirable aircraft. The Group and Company continues to actively manage the profile of its aircraft portfolio and, as a result, has maintained a young fleet with a weighted average age of 4.1 years as at 31 March 2022 (31 March 2021: 4.0 years). As part of this strategy, the Company announced on 16 May 2022 that it had reached an agreement to acquire Goshawk Aviation ("Goshawk"), the Dublin-based global aircraft lessor, which includes the acquisition of a portfolio of 176 owned and managed aircraft, but specifically excludes aircraft owned by Goshawk that are located in Russia.

At the end of the financial year, the financial position showed total assets of $16.33 billion (31 March 2021: $15.97 billion). The net book value of property, plant and equipment, including aircraft classified as finance lease and loan receivables of $633.0 million (31 March 2021: $501.6 million) and assets classified as held for sale of $34.8 million (31 March 2021: $nil), was $14.40 billion at the year-end (31 March 2021: $14.14 billion).

The Group generated a loss before tax of $1.12 billion during the year ended 31 March 2022 (year ended 31 March 2021: profit before tax of $15.2 million). The performance of the Group and Company has been negatively impacted in the current financial period by the impact of Russian sanctions (refer to Russian Sanctions) and ongoing Covid-19 pandemic. The Group generated profit before tax of $336.0 million before the impact of Russian sanctions is taken into account for the year ended 31 March 2022.

While a number of our airline customers have experienced an improved performance towards the end of our financial period, others continue to have significantly reduced operations and, in many cases, the continued grounding of aircraft. The conclusion of some restructurings during the period and improved payment performance have resulted in trade receivables at 31 March 2022 of $115.6 million (31 March 2021: $260.8 million; note 16) and deferred lease receivables of $61.4 million (31 March 2021: $68.7 million). This is due to improved payment performance resulting in the settlement of receivables and application of security held, as well as the write-off of non-recoverable balances, which had previously been provided against, on conclusion of restructurings. These events resulted in a reversal of overall credit impairment provisions during the year ended 31 March 2022 of $35.4 million (year ended 31 March 2021: charge of $153.9 million).

During the year, the Group and Company sold its interest in the pre-petition claims against a number of lessees who emerged from formal restructuring proceedings by way of sub-participation, resulting in recognition of partial recovery of these claims of $26.2m (year ended 31 March 2022: $18.0 million).

Management continues to assess any potential additional impact from the pandemic on the future performance of the Group.

The Directors do not recommend the payment of a dividend (31 March 2021: $nil).

RUSSIAN SANCTIONS

In response to the invasion of Ukraine by the Russian Federation ("Russia") on 24 February 2022, the European Union ("the EU"), the United States of America, United Kingdom and other countries have imposed a wide range of sanctions against Russia and certain Russian persons and entities. Regulation 2022/328 which was adopted by the EU on 25 February 2022 in response to the Russian invasion of Ukraine included the prohibition on the supply of aircraft and aircraft components to Russia and Russian entities subject to a wind-down period until 28 March 2022.

The Group and Company have complied with all applicable sanctions and as at 31 March 2022 had terminated the leasing of all our aircraft with Russian airlines. Prior to the Russian invasion of Ukraine, the Group and Company had 35 owned aircraft with a total net book value of $1.67 billion (which included aircraft held for sale) and 1 managed aircraft on lease with Russian airlines. The Group and Company held maintenance reserves and security deposits, including letters of credit, of $191.5 million at the time. The Group and Company had no aircraft on lease with Ukrainian airlines. The terminations will result in an annualised reduction of operating lease revenue and operating cash flows of approximately $150 million.

The Group and Company has sought to repossess all our aircraft from Russian airlines and, as at 31 March 2022, have successfully grounded and taken redelivery of one of our aircraft previously on lease to a Russian airline. The Group and Company continue efforts to repossess aircraft from Russian airlines following the termination of the leasing of these in compliance with the applicable sanctions.

Directors' Report
(continued)

RUSSIAN SANCTIONS – CONTINUED

The Group and Company's 34 aircraft which remain in Russia continue to be flown by Russian airlines despite the leasing being terminated and the requested return of these aircraft from Russian airlines. While the Group and Company retain title to the aircraft, it has been determined that the Group and Company no longer have control of the aircraft which remain in Russia. As a result, the Group and Company have recognised a write-off in respect of aircraft that remain in Russia of $1.62 billion. This represents a full write-down of the carrying value of the Group and Company's aircraft which remain in Russia, reflecting the Group's determination that it is likely that these 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.

As at the date of the termination of leasing, the Group and Company held maintenance reserves and security deposits, including letters of credit, relating to aircraft on lease to Russian airlines of $188.9 million (of which $99.3 million related to letters of credit). As at 31 March 2022, the Group and Company had received payment of $93.7 million relating to our letters of credit and are working with the other financial institutions to receive payments on the remaining letters of credit. The Group and Company have offset some of these balances held against trade receivables, deferred lease receivables and other financial assets, with the remainder recognised as maintenance income (note 2) and other operating income (note 3) totalling $169.6 million during the year ended 31 March 2022. The Group and Company recognised a further $12.3 million of operating lease revenue (note 2) during the year ended 31 March 2022 in respect of other related balances released in connection with the termination of leasing with Russian airlines. The Group and Company have also impaired financial assets totalling $16.6 million (note 7), which were previously recognised to reflect the fair value of certain sale and leaseback transactions with Russian airlines.

The Group and Company have entitlements under applicable insurance policies which provide coverage in respect of the aircraft which remain in Russia and in respect of which they intend to pursue claims. The timing and amount of any recoveries of any future claims under these policies are uncertain.

PRINCIPAL RISKS AND UNCERTAINTIES

The airline industry is cyclical and highly competitive. The Group's aircraft are under operating leases where the cost of the aircraft is expected to be substantially recovered over the term of the leases. The oversupply of a specific type of aircraft in the market could depress aircraft lease rates and values, which would affect re-lease rates.

The supply and demand of aircraft is affected by various cyclical factors including:

- passenger air travel and air cargo demand
- fuel prices
- maintenance costs
- technological innovation and the introduction of a new generation of aircraft types
- government and environmental regulations
- geopolitical issues

The Covid-19 pandemic has had a significant impact on the aircraft leasing industry due to widespread grounding of our customers' fleets. While the roll-out of Covid-19 vaccines and the lifting of restrictions by Government across the globe has seen an increase in travel during the year ended 31 March 2022, pressures remain on airline liquidity with additional risks highlighted by the outbreak as follows:

- reduced demand for aircraft and negative impact on lease rates
- increased lease rent deferrals
- increased lessee defaults / bankruptcy
- further delay in aircraft deliveries

The Group and Company are also directly exposed to the impact of the sanctions imposed against Russia. The impact of the sanctions will result in the risks noted above being heightened until the Russian crisis subsides, as well as an adverse impact on the Group and Company financial condition, results and cashflows.

For further detail on the principal financial risks and the Group and Company's policy for minimising these financial risks, refer to note 22.

FINANCING

The Group and Company continues to benefit from its ownership structure noted above, which combines one of the world's largest financial institutions with one of the world's largest trading companies. This brings substantial financial strength and scale to the Group and Company's offering, which we were able to leverage during the current year. The Group's financial strength is also reflected in the Group and Company's credit rating of A- from both Fitch Ratings and Standard & Poor's (31 March 2021: Fitch: A-; Standard & Poor's: A-), positioning the business well to execute on its growth plans in the coming years.

Furthermore, the Group is focussed on ensuring that it has sufficient available liquidity to meet its obligations as they fall due. In line with this strategy, the Group successfully closed the sale of $500 million of its 2.30% senior unsecured notes due 2028 and $500 million of its 1.90% senior unsecured notes due 2026 through its wholly-owned subsidiary, SMBC Aviation Capital Finance DAC, on 15 June 2021 and 15 October 2021 respectively. As at 31 March 2022, the Group had put in place $4.4 billion of available capacity through a combination of undrawn credit approved shareholder funding ($1.9 billion), third party availability ($1.5 billion) and unrestricted cash balances.

The Group has short-term debt repayment obligations (due within 12 months) totalling $1.15 billion and other current liabilities of $424.8 million. The short-term debt obligations include shareholder funding repayments of $194.6 million, which will become available as additional capacity on repayment. Other current liabilities include prepaid lease rentals and fee income of $103.9 million and amounts payable to direct affiliates and other parent group undertakings of $124.4 million. Maintenance reserves and lessor contributions totalling $66.6 million are also included and fall due during the remaining term of each respective lease based on the timing of expected maintenance events. These events may occur later than expected due to the high level of grounding of lessee aircraft as a result of the Covid-19 pandemic.

Directors' Report
(continued)

OPERATIONAL

The Group has 84 airline customers in 39 countries. The Group's fleet consists of 735 owned, managed and committed aircraft, including aircraft classified as finance lease and loan receivables.

During the financial year, the Group delivered an additional 25 aircraft from its order book across a diversified mix of customers in Europe, Asia and the Americas, and entered into an agreement to purchase 14 additional aircraft from Boeing, of which seven had delivered during the period.

Furthermore, we entered into additional contracts or letters of intent to acquire 67 aircraft through sale and lease back transactions or portfolio purchases, of which 33 had delivered during the period under review.

The Group continues to transition the portfolio into new technology aircraft with the delivery of $3.39 billion of new technology aircraft, including aircraft classified as finance lease and loan receivables, in the period, which resulted in 67% of our portfolio now consisting of the newest technology aircraft, compared to 58% as at March 2021.

GOING CONCERN

The Group and Company's business activities, together with the factors likely to affect its future development, performance and position are set out above, along with the financial position of the Group and Company. In addition, also as noted above, note 24 to the financial statements includes: the objectives, policies and processes for managing capital; the financial risk management objectives; details of financial instruments and hedging activities; and the exposures to credit risk and liquidity risk, to the extent that these were in place at 31 March 2022 and the preceding year.

Risks are managed in line with guidance given by the Group's parent companies. Exposure to both interest rate risk and currency risk is minimised by the use of derivatives and fixed rate loans.

In determining the going concern basis of preparation of the financial statements, the Directors have also considered the impact of sanctions on Russia and ongoing developments in the Covid-19 situation on the Group and its customers. As noted above, there have been a number of requests for deferrals from customers during the year. The Group has 22 aircraft off-lease at year-end in addition to the 34 aircraft in Russia noted earlier, and 11 aircraft on lease which are scheduled to complete their lease term within the next twelve months.

The Directors consider the cash position and resources available to the Group from its shareholders and third parties as highlighted in the Financing section as key, which, along with related forecasts, provide comfort over the sustainability of the Group and Company given the strong financial position. If the effects of either the impact of the sanctions on Russia or the Covid-19 outbreak are deeper or more prolonged than currently expected, there would be a likely impact on future reporting periods. The Directors continue to keep the situation and the impact on the Group under review, with the support of the key service providers.

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 and that the going concern basis of preparation remains appropriate.

PEOPLE

The Group continues to develop our team to service the increased activity within our expanding aircraft operating lease base, resulting in an average number of people in the organisation during the year of 203 (2021: average of 201), consisting of both direct employees and representatives. The quality and commitment of staff in the Group, at all levels of the organisation, has been a key driving factor behind its ongoing growth and success.

DIRECTORS' COMPLIANCE STATEMENT

The Directors of the Company acknowledge that they are responsible for securing the Company's compliance with its relevant obligations (as defined in the Companies Act 2014 (the "2014 Act")) and, as required by section 225 of the 2014 Act, the Directors confirm that:

i. a compliance policy statement setting out the Company's policies with regard to complying with the relevant obligations under the 2014 Act has been prepared;
ii. arrangements and structures have been put in place that they consider sufficient to secure material compliance with the Company's relevant obligations; and
iii. a review of the arrangements and structures has been conducted during the financial year to which this Directors' report relates.

DIRECTORS AND SECRETARY

The present Directors and Secretary are listed on page 2. The following changes took place during the year and up to the date of approval:

Directors	Appointed
A Fukutome	Appointed 6 May 2021
N Hirose	Appointed 6 May 2022
T Kusaka	Appointed 6 May 2022
N Nonaka	Appointed 6 May 2022
A Kenny	Appointed 6 May 2022

Directors	Resigned
M Oshima	Resigned 6 May 2021
T Yagi	Resigned 6 May 2022
S Oka	Resigned 6 May 2022
E Ishida	Resigned 6 May 2022

None of the Directors held an interest in the share capital or the loan capital of the Company, or in the shares or loan capital of any of the subsidiary undertakings of the Company.

None of the Directors held an interest of more than 1%, or had options to acquire an interest of more than 1%, in the shares of the parent undertakings of the Company.

ACCOUNTING RECORDS

The Directors believe that they have complied with the requirements of Section 281 of the Companies Act, 2014 with regard to keeping adequate accounting records by employing accounting personnel with the appropriate expertise and by providing adequate resources to the finance function. The accounting records of the Company are maintained at the Company's registered offices at IFSC House, IFSC, Dublin 1, Ireland.

POLITICAL DONATIONS

The Company did not make any political donations in the year ended 31 March 2022 (2021: $nil).

Directors' Report
(continued)

AUDIT COMMITTEE

The Board of Directors has considered the establishment of an audit committee and decided that it is not warranted as the Board fulfils the function by performing the duties as required by Section 167 of the Companies Act 2014. The duties performed by the Board include the oversight of:

i. the integrity of the financial statements of the Group,
ii. compliance by the Group with legal and regulatory requirements,
iii. the independent auditor's qualification and independence, and
iv. the performance of the Group's independent auditor

INDEPENDENT AUDITOR

KPMG, Chartered Accountants, have indicated their willingness to continue in office in accordance with Section 383(2) of the Companies Act 2014.

RELEVANT AUDIT INFORMATION

The Directors in office at the date of this report have each confirmed that as far as they are aware, there is no relevant audit information of which the Group's auditor is unaware; and they have taken all the steps that they ought to have taken as a Director in order to make themselves aware of any relevant audit information and to establish that the Company's auditor is aware of that information.

POST BALANCE SHEET EVENTS

On 6 May 2022, Mr. N. Hirose, Mr. T. Kusaka, Mr. N. Nonaka and Ms. A. Kenny were appointed as Directors.

On 16 May 2022, the Company announced that it had reached agreement with NWS Holdings Limited and Chow Tai Fook Enterprises Limited to acquire Goshawk, the Dublin-based global aircraft lessor. The transaction includes the acquisition of a portfolio of 176 owned and managed aircraft, but specifically excludes aircraft owned by Goshawk that are located in Russia.

No other significant events affecting the Group and Company have occurred since 31 March 2022, which require adjustment to or disclosure in the Consolidated Financial Statements.

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

P Barrett
Director
Date: 30 June 2022

A Kenny
Director
Date: 30 June 2022

Company Registration No: 270775

Statement of Directors' Responsibilities in respect of the Directors' Report and the Group and Company Financial Statements

The Directors are responsible for preparing the Directors' report and the Group and Company financial statements in accordance with applicable law and regulations.

Company law requires the Directors to prepare Group and Company financial statements for each financial year. Under that law they have elected to prepare the Group and Company financial statements in accordance with International Financial Reporting Standards ("IFRS") as adopted by the European Union and applicable law.

Under company law the Directors must not approve the Group and 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 Company and of the Group's profit or loss for that year. In preparing the Group and 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 Group and Company financial statements;
— assess the Group and 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 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 Company and which enable them to ensure that the Group and Company financial statements of the Group and Parent Company are prepared in accordance with applicable IFRS, as adopted by the EU and comply with the provisions of the Companies Act 2014. They have general responsibility for taking such steps as are reasonably open to them to safeguard the assets of the Group and Company and to prevent and detect fraud and other irregularities. The Directors are also responsible for preparing a Directors' report that complies with the requirements of the Companies Act 2014.

On behalf of the Board:

P Barrett
Director
Date: 30 June 2022

A Kenny
Director
Date: 30 June 2022

Independent Auditor's Report to the members of SMBC Aviation Capital Limited

REPORT ON THE AUDIT OF THE FINANCIAL STATEMENTS

Opinion
We have audited the financial statements of SMBC Aviation Capital Limited ("the Company") and its consolidated undertakings (together "the Group") for the year ended 31 March 2022 set out on pages 23 to 70, which comprise the Consolidated statement of comprehensive income, Consolidated statement of financial position, Company statement of financial position, Consolidated statement of changes in equity, Company statement of changes in equity, Consolidated statement of cash flows, Company statement of cash flows and related notes, including the summary of significant accounting policies set out in note 1. The financial reporting framework that has been applied in their preparation is Irish Law and International Financial Reporting Standards (IFRS) as adopted by the European Union.

In our opinion:
— the financial statements give a true and fair view of the assets, liabilities and financial position of the Group and Company as at 31 March 2022 and of the Group's loss for the year then ended;
— the Group financial statements have been properly prepared in accordance with IFRS as adopted by the European Union;
— the Company financial statements have been properly prepared in accordance with IFRS as adopted by the European Union, as applied in accordance with the provisions of the Companies Act 2014; and
— the Group and Company financial statements have been properly prepared in accordance with the requirements of the Companies Act 2014.

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 further described in the Auditor's responsibilities for the audit of the financial statements section of our report. We are independent of the Group in accordance with ethical requirements that are relevant to our audit of financial statements in Ireland, including the Ethical Standard issued by the Irish Auditing and Accounting Supervisory Authority ("IAASA"), 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.

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.

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's or the Company's ability to continue as a going concern for a period of at least twelve months from the date 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.

Other information
The directors are responsible for the other information presented in the Annual Report together with the financial statements. The other information comprises the information included in the directors' report. The financial statements and our auditor's report thereon do not comprise part of the other information. Our opinion on the financial statements does not cover the other information and, accordingly, we do not express an audit opinion or, except as explicitly stated below, any form of assurance conclusion thereon.

Our responsibility is to read the other information and, in doing so, consider whether, based on our financial statements audit work, the information therein is materially misstated or inconsistent with the financial statements or our audit knowledge. Based solely on that work we have not identified material misstatements in the other information.

Based solely on our work on the other information undertaken during the course of the audit , we report that:
— we have not identified material misstatements in the directors' report;
— in our opinion, the information given in the directors' report is consistent with the financial statements;
— in our opinion, the directors' report has been prepared in accordance with the Companies Act 2014.

Opinions on other matters prescribed by the Companies Act 2014
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 Company were sufficient to permit the financial statements to be readily and properly audited and the financial statements are in agreement with the accounting records.

Matters on which we are required to report by exception
The Companies Act 2014 requires us to report to you if, in our opinion, the disclosures of directors' remuneration and transactions required by Sections 305 to 312 of the Act are not made. We have nothing to report in this regard.

RESPECTIVE RESPONSIBILITIES AND RESTRICTIONS ON USE

Responsibilities of Directors for the financial statements
As explained more fully in the directors' responsibilities statement set out on page 20, the directors are responsible for: the preparation of the financial statements including being satisfied that they give a true and fair view; such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error; assessing the Group and 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 they either intend to liquidate the Group and Company or to cease operations, or have no realistic alternative but to do so.

Independent Auditor's Report to the members of SMBC Aviation Capital Limited (continued)

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 fuller description of our responsibilities is provided on IAASA's website at https://www.iaasa.ie/getmedia/b2389013%2D1cf6%2D458b%2D9b8f%2Da98202dc9c3a/Description_of_auditors_responsiblities_for_audit.pdf

The purpose of our audit work and to whom we owe our responsibilities
Our report is made solely to the 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 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 Company and the Company's members, as a body, for our audit work, for this report, or for the opinions we have formed.

Killian J Croke

Killian Croke
30 June 2022

for and on behalf of

KPMG
Chartered Accountants, Statutory Audit Firm
1 Harbourmaster Place
IFSC
Dublin 1

Consolidated Statement of Comprehensive Income

For the year ended 31 March 2022

	Note	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
CONTINUING OPERATIONS			
Income			
Lease revenue	2	1,371,721	1,130,832
Other revenue	2	10,833	13,721
Total revenues	2	1,382,554	1,144,553
Other operating income	3	124,276	22,697
		1,506,830	**1,167,250**
Operating expenses / Depreciation	9	(484,213)	(442,094)
Operating lease asset impairment and write-off charge	9	(1,686,034)	(176,439)
Credit impairment credit / (charge)	16	35,364	(153,872)
Financial asset impairment	7	(16,592)	-
Operating expenses	4	(104,167)	(85,941)
PROFIT FROM OPERATING ACTIVITIES		**(748,812)**	**308,904**
Finance income	7	108,155	95,208
Finance expense	7	(474,419)	(388,489)
Break losses	7	(817)	(836)
Net trading gain	7	576	442
NET FINANCE COSTS		**(366,505)**	**(293,675)**
(LOSS) / PROFIT BEFORE TAXATION		**(1,115,317)**	**15,229**
Tax credit / (charge)	8	140,418	(1,674)
(LOSS) / PROFIT FROM CONTINUING OPERATIONS		**(974,899)**	**13,555**
OTHER COMPREHENSIVE INCOME			
Cash flow hedges - effective portion of changes in fair value	13	231,245	275,269
Cash flow hedges - reclassified to profit or loss		781	820
Movement in fair value of available for sale assets		-	(1,260)
Tax on other comprehensive income		(29,003)	(34,512)
OTHER COMPREHENSIVE INCOME FOR THE YEAR, NET OF TAX		**203,023**	**240,317**
TOTAL COMPREHENSIVE (LOSS) / INCOME FOR THE YEAR		**(771,876)**	**253,872**

All income relates to continuing operations. All profits and total comprehensive income for the current and preceding financial year are attributable to the owners of the company. The accompanying notes form an integral part of these financial statements.

P Barrett
Director
Date: 30 June 2022

A Kenny
Director
Date: 30 June 2022

Consolidated Statement of Financial Position

As at 31 March 2022

	Note	31 March 2022 US $'000	31 March 2021 US $'000
NON-CURRENT ASSETS			
Property, plant and equipment	9	13,729,560	13,638,022
Intangible assets		3,601	3,081
Advances to OEMs	14	44,771	364,577
Finance lease and loan receivables	15	586,982	475,532
Lease incentive assets	18	68,383	13,604
Derivative financial instruments	12	24,851	-
		14,458,148	14,494,816
CURRENT ASSETS			
Advances to OEMs	14	563,585	376,602
Assets held for sale	19	34,787	-
Finance lease and loan receivables	15	46,021	26,040
Trade and other receivables	16	212,299	242,029
Cash and cash equivalents	17	994,274	817,055
Lease incentive assets	18	19,769	8,348
Derivative financial instruments	12	-	1,373
		1,870,735	1,471,447
TOTAL ASSETS		16,328,883	15,966,263
EQUITY			
Share capital	25	887,513	887,513
Other components of equity	26	396,737	193,714
Retained earnings		1,050,772	2,025,671
TOTAL EQUITY		2,335,022	3,106,898
NON-CURRENT LIABILITIES			
Trade and other payables	20	464,224	597,805
Obligations under finance leases		-	2,389
Borrowings	21	11,301,193	9,602,958
Deferred tax liabilities	23	242,472	355,840
Derivative financial instruments	12	106,737	312,393
Subordinated liabilities	24	300,000	300,000
		12,414,626	11,171,385
CURRENT LIABILITIES			
Liabilities associated with assets held for sale	19	2,773	-
Trade and other payables	20	421,778	380,297
Obligations under finance leases		-	3,171
Borrowings	21	1,154,478	1,303,567
Derivative financial instruments	12	206	945
		1,579,235	1,687,980
TOTAL LIABILITIES		13,993,861	12,859,365
TOTAL EQUITY AND LIABILITIES		16,328,883	15,966,263

The accompanying notes form an integral part of these financial statements.

P Barrett
Director
Date: 30 June 2022

A Kenny
Director
Date: 30 June 2022

Company Statement of Financial Position

As at 31 March 2022

	Note	31 March 2022 US $'000	31 March 2021 US $'000
NON-CURRENT ASSETS			
Property, plant and equipment	9	13,680,611	13,476,017
Intangible assets		3,601	3,081
Advances to OEMs	14	44,771	364,577
Loan receivables	15	636,720	603,005
Investment in subsidiaries	10	56,697	56,697
Lease incentive assets	18	68,383	13,604
Derivative financial instruments	12	24,851	-
		14,515,634	14,516,981
CURRENT ASSETS			
Advances to OEMs	14	563,585	376,602
Assets held for sale	19	34,787	-
Loan receivables	15	47,311	32,626
Trade and other receivables	16	214,698	238,811
Cash and cash equivalents	17	980,451	811,893
Lease incentive assets	18	19,769	8,348
Derivative financial instruments	12	-	1,373
		1,860,601	1,469,653
TOTAL ASSETS		16,376,235	15,986,634
EQUITY			
Share capital	25	887,513	887,513
Other components of equity	26	394,770	191,747
Profit or loss account		985,855	1,982,363
TOTAL EQUITY		2,268,138	3,061,623
NON-CURRENT LIABILITIES			
Trade and other payables	20	450,972	588,620
Obligations under finance leases		-	2,389
Borrowings	21	11,395,489	9,652,957
Deferred tax liabilities	23	242,473	355,848
Derivative financial instruments	12	106,737	312,393
Subordinated liabilities	24	300,000	300,000
		12,495,671	11,212,207
CURRENT LIABILITIES			
Liabilities associated with assets held for sale	19	2,773	-
Trade and other payables	20	454,969	410,433
Obligations under finance leases		-	3,171
Borrowings	21	1,154,478	1,298,255
Derivative financial instruments	12	206	945
		1,612,426	1,712,804
TOTAL LIABILITIES		14,108,097	12,925,011
TOTAL EQUITY AND LIABILITIES		16,376,235	15,986,634

The accompanying notes form an integral part of these financial statements.

P Barrett
Director
Date: 30 June 2022

A Kenny
Director
Date: 30 June 2022

Consolidated Statement of Changes in Equity

As at 31 March 2022

	Note	Share Capital US $'000	Other Reserves (incl. Share Premium) US $'000	Cash Flow Hedge Reserve US $'000	Retained Earnings US $'000	Total Equity US $'000
BALANCE AT 31 MARCH 2020		887,513	470,555	(518,418)	2,013,376	2,853,026
Total comprehensive income						
Profit for the year		-	-	-	13,555	13,555
Other comprehensive income for the year	26	-	-	241,577	(1,260)	240,317
		-	-	241,577	12,295	253,872
BALANCE AT 31 MARCH 2021		887,513	470,555	(276,841)	2,025,671	3,106,898
Total comprehensive income						
Loss for the year		-	-	-	(974,899)	(974,899)
Other comprehensive income for the year	26	-	-	203,023	-	203,023
		-	-	203,023	(974,899)	(771,876)
BALANCE AT 31 MARCH 2022		887,513	470,555	(73,818)	1,050,772	2,335,022

The accompanying notes form an integral part of these financial statements.

Company Statement of Changes in Equity

As at 31 March 2022

	Note	Share Capital US $'000	Other Reserves (incl. Share Premium) US $'000	Cash Flow Hedge Reserve US $'000	Retained Earnings US $'000	Total Equity US $'000
BALANCE AT 31 MARCH 2020		887,513	468,588	(518,418)	1,973,306	2,810,989
Total comprehensive income						
Profit for the year		-	-	-	10,317	10,317
Other comprehensive income for the year	26	-	-	241,577	(1,260)	240,317
		-	-	241,577	9,057	250,634
BALANCE AT 31 MARCH 2021		887,513	468,588	(276,841)	1,982,363	3,061,623
Total comprehensive income						
Loss for the year		-	-	-	(996,508)	(996,508)
Other comprehensive income for the year	26	-	-	203,023	-	203,023
		-	-	203,023	(996,508)	(793,485)
BALANCE AT 31 MARCH 2022		887,513	468,588	(73,818)	985,855	2,268,138

The accompanying notes form an integral part of these financial statements.

Consolidated Statement of Cash Flows

For the year ended 31 March 2022

	Note	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
(LOSS) / PROFIT BEFORE TAX		(1,115,317)	15,229
Adjustments for:			
Depreciation of property, plant and equipment	9	484,212	442,094
Impairment and write-off of property, plant and equipment	9	1,686,034	176,439
Amortisation of computer software intangible assets	10	857	755
Lease incentive asset amortisation	18	18,761	15,924
Credit impairment (credit) / charge	16	(35,364)	153,872
Financial asset impairment		16,592	-
Net interest expense		366,489	293,656
Movement in fair value of derivatives not in a hedge relationship and other fair value hedges		(576)	(442)
Profit on disposal of assets held under operating leases	3	(69,327)	(1,857)
		1,352,361	1,095,670
Decrease / (increase) in receivables		28,750	(247,632)
Decrease in payables		(187,884)	(40,145)
CASH GENERATED BY OPERATIONS		1,193,227	807,893
Income taxes paid		(586)	(400)
Interest paid		(380,128)	(357,148)
NET CASH FROM OPERATING ACTIVITIES		812,513	450,345
INVESTING ACTIVITIES			
Proceeds on disposal of property, plant and equipment		965,918	90,802
Purchases of property, plant and equipment		(3,140,904)	(2,851,456)
Purchases of intangible assets		(1,376)	(2,543)
NET CASH USED IN INVESTING ACTIVITIES:		(2,176,362)	(2,763,197)
FINANCING ACTIVITIES			
Receipts from restricted cash accounts		361,700	240,100
Repayment of obligations under finance leases		(5,752)	(7,703)
Proceeds from indebtedness		2,947,802	2,595,900
Repayments of indebtedness		(1,399,635)	(701,568)
NET CASH FROM FINANCING ACTIVITIES		1,904,115	2,126,729
EFFECT OF EXCHANGE RATE CHANGES ON UNRESTRICTED CASH AND CASH EQUIVALENTS		(1,347)	922
NET INCREASE / (DECREASE) IN UNRESTRICTED CASH AND CASH EQUIVALENTS		538,919	(185,201)
UNRESTRICTED CASH AND CASH EQUIVALENTS AT BEGINNING OF THE PERIOD		455,355	640,556
UNRESTRICTED CASH AND CASH EQUIVALENTS AT END OF THE PERIOD	17	994,274	455,355
Unrestricted cash and cash equivalents as above	17	994,274	455,355
Restricted cash as reported	17	-	361,700
Total cash and cash equivalents	17	994,274	817,055

The accompanying notes form an integral part of these financial statements.

Company Statement of Cash Flows

For the year ended 31 March 2022

	Note	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
(LOSS) / PROFIT BEFORE TAX		(1,138,884)	11,618
Adjustments for:			
Depreciation of property, plant and equipment		481,699	439,962
Impairment of property, plant and equipment		1,686,034	176,439
Amortisation of computer software intangible assets		857	755
Impairment of investment in subsidiary		-	12
Lease incentive asset amortisation		18,761	15,924
Credit impairment credit/(charge)		(35,364)	153,872
Financial asset impairment		16,592	-
Net interest expense		366,777	292,851
Movement in fair value of derivatives not in a hedge relationship and other fair value hedges		(576)	(442)
Profit on disposal of assets held under operating leases		(70,910)	(1,748)
		1,324,986	1,089,243
Decrease / (increase) in receivables		188,666	(360,610)
Decrease in payables		(250,783)	(17,032)
CASH GENERATED BY OPERATIONS		1,262,869	711,601
Income taxes paid		-	57
Interest paid		(382,361)	(350,768)
NET CASH FROM OPERATING ACTIVITIES		880,508	360,890
INVESTING ACTIVITIES			
Proceeds on disposal of property, plant and equipment		857,623	90,693
Purchases of property, plant and equipment		(3,042,161)	(2,202,113)
Purchases of intangible assets		(1,376)	(2,543)
Investment in subsidiary		-	(41,200)
Loans provided to subsidiaries		(173,401)	(510,632)
NET CASH USED IN INVESTING ACTIVITIES		(2,359,315)	(2,665,795)
FINANCING ACTIVITIES			
Receipts from restricted cash accounts		361,700	240,100
Repayment of obligations under finance leases		(5,752)	(7,703)
Proceeds from indebtedness		2,992,097	2,640,588
Repayments of indebtedness		(1,338,294)	(759,020)
NET CASH FROM FINANCING ACTIVITIES		2,009,751	2,113,965
EFFECT OF EXCHANGE RATE CHANGES ON UNRESTRICTED CASH AND CASH EQUIVALENTS		(686)	932
NET INCREASE / (DECREASE) IN UNRESTRICTED CASH AND CASH EQUIVALENTS		530,258	(190,008)
UNRESTRICTED CASH AND CASH EQUIVALENTS AT BEGINNING OF THE PERIOD		450,193	640,201
UNRESTRICTED CASH AND CASH EQUIVALENTS AT END OF THE PERIOD	17	980,451	450,193
Unrestricted cash and cash equivalents as above	17	980,451	450,193
Restricted cash as reported	17	-	361,700
Total cash and cash equivalents	17	980,451	811,893

The accompanying notes form an integral part of these financial statements.

Notes to the Consolidated Financial Statements

1 SIGNIFICANT ACCOUNTING POLICIES

SMBC Aviation Capital is a company incorporated and domiciled in Ireland. The address of its registered office is IFSC House, IFSC, Dublin 1, Ireland.

The Consolidated Financial Statements are prepared in accordance with International Financial Reporting Standards ("IFRS") as adopted by the EU and with those parts of the Companies Act 2014 applicable to companies reporting under IFRS.

a Basis of preparation

The Consolidated Financial Statements have been prepared under the historical cost convention as modified to include the fair valuation of certain financial instruments. The principal accounting policies are set out below.

The Consolidated Financial Statements of the Company have been prepared in accordance with IFRSs as adopted by the EU. The entity financial statements of the Company have been prepared in accordance with IFRS as adopted by the EU and as applied in accordance with the Companies Act 2014 which permits a company that publishes its Company and Group financial statements together to take advantage of the exemption in Section 304(2) of the Companies Act 2014, from presenting to its members its Company income statement and related notes that form part of the approved Company Financial Statements.

The Company's functional currency is the US Dollar, being the currency of the primary economic environment in which the Company operates. The presentation currency for the Group and Company is US Dollar. All financial information presented in US Dollar has been rounded to the nearest thousand US Dollars unless otherwise stated.

The accounts, which should be read in conjunction with the Directors' Report, are prepared on a going concern basis and in accordance with IFRS as adopted by the European Union.

The Group's activities are capital intensive by their nature, and have been funded with a combination of equity and debt capital provided by its shareholders and third party debt financing. The ability of the Group to continue to operate is dependent upon (among other matters) its ability to meet (i) its debt repayment obligations under the respective loan agreements as set out in note 23 'Borrowings' and (ii) its future aircraft purchases as set out in note 31 'Capital Commitments'. The Group has considerable financial resources (see undrawn facilities as described in note 24 'Financial Risk Management') together with long-term lease contracts with airline operators across different geographic areas (see note 29 'Operating Lease Arrangements as Lessor'). As a consequence, the Directors believe that the Group is well placed to manage its business risks successfully despite the current uncertain economic outlook.

In determining the going concern basis of preparation of the financial statements, the Directors have also considered the impact of sanctions on Russia (see note 9 'Property, plant and equipment's) and ongoing developments in the Covid-19 situation on the Group and its customers. The Directors have considered the cash position, existing equity and resources available to the Group, which, along with related forecasts, provide comfort over the sustainability of the Group and Company. If the effects of either the Russian situation or the Covid-19 outbreak are deeper or more prolonged than currently expected, there would be a likely impact on future reporting periods. The Directors continue to keep the situation and the impact on the Group under review, with the support of the key service providers.

b Estimates and judgements

The preparation of Financial Statements in conformity with IFRS as adopted by the EU requires management to make use of judgements, estimates and assumptions that affect the reported amounts of assets and liabilities as at the reporting date and the reported amount of income and expenses during the reported period.

In particular, the judgements and assumptions involved in the Group and Company's accounting policies which have the most significant effect on the amounts recognised in the Financial Statements are as follows:

Note 9 - Property, Plant and Equipment

The material judgements in respect of property, plant and equipment include the identification and subsequent measurement of impairment such as triggers and estimates of cash flow including residual values and discounts rates. The discount rate used in the measurement of impairment was 5% in the current period. Estimates also include the intervals used (currently 5 years) to determine future market values for the purposes of setting depreciation rates for individual aircraft.

Note 17 – Credit impairment provisions

The Group recognises an expected credit loss for financial assets in accordance with IFRS 9 – Financial Instruments. The material judgements in respect of lease receivables, loan receivables and finance lease receivables include the estimation of both the timing and quantum of expected losses. The Group assigns a credit rating to each counterparty which is determined to be predictive of the probability of default and loss given default, having considered collateral arrangements, relevant external ratings, the financial result and position of the airline customer and the experienced credit judgment of the dedicated credit analyst team.

Estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised and in any future periods affected. Although these estimates are based on management's best knowledge of the amount, event or action, actual results may differ from those estimates.

Notes to the Consolidated Financial Statements (continued)

1 SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

c Basis of consolidation

The Consolidated Financial Statements include the annual Financial Statements of the Company and all of its subsidiaries, drawn up to 31 March 2022. The Group does not have investments in associates or joint ventures as defined in IFRS.

In applying IFRS 10, the standard introduced a single consolidation model for all entities based on control which requires consolidation where the Company has power over the entity, exposure or rights to returns from involvement with the entity and the ability to use power to affect returns. The financial statements of an entity are included in the Consolidated Financial Statements from the date that this control commences until the date that this control ceases.

The Consolidated Financial Statements have been prepared using uniform accounting policies for transactions and other events in similar circumstances.

Subsidiaries

A subsidiary is an entity controlled by the Company. Control exists when the Company is exposed, or has rights, to variable returns from its involvement with the entity and has the ability to affect those returns through its power over the entity. In assessing control, potential voting rights that are substantive are taken into account. All subsidiaries have coterminous financial year ends. The accounting policies of all subsidiaries are consistent with the policies adopted by the Group. Intragroup transactions, intragroup balances and any unrealised gains and losses arising from intragroup transactions are eliminated in preparing the Consolidated Financial Statements. All of the Company's subsidiaries are wholly owned by the Company and, as such, there are no non-controlling interests to present separately in the Consolidated Financial Statements.

Common control transactions

Business combinations under common control are accounted for in the consolidated financial statements prospectively from the date the Group obtains the ownership interest. Assets and liabilities are recognised upon consolidation at their carrying amount in the financial statements of the transferor. Assets and liabilities are adjusted, if necessary, to reflect Group accounting policies and any difference between the net assets acquired, based on book values adjusted for accounting policy differences, is reflected in other reserves.

d Investment in subsidiaries

Investments in subsidiary undertakings are stated in the Company Statement of Financial Position at cost, less any provision for impairment.

e Income under finance and operating leases

Leases are classified as finance leases whenever the terms of the lease transfer substantially all the risks and rewards of ownership to the lessee. All other leases are classified as operating leases.

Finance lease income, which includes the amortisation of the investment in the lease, is allocated to accounting periods so as to reflect a constant periodic rate of return on the net investment outstanding in respect of the leases.

Rental income from operating leases is recognised on a straight-line basis over the term of the relevant lease.

At each reporting date, the Group assesses whether lease receivables are credit-impaired. A financial asset is 'credit-impaired' when one or more events that have a detrimental impact on the estimated future cash flows of the financial asset have occurred. Loss allowances for lease receivables are deducted from the gross carrying amount of the lease receivable.

Rentals received, but unearned under lease agreements are recorded as 'Prepaid lease rentals' in trade and other payables.

f Fee income

Arranger fee income earned on the sale and purchase of managed aircraft is recognised on completion of the sale when the aircraft has been accepted by the customer and no further services remain to be completed. Ongoing aircraft management fees are recognised in the accounting period in which the services are rendered.

g Borrowing costs

Borrowing costs attributable to the acquisition of aircraft not yet delivered are capitalised as part of aircraft cost, unless production of an aircraft is deemed to have been suspended, in which case capitalisation is suspended until production resumes in advance of delivery. All other borrowing costs are recognised as an expense in the period in which they are incurred.

h Taxation

Income tax expense or income, comprising current tax and deferred tax, is recorded in the income statement except income tax on items recognised outside the income statement which is credited or charged to other comprehensive income or to equity as appropriate.

Current tax is income tax payable or recoverable in respect of the taxable profit or loss for the period arising in income or in equity. Provision is made for current tax at rates enacted or substantively enacted at the reporting date.

Deferred tax is the tax expected to be payable or recoverable in respect of temporary differences between the carrying amount of an asset or liability for accounting purposes and its carrying amount for tax purposes.

Deferred tax liabilities are generally recognised for all taxable temporary differences and deferred tax assets are recognised to the extent that it is probable that they will be recovered. Deferred tax is calculated using tax rates expected to apply in the periods when the assets will be realised or the liabilities settled, based on tax rates and laws enacted, or substantively enacted, at the reporting date.

i Leases

The determination of whether an arrangement is (or contains) a lease is based on the substance of the arrangement at the inception of the lease. The arrangement is, or contains, a lease if fulfilment of the arrangement is dependent on the use of a specific asset or assets and the arrangement conveys a right to use the asset or assets, even if that right is not explicitly specified in an arrangement.

i. As a lessor

Leases are classified as finance leases whenever the terms of the lease transfer substantially all the risks and rewards of ownership to the lessee. All other leases are classified as operating leases.

Notes to the Consolidated Financial Statements (continued)

1 SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

i Leases – continued

i. As a lessor – continued

Rental income from operating leases is recognised on a straight-line basis over the term of the relevant lease. Initial direct costs incurred in negotiating and arranging an operating lease are added to the carrying amount of the leased asset and recognised over the lease term on the same basis as rental income. Contingent rents are recognised as revenue in the period in which they are earned.

Amounts due from lessees under finance leases are recognised as receivables at the amount of the Group and Company's net investment in the leases. Finance lease income is allocated to accounting periods so as to reflect a constant periodic rate on the Group and Company's net investment outstanding in respect of the leases.

ii. As a lessee

The Group and Company recognise a right-of-use asset and a lease liability at the lease commencement date. The right-of-use asset is initially measure at cost, and subsequently at cost less any accumulated depreciation and impairment losses, and adjusted for certain remeasurements of the lease liability.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the Group and Company's incremental borrowing rate as the discount rate.

The lease liability is subsequently increased by the interest cost on the lease liability and decreased by lease payments made. It is remeasured when there is a change in future lease payments arising from a change in an index or rate or, as appropriate, changes in the assessment of whether a purchase or extension option is reasonably certain to be exercised or a termination option is reasonably certain not to be exercised.

Each lease payment is allocated between the liability and finance cost. The finance cost is charged to the statement of profit or loss over the lease period so as to produce a constant periodic rate of interest on the remaining balance of the liability for each period. The right-of-use asset is depreciated over the shorter of the asset's useful life and the lease term on a straight-line basis. The Group and Company present lease liabilities in 'trade and other payables' in the statement of financial position.

j Foreign currency

Transactions in foreign currencies are recorded at the rates of exchange prevailing on the dates of the transactions. Non-monetary assets and liabilities denominated in foreign currencies are translated at the rates prevailing at the date of the transaction. At each reporting date, monetary assets and liabilities that are denominated in foreign currencies are retranslated at the rates prevailing on the reporting date. Gains and losses arising on retranslation are included in the profit or loss for the period.

k Property, plant and equipment

Property, plant and equipment are stated at cost less accumulated depreciation and any recognised impairment loss.

Assets are depreciated to the Consolidated Statement of Profit or Loss and Other Comprehensive Income over their estimated useful economic lives, as follows:

Aircraft for hire under operating leases
— to the next useful economic life ("UEL") point, maximum of 5 years

Office equipment and fixtures & fittings
— 3 to 10 years from date when brought into use

It is the Group and Company's practice to hold aircraft for an average period of 5 years. Because of this, the Group and Company estimates the future market value (residual value) at 5 year intervals which correspond to UEL points.

Aircraft are depreciated to their residual values. Residual values are determined based on estimated values at the end of the useful lives of the aircraft assets.

Estimated residual values based on contractual return conditions of the aircraft are reviewed at each reporting date. This review includes the expected maintenance condition of the asset and any excess maintenance reserves expected to be available on maturity of the lease. Where estimated residual values are found to have changed significantly, this is recorded prospectively and depreciation charges over the remaining useful life are adjusted to take account of the revised estimate.

The carrying amounts of the Group and Company's aircraft are reviewed at each reporting date to determine whether there is any indication of impairment. If any such indication exists, then the asset's recoverable amount is estimated. An impairment loss is recognised if the carrying amount of an asset exceeds its recoverable amount. The recoverable amount of an asset is the greater of its value in use and its fair value less costs to sell. Impairment losses are recognised in the profit or loss.

Under IAS 39, the Group and Company avail of the own-use exemption in relation to certain capital commitments.

l Maintenance component assets

Maintenance component asset represents the value in the difference between the contractual right under the acquired leases (excluding short term) to receive the aircraft in a specified maintenance condition at the end of the lease and the actual physical condition of the aircraft at the date of acquisition. The maintenance component asset is not depreciated, but capitalised to the operating lease asset at the end of the lease.

m Inventory

Inventory consists primarily of engines and airframes which are valued at the lower of cost or market value. Cost is primarily determined using the specific identification method for individual part purchases and on an allocated basis for engines and airframes. Costs are allocated using the relationship of the cost of the engine or airframe to estimated retail sales value at the time of purchase.

Notes to the Consolidated Financial Statements (continued)

1 SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

n Intangible assets

Intangible assets are initially recognised at cost which is their fair value at the date of acquisition or capitalisation of related staff costs. Subsequently intangible assets are carried at cost less any accumulated amortisation and impairment. Cost is amortised on a straight-line basis over their estimated useful lives which vary from two years to ten years. Carrying values are reviewed for indicators of impairment at each reporting date and are subject to impairment testing when events or changes in circumstances indicate that the carrying values may not be recoverable.

o Impairment of non-financial assets

Long-term tangible and intangible assets that are subject to amortisation or depreciation are tested for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of an asset's fair value less costs to sell and value-in-use.

Value in use includes cash flow projections of contracted and estimated lease rentals, with probabilities assigned to such cash flows where expected outcomes may vary. When assessing impairment, assets are grouped at the lowest levels for which there are separately identifiable cash flows. Non-financial assets other than goodwill that have suffered impairment losses are reviewed for possible reversal of the impairment at each reporting date.

p Pre-delivery payments

Pre-delivery payments ("PDPs") are recorded in the Consolidated Statement of Financial Position at cost and are not depreciated. Borrowing costs associated with PDPs and aircraft that are yet to be delivered are capitalised as incurred, unless production of an aircraft is deemed to have been suspended, in which case capitalisation is suspended until production resumes in advance of delivery. As aircraft which are subject to PDPs are delivered, all applicable PDPs and financing costs are re-classified to Property, Plant and Equipment. The recoverability of PDPs is assessed as part of the overall impairment review by considering the market value of the aircraft associated with the relevant PDPs paid.

q Non-current assets and liabilities held for sale

Non-current assets (or disposals groups comprising assets and liabilities) that are expected to be recovered primarily through a sale transaction rather than through continuing use are classified as held for sale. Assets classified as held for sale must be available for immediate sale in its present condition and the sale must be highly probable. An asset held for sale is measured at the lower of its carrying amount and fair value less costs to sell.

r Financial instruments

The Group and Company's financial assets are categorised as either 'financial assets measured at amortised cost' or 'financial assets at fair value through the profit or loss'. The appropriate classification is determined based on the contractual cash flow characteristics of the financial asset and the objective of the business model within which the financial asset is held. Financial assets measured at amortised cost include 'loan receivables', 'advances to OEMs', 'trade and other receivables' and 'cash and cash equivalents' in the Consolidated Statement of Financial Position.

Financial assets at fair value through other comprehensive income include investments in equity instruments which are not held for trading. All other financial assets are classified as measured at fair value through profit or loss ("FVTPL").

The Group and Company's financial liabilities are categorised as either 'financial liabilities measured at amortised cost' or 'financial liabilities at fair value through the profit or loss'. Financial liabilities measured at amortised cost includes 'borrowings', 'obligations under finance leases' and 'trade and other payables' in the Consolidated Statement of Financial Position.

A financial asset is recognised in the Consolidated Statement of Financial Position only when the Group becomes party to its contractual provisions. The purchase of financial assets is recognised using trade date accounting. The Group derecognises a financial asset when the contractual rights to the cash flows from the financial asset expire or it transfers substantially all the risks and rewards of ownership. Financial liabilities are initially recognised at fair value, less, in the case of financial liabilities subsequently carried at amortised cost, transaction costs. A financial liability is derecognised when the obligation specified in the contract is discharged, cancelled or expired.

Following the financial crisis, the reform and replacement of benchmark interest rates such as USD LIBOR and other interbank offered rates ('IBORs') has become a priority for global regulators. There is currently uncertainty around the timing and precise nature of these changes. The Group has recognised the hedging instruments set out (note 13) at fair value, which are exposed to the impact of LIBOR. The Group also has certain floating rate liabilities where the reference rate is linked to LIBOR. The Group has established a transition plan to ensure a smooth transition to alternative reference rates and has engaged with counterparties to include appropriate fall-back provisions in its floating rate liabilities and hedging derivatives. New standard guidance (namely "Interest Rate Benchmark Reform Phase 2, Amendments to IFRS 9, IFRS 7, IFRS 4 and IFRS 16") became effective for annual periods on or after 1 January 2021 and the Group believes that the impact for future accounting periods will not be material.

s Derivatives and hedge accounting

The Group and Company has entered into various financial instruments (derivatives) to manage foreign exchange and interest rate risk. Derivatives include swaps, forwards and options.

All derivatives are recognised on the Consolidated Statement of Financial Position at their fair value (market value). Market value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date.

The method of recognising the resulting gain or loss on derivatives depends on whether the derivative is designated as a hedging instrument.

Non-hedging derivatives are classified at fair value through the profit or loss. Gains and losses arising from changes in fair value of a non-hedging derivative are recognised as they arise in the Consolidated Statement of Profit or Loss and Other Comprehensive Income under trading income/expense.

Notes to the Consolidated Financial Statements (continued)

1 SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

s Derivatives and hedge accounting – continued
The Group and Company designates certain derivatives held for risk management as well as certain non-derivative financial instruments as hedging instruments in qualifying hedging relationships. On initial designation of the hedge, the Group and Company formally documents the relationship between the hedging instruments and hedged items, including the risk management objective and strategy in undertaking the hedge, together with the method that will be used to assess the effectiveness of the hedging relationships. The Group and Company makes an assessment both at the inception of the hedge relationship as well as on an ongoing basis, as to whether the hedging instruments are expected to be highly effective in offsetting the changes in cash flows or fair value of the respective hedged items during the period for which the hedge is designated, and whether the actual results of each hedge are within a range of 80-125 percent. The Group and Company makes an assessment for a cash flow hedge of a forecast transaction, as to whether the forecast transaction is highly probable to occur and presents an exposure to variations in cash flows that could ultimately affect profit or loss.

When a derivative is designated as the hedging instrument in a hedge of the variability in cash flows attributable to a particular risk associated with a recognised asset or liability or a highly probable forecast transaction that could affect profit or loss, the effective portion of changes in the fair value of the derivative is recognised in other comprehensive income in the hedging reserve. The amount recognised in other comprehensive income is reclassified to the profit or loss in the same period as the hedged cash flows affect the profit or loss, and in the same line item in the Consolidated Statement of Profit or Loss and Other Comprehensive Income. Any ineffective portion of changes in the fair value of the derivative is recognised immediately in the profit or loss.

When a derivative is designated as the hedging instrument in a fair value hedge, changes in fair value are recorded in the Consolidated Statement of Profit or Loss and Other Comprehensive Income, together with any changes in fair value of the hedged asset or liability that are attributable to the hedged risk.

If the hedging derivative expires or is sold, terminated, or exercised, or the hedge no longer meets the criteria for cash flow hedge accounting, or the hedge designation is revoked, then hedge accounting is discontinued prospectively. In a discounted hedge of a forecast transaction the cumulative amount recognised in Other Comprehensive Income from the period when the hedge was effective is reclassified from other comprehensive income to profit or loss as a reclassification adjustment when the forecast transaction occurs and affects profit or loss. If the forecast transaction is no longer expected to occur, then the balance in other comprehensive income is reclassified immediately to the profit or loss as a reclassification adjustment. If the criteria for hedge accounting cease to be met in relation to a fair value hedge, no further adjustments are made to the hedged item for fair value changes attributable to the hedged risk. The cumulative adjustment to the carrying amount of a hedged item is amortised to profit or loss over the period to maturity using the effective interest method.

Determination of fair values of derivative financial instruments and financial liabilities in fair value hedge relationships

Derivative fair values are determined from quoted prices in active markets where available. Where there is no active market for an instrument, fair value is derived from prices for the derivative's components using appropriate pricing or valuation models. The Group and Company's pricing and valuation methods are managed in conjunction with Sumitomo Mitsui Banking Corporation Capital Markets Inc.

The current pricing models do not entail material subjectivity because the methodologies utilised do not incorporate significant judgement and the parameters included in the models can be calibrated to actively quoted market prices. Values established from pricing models are adjusted for credit risk and liquidity risk.

t Provisions
A provision is recognised if, as a result of a past event, the Group and Company has a present legal or constructive obligation that can be estimated reliably and it is probable that an outflow of economic benefits will be required to settle the obligation and the amount can be reliably estimated. Provisions are determined by discounting the expected future cash flows at a pre-tax rate that reflects current market assessments of the time value of money and, where appropriate, the risks specific to the liability. The unwinding of the discount is recognised as finance cost.

u Amounts receivable under finance leases
A finance lease is recognised when there is a contractual right to the asset's cash flows and derecognised when all contractual rights and obligations expire. Amounts due from lessees under finance leases are recorded as receivables at the amount of the net investment in the leases. The difference between the gross receivable and the present value of the receivable is recognised as unearned finance income.

Progress payments made prior to the commencement of the primary lease are included at cost together with the amount of any interest charged on such payments.

v Loans receivable and advances to OEMs
Loan receivables and advances to OEMs are measured on initial recognition at fair value, and subsequently measured at amortised cost using the effective interest rate method. Appropriate allowances for estimated irrecoverable amounts are recognised in the profit or loss when there is objective evidence that the asset is impaired. The allowance recognised is measured as the difference between the asset's carrying amount and the present value of estimated future cash flows discounted at the effective interest rate computed at initial recognition.

w Cash and cash equivalents
Cash and cash equivalents comprise of cash on hand, demand deposits and other short-term highly liquid investments that are readily convertible to a known amount of cash and are subject to an insignificant risk of changes in value.

x Restricted cash
Restricted cash includes cash held by the Group and Company which is ring-fenced or used as security for specific financing arrangements and to which the Group and Company does not have unfettered access.

Notes to the Consolidated Financial Statements (continued)

1 SIGNIFICANT ACCOUNTING POLICIES – CONTINUED

y Lease incentive accounting
A lessor contribution liability is established at the commencement of the lease representing the best estimate of the contractually obligated contribution. In addition, a lease incentive asset is recognised for this amount, and it is amortised over the life of the associated lease as a charge against maintenance income.

Lessor contributions represent contractual obligations on the part of the Group and Company to contribute to the lessee's cost of the next planned major maintenance events, expected to occur during the lease.

z Obligations under finance leases
Assets held under finance leases are recognised as assets of the Group and Company at their fair value or, if lower, at the present value of the minimum lease payments, each determined at the inception of the lease. Subsequent to initial recognition, the asset is accounted for in accordance with the accounting policy applicable to that asset. The corresponding liability to the lessor is included in the Consolidated Statement of Financial Position as a finance lease payable obligation. Lease payments are apportioned between finance charges and reduction of the lease obligation so as to achieve a constant rate of interest on the remaining balance of the liability.

aa Maintenance reserves
All cash maintenance reserves collected under the lease agreements are recognised on the Consolidated Statement of Financial Position. At the end of the lease any excess is taken to revenue. Excess supplemental income from maintenance reserve is only recognised as revenue in the income statement when the Group and Company settles the full obligation in accordance with IAS 37, Provisions, Contingent Liabilities and Contingent Assets.

bb Lease component assets and liabilities
Aircraft acquired on lease are assessed for the existence of lease component assets and liabilities which are considered to be separate components of aircraft assets. To the extent that lease payments are off-market, they are recognised as either lease component assets or liabilities which are amortised over the remaining lease term.

cc Pensions
Obligations for contributions to defined contribution pension plans are recognised as an expense in the profit or loss as the related service is received from the employee.

dd Short term employee benefits
Short-term employee benefit obligations are measured on an undiscounted basis and are expensed as the related service is provided.

ee Profit from operating activities
Operating profit is stated before charging or crediting investment income and finance costs.

ff 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.

gg New standards adoption and amendments to IFRS

The following new standards approved by the IASB have been applied in preparing these financial statements:

IFRS 3 Business Combinations: Reference to the Conceptual Framework (amendment) (IFRS 3)

This amendment updates the reference to the revised Conceptual Framework for Financial Reporting and for specific requirements for transactions and other events within the scope of IAS 37 and IFRIC 21.

IAS 16 Property, plant and equipment: Proceeds before Intended Use (amendment) (IAS 16)

This amendment prohibits an entity from deducting from the cost of property, plant and equipment amounts received from selling items produced while the entity is preparing the asset for its intended use. Instead, an entity will recognise such sales proceeds and related cost in profit or loss.

IAS 37 Provisions, contingent liabilities and contingent assets: Onerous contracts – costs of fulfilling a contract (amendment) (IAS 37)

This amendment specifies which costs a company includes when assessing whether a contract will be loss-making.

Annual Improvements 2018 – 2020

These amendments update IFRS 1 First-time adoption of IFRS for voluntary exemption for subsidiaries regarding cumulative translation differences, IFRS 9 Financial Instruments for clarification of fees to include in the ten percent test for derecognition of financial liabilities, IAS 41 Agriculture to exclude cash flows for taxation when measuring fair value and Illustrative Examples to IFRS 16 Leases.

Other standards, amendments to standards and interpretations not yet effective

The following amended standards and interpretations approved by the IASB will be relevant to the Group and Company, but were not effective at 31 March 2022, and have not been applied in preparing these financial statements:

- IFRS 17 Insurance Contracts
- Classification of Liabilities as Current and Disclosure of Accounting policies (Amendments to IAS 1)
- Definition of Accounting Estimates (Amendments to IAS 8)
- Deferred Tax related to Assets and Liabilities arising from a single transaction (Amendments to IAS 12)

These are all effective for annual periods beginning on or after 1 January 2023 (unless otherwise noted). The Group and Company have taken the decision not to adopt these amended standards and interpretations early. The impact of these amended standards and interpretations is not expected to be material.

Notes to the Consolidated Financial Statements
(continued)

2 REVENUE

	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
Operating lease revenue		
Rentals receivable	1,157,170	1,084,454
Lease incentive amortisation (note 18)	(18,760)	(15,924)
Maintenance income	233,311	62,302
Lease revenue	1,371,721	1,130,832
Fee income		
Aircraft management fees	10,833	13,721
Other revenue	10,833	13,721
	1,382,554	1,144,553

Maintenance income above include $149.3 million recognised following the termination of leasing with Russian airlines in relation to the release of maintenance reserves held at the time, including $76.3 million received by the Group in respect of letters of credit which were drawn down and received as part of this termination. Separately, the release of other related balances resulted in additional operating lease revenue of $12.3 million, consisting of prepaid rentals receivable of $9.0 million and maintenance income from the release of lessor contributions of $6.3 million, offset by accelerated lease incentive amortisation of $3.0 million.

Included in operating lease revenue above are the following amounts:		
Contingent rentals	48,545	12,431

The contingent element relates to lease rentals that are variable based on market interest rates and certain lease amendment agreements. The rates can be in the favour of the lessee or the Group depending on the contract and prevailing market rates.

Total rentals receivable distribution by geographical region:	Year ended 31 March 2022 US $'000	Year ended 31 March 2022 %	Year ended 31 March 2021 US $'000	Year ended 31 March 2021 %
Emerging Asia	306,650	26.5	357,871	33.0
South America	208,291	18.0	213,637	19.7
Developed Europe	218,705	18.9	195,202	18.0
Emerging Europe	153,904	13.3	108,445	10.0
Asia	97,202	8.4	86,756	8.0
Middle East & Africa	70,587	6.1	62,898	5.8
North America	101,831	8.8	59,645	5.5
	1,157,170	100.0	1,084,454	100.0

The basis for disclosing revenue distribution by geographical region is that the portfolio is managed by region rather than by country.

3 OTHER OPERATING INCOME

	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
Profit on disposal of property, plant and equipment	69,327	1,857
Other operating income	54,949	20,840
	124,276	22,697

Profit on disposal of property, plant and equipment increased in the current year due to increased aircraft trading activity. Other operating income in the current and prior year include partial recovery amounts related to the sale of the Group's interest in the pre-petition claims against some its lessees by way of sub-participation.

Other operating income for the period include $20.3 million recognised following the termination of leasing with Russian airlines in relation to the release of security deposits and other related balances. This amount also includes $17.4 million received by the Group in respect of letters of credit which were drawn down and received as part of this termination.

Notes to the Consolidated Financial Statements
(continued)

4 OTHER OPERATING EXPENSES

	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
Administration expenses	(103,310)	(85,186)
Amortisation of computer software intangible assets	(857)	(755)
	(104,167)	(85,941)

Operating expenses increased during the year due to higher staff (note 6) costs as well as legal and other professional fees incurred.

5 LOSS / PROFIT FROM OPERATING ACTIVITIES

Operating loss / profit has been arrived at after charging:	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
Depreciation	484,213	442,094
Asset impairment charge	1,686,034	176,439
Credit impairment (credit) / charge	(35,364)	153,872
Financial asset impairment	16,592	-
Group service fee	13,042	15,690
Auditors remuneration	1,216	1,148
Staff costs (note 6)	65,710	57,742
Other operating expenses	33,725	23,332
Foreign exchange loss	591	460

Financial asset impairment represents amounts written off, which were previously recognised to reflect the fair value of certain sale and leaseback transactions with Russian airlines.

Auditors remuneration:

Audit of the Group financial statements	570	577
Audit of the Subsidiary financial statements	71	98
Other assurance services	142	136
Other non-audit services	-	-
Tax advisory services	433	337
	1,216	1,148
Of which related to the Company	989	885

6 STAFF COSTS

	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
Staff costs	55,315	48,156
Social security costs	6,195	5,442
Other pension costs	4,200	4,144
	65,710	57,742

Staff costs increased due to higher staff numbers as well as discretionary costs, while no staff costs were capitalised during the year (year ended 31 March 2021: $0.34 million). The average number of people in the organisation during the financial year was 203 (2021: 201), consisting of both direct employees and representatives, of which 45 staff members were dedicated to commercial & strategy functions (2021: 44), 84 to operational (2021: 79) and the remainder to finance, compliance and other support functions.

Notes to the Consolidated Financial Statements
(continued)

7 NET FINANCE COSTS

	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
Finance income:		
Interest income on swaps	77,780	92,857
Interest income on finance lease and loan receivables	29,871	1,642
Interest income on deposits	504	709
Total interest income	108,155	95,208

	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
Finance expense:		
Interest payable on swaps	(169,629)	(160,302)
Interest payable on borrowings	(305,102)	(253,886)
Less: Interest capitalised to the cost of aircraft (see note 21)	23,688	49,576
Bank charges, guarantee & other fees on borrowings	(23,376)	(23,877)
Total interest payable and related charges	(474,419)	(388,489)
Net interest payable	(366,264)	(293,281)

Interest payable on borrowings is shown net of interest income on advances to OEMs, in excess of associated funding costs, of $8.9 million (year ended 31 March 2021: $25.3 million), which resulted from the restructuring of PDPs during the previous year (note 14).

Break losses related to derivatives and liability management	(817)	(836)
Net trading income:		
Fair value movement on interest rate swaps in qualifying hedging relationships	(1,373)	(1,441)
Fair value movement on fixed rate borrowings issued in qualifying hedging relationships	1,949	1,883
Net gain from financial instruments at fair value (note 23)	576	442

The portion of the net income from financial instruments carried at fair value relating to the ineffective portion of the fair value hedges at 31 March 2022 is a gain of $0.58 million (year ended 31 March 2021: $0.44 million).

Financial asset impairment	(16,592)	-

Financial assets were recognised to reflect the fair value of certain sale and leaseback transactions with Russian airlines, which have now been impaired following the termination of leasing with Russian airlines.

Notes to the Consolidated Financial Statements
(continued)

8 TAXATION

	Year ended 31 March 2022 US $'000	Year ended 31 March 2021 US $'000
A ANALYSIS OF TAX CHARGE FOR THE YEAR		
Current tax charge:		
- Current year	1,952	315
Deferred tax - origination and reversal of temporary differences:		
- Current year	(142,370)	1,359
Tax (credit) / charge	(140,418)	1,674
B FACTORS AFFECTING THE TAX (CREDIT)/CHARGE FOR THE YEAR		
(Loss) / profit before tax subject to tax at 12.5% (2021: 12.5%)	(1,126,941)	11,886
Profit before tax subject to tax at 28% (2021: 28%)	80	76
Profit before tax subject to tax at 25% (2021: 25%)	1,353	1,117
Profit before tax subject to tax at 16.5% (2021: 16.5%)	439	1,042
Profit before tax subject to tax at 8.25% (2021: 8.25%)	9,752	1,108
	(1,115,317)	15,229
Tax on (loss) / profit at the rate of 12.5% (2021: 12.5%)	(140,868)	1,486
Tax on profit at the rate of 28% (2021: 28%)	22	21
Tax on profit at the rate of 25% (2021: 25%)	338	279
Tax on profit at the rate of 16.5% (2021: 16.5%)	72	172
Tax on profit at the rate of 8.25% (2021: 8.25%)	805	91
Other differences	(25)	(21)
Adjustment to assessed loss brought forward	(16)	(177)
Permanent difference - non-taxable income	(748)	(212)
Permanent difference - disallowed expenses	2	35
Tax (credit) / charge	(140,418)	1,674

Notes to the Consolidated Financial Statements
(continued)

9 PROPERTY, PLANT AND EQUIPMENT

	Group Aircraft for hire under operating leases US $'000	Group Pre-Delivery Payments US $'000	Group Office equipment and fixtures & fittings US $'000	Group Right-of-use assets US $'000	Group Total US $'000
COST					
At 1 April 2020	11,738,358	2,073,330	12,146	9,677	13,833,511
Additions	2,475,880	363,186	523	2,378	2,841,967
Transfers	309,674	(309,674)	-	-	-
Reclassified as an advance to OEM (see note 14)	-	(1,152,584)	-	-	(1,152,584)
Disposals	(41,897)	-	-	-	(41,897)
Transfer from assets held for sale (see note 19)	131,974	-	-	-	131,974
At 31 March 2021	14,613,989	974,258	12,669	12,055	15,612,971
Additions	2,798,632	403,879	369	685	3,203,565
Transfers	543,214	(543,214)	-	-	-
Disposals	(1,054,428)	-	-	-	(1,054,428)
Transfer to assets held for sale (see note 19)	(41,278)	-	-	-	(41,278)
At 31 March 2022	16,860,129	834,923	13,038	12,740	17,720,830
ACCUMULATED DEPRECIATION AND IMPAIRMENT					
At 1 April 2020	1,333,596	-	10,516	2,489	1,346,601
Charge for the year	438,250	-	824	3,020	442,094
Impairment charge for the year	176,439	-	-	-	176,439
Disposals	(5,464)	-	-	-	(5,464)
Transfer from assets held for sale (see note 19)	15,279	-	-	-	15,279
At 31 March 2021	1,958,100	-	11,340	5,509	1,974,949
Charge for the year	480,980	-	460	2,773	484,213
Impairment and write-off charges for the year	1,686,034	-	-	-	1,686,034
Disposals	(147,435)	-	-	-	(147,435)
Transfer to assets held for sale (see note 19)	(6,491)	-	-	-	(6,491)
At 31 March 2022	3,971,188	-	11,800	8,282	3,991,270
CARRYING AMOUNT					
Net Book Value at 31 March 2022	12,888,941	834,923	1,238	4,458	13,729,560
Net Book Value at 31 March 2021	12,655,889	974,258	1,329	6,546	13,638,022

As noted, the Group's 34 aircraft which remain in Russia, continue to be flown by Russian airlines despite the leasing being terminated and the requested return of such aircraft by the Group. The Group has determined that it is likely that these 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 and Company retain title to the aircraft, it has been determined that the Group and Company no longer have control of the aircraft which remain Russia. Consequently, the Group have recognised a write off of $1.62 billion, representing 100% of the carrying value of the 34 aircraft in Russia which have not been redelivered by 31 March 2022.

Separately, during the year, assets in the Group with a carrying value of $1.45 billion (year ended 31 March 2021: $1.58 billion) and average age of 6.8 years (year ended 31 March 2021: 7.4 years) were assessed for impairment as evidence existed that suggested the economic performance of the aircraft is or will be worse than expected. Impairment was measured by determining the recoverable amount for each aircraft, being the higher of its (i) fair value less costs to sell and (ii) value in use, being the present values of cashflows from the leases attached to the aircraft (including as restructured lease cash flows related to aircraft where lessees were in default or restructuring processes) and the expected residual values from the realisation of the aircraft at lease-end when discounted at a rate of 5% (year ended 31 March 2021: 5%).

Notes to the Consolidated Financial Statements
(continued)

9 PROPERTY, PLANT AND EQUIPMENT – CONTINUED

The carrying amount before impairment of these aircraft of $1.52 billion (year ended 31 March 2021: $1.76 billion) was determined to be higher than the combination of the value in use or maintenance adjusted current market value of $1.45 billion (year ended 31 March 2021: $1.58 billion) and an impairment loss of $69.5 million (year ended 31 March 2021: $176.4 million) was recognised during the year. The prior year charge included a charge of $157.1 million related to lessees who were in default or undergoing restructuring processes due to the Covid pandemic. The balance of the charge relates to aircraft where the net book values were in excess of either its respective value in use or maintenance adjusted current market value as set out below.

Value in use includes cash flow projections of contracted and estimated lease rentals in line with market participant expectations, including reduced lease rentals for airlines that have entered restructuring processes. In certain instances these cash flow projections may also include potential cash outflows in respect of near-term scheduled maintenance events. Cash flow assumptions applied for these lease restructurings and for customers with ongoing restructuring negotiations, have been assessed and the highly probable outcomes have been included in line with the customer specific circumstances. If future cash flows were to deviate from current negotiations to worst-case cash flows at market rates, the impact on impairment would be deemed not material. Residual values are projected based on management's view of expected return conditions of the aircraft which is based on current or expected lease redelivery conditions, or in the case of potential repossessions on an 'as is' physical condition. The impairment loss recognised takes account of both the value in use and the maintenance adjusted current market value of the relevant aircraft.

The factors considered in estimating the future cash flows are impacted by changes in contracted lease rates, future projected lease rates, transition costs, estimated time on the ground, estimated residual values, economic conditions, technology and airline demand for particular aircraft variants. These estimated cashflows were discounted at 5% (year ended 31 March 2021: 5%) per annum.

A sensitivity analysis was performed to determine the potential impact of the below movements in the various risk variables:

- 0.5% increase in the discount rate used
- 5% decrease in the future lease rental cashflows of each aircraft
- 5% decrease in the residual value of aircraft at end of its useful economic life
- 3 month increase in the estimated time on the ground between leases

None of the above movements in risk variables would have resulted in a material impact on the impairment charge for property, plant and equipment for the current or prior year.

The recoverability of PDPs is assessed as part of the overall impairment review by considering the market value of the aircraft associated with the relevant PDPs paid. There was no impairment on PDPs in the current or prior period.

The value of lease and maintenance component assets included in above is $109.19 million (31 March 2021: $3.86 million). These lease and maintenance component assets arose from the purchase of second hand aircraft and are accounted for in accordance with our policy as set out in note 1(l). There were no assets subject to obligations under finance leases at 31 March 2022 (31 March 2021: assets with carrying value of $24.12 million).

At 31 March 2022 the Group owned 343 aircraft, including aircraft classified as finance lease and loan receivables. The Group has 22 aircraft off-lease at year-end and 11 aircraft on lease which are scheduled to complete their lease term within the next twelve months. As noted above, the Group also has 34 aircraft in Russia, which have not been redelivered yet despite the termination of leasing during February 2022. There was one aircraft held for sale at 31 March 2022 (31 March 2021: none).

Notes to the Consolidated Financial Statements
(continued)

9 PROPERTY, PLANT AND EQUIPMENT – CONTINUED

	Company Aircraft for hire under operating leases US $'000	Company Pre-Delivery Payments US $'000	Company Office equipment and fixtures & fittings US $'000	Company Right-of-use assets US $'000	Company Total US $'000
COST					
At 1 April 2020	11,738,358	2,073,330	12,129	6,983	13,830,800
Additions	2,313,623	363,186	523	2,110	2,679,442
Transfers	309,674	(309,674)	-	-	-
Reclassified as an advance to OEM (see note 14)	-	(1,152,584)	-	-	(1,152,584)
Disposals	(41,897)	-	-	-	(41,897)
Transfer from assets held for sale (see note 19)	131,974	-	-	-	131,974
At 31 March 2021	14,451,732	974,258	12,652	9,093	15,447,735
Additions	2,798,632	403,879	368	685	3,203,564
Transfers	543,214	(543,214)	-	-	-
Disposals	(941,254)	-	-	-	(941,254)
Transfer to assets held for sale (see note 19)	(41,278)	-	-	-	(41,278)
At 31 March 2022	16,811,046	834,923	13,020	9,778	17,668,767
ACCUMULATED DEPRECIATION AND IMPAIRMENT					
At 1 April 2020	1,333,596	-	10,505	1,397	1,345,498
Charge for the year	437,217	-	823	1,924	439,964
Impairment charge for the year	176,439	-	-	-	176,439
Disposals	(5,462)	-	-	-	(5,462)
Transfer from assets held for sale (see note 19)	15,279	-	-	-	15,279
At 31 March 2021	1,957,069	-	11,328	3,321	1,971,718
Charge for the year	479,153	-	457	2,095	481,705
Impairment charge for the year	1,686,034	-	-	-	1,686,034
Disposals	(144,810)	-	-	-	(144,810)
Transfer to assets held for sale (see note 19)	(6,491)	-	-	-	(6,491)
At 31 March 2022	3,970,955	-	11,785	5,416	3,988,156
CARRYING AMOUNT					
Net Book Value at 31 March 2022	12,840,091	834,923	1,235	4,362	13,680,611
Net Book Value at 31 March 2021	12,494,663	974,258	1,324	5,772	13,476,017

Notes to the Consolidated Financial Statements
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10 INVESTMENT IN SUBSIDIARIES - COMPANY

	31 March 2022 US $'000	31 March 2021 US $'000
At cost	56,697	56,697

The Company's subsidiary undertakings, the capital of which consists of ordinary shares, are shown below. All share capital is wholly owned.

Owned by the Company:	Nature of business:	Country of incorporation:
SMBC Aviation Capital Ireland Leasing 3 Limited (1)	Leasing	Ireland
SMBC Aviation Capital Ireland Leasing 5 Limited (1)	Leasing	Ireland
SMBC Aviation Capital Finance Designated Activity Company (1)	Debt issuance	Ireland
SMBC Aviation Capital Netherlands B.V. (2)	Leasing	Netherlands
SMBC Aviation Capital Paris Leasing 2 SARL (3)	Leasing	France
SMBC Aviation Capital Hong Kong Limited (4)	Leasing	China
SMBC Aviation Capital Hong Kong 2 Limited (4)	Debt issuance	China
SMBC Aviation Capital Hong Kong 3 Limited (4)	Leasing	China

A new subsidiary, SMBC Aviation Capital Ireland Leasing 5 Limited, was incorporated on 2 February 2022.

Registered addresses of entities above, denoted by reference attached to each entity name:
1) IFSC House, IFSC, Dublin 1, Ireland
2) Strawinskylaan 907, 1077 XX Amsterdam, The Netherlands
3) 3-5, rue Saint-Georges, 75009 Paris, France
4) 31 & 32/F, Hysan Place, 500 Hennessy Road, Causeway Bay, Hong Kong

Movements during the year:	US $'000
At 1 April 2020	15,509
Addition during the year	41,200
Subsidiaries liquidated during the year	(12)
At 31 March 2021	56,697
Addition during the year	0
At 31 March 2022	56,697

Notes to the Consolidated Financial Statements (continued)

11 FINANCIAL INSTRUMENTS

The carrying value and fair value of the Group's financial assets and liabilities by class and category are summarised below:

At 31 March 2022	Group Carrying Value US $'000	Group Fair Value US $'000	Company Carrying Value US $'000	Company Fair Value US $'000
Financial assets at fair value through profit or loss				
Derivative financial instruments	24,851	24,851	24,851	24,851
Financial assets measured at amortised cost				
Advances to OEMs	608,356	604,046	608,356	604,046
Finance lease and loan receivables	633,003	634,982	684,031	784,808
Trade and other receivables	212,299	212,299	214,698	214,698
Cash and cash equivalents	994,274	994,274	980,451	980,451
Financial assets	2,472,783	2,470,452	2,512,387	2,608,854
Financial liabilities at fair value through profit or loss				
Derivative financial instruments	106,943	106,943	106,943	106,943
Financial liabilities measured at amortised cost				
Trade and other payables	888,775	888,775	908,714	908,714
Borrowings	12,455,671	13,376,441	12,549,967	13,805,906
Subordinated liabilities	300,000	332,138	300,000	332,138
Financial liabilities	13,751,389	14,704,297	13,865,624	15,153,701

At 31 March 2021	Group Carrying Value US $'000	Group Fair Value US $'000	Company Carrying Value US $'000	Company Fair Value US $'000
Financial assets at fair value through profit or loss				
Derivative financial instruments	1,373	1,373	1,373	1,373
Financial assets measured at amortised cost				
Advances to OEMs	741,179	742,114	741,179	742,114
Finance lease and loan receivables	501,572	501,661	635,631	702,651
Trade and other receivables	242,029	242,029	238,811	238,811
Cash and cash equivalents	817,055	817,055	811,893	811,893
Financial assets	2,303,208	2,304,232	2,428,887	2,496,842
Financial liabilities at fair value through profit or loss				
Derivative financial instruments	313,338	313,338	313,338	313,338
Borrowings (held for qualifying hedging relationships)	501,738	501,738	501,738	501,738
Financial liabilities measured at amortised cost				
Obligations under finance leases	5,560	5,889	5,560	5,889
Trade and other payables	978,102	978,102	999,053	999,053
Borrowings	10,404,787	11,488,817	10,449,474	10,087,272
Subordinated liabilities	300,000	371,917	300,000	371,917
Financial liabilities	12,503,525	13,659,801	12,569,163	12,279,207

Notes to the Consolidated Financial Statements
(continued)

11 FINANCIAL INSTRUMENTS – CONTINUED

The Group's financial instruments that are both carried at fair value and for which fair value is disclosed are categorised by the level of fair value hierarchy. The different levels are based on the degree to which the inputs to the fair value measurements are observable and the significance of the inputs to the fair value measurement. The levels have been defined as follows:

Level 1	Quoted prices (unadjusted) in active markets for identical assets or liabilities that the entity can access at the measurement date
Level 2	Inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly
Level 3	Unobservable inputs for the asset or liability

The valuation techniques and significant inputs used in determining the fair values for financial assets and liabilities classified as Level 2 are as follows:

The financial instruments at fair value through profit or loss, being the assets and liabilities shown as above, all fall within Level 2. Fair values are estimated based on a discounted cash flow analysis using observable market inputs.

Cash and cash equivalents - The fair value of cash and cash equivalents is considered to be approximately equal to their carrying amount as the components are highly liquid.

Finance lease and loan receivables measured at amortised cost all fall within Level 2. Fair values are estimated based on a discounted cash flow analysis using observable market inputs.

Advances to OEMs measured at amortised cost all fall within Level 2. Fair values are estimated based on a discounted cash flow analysis using observable market inputs.

Obligations under finance leases, Borrowings and Subordinated liabilities fall within Level 2. Fair values are estimated based on a discounted cash flow analysis using observable market inputs.

The remaining financial assets and liabilities measured at amortised cost all fall within Level 2. Fair values are estimated on the basis that the carrying value has been determined to be a good approximation of fair value.

Notes to the Consolidated Financial Statements
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12 DERIVATIVES AT FAIR VALUE

All derivatives held at the reporting date are with Sumitomo Mitsui Banking Corporation Capital Markets Inc., and are in US Dollars only. All derivatives entered into are for hedging purposes and are carried at fair value. Those derivatives that do not meet IAS39 hedge accounting criteria are held for economic hedging purposes. The value of derivatives designated as cash flow hedge relationships is $82.09 million (2021: $313.34 million). The value of derivative assets designated as fair value hedge relationships is $nil million (2021: $1.37 million). The total amount of the change in fair value estimated in the profit or loss during the period was $nil (2021: $nil) in respect of certain ineffective cashflow hedges and a $0.58 million gain (2021: $0.44 million) in respect of certain ineffective fair values hedges.

	Group Notional Contract US $'000	Group Fair values Assets US $'000	Group Fair values Liabilities US $'000	Company Notional Contract US $'000	Company Fair values Assets US $'000	Company Fair values Liabilities US $'000
At 31 March 2022						
Derivatives designated as hedging instruments in cash flow hedges						
Interest rate swaps	3,984,347	24,851	(106,943)	3,984,347	24,851	(106,943)
	3,984,347	24,851	(106,943)	3,984,347	24,851	(106,943)
Total	3,984,347	24,851	(106,943)	3,984,347	24,851	(106,943)
At 31 March 2021						
Derivatives designated as hedging instruments in fair value hedges						
Interest rate swaps	500,000	1,373	-	500,000	1,373	-
Derivatives designated as hedging instruments in cash flow hedges						
Interest rate swaps	4,137,309	-	(313,338)	4,137,309	-	(313,338)
	4,637,309	1,373	(313,338)	4,637,309	1,373	(313,338)
Total	4,637,309	1,373	(313,338)	4,637,309	1,373	(313,338)

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Summary				
Assets due within one year	-	1,373	-	1,373
Assets due after one year	24,851	-	24,851	-
Liabilities due within one year	(206)	(945)	(206)	(945)
Liabilities due after one year	(106,737)	(312,393)	(106,737)	(312,393)
Total	(82,092)	(311,965)	(82,092)	(311,965)

Notes to the Consolidated Financial Statements
(continued)

13 HEDGE ACCOUNTING

The Group and Company uses interest rate swaps to hedge the interest rate risks arising from receipt of variable interest receivables on leases.

The fair values of derivatives designated as cash flow hedges are as follows:

Group

At 31 March 2022	Notional contract amount US $'000	Fair values Assets US $'000	Fair values Liabilities US $'000
Derivatives designated as hedging instruments in cash flow hedges			
Interest rate swaps	3,984,347	24,851	(106,943)
	3,984,347	24,851	(106,943)
At 31 March 2021			
Derivatives designated as hedging instruments in cash flow hedges			
Interest rate swaps	4,137,309	-	(313,338)
	4,137,309	-	(313,338)

The time periods in which the hedge cash flows are expected to occur and affect the financial statement of comprehensive income are as follows:

At 31 March 2022	Less than 1 year US $'000	In the 2nd year US $'000	3 to 5 years US $'000	Over 5 years US $'000
Cash inflows	122,828	174,796	404,366	308,506
Cash outflows	(171,859)	(163,893)	(427,843)	(354,846)

During the financial year ended 31 March 2022, $231.2 million (2021: $275.3 million) was recognised in the Statement of Other Comprehensive Income relating to the effective portion of cash flow hedges. There was no amount recognised as hedge ineffectiveness in the Statement of Other Comprehensive Income (2021: $nil).

Company

At 31 March 2022	Notional contract amount US $'000	Fair values Assets US $'000	Fair values Liabilities US $'000
Derivatives designated as hedging instruments in cash flow hedges			
Interest rate swaps	3,984,347	24,851	(106,943)
	3,984,347	24,851	(106,943)
At 31 March 2021			
Derivatives designated as hedging instruments in cash flow hedges			
Interest rate swaps	4,137,309	-	(313,338)
	4,137,309	-	(313,338)

Notes to the Consolidated Financial Statements
(continued)

13 HEDGE ACCOUNTING – CONTINUED

The time periods in which the hedge cash flows are expected to occur and affect the financial statement of comprehensive income are as follows:

At 31 March 2022	Less than 1 year US $'000	In the 2nd year US $'000	3 to 5 years US $'000	Over 5 years US $'000
Cash inflows	122,828	174,796	404,366	308,506
Cash outflows	(171,859)	(163,893)	(427,843)	(354,846)

During the financial year ended 31 March 2022, $231.2 million (2021: $275.3 million) was recognised in the Statement of Other Comprehensive Income relating to the effective portion of cash flow hedge. There was no amount recognised as hedge ineffectiveness in the Statement of Profit or Loss and Other Comprehensive Income (2021: $nil).

Analysis of effective portion of changes in fair value of cash flow hedges	Group Year ended 31 March 2022 US $'000	Group Year ended 31 March 2021 US $'000	Company Year ended 31 March 2022 US $'000	Company Year ended 31 March 2021 US $'000
Derivatives in place for the full year	228,934	275,279	228,934	275,279
Derivatives matured during the year	943	(10)	943	(10)
Derivatives entered into during the year	1,368	-	1,368	-
Effective portion of changes in fair value of cash flow hedges	231,245	275,269	231,245	275,269
Tax effect	(28,906)	(34,409)	(28,906)	(34,409)
	202,339	240,860	202,339	240,860

14 ADVANCES TO OEMS

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Advances to Boeing				
Current	563,585	376,602	563,585	376,602
Non-current	44,771	364,577	44,771	364,577
	608,356	741,179	608,356	741,179

During the prior year, various amounts of previously paid PDPs were reclassified as an advance to Boeing (note 9) due to the deferral and cancellation of a number of existing orders (note 29). These amounts are available as a credit against the purchase of other Boeing aircraft, goods or services or ultimately against the purchase of the deferred aircraft, earns interest and any unused balances relating to these agreements become repayable between 2022 - 2024. Credits totalling $547.4 million were applied against direct order and sale and leaseback deliveries during the current period and prior year.

In accordance with the requirements of IFRS 9 and the approach outlined in Note 1(v) of the Group's Consolidated Financial Statements for the year ended 31 March 2021, the Group performed a review of future estimated cashflows related to the advances to OEMs. Based on this review a remeasurement of $0.83 million has been recognised. This remeasurement is for accounting purposes only and on a legal basis the amount outstanding at period-end is $607.5 million.

Notes to the Consolidated Financial Statements
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15 FINANCE LEASES AND LOAN RECEIVABLES

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Current				
Fixed rate receivables				
Finance leases	18,889	2,359	-	-
Loan receivables	-	-	19,790	3,103
Floating rate receivables				
Loan receivables	27,132	23,681	27,521	29,523
	46,021	26,040	47,311	32,626
Non-current				
Fixed rate receivables				
Finance leases	34,781	17,267	-	-
Loan receivables	-	-	72,041	139,528
Floating rate receivables				
Loan receivables	552,201	458,265	564,679	463,477
	586,982	475,532	636,720	603,005
Total finance lease and loan receivables	633,003	501,572	684,031	635,631
The maturity analysis of finance lease receivables, including the undiscounted lease payments to be received are as follows:				
Less than 1 year	22,665	3,271	-	-
1-2 years	4,667	17,998	-	-
2-3 years	4,667	-	-	-
3-4 years	4,667	-	-	-
4-5 years	30,611	-	-	-
Total undiscounted lease payments receivable	67,277	21,269		
Unearned finance income	(13,607)	(1,643)	-	-
Net investment in finance leases	53,670	19,626	-	-

Finance lease receivables

The Group has entered into lease arrangements as a lessor that is considered to be finance leases. The Group leases two aircraft for which substantially all of the risks and rewards of ownership have transferred, resulting in the classification of this arrangement as finance leases. Finance income in the period on the net investment in leases totalled $29.87 million (31 March 2021: $1.64 million; see note 7). Collateral for these finance leases are the relevant leased aircraft.

Loan receivables - Group:

The Group acquired one aircraft (year ended 31 March 2021: nine) during the year, which were placed with airline customers. These leases do not meet the definition of a lease under IFRS 16 and therefore the amounts are classified as a loan receivables.

Loan receivables - Company:

Loans receivable by the Company consist of funding provided to its subsidiary undertakings in the normal course of their leasing activities.

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

Notes to the Consolidated Financial Statements
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16 TRADE AND OTHER RECEIVABLES

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Trade debtors	115,582	260,771	116,393	260,771
Deferred lease receivables	61,352	68,652	61,352	68,652
Credit impairment provisions	(35,253)	(152,937)	(35,253)	(152,937)
Net lease receivables	141,681	176,486	142,492	176,486
Amounts due from parent group undertakings	13,028	17,436	20,234	26,653
Prepayments	37,037	23,887	34,632	20,193
Other debtors	20,553	24,220	17,340	15,479
	212,299	242,029	214,698	238,811
Age analysis of net trade debtors				
Less than one month	14,255	28,943	15,066	28,943
One to two months	12,014	23,664	12,014	23,664
More than two months	89,313	208,164	89,313	208,164
	115,582	260,771	116,393	260,771

Net lease receivables have decreased due to an improved operating performance by most airline customers, but also agreed restructured leases with a number of airline customers, which resulted in the write-off of certain balances that originated in the pre-restructuring period. The credit impairment credit in the current year of $35.4 million (year ended 31 March 2021: charge of $153.9 million) reflects the credit upgrades of a number of airlines that have exited their restructuring processes during the year. The credit impairment charge is determined by classifying lessees into four categories with an appropriate provision percentage ascribed to each category depending on payment performance (note 22(d)).

Other debtors include inventory of engines and airframes totalling $4.5 million (31 March 2021: $4.5 million).

17 CASH AND CASH EQUIVALENTS

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Bank account	19,654	11,308	5,831	6,146
Bank account with parent group undertakings	76,859	5,753	76,859	5,753
Short-term deposits with parent group undertakings	897,761	799,994	897,761	799,994
	994,274	817,055	980,451	811,893
Restricted cash	-	(361,700)	-	(361,700)
Cash and cash equivalents net of restricted cash	994,274	455,355	980,451	450,193

Included in the table above is restricted cash relating to a collateral call account for derivatives.

Notes to the Consolidated Financial Statements
(continued)

18 LEASE INCENTIVE ASSETS

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Lease incentive assets	21,952	33,276	21,952	33,276
Amortised during the year (note 2)	(18,760)	(15,924)	(18,760)	(15,924)
Additions of lease incentive assets	84,960	4,600	84,960	4,600
	88,152	21,952	88,152	21,952
Current lease incentive assets (amortising within 12 months)	19,769	8,348	19,769	8,348
Non-current lease incentive assets (amortising after 12 months)	68,383	13,604	68,383	13,604
	88,152	21,952	88,152	21,952

The lease incentive assets are amortised over the respective lease terms and recorded as a reduction of lease income (note 2).

19 ASSETS AND LIABILITIES HELD FOR SALE

The aircraft which met the criteria to be classified as assets held for sale and the associated liabilities were as follows:

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Assets held for sale				
Property, plant and equipment - aircraft	34,787	-	34,787	-
	34,787	-	34,787	-
Liabilities associated with assets held for sale				
Obligations under finance leases	-	-	-	-
Security deposits	-	-	-	-
Maintenance reserve	2,773	-	2,773	-
Lessor contributions	-	-	-	-
	2,773	-	2,773	-
	32,014	-	32,014	-

At 31 March 2022, the Group classified one aircraft (31 March 2021: none) as held-for-sale as the Group had an agreement for the sale in place which met the requirement to be classified as held-for-sale. The Group generally continues to recognise lease rental income on all aircraft in this classification, notwithstanding that the arrangements provide for the final selling price on completion of sale to be reduced by the same amount.

Notes to the Consolidated Financial Statements (continued)

20 TRADE AND OTHER PAYABLES

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Security deposits	104,831	132,810	102,772	131,408
Maintenance reserves	283,052	466,588	271,155	466,974
Lessor contributions	108,486	41,259	108,486	41,259
Prepaid lease rentals and fee income received	106,895	120,502	104,671	117,636
Trade creditors	16,876	5,162	16,505	4,770
Accrued interest - third party undertakings	39,831	32,356	15,565	13,076
Amounts due to parent group undertakings	128,121	94,042	202,380	140,076
Other creditors	97,910	85,383	84,407	83,854
	886,002	978,102	905,941	999,053
Analysed as:				
Non-current trade and other payables (payable after 12 months)	464,224	597,805	450,972	588,620
Current trade and other payables (payable within 12 months)	421,778	380,297	454,969	410,433
	886,002	978,102	905,941	999,053

Analysis of Group trade and other payables:

At 31 March 2022	Due < 12 months US $'000	Due > 12 months US $'000	Total US $'000
Security deposits	420	104,411	104,831
Maintenance reserves	42,366	240,686	283,052
Lessor contributions	24,213	84,273	108,486
Prepaid lease rentals and fee income received	103,892	3,003	106,895
Trade creditors	16,876	-	16,876
Accrued interest - third party undertakings	39,831	-	39,831
Amounts due to parent group undertakings	124,371	3,750	128,121
Other creditors	69,810	28,100	97,910
	421,779	464,223	886,002

At 31 March 2021	Due < 12 months US $'000	Due > 12 months US $'000	Total US $'000
Security deposits	1,389	131,421	132,810
Maintenance reserves	65,214	401,374	466,588
Lessor contributions	10,362	30,897	41,259
Prepaid lease rentals and fee income received	117,499	3,003	120,502
Trade creditors	5,162	-	5,162
Accrued interest - third party undertakings	32,356	-	32,356
Amounts due to parent group undertakings	90,877	3,165	94,042
Other creditors	57,438	27,945	85,383
	380,297	597,805	978,102

Security deposits fall due at the end of each respective lease, while maintenance reserves, lessor contributions and amounts due to parent group undertakings which relate to operating leases fall due during the remaining term of each respective lease based on the timing of expected maintenance events.

Amounts due to parent group undertakings include cash balances held at period-end on behalf of affiliate group companies in accordance with existing cash pooling agreements.

Notes to the Consolidated Financial Statements
(continued)

21 BORROWINGS

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Loan amounts due to third party undertakings	3,453,766	3,328,522	3,113,766	2,948,522
Loan amounts due to parent group undertakings	6,510,365	5,580,561	6,510,364	5,575,249
Loan amounts due to subsidiaries	-	-	2,925,837	2,427,441
Debt securities issued in qualifying hedging relationships	-	501,738	-	-
Other debt securities issued	2,491,540	1,495,704	-	-
	12,455,671	10,906,525	12,549,967	10,951,212
The borrowings are repayable as follows:				
On demand or within one year	1,154,478	1,303,567	1,154,478	1,298,255
In the second year	1,043,481	1,151,273	1,043,481	1,151,273
In the third to fifth year inclusive	4,283,386	3,641,147	4,283,386	3,641,147
After five years	5,974,326	4,810,538	6,068,622	4,860,537
	12,455,671	10,906,525	12,549,967	10,951,212
Less: Amounts due for settlement within 12 months	(1,154,478)	(1,303,567)	(1,154,478)	(1,298,255)
Amounts due for settlement after 12 months	11,301,193	9,602,958	11,395,489	9,652,957

As at 31 March 2022, the Group had $4.4 billion of available capacity in place through a combination of undrawn shareholder funding ($1.9 billion), third party availability ($1.5 billion) and unrestricted cash balances. The Group has short-term debt repayment obligations (due within 12 months) totalling $1.15 billion and other current liabilities of $424.8 million. The short-term debt obligations include shareholder funding repayments of $194.6 million, which will become available as additional capacity on repayment.

On 19 July 2016, the Group closed the sale of $500 million of its 2.65% senior unsecured notes due 2021 through its wholly-owned subsidiary, SMBC Aviation Capital Finance DAC, fully and unconditionally guaranteed by SMBC Aviation Capital Limited, and the hedged interest rate risk measured at fair value through profit or loss. These notes were repaid in July 2021. These debt securities were designated into a qualifying hedge relationship at inception and the Group had determined that it expected the hedge to be highly effective over the life of the hedging instrument. The debt securities were fair valued through profit or loss with respect to the hedged interest rate. The net fair value hedge ineffectiveness gain of $0.58 million (note 7; year ended 31 March 2021: $0.44 million) recognised in the Statement of comprehensive income reflects an expense from hedging instruments related to debt securities of $1.37 million (year ended 31 March 2021: $1.44 million) and a gain from these hedged debt securities of $1.95 million (year ended 31 March 2021: $1.88 million). At Company level, these notes were included in loan amounts due to subsidiaries.

The Group closed the sale of $500 million of its 3.00% senior unsecured notes due 2022 on 19 July 2017, the sale of $500 million of its 4.125% senior unsecured notes due 2023 on 30 July 2018, the sale of $500 million of its 3.55% senior unsecured notes due 2024 on 15 April 2019, the sale of $500 million of its 2.30% senior unsecured notes due 2028 on 15 June 2021 and the sale of $500 million of its 1.90% senior unsecured notes due 2026 on 15 October 2021 through its wholly-owned subsidiary, SMBC Aviation Capital Finance DAC, fully and unconditionally guaranteed by SMBC Aviation Capital Limited. These debt securities were not designated into a qualifying hedge relationship at inception.

All borrowings are unsecured, interest-bearing at market related interest rates determined by each facility's respective term, collateral and counterparty.

The amount of borrowing costs that were capitalised to the cost of aircraft in the period in the Group was $23.7 million (year ended 31 March 2021: $49.6 million; note 9). The rate at which borrowing costs are capitalised is determined by the appropriate associated funding and is adjusted on an ongoing basis.

Notes to the Consolidated Financial Statements (continued)

21 BORROWINGS – CONTINUED

Reconciliation of cash and non-cash movements of Group borrowings:

	As at 1 April 2021 US $'000	Cash flows in the period US $'000	Non-cash changes Fair value changes US $'000	Amortisation of issuing costs US $'000	As at 31 March 2022 US $'000
Floating rate borrowings					
Loan amounts due to third party undertakings	3,030,000	(140,000)	-	-	2,890,000
Loan amount due to parent group undertakings	2,226,379	301,380	-	-	2,527,759
	5,256,379	161,380	-	-	5,417,759
Fixed rate borrowings					
Loan amount due to parent group undertakings	3,354,182	628,424	-	-	3,982,606
Loan amounts due to third party undertakings	298,522	265,244	-	-	563,766
Debt securities issued in qualifying hedging relationships	501,738	(500,740)	(1,949)	951	-
Other debt securities issued	1,495,704	993,858	-	1,978	2,491,540
	10,906,525	1,548,166	(1,949)	2,929	12,455,671

Terms, conditions and analysis of Group borrowings before impact of derivatives:

At 31 March 2022	Average interest rate %	Year of maturity	Due < 12 months US $'000	Due > 12 months US $'000	Total US $'000
Floating rate borrowings					
Loan amounts due to third party undertakings	1.20	2022-2029	460,000	2,430,000	2,890,000
Loan amount due to parent group undertakings	2.86	2023-2033	59,730	2,468,029	2,527,759
			519,730	4,898,029	5,417,759
Fixed rate borrowings					
Loan amount due to parent group undertakings	4.10	2022-2034	134,911	3,847,695	3,982,606
Loan amounts due to third party undertakings	2.61	2025-2031	-	563,766	563,766
Other debt securities issued	2.98	2022-2028	499,837	1,991,703	2,491,540
			1,154,478	11,301,193	12,455,671

At 31 March 2021	Average interest rate %	Year of maturity	Due < 12 months US $'000	Due > 12 months US $'000	Total US $'000
Floating rate borrowings					
Loan amounts due to third party undertakings	1.27	2021-2029	440,000	2,590,000	3,030,000
Loan amount due to parent group undertakings	2.85	2021-2033	57,680	2,168,699	2,226,379
			497,680	4,758,699	5,256,379
Fixed rate borrowings					
Loan amount due to parent group undertakings	4.10	2021-2034	304,149	3,050,033	3,354,182
Loan amounts due to third party undertakings	2.59	2025-2028	-	298,522	298,522
Debt securities issued in qualifying hedging relationships	2.65	2021	501,738	-	501,738
Other debt securities issued	3.56	2022-2024	-	1,495,704	1,495,704
			1,303,567	9,602,958	10,906,525

Notes to the Consolidated Financial Statements
(continued)

22 FINANCIAL RISK MANAGEMENT

Risk Management Framework
The Company's Board of Directors has overall responsibility for the establishment and oversight of the Group and Company's risk management framework. The Board of Directors, in conjunction with the Transportation Business Planning Department ("TBPD") on behalf of the Consortium, develops and monitors the Group and Company's risk management policies which are established to identify and analyse the risks faced by the Group and Company, which include:

a **Currency Risk**
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. The Group and Company seek to minimise cash flow currency risk by ensuring its leases and associated financing are in the same currency, or entering into currency swaps or forwards over the life of the lease. Accounting volatility arises from fair value through profit or loss movements where these derivatives, entered into as an economic hedge, do not qualify for hedge accounting under IAS 39. The Group and Company have no currency swaps in place at year-end.

All financial instruments are in US dollars with the exception of the following: certain bank accounts held in Euro and Sterling as well as certain receivables and payables in Euro and Sterling. Information on the currency derivatives is provided in note 13. There was no material change in the currency risk of the Group and Company during the period.

The carrying amounts of other currency denominated monetary assets and liabilities are as follows:

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Euro assets	10,172	13,968	8,914	12,556
Sterling assets	11	162	11	162
Japanese yen assets	10,937	5,965	397	413
Euro liabilities	(12,907)	(14,745)	(10,812)	(13,329)
Sterling liabilities	(1,386)	(1,353)	(1,386)	(1,351)
Japanese yen liabilities	(11,297)	(5,700)	(853)	(250)
Chinese yuan liabilities	(471)	(229)	(471)	(229)

At 31 March 2022, if the foreign currency, on the balances disclosed above, weakened/strengthened against the US dollar by 5% with all other variables held constant, the underlying post-tax profit for the Group for the year would have been $229,961 lower / higher, and for the Company would have been $131,117 lower / higher, mainly as a result of foreign exchange gains/losses on retranslation of Euro denominated cash balances, payables and other receivables.

b **Interest Rate Risk**
Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market interest rates. The Group and Company's policy is to seek to minimise cash flow interest rate risk when entering into leasing transactions by the use of appropriate matched funding, including the use of derivative financial instruments. Accounting volatility arises from fair value through profit or loss movements where these derivatives, entered into as an economic hedge, do not qualify for hedge accounting under IAS 39. There was no material change in the interest rate risk of the Group and Company during the period.

At the end of the reporting period the interest rate profile of the Group and Company's interest-bearing financial instruments was as follows:

Interest rate risk:	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Financial assets				
- variable rate	579,333	843,646	592,200	729,700
- fixed rate	1,559,787	1,199,099	1,597,948	1,322,104
- non-interest bearing	333,663	260,463	322,239	377,083
Total Financial Assets	2,472,783	2,303,208	2,512,387	2,428,887
Financial liabilities				
- variable rate	5,717,759	5,556,379	5,812,055	5,601,066
- fixed rate	7,037,912	5,655,706	7,037,912	5,655,706
- non-interest bearing	995,718	1,291,440	1,015,657	1,312,391
Total Financial Liabilities	13,751,389	12,503,525	13,865,624	12,569,163

Notes to the Consolidated Financial Statements (continued)

22 FINANCIAL RISK MANAGEMENT – CONTINUED

b Interest Rate Risk (continued)

The Group and Company manages its cash flow interest rate risk by using floating-to-fixed interest rate swaps. Such interest rate swaps have the economic effect of converting borrowings from floating rates to fixed rates. At 31 March 2022, if interest rates on financial assets or liabilities with variable interest rates shifted by 10bps, the underlying post-tax profit for the year would have been $1.4 million lower / higher; other components of equity would have been $5.1 million lower / higher as a result of a decrease/increase in the fair value of cash flow hedge reserves. The weighted average fixed rate for the interest rate swap portfolio was 4.45%.

c Liquidity Risk

Liquidity risk is the risk that the Group and Company will not be able to meet its financial obligations as they fall due. The Group and Company's approach to managing liquidity is to ensure, as far as possible, that it will always have sufficient liquidity to meet its liabilities when due. As at 31 March 2022, the Group had put in place $4.4 billion of available capacity through a combination of undrawn shareholder funding ($1.9 billion), third party availability ($1.5 billion) and unrestricted cash balances. Any maturity mismatch within the overall long-term structure of the Group and Company's assets and liabilities is managed to ensure that term asset commitments may be funded on an economic basis over their life. The short-term maturity structure of the Group and Company's liabilities and assets is managed on a daily basis to ensure that all cash flow obligations can be met as they arise. While operating cash flows have decreased in the current year due to impact of Covid-19 on various lessees and the impact of sanctions on Russia on various Russian airlines, available liquidity capacity has ensured that there was no material change in the liquidity risk of the Group and Company during the period.

The following are the remaining contractual maturities at the end of the reporting period of financial liabilities, including estimated interest payments and excluding the impact of netting agreements.

	Group Carrying value 31 March 2022 US $'000	Group Contracted cashflows 31 March 2022 US $'000	Group Carrying value 31 March 2021 US $'000	Group Contracted cashflows 31 March 2021 US $'000
Liabilities associated with assets held for sale	2,773	2,773	-	-
Trade and other payables	779,107	779,107	857,600	857,600
Obligations under finance leases	-	-	5,560	6,213
Borrowings	12,455,671	14,752,823	10,906,525	12,856,040
Subordinated liabilities	300,000	596,987	300,000	588,503
Interest rate swaps	106,943	1,118,441	313,338	1,050,651
	13,644,494	17,250,131	12,383,023	15,359,007

At 31 March 2022	Group Less than 1 year US $'000	Group 1 to 2 years years US $'000	Group 3 to 5 years US $'000	Group Over 5 years US $'000
Non-derivative financial instruments				
Liabilities associated with assets held for sale	(2,773)	-	-	-
Trade and other payables	(317,886)	(72,115)	(164,893)	(224,215)
Borrowings	(1,542,195)	(1,483,877)	(5,301,941)	(6,424,810)
Subordinated liabilities	(15,078)	(21,238)	(60,652)	(500,019)
Total non-derivative financial instruments outflows	(1,877,932)	(1,577,230)	(5,527,486)	(7,149,044)
Derivative financial instruments (gross)				
Interest Rate Swaps				
Net Settled - inflow	-	10,903	-	-
Net Settled - outflow	(49,030)	-	(23,478)	(46,339)
Total Outflows	(1,926,962)	(1,566,327)	(5,550,964)	(7,195,383)

Notes to the Consolidated Financial Statements (continued)

22 FINANCIAL RISK MANAGEMENT – CONTINUED

c Liquidity Risk (continued)

At 31 March 2021	Group Less than 1 year US $'000	Group 1 to 2 years years US $'000	Group 3 to 5 years US $'000	Group Over 5 years US $'000
Non-derivative financial instruments				
Trade and other payables	(262,798)	(75,117)	(261,556)	(258,129)
Obligations under finance leases	(3,465)	(2,748)	-	-
Borrowings	(1,588,716)	(1,413,074)	(4,374,283)	(5,479,967)
Subordinated liabilities	(12,843)	(13,122)	(50,135)	(512,403)
Total non-derivative financial instruments outflows	(1,867,822)	(1,504,061)	(4,685,974)	(6,250,499)
Derivative financial instruments (gross)				
Interest Rate Swaps				
Net Settled - inflow	-	-	-	-
Net Settled - outflow	(82,125)	(75,545)	(103,243)	(21,028)
Total Outflows	(1,949,947)	(1,579,606)	(4,789,217)	(6,271,527)

It is not expected that the cash flows in the maturity analysis could occur significantly earlier than shown above.

	Company Carrying value 31 March 2022 US $'000	Company Contracted cashflows 31 March 2022 US $'000	Company Carrying value 31 March 2021 US $'000	Company Contracted cashflows 31 March 2021 US $'000
Liabilities associated with assets held for sale	2,773	2,773	-	-
Trade and other payables	801,270	801,270	881,417	881,417
Obligations under finance leases	-	-	5,560	6,213
Borrowings	12,549,967	14,822,161	10,951,212	12,871,950
Subordinated liabilities	300,000	596,987	300,000	588,503
Interest rate swaps	106,943	1,118,441	313,338	1,050,651
	13,760,953	17,341,632	12,451,527	15,398,734

Notes to the Consolidated Financial Statements (continued)

22 FINANCIAL RISK MANAGEMENT – CONTINUED

c **Liquidity Risk (continued)**

At 31 March 2022	Company Less than 1 year US $'000	Company 1 to 2 years years US $'000	Company 3 to 5 years US $'000	Company Over 5 years US $'000
Non-derivative Financial Instruments				
Liabilities associated with assets held for sale	(2,773)	-	-	-
Trade and other payables	(353,300)	(72,115)	(164,893)	(210,960)
Borrowings	(1,632,671)	(1,483,877)	(5,302,438)	(6,403,175)
Subordinated liabilities	(15,078)	(21,238)	(60,652)	(500,019)
Total Non-derivative Financial Instruments Outflows	(2,003,822)	(1,577,230)	(5,527,983)	(7,114,154)
Derivative Financial Instruments (gross)				
Interest Rate Swaps				
Net Settled - inflow	-	10,903	-	-
Net Settled - outflow	(49,030)	-	(23,478)	(46,339)
Total Outflows	(2,052,852)	(1,566,327)	(5,551,461)	(7,160,493)

At 31 March 2021	Company Less than 1 year US $'000	Company 1 to 2 years years US $'000	Company 3 to 5 years US $'000	Company Over 5 years US $'000
Non-derivative Financial Instruments				
Trade and other payables	(295,800)	(75,117)	(261,556)	(248,944)
Obligations under finance leases	(3,465)	(2,748)	-	-
Borrowings	(1,629,583)	(1,413,074)	(4,374,283)	(5,455,010)
Subordinated liabilities	(12,843)	(13,122)	(50,135)	(512,403)
Total Non-derivative Financial Instruments Outflows	(1,941,691)	(1,504,061)	(4,685,974)	(6,216,357)
Derivative Financial Instruments (gross)				
Interest Rate Swaps				
Net Settled - inflow	-	-	-	-
Net Settled - outflow	(82,125)	(75,545)	(103,243)	(21,028)
Total Outflows	(2,023,816)	(1,579,606)	(4,789,217)	(6,237,385)

It is not expected that the cash flows in the maturity analysis could occur significantly earlier than shown above.

Notes to the Consolidated Financial Statements
(continued)

22 FINANCIAL RISK MANAGEMENT – CONTINUED

d Credit Risk

Credit risk is the risk arising from the possibility that the Group and Company will incur losses from the failure of counterparties to meet their obligations. Credit risk is managed with oversight from the Aircraft Credit Department ("ACCD") to enable the Group and Company to achieve appropriate risk versus reward performance whilst maintaining credit risk exposure in line with approved risk appetite on a portfolio basis. The key principles of credit risk management set out in the Framework include:

- Approval of credit exposure must be granted prior to any advance or extension of credit.
- An appropriate credit risk assessment of the customer and related credit facilities must be undertaken prior to approval of credit exposure. This must include an assessment of, amongst others, the purpose of the credit and sources of repayment, repayment history, capacity to repay, sensitivity to economic and market developments and risk-adjusted return.
- Credit risk authority must be specifically granted in writing to all individuals involved in the granting of credit approval, whether this is exercised personally or collectively as part of a credit committee. These individuals must act independently and with balanced commercial judgement in exercising credit authority.
- Where credit authority is exercised personally, the individual must not have any responsibility or accountability for business revenue origination.
- All credit exposures, once approved, must be effectively monitored and managed and reviewed periodically against approved guidelines. Review occurs at least annually, with lower quality exposures being subject to a greater frequency of analysis and assessment.
- Customers with emerging credit problems must be identified early and classified accordingly. Remedial actions must be implemented promptly to minimise the potential loss to the Company and consideration given whether to transfer customers with credit problems to a specialised problem management or recovery unit.
- Portfolio analysis and reporting must be used to identify and manage credit risk concentrations and credit risk quality.

The Group's principal financial assets that are subject to the expected credit loss ("ECL") model are trade and other receivables ($212.3 million of which $141.7 million relate to lease receivables) resulting from its leasing activities, advances to OEMs ($608.4 million; note 14) and cash and cash equivalents (bank accounts totalling $994.3 million; including $974.6 million with group companies). The Group applies the IFRS 9 simplified approach to measuring ECLs which uses a lifetime expected loss allowance for all trade receivables and has established a provision matrix that is based on the Group's historical credit loss experience, adjusted for forward-looking factors specific to the debtors and the economic environment. Letters of credit and security deposits held are considered an integral part of trade receivables and considered in the calculation of impairment.

Cash and cash equivalents are also subject to the impairment requirements of IFRS 9, but the credit risk is limited because the counterparties are banks with high credit-ratings assigned by international credit-rating agencies. The Group did not recognise an impairment allowance as the potential allowance was deemed to be immaterial.

At 31 March 2022, the Group's significant cash and deposit counterparties were:

	US $'000
SMBC (credit rating A (S&P))	974,620
Citibank (Credit rating A+ (S&P))	19,654
	994,274

The Group's leasing arrangements require lessees to pay rentals in advance and to provide security deposits and in many cases maintenance reserves. However, an early termination of a lease due to a credit event may expose the Group to consequential economic loss due to lower rentals being available from replacement lessees and also possible costs associated with repossession, repair and maintenance and transitioning of the aircraft to a new lessee. Credit risk with respect to trade receivables relating to lessees is generally mitigated due to the number of lessees and their dispersal across different geographical areas. At the financial year end March 2022, the Group was exposed to trade debtors of $115.6 million (2021: $260.8 million) and held a provision for expected credit losses against these for $35.3 million (2021: $152.9 million). As at 31 March 2022, the Group held letters of credit in relation to lease rentals and maintenance exposures of $283.9 million (31 March 2021: $383.4 million) in addition to $383.4 million of cash security deposits and maintenance reserves (31 March 2021: $599.4 million; see note 20).

Notes to the Consolidated Financial Statements
(continued)

22 FINANCIAL RISK MANAGEMENT – CONTINUED

d Credit Risk (continued)

The amounts presented in the Statement of Financial Position are net of allowances for doubtful receivables and gross of collateral held.

The table below provides an analysis of exposure to credit risk and ECLs for trade receivables as at:

	Expected credit loss provision %		Group & Company 31 March 202		Group & Company 31 March 2021	
	31 March 2022 %	31 March 2021 %	Gross carrying amount US $'000	Impairment loss US $'000	Gross carrying amount US $'000	Impairment loss US $'000
Category 1	0.2%	0.2%	440	-	1,210	-
Category 2	1.2%	1.5%	351	-	3,813	157
Category 3	8.4%	6.2%	70,373	4,298	11,907	744
Category 4	33% - 100%	33% - 100%	44,418	30,955	243,841	152,036
			115,582	35,253	260,771	152,937

The Group and Company classifies financial assets and calculate respective expected credit losses by reference to the categories noted above, with Category 1 being the lowest risk and Category 4 the highest risk. Classification is determined by a combination of previous default rates and estimated future losses based on credit grading, current economic situation and the increasing level of receivables of each lessee. Category 4 includes gross trade receivables of $15.9 million, $27.9 million and $0.6 million with applicable credit loss provision rates of 33%, 50% and 100% respectively.

The Group and Company continues to monitor the economic environment of its customers including those who have entered lease restructurings (both as part of or separate to formal restructuring processes) during the Covid pandemic, those who have subsequently exited such lease restructurings, as well as taking actions to limit its credit exposures. Credit loss provisions were revised during the reporting period in line with the changing economic and lessee specific circumstances.

A number of airline customers agreed restructured leases and / or exited lease restructurings during the year, which resulted in the write-off of certain balances that originated in the pre-restructuring period. However, the Group partially recovered amounts related to the sale of the Group's interest in the pre-petition claims against some of its lessees by way of sub-participation (note 3). The table above reflects the lower overall receivable and provisioning balances at year-end, while the Group and Company continues to monitor its credit exposure and manage any lessee concentrations.

Based on counterparty payment history the Company considers all the above financial assets to be of good credit quality.

Impairment Losses

The movement in the provision for expected credit losses in respect of financial assets is as follows:

	Group US $'000	Company US $'000
Balance at 1 April 2020	12,187	12,187
Credit impairment charge on financial assets	153,872	153,872
Trade debtors written off	(13,122)	(13,122)
Balance at 31 March 2021	152,937	152,937
Credit impairment credit on financial assets	(35,364)	(35,364)
Trade debtors written off	(82,320)	(82,320)
Balance at 31 March 2022	35,253	35,253

The provision for expected credit losses include a provision of $33.5 million in relation to lease receivables (31 March 2021: $151.0 million).

Notes to the Consolidated Financial Statements
(continued)

22 FINANCIAL RISK MANAGEMENT – CONTINUED

e Concentration Risk

Concentration risk is the risk that a high percentage of aircraft are on lease to a single lessee or region resulting in the returns on aircraft being less diverse and more correlated. The largest exposure to a single lessee based on net book value of delivered aircraft is 4.6%.

f Technical, Maintenance and Environmental Risk

Technical, maintenance and environmental risk is the risk that a 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 on an ongoing basis.

g Asset Value Risk

Asset value risk is the risk that internal and external factors may adversely affect the inherent value of any asset held. There is a material risk to the value of the Groups operating lease assets that remain in Russia and which continue to be flown by Russian airlines. There is a significant level of uncertainty in terms of timing when, and if, these aircraft redeliver to the Group and as a result these aircraft may suffer deterioration in maintenance condition due to inadequate maintenance and lack of components.

In addition, as a result of the ongoing Covid-19 outbreak, there is a heightened risk that events may impact on the underlying value of property, plant and equipment, and specifically operating lease assets, held by the Group and Company.

Material judgements also apply in respect of property, plant and equipment and include the identification and subsequent measurement of impairment, which relies on a measurement of estimated of cash flows and residual values. A decrease in estimated future cash flows or residual values due to the on-going and evolving geopolitical situation in Ukraine / Russia and the Covid-19 outbreak may result in additional impairment of related assets.

g Capital Management

The Group and Company is a member of a group with regulatory disciplines over the use of its capital. Although the Group and Company itself is not regulated it aims to maintain capital resources commensurate with the nature, scale and risk profile of its business. It regards its capital as the total equity as shown on the Statement of Financial Position.

Notes to the Consolidated Financial Statements
(continued)

23 DEFERRED TAX

Movements during the year:	Group US $'000	Company US $'000
At 1 April 2020	319,969	319,977
Charge to income from continuing operations (note 8)	1,359	1,359
Charge to other comprehensive income	34,512	34,512
At 31 March 2021	355,840	355,848
Charge to income from continuing operations (note 8)	(142,370)	(44,669)
Charge to other comprehensive income	29,003	29,003
At 31 March 2022	242,473	340,182

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Deferred tax assets	13,652	39,549	13,652	39,549
Deferred tax liabilities	(256,125)	(395,389)	(353,834)	(395,397)
	(242,473)	(355,840)	(340,182)	(355,848)

Full provision has been made for the potential amount of deferred taxation shown below:

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Accelerated capital allowances on assets financed, less carried forward tax losses - net deferred tax liability	(253,018)	(395,389)	(350,727)	(395,397)
Fair value adjustments on financial instruments - deferred tax asset	13,652	39,549	13,652	39,549
Fair value adjustments on financial instruments - deferred tax liability	(3,107)	-	(3,107)	-
	(242,473)	(355,840)	(340,182)	(355,848)

The Group has estimated tax losses of $3.22 billion (31 March 2021: $2.84 billion) which are available for set-off against future taxable income. These tax losses have arisen from the Group entities incurring operational tax losses. This asset is anticipated to be recovered as financial projections indicate these entities are likely to produce sufficient taxable income in the near future. These deferred tax asset balances were offset against deferred tax liabilities.

Notes to the Consolidated Financial Statements (continued)

24 SUBORDINATED LIABILITIES

	Average interest rate %	Year of maturity	Group & Company 31 March 2022 US $'000	Group & Company 31 March 2021 US $'000
$300 million floating rate loan due to parent group undertakings	4.26	2038	300,000	300,000
			300,000	300,000

In November 2018, the Company entered into a floating rate subordinated loan with an initial 16 year maturity with a parent group undertaking. The maturity date of the loan has since been extended to February 2038 and can be extended further with the agreement of both parties.

25 SHARE CAPITAL

	31 March 2022 US $	31 March 2021 US $
Authorised:		
Ordinary shares of $1 each	300,000,000	300,000,000
Preference shares of $1 each	700,000,000	700,000,000
	1,000,000,000	1,000,000,000
Issued, called up and fully paid:		
Ordinary shares of $1 each	187,512,800	187,512,800
Preference shares of $1 each	700,000,000	700,000,000
	887,512,800	887,512,800

The Company's ordinary shares have voting rights attached but carry no right to fixed income, while its preference shares have no voting rights attached and may be paid a fixed non-cumulative preferential dividend of 7.5% of nominal value at the Company's discretion in any financial year.

	31 March 2022 Number of shares	31 March 2021 Number of shares
Authorised:		
Ordinary shares of $1 each	300,000,000	300,000,000
Preference shares of $1 each	700,000,000	700,000,000
	1,000,000,000	1,000,000,000
Issued, called up and fully paid:		
Ordinary shares of $1 each	187,512,800	187,512,800
Preference shares of $1 each	700,000,000	700,000,000
	887,512,800	887,512,800

Notes to the Consolidated Financial Statements
(continued)

26 OTHER COMPONENTS OF EQUITY

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Share premium	261,102	261,102	261,102	261,102
	261,102	261,102	261,102	261,102
Capital contribution	207,486	207,486	-	207,486
Other reserve	1,967	1,967	-	-
Cash flow hedge reserve	(73,818)	(276,841)	207,486	(276,841)
Total other reserves	396,737	193,714	468,588	191,747

The Company issued 18,751,307 new ordinary shares of $1 each at a premium of $12.9245 per share to Sumitomo Mitsui Finance and Leasing Company, Ltd. ("SMFL") and Sumitomo Mitsui Banking Corporation ("SMBC") as part of the shareholder restructuring in November 2018.

In May 2012, the Company's then immediate parent company, International Aviation Management (CI) Limited, irrevocably waived and forgave debt of $207.5 million in the form of a capital contribution. The contribution was made absolutely and the Company's then ultimate parent company, Royal Bank of Scotland Group plc, retained no rights, titles or interest whatsoever in the contribution other than the rights it held as the shareholder.

As described in note 1 c, for newly acquired subsidiaries, the Group adjusts the carrying value of assets and liabilities to reflect the Group's accounting policies. At 31 March 2013, the Group acquired a new subsidiary (SMBC Aviation Capital Aircraft Holdings B.V.; now liquidated) as part of a common control transaction. The impact of harmonising the Group's accounting policies was that the maintenance reserves of SMBC Aviation Capital Aircraft Holdings B.V. were reduced by $2.633 million at 31 March 2013, with a related increase in deferred tax liabilities of $0.658 million. The difference, a net amount of $1.967 million being a transaction with shareholder, was reflected in the other reserve.

The cash flow hedge reserve reflects changes in the mark-to-market value of cash flow hedge accounted derivatives, driven by market rates, and the amortisation of de-designated cash flow hedges.

27 OPERATING LEASE ARRANGEMENTS AS LESSOR

The future minimum lease payments receivable under non-cancellable operating leases, which include variable lease payments based on rent as at the reporting date, are as follows:

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Within one year	1,122,826	1,164,067	1,118,242	1,152,384
In the second year	1,144,279	1,161,582	1,136,924	1,148,975
In the third year	1,091,783	1,093,864	1,082,271	1,078,486
In the fourth year	1,042,513	1,019,119	1,028,529	1,001,585
In the fifth year	965,881	969,683	951,310	947,675
After five years	3,967,962	3,978,558	3,899,849	3,875,143
	9,335,244	9,386,873	9,217,125	9,204,248

Notes to the Consolidated Financial Statements
(continued)

28 RELATED PARTIES

The Consolidated Financial Statements include the Financial Statements of the Company and its subsidiaries as documented in the accounting policy note 1c. A listing of the Company's subsidiaries is included in note 10. Transactions to and from, together with outstanding payables and receivables to and from, subsidiaries are eliminated in the preparation of the consolidated financial information in accordance with IAS 27, Consolidated and Separate Financial Statements.

The Group and Company's ultimate parent companies are Sumitomo Mitsui Financial Group (66%) and Sumitomo Corporation (34%). The table below provides a list of any outstanding balances at year end and any transactions entered into during the financial year with the parent companies and its subsidiaries. All transactions with related parties were made on terms equivalent to those that prevail in arm's length transactions.

Transactions with parent companies:	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
Sumitomo Mitsui Finance and Leasing Co., Ltd				
Transactions during the period:				
Fee income	132	3,375	132	3,375
Interest expense	-	638	-	638
Operating expenses	4,537	1,465	4,537	1,465
Balances at period end:				
Sundry (creditors) / debtors	(4,107)	2,067	(4,107)	2,067
Transactions with associate companies:				
Aviation Management Co., Ltd.				
Transactions during the period:				
Fee income	2,351	2,464	2,197	2,210
Balances at period end:				
Sundry debtors	-	100	-	-
SMBC Aviation Capital (UK) Limited				
Transactions during the period:				
Lease rental income	14,343	15,887	14,343	15,887
Fee income	1,362	1,558	1,362	1,558
Balances at period end:				
Amounts due to group undertakings	64,007	37,646	64,007	37,646
SMBC Capital Markets Inc.				
Transactions during the period:				
Gain on derivative fair value	1,373	1,441	1,373	1,441
Interest expense	92,433	67,473	92,433	67,473
Balances at period end:				
Cash	-	361,700	-	361,700
Derivative Financial Instruments	98,864	327,556	98,864	327,556

Notes to the Consolidated Financial Statements
(continued)

28 RELATED PARTIES – CONTINUED

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
SMBC Trust Bank				
Transactions during the period:				
Interest expense	97,745	84,704	97,745	84,704
Balances at period end:				
Borrowings	3,293,670	2,766,257	3,293,670	2,766,257
Amounts due to group undertakings	13,227	7,996	13,227	7,996
SMBC Bank International plc				
(formerly "Sumitomo Mitsui Banking Corporation Europe Limited")				
Transactions during the period:				
Fee income	1,500	1,500	1,500	1,500
Interest income	-	88	-	88
Operating expense	(52)	(1,205)	(52)	(1,205)
Balances at period end:				
Cash	12,190	2,317	12,189	2,316
Sundry debtors / (creditors)	1,500	(132)	1,500	(132)
SMBC (Japan)				
Transactions during the period:				
Operating expenses	12,281	14,547	12,281	14,547
Balances at period end:				
Amounts due to group undertakings	5,497	6,177	5,497	6,177
SMBC (New York)				
Transactions during the period:				
Interest expense	133,768	112,082	133,768	112,082
Balances at period end:				
Borrowings	3,516,694	3,108,992	3,516,694	3,108,992
Cash	962,429	441,730	962,429	441,730
Amounts due to group undertakings	15,961	14,905	15,961	14,905
SMBC (Paris)				
Transactions during the period:				
Interest expense	273	464	273	464
Balances at period end:				
Obligations under Finance Leases	-	3,171	-	3,171
Non-current liabilities	-	2,425	-	2,425
SMFL (China) Co., Ltd.				
Transactions during the period:				
Operating expenses	613	559	613	559
Balances at period end:				
Other Creditors	117	-	117	-

Notes to the Consolidated Financial Statements (continued)

28 RELATED PARTIES – CONTINUED

	Group 31 March 2022 US $'000	Group 31 March 2021 US $'000	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
SMFL (Singapore) Pte. Ltd.				
Transactions during the period:				
Operating expenses	942	1,150	942	1,150
Balances at period end:				
Other Creditors	104	-	104	-
Shanghai General SMFL Co., Ltd.				
Transactions during the period:				
Operating expenses	795	698	795	698
Balances at period end:				
Other Creditors	173	120	173	120
SMBC Leasing and Finance,Inc.				
Transactions during the period:				
Operating expenses	4,350	4,200	4,350	4,200
Balances at period end:				
Other Creditors	1,171	435	1,171	435
SMBC Bank EU AG				
Transactions during the period:				
Operating income	60	103	60	103

Transactions with subsidiaries	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
SMBC Aviation Capital Ireland Leasing 3 Limited		
Transactions during the period:		
Fee income	1,435	48
Interest income	16,569	1,440
Balances at period end:		
Amounts due from group undertakings	617,076	499,222
SMBC Aviation Capital Netherlands B.V.		
Transactions during the period:		
Fee expense	3,658	2,903
Interest expense	2,840	3,764
Balances at period end:		
Amounts due to group undertakings	200,060	238,914

Notes to the Consolidated Financial Statements
(continued)

28 RELATED PARTIES – CONTINUED

	Company 31 March 2022 US $'000	Company 31 March 2021 US $'000
SMBC Aviation Capital Paris Leasing 2 SARL		
Transactions during the period:		
Fee expense	1,184	1,123
Balances at period end:		
Amounts due to group undertakings	(338)	(38)
SMBC Aviation Capital Hong Kong Limited		
Transactions during the period:		
Fee expense	891	2,393
Balances at period end:		
Amounts due from / (to) group undertakings	3,903	(1,043)
SMBC Aviation Capital Hong Kong 2 Limited		
Transactions during the period:		
Interest expense	2,573	3,526
Fee expense	2,050	2,059
Balances at period end:		
Amounts due to group undertakings	198,780	197,622
SMBC Aviation Capital Hong Kong 3 Limited		
Transactions during the period:		
Interest income	3,440	1,747
Balances at period end:		
Amounts due from group undertakings	29,088	122,353
SMBC Aviation Capital Finance Designated Activity Company		
Transactions during the period:		
Fee expense	13	18
Interest expense	73,670	69,447
Balances at period end:		
Amounts due to group undertakings	2,515,244	2,014,201

The Group closed the sale of $500 million of its 2.65% senior unsecured notes due 2021 on 19 July 2016, the sale of $500 million of its 3.00% senior unsecured notes due 2022 on 19 July 2017, the sale of $500 million of its 4.125% senior unsecured notes due 2023 on 30 July 2018 and the sale of $500 million of its 3.55% senior unsecured notes due 2024 on 15 April 2019, the sale of $500 million of its 2.30% senior unsecured notes due 2028 on 15 June 2021 and the sale of $500 million of its 1.90% senior unsecured notes due 2026 on 15 October 2021 through its wholly-owned subsidiary, SMBC Aviation Capital Finance DAC, fully and unconditionally guaranteed by SMBC Aviation Capital Limited. All issuances are fully and unconditionally guaranteed by SMBC Aviation Capital Limited. The impact on borrowings is set out in note 21.

The amounts outstanding are unsecured and will be settled in cash. No other guarantees have been given or received. No provisions have been made for doubtful debts in respect of the amounts owed by related parties.

Notes to the Consolidated Financial Statements
(continued)

28 RELATED PARTIES – CONTINUED

In addition, the Group has also engaged with The Community Foundation for Ireland, a registered charity, to assist with specific corporate social responsibility projects. While The Community Foundation for Ireland is disclosed as a related party due to an existing relationship between its Board of Trustees and the Company's Board of Directors, all services will be provided to the Group on terms equivalent to those that prevail in arm's length transactions for the duration of the projects.

Key management personnel include directors (executive and non-executive), members of the Executive Committee and the Company Secretary. The compensation paid or payable to key management is shown below:

	31 March 2022 US $'000	31 March 2021 US $'000
Salaries and other short-term employee benefits	6,955	5,937
Post-employment benefits	468	441
Other long-term benefits	1,277	755
Total	8,700	7,133

29 CAPITAL COMMITMENTS

During the year ended 31 March 2015, the Group placed firm orders with Airbus and Boeing. The Airbus order consisted of 110 A320neo aircraft (of which 20 have subsequently been converted to A321neos) and 5 A321ceo aircraft, while the Boeing order consisted of 90 Boeing 737 MAX 8 aircraft. In addition to these direct orders, the Group also placed further direct orders for a mix of 56 Airbus A320neos and 15 Airbus A321neos during 2018 and have existing sale-leaseback capital commitments totalling $0.8 billion (31 March 2021: $0.6 billion).

The combined remaining purchase commitment for orders total $10.0 billion and delivery dates are currently scheduled between 2022 and 2027 of which $2.1 billion relates to expected delivery dates within the next twelve months. These delivery dates continue to be impacted by the ongoing Covid-19 pandemic, which have impacted on certain assembly and supplier facilities.

The scheduled delivery dates also reflect an agreement concluded in May 2020 with Boeing to defer the delivery of 68 aircraft from their original delivery dates in 2020 - 2022 to 2025 - 2027 and an agreement concluded in December 2020 with Boeing to cancel the delivery of 21 aircraft, with existing PDPs already paid for these aircraft reclassified as an advance to Boeing (note 14). Furthermore, an agreement was concluded with Airbus in July 2020 to defer the delivery of 23 aircraft from their original delivery dates in 2021 - 2022 to 2021 - 2026, with an additional agreement concluded with Airbus in March 2021 to defer the delivery of 46 aircraft from their original delivery dates in 2021 - 2025 to 2022 - 2026. Lastly, an additional agreement was concluded in May 2021 with Boeing for the purchase of a further 14 aircraft. All commitments are based upon fixed price agreements with the manufacturers, elements of which are adjusted for inflation and include price escalation formulas, and are net of expected price concessions where applicable.

30 CONTINGENT LIABILITIES

The Group and Company had no contingent liability at 31 March 2022 (31 March 2021: $nil).

31 SUBSEQUENT EVENTS

On 6 May 2022, Mr. N. Hirose, Mr. T. Kusaka, Mr. N. Nonaka and Mrs. A. Kenny were appointed as Directors.

On 16 May 2022, the Company announced that it had reached agreement with NWS Holdings Limited and Chow Tai Fook Enterprises Limited to acquire Goshawk Aviation ("Goshawk"), the Dublin-based global aircraft lessor. The transaction includes the acquisition of a portfolio of 176 owned and managed aircraft, but specifically excludes aircraft owned by Goshawk that are located in Russia.

No other significant events affecting the Group and Company have occurred since 31 March 2022, which require adjustment to or disclosure in the Consolidated Financial Statements.

32 APPROVAL OF FINANCIAL STATEMENTS

The Directors approved these Financial Statements on 30 June 2022.

Acronyms and Abbreviations

ACCD	Aircraft Credit Department
ceo	Current engine option
CGU	Cash generating unit
Companies Act/ The Act	Companies Act 2014
Company	SMBC Aviation Capital Limited
Consortium	SMFG and SC
CSR	Corporate Social Responsibility
ECL	Expected credit loss
EU	European Union
Financial Statements	The Group and Company financial statements
Goshawk	Goshawk Aviation
Group	SMBC Aviation Capital Limited and its subsidiaries
IAS	International Accounting Standards
IASB	International Accounting Standards Board
IBOR	Interbank Offered Rate
IFRS	International Financial Reporting Standards
IFSC	International Financial Services Centre
ISA	International Standard on Auditing
IT	Information technology
JOLCO	Japanese operating lease with call option
Managed entity	SMBC Aviation Capital (UK) Limited
MSN	Manufacturers Serial Number
neo	New engine option
OCI	Other comprehensive income
OEM	Original equipment manufacturer
PDP	Pre-delivery payment
ROU	Right of use
Russia	Russian Federation
S&P	Standard & Poor’s
SC	Sumitomo Corporation
SMBC	Sumitomo Mitsui Banking Corporation
SMFG	Sumitomo Mitsui Financial Group
SMFL	Sumitomo Mitsui Finance and Leasing Company, Ltd.
Structured entity	PDP financing company
TBPD	Transportation Business Planning Department
UEL	Useful economic life
UK	United Kingdom
USA	United States of America

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