

**Registered number: 649087**

**START II IRELAND LEASING 4 LIMITED**

**ANNUAL REPORT AND FINANCIAL STATEMENTS  
FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2025**

## **START II IRELAND LEASING 4 LIMITED**

<b>Contents</b>	<b>Page</b>
Directors and other information	1
Directors' report	2 - 6
Statement of Directors' responsibilities in respect of the Directors' report and the financial statements	7
Independent auditors' report	8 - 10
Statement of profit or loss and other comprehensive income	11
Statement of financial position	12
Statement of changes in equity	13
Notes to the financial statements	14 - 32

## **START II IRELAND LEASING 4 LIMITED**

### **Directors and other information**

<b>Directors</b>	Patricia Jane O'Callaghan (resigned 18 July 2025) Brian Mulvihill William Clayton Glidewell (USA) Ronan Stewart (appointed 18 July 2025) Ronan Stewart (Alternate Director to Patricia Jane O'Callaghan) (appointed 20 January 2025) (resigned 18 July 2025)
<b>Company secretary</b>	Vistra Corporate Services (Ireland) Limited
<b>Registered office</b>	Rocktwist House Block 1, Western Business Park Shannon Co. Clare Ireland
<b>Independent auditor</b>	Deloitte Ireland LLP Chartered Accountants and Statutory Audit Firm Deloitte & Touche House 29 Earlsfort Terrace Dublin 2, D02 AY28 Ireland
<b>Solicitors</b>	A&L Goodbody 25-28 North Wall Quay IFSC Dublin 1 Ireland
<b>Managing agent</b>	Vistra Financial Services (Ireland) Limited Rocktwist House Block 1, Western Business Park Shannon Co. Clare Ireland
<b>Servicer</b>	Celestial Aviation Services Limited Aviation House Shannon Co Clare Ireland

## **START II IRELAND LEASING 4 LIMITED**

### **Directors' report**

The Directors present their annual report together with the audited financial statements for START II Ireland Leasing 4 Limited (the “Company”) for the financial year ended 31 December 2025.

These financial statements are presented in United States Dollar (“USD”), the functional and presentation currency of the Company.

### **Principal activities, business review and future developments**

The Company was incorporated in Ireland on 30 April 2019 under the Companies Act, 2014 and commenced activity on 15 May 2019. The Company is limited by shares.

The principal activity of the Company is the leasing of commercial aircraft.

During the financial year ended 31 December 2025, the Company acquired no aircraft (2024: Nil). In the prior periods, loans were received by the Company from its intermediate parent, START II Ltd and capital from its immediate parent, START II Aircraft Holdings Limited to finance the acquisition of the aircraft.

During the financial year ended 31 December 2025, one aircraft’s existing lease agreement, which was in place between the Company and an Indonesian lessee, novated to the Indonesian lessee’s fellow group company based in Thailand. The Company disposed of one aircraft (2024: Nil) resulting in a gain on disposal of aircraft of USD 6,109,467 (2024: Nil).

The Company has no employees. The aircraft are managed by Celestial Aviation Services Limited. Vistra Financial Services (Ireland) Limited provide administrative and cash management services to the Company.

The Directors are satisfied with the Company’s progress and will continue to explore opportunities for the progression of the Company.

### **Results and dividends**

Lease income for the financial year is USD 4,522,456 (2024: USD 5,140,477). Profit from operations before finance costs is USD 7,713,194 (2024: USD 1,768,453). The reported profit before taxation for the financial year is USD 6,723,794 (2024: USD 475,307). The statement of profit or loss and other comprehensive income, statement of financial position and statement of changes in equity are set out on pages 11 to 13.

The Directors do not recommend payment of a dividend in respect of the financial year ended 31 December 2025 (2024: Nil).

### **Going concern**

The Directors believe that the Company has sufficient liquidity from its lease cashflows to meet its obligations as they fall due, based on the ongoing financial support from its intermediate parent, START II Ltd. Obligations related to loans issued are dependent on cash flows being available. This means it is only required to make payments to the extent that cash is available and failure to do so does not result in a default that would call going concern assumptions into question. Therefore, the Directors believe that it remains appropriate to prepare the Financial Statements on a going concern basis of preparation.

In determining the going concern basis of preparation of the financial statements, the Directors have considered the available resources to the Company and related forecasts, which show that based on current information that the Company would continue as a going concern for the next 12 months from the date of the financial statements.

## **START II IRELAND LEASING 4 LIMITED**

### **Directors' report (continued)**

#### **Directors, secretary and their interests**

The Directors and company secretary of the Company are listed below:

##### *Directors*

Patricia Jane O'Callaghan (resigned 18 July 2025)

Brian Mulvihill

William Clayton Glidewell (USA)

Ronan Stewart (appointed 18 July 2025)

Ronan Stewart (Alternate Director to Patricia Jane O'Callaghan) (appointed 20 January 2025)  
(resigned 18 July 2025)

##### *Company secretary*

Vistra Corporate Services (Ireland) Limited

The Directors and company secretary who held office at 31 December 2025 had no interests in the share capital of the Company or any group company at the beginning or end of the financial year (2024: Nil).

#### **Material contracts**

There are no material contracts in relation to the business of the Company in which any Director of the Company had any interest during the financial year ended 31 December 2025 (2024: Nil) with the exception of Directors fees.

#### **Principal risks and uncertainties**

The Company is subject to the following risks and uncertainties:

1. Credit risk;
2. Currency risk;
3. Interest rate risk;
4. Liquidity risk;
5. Asset risk;
6. Operational risk; and
7. Geopolitical risk.

The Board of Directors has overall responsibility for the establishment and oversight of the Company's risk management framework.

##### *Credit risk*

The Company is subject to the credit risk of its lessees in respect of the collection of rental and maintenance reserves and other payments under its operating leases. Credit risk is defined as the loss in cash and earnings if the counterparty is unable to pay its obligations in due time. The carrying amount of the financial assets represents the maximum credit exposure.

Creditworthiness of each customer is assessed and the Company typically seeks security deposits from new lessees in the form of cash or letter of credit to mitigate overall financial exposure to its lessees where appropriate. The assessment process takes into account qualitative and quantitative information about the customer such as business activities, senior management team, financial fitness, resources, performance and business risks, to the extent that this information is publicly available or otherwise disclosed to the Company.

## **START II IRELAND LEASING 4 LIMITED**

### **Directors' report (continued)**

#### **Principal risks and uncertainties (continued)**

##### *Credit risk (continued)*

The airline industry is cyclical, economically sensitive and highly competitive. The Company's ability to succeed is dependent on the financial strength of its customers and their ability to react to and cope with the volatile competitive environment in which they operate. If its customers experience financial difficulties, this may result in defaults or the early termination of leases.

The value of trade receivables and other receivables is highly dependent upon the financial strength of the commercial aviation industry as described in the asset risk section. Defaults by one or more of the Company's major customers could have a material adverse effect on the Company's cash flow and earnings and the ability to meet its debt obligations.

##### *Currency risk*

The principal assets and liabilities of the Company are denominated in USD which is the functional and presentation currency of the Company. Therefore, the Company has limited exposure to currency risk.

##### *Interest rate risk*

All of the Company's financial liabilities are interest-bearing at a fixed rate. All lease income is payable on a fixed basis for the remainder of the term of the lease. Therefore, the Company has no exposure to interest rate risk. This is regularly reviewed within the Company.

##### *Liquidity risk*

Liquidity risk is the risk that the Company will not be able to meet its financial obligations as they fall due. The Company manages liquidity risk by maintaining adequate cash balances, budgeting and ongoing monitoring.

##### *Asset risk*

Asset risk is the risk of deterioration in the underlying value of the aircraft. The Company bears the risk of re-leasing or selling aircraft in the portfolio that are currently subject to operating leases at the end of their lease terms.

If demand for aircraft or market lease rates decrease, these could affect the market value of their aircraft.

The Directors look to further mitigate this risk by appointing an experienced servicer to develop and advise on marketing strategies as well as identifying and negotiating with prospective lessees and third-party purchasers for the lease or sale of assets. The Directors also look to mitigate this risk by collecting maintenance income, security deposits and/or letters of credit where appropriate. In addition, the Directors also manage the condition of the maintenance status of the aircraft and have appropriate insurance in place.

##### *Operational risk*

Operational risk is the risk of indirect or direct loss arising from a wide variety of causes associated with the Company's operations. The Company's objective is to manage operational risk and does so primarily by outsourcing all administrative functions to a professional service provider. The Company was incorporated with the purpose of engaging in the activities outlined in the Directors' Report.

## **START II IRELAND LEASING 4 LIMITED**

### **Directors' report (continued)**

#### **Principal risks and uncertainties (continued)**

##### *Operational risk (continued)*

All servicing and administrative functions are outsourced to Celestial Aviation Services Limited and Vistra Financial Services (Ireland) Limited, respectively.

##### *Geopolitical risk*

The Company leases aircraft to customers in jurisdictions worldwide, exposing them to a variety of economic, social, legal and political risks. Exposure to multiple jurisdictions may adversely affect the Company's future performance and position. The adequacy and timeliness of management's response to exposures in these jurisdictions is of importance to the mitigation of this risk.

Given the current complexities in the current geopolitical environment, and in particular the concerns it raises for the aviation industry, the Company continues to monitor the macro-economic environment including inflationary pressures and in particular economic factors related to aircraft demand and leasing.

#### **Accounting records**

The Directors believe that they have complied with the requirements of Section 281 to 285 of the Companies Act, 2014 with regard to keeping books of account by employing accounting personnel with appropriate expertise and by providing adequate resources to the finance function. The books of account of the Company are maintained at Rocktwist House, Block 1, Western Business Park, Shannon, County Clare, Ireland.

#### **Relevant audit information**

The Directors believe that they have taken all steps necessary to make themselves aware of any relevant audit information and have established that the Company's statutory auditors are aware of that information. In so far as they are aware, there is no relevant audit information of which the Company's statutory auditors are unaware. This confirmation is given and should be interpreted in accordance with the provisions of Section 330 of the Companies Act 2014.

#### **Political donations**

The Company made no political donations and incurred no political expenditure during the financial year ended 31 December 2025 (2024: Nil).

#### **Post balance sheet events**

There have been no significant events outside the normal course of business subsequent to the financial year end that would require adjustments or disclosures in these financial statements.

## START II IRELAND LEASING 4 LIMITED

### Directors' report (continued)

#### Issue of shares

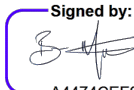
The authorised share capital of the Company is 3 ordinary shares of USD 1 each. No shares were issued during the financial year (2024: Nil). START II Aircraft Holdings Limited holds 100% of the issued share capital of the Company. The Company did not receive a share premium during the year (2024: USD Nil).

#### Independent auditors

The Independent auditors, Deloitte Ireland LLP, have expressed their willingness to continue in office in accordance with section 383(2) of the Companies Act 2014.

On behalf of the Board

Signed by:

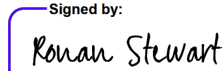


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Brian Mulvihill

**Director**

Signed by:



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Ronan Stewart

**Director**

Date: 12 February 2026

## START II IRELAND LEASING 4 LIMITED

### Statement of Directors' responsibilities in respect of the Directors' report and the financial statements

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

The Company law requires the Directors to prepare financial statements for each financial period. Under that act they have elected to prepare the financial statements in accordance with FRS 101 Reduced Disclosure Framework.

Under company law the Directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the assets, liabilities and financial position of the Company and of its profit or loss for that period. In preparing these financial statements, the Directors are required to;

- Select suitable accounting policies and then apply them consistently;
- Make judgements and estimates that are reasonable and prudent;
- State whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- Assess the 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 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 Company and enable them to ensure that its financial statements comply with the Companies Act, 2014 and the accounting records can readily be audited. They are responsible for such internal controls as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error, and have general responsibility for taking such steps as are reasonably open to them to safeguard the assets of the 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

Signed by:  
  
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Brian Mulvihill  
Director

Signed by:  
  
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Ronan Stewart  
Director

Date: 12 February 2026

## INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF START II IRELAND LEASING 4 LIMITED

### Report on the audit of the financial statements

#### Opinion on the financial statements of Start II Ireland Leasing 4 Limited ("the company")

In our opinion the financial statements:

- give a true and fair view of the assets, liabilities and financial position of the company as at 31 December 2025 and of the profit for the financial year then ended; and
- have been properly prepared in accordance with the relevant financial reporting framework and, in particular, with the requirements of the Companies Act 2014.

The financial statements we have audited comprise:

- the Statement of profit or loss and other comprehensive income;
- the Statement of financial position;
- the Statement of changes in equity; and
- the related notes 1 to 18, including material accounting policy information as set out in note 2.

The relevant financial reporting framework that has been applied in their preparation is the Companies Act 2014 and FRS 101 'Reduced Disclosure Framework' issued by the Financial Reporting Council ("the relevant financial reporting framework").

#### Basis for opinion

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

We are independent of the company in accordance with the ethical requirements that are relevant to our audit of the financial statements in Ireland, including the Ethical Standard issued by the Irish Auditing and Accounting Supervisory Authority, 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 company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

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

#### Other information

The other information comprises the information included in the Annual Report and Financial Statements, other than the financial statements and our auditor's report thereon. The directors are responsible for the other information contained within the Annual Report and Financial Statements. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

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## INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF START II IRELAND LEASING 4 LIMITED

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

We have nothing to report in this regard.

### **Responsibilities of directors**

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

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

### **Auditor's responsibilities for the audit of the financial statements**

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

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

### **Report on other legal and regulatory requirements**

#### **Opinion on other matters prescribed by the Companies Act 2014**

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

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

#### **Matters on which we are required to report by exception**

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

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

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## INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF START II IRELAND LEASING 4 LIMITED

### **Use of our report**

This 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.



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

18 February 2026

**START II IRELAND LEASING 4 LIMITED****Statement of profit or loss and other comprehensive income for the financial year ended 31 December 2025**

	Notes	31 December 2025 USD	31 December 2024 USD
<b>Revenue</b>			
Lease income	3	4,522,456	5,140,477
Gain on disposal of Aircraft	8	6,109,467	-
<b>Total revenue</b>		<b>10,631,923</b>	<b>5,140,477</b>
<b>Expenses</b>			
Depreciation	8	(2,347,898)	(3,146,925)
Expected credit recovery	10	-	216,461
General and administrative expenses	4	(570,831)	(441,560)
<b>Operating Profit</b>		<b>7,713,194</b>	<b>1,768,453</b>
<b>Finance costs</b>			
Interest expense	5	(989,400)	(1,293,146)
<b>Profit before tax</b>		<b>6,723,794</b>	<b>475,307</b>
Tax for the financial year	7	(753,904)	(86,181)
<b>Profit for the financial year</b>		<b>5,969,890</b>	<b>389,126</b>
Other comprehensive income		-	-
<b>Total comprehensive income for the financial year</b>		<b>5,969,890</b>	<b>389,126</b>

The notes on pages 14 to 32 form part of these financial statements.

All activities derive from continuing operations.

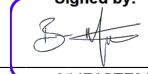
**START II IRELAND LEASING 4 LIMITED****Statement of financial position as at 31 December 2025**

	Notes	31 December 2025 USD	31 December 2024 USD
<b>ASSETS</b>			
<b>Non-current assets</b>			
Aircraft	8	19,669,632	39,119,728
		<u>19,669,632</u>	<u>39,119,728</u>
<b>Current assets</b>			
Trade and other receivables	10	4,636,280	5,444,076
Lease related assets	9	650,642	650,642
		<u>5,286,922</u>	<u>6,094,718</u>
<b>Total assets</b>		<b><u>24,956,554</u></b>	<b><u>45,214,446</u></b>
<b>EQUITY</b>			
Share capital	11	3	3
Share Premium		4,187,243	4,187,243
Retained earnings		6,108,186	138,296
<b>Total equity attributable to equity holders of the parent</b>		<b><u>10,295,432</u></b>	<b><u>4,325,542</u></b>
<b>LIABILITIES</b>			
<b>Non-current liabilities</b>			
Intangible liabilities	12	1,055,294	1,467,341
Maintenance provisions	13	3,984,862	8,384,704
Loans from related parties	14	3,434,996	25,905,565
Trade and other payables	15	1,489,022	735,118
		<u>9,964,174</u>	<u>36,492,728</u>
<b>Current liabilities</b>			
Deferred revenue		146,558	146,558
Intangible liabilities	12	412,047	412,047
Maintenance provisions	13	3,640,916	3,775,746
Trade and other payables	15	497,427	61,825
		<u>4,696,948</u>	<u>4,396,176</u>
<b>Total liabilities</b>		<b><u>14,661,122</u></b>	<b><u>40,888,904</u></b>
<b>Total equity and liabilities</b>		<b><u>24,956,554</u></b>	<b><u>45,214,446</u></b>

The notes on pages 14 to 32 form part of these financial statements.

The financial statements were approved and authorised for issue by the Board.

Signed on behalf of the board:

  
 Brian Mulvihill  
 Director

Signed by:  
  
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 Ronan Stewart  
 Director

Date: 12 February 2026

**START II IRELAND LEASING 4 LIMITED****Statement of changes in equity for the year ended 31 December 2025**

	<b>Issued capital USD</b>	<b>Share premium USD</b>	<b>Retained surplus USD</b>	<b>Total USD</b>
<b>As at 1 January 2025</b>	<b>3</b>	<b>4,187,243</b>	<b>138,296</b>	<b>4,325,542</b>
<b>Transactions with shareholders, recognized in equity</b>				
Issuance of share capital	-	-	-	-
Share premium	-	-	-	-
<b>Total transactions with shareholders</b>	<b>3</b>	<b>4,187,243</b>	<b>138,296</b>	<b>4,325,542</b>
<b>Total comprehensive income for the financial year</b>				
Profit for the financial year	-	-	5,969,890	5,969,890
Other comprehensive income for the financial year	-	-	-	-
<b>Total comprehensive income for the financial year</b>	<b>-</b>	<b>-</b>	<b>5,969,890</b>	<b>5,969,890</b>
<b>As at 31 December 2025</b>	<b>3</b>	<b>4,187,243</b>	<b>6,108,186</b>	<b>10,295,432</b>

	<b>Issued capital USD</b>	<b>Share premium USD</b>	<b>Retained (deficit)/surplus USD</b>	<b>Total USD</b>
<b>As at 1 January 2024</b>	<b>3</b>	<b>4,187,243</b>	<b>(250,830)</b>	<b>3,936,416</b>
<b>Transactions with shareholders, recognized in equity</b>				
Issuance of share capital	-	-	-	-
Share premium	-	-	-	-
<b>Total transactions with shareholders</b>	<b>3</b>	<b>4,187,243</b>	<b>(250,830)</b>	<b>3,936,416</b>
<b>Total comprehensive income for the financial year</b>				
Profit for the financial year	-	-	389,126	389,126
Other comprehensive income for the financial year	-	-	-	-
<b>Total comprehensive income for the financial year</b>	<b>-</b>	<b>-</b>	<b>389,126</b>	<b>389,126</b>
<b>As at 31 December 2024</b>	<b>3</b>	<b>4,187,243</b>	<b>138,296</b>	<b>4,325,542</b>

The notes on pages 14 to 32 form part of these financial statements.

## **START II IRELAND LEASING 4 LIMITED**

### **Notes to the Financial Statements**

#### **1. General information**

START II Ireland Leasing 4 Limited is a company limited by shares. The Company was incorporated in Ireland on 30 April 2019 under the Companies Act, 2014. The registered number of the company is 649087 and the address of its registered office is Rocktwist House, Block 1, Western Business Park, Shannon, Co. Clare, Ireland.

The principal activity of the Company is the leasing of commercial aircraft.

During the financial year ended 31 December 2025, the Company acquired no aircraft (2024: Nil). One aircraft was disposed of during the financial year (2024: Nil). In the prior periods, loans were received by the Company from START II Ltd and capital from START II Aircraft Holdings Limited to finance the acquisition of the aircraft.

The Company has no employees. The aircraft are managed by Celestial Aviation Services Limited. Vistra Financial Services (Ireland) Limited, an unrelated company, provides administrative and cash management services to the Company.

The immediate parent of the Company is START II Aircraft Holdings Limited, an Irish incorporated company holding 100% of the shares in the Company. The intermediate parent company is START II Ltd, a Bermuda company with a registered address of Clarendon House, 2 Church Street, Hamilton, HM 11, Bermuda. The ultimate parent company is START Holding II Ltd, a Bermuda company with a registered address of Clarendon House, 2 Church Street, Hamilton, HM 11, Bermuda.

The board of directors have control of the activities of the Company.

#### **2. Material accounting policies**

##### **a) Statement of compliance**

These financial statements have been prepared in accordance with Financial Reporting Standard 101 *Reduced Reporting Disclosure Framework* ("FRS 101").

##### **b) Basis of preparation**

In preparing these financial statements, the Company applies the recognition, measurement and disclosure requirements of International Financial Reporting Standards as adopted by the EU ("Adopted IFRS") but makes amendments where necessary in order to comply with the Companies Act 2014 and has set out below where advantage of the FRS 101 disclosure exemption has been taken.

These financial statements are prepared on the going concern basis and under the historic cost convention.

The results of the Company are consolidated into the group financial statements of START II Ltd, with an address of Rocktwist House, Western Business Park, Shannon, Co. Clare, Ireland. These consolidated financial statements are filed with the Companies Registration Office in Ireland.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**2. Material accounting policies (continued)**

**b) Basis of preparation (continued)**

*Financial Reporting Standard 101 – Reduced Disclosure Exemptions*

The Company has taken advantage of the following disclosure exemptions under FRS 101:

- the requirement in paragraph 38 of IAS 1 'Presentation of Financial Statements' to present comparative information in respect of paragraph 73(e) of IAS 16 Property, Plant and Equipment.
- the requirements of paragraphs 10(d), 10(f), 16, 38A, 38B, 38C, 38D, 40A, 40B, 40C, 40D, 111 and 134-136 of IAS 1 Presentation of Financial Statements;
- the requirements of IAS 7 Statement of Cash Flows;
- the requirements of paragraphs 30 and 31 of IAS 8 Accounting Policies, Changes in Accounting Estimates and Errors;
- the effects of new but not yet effective IFRS;
- the requirements of IFRS 7 Financial Instruments: Disclosures;
- the requirements of paragraph 17 and 18A of IAS 24 Related Party Disclosures;
- the requirements in IAS 24 Related Party Disclosures to disclose related party transactions entered into between two or more members of a group, provided that any subsidiary which is a party to the transaction is wholly owned by such a member.
- the requirements of paragraph 91 – IFRS 13 Fair Value Movement; and

**New standards and interpretations adopted by the Company**

The Company has adopted the below standards and interpretations that became effective on 1 January 2025. The standards have no material impact on the Company.

<b>Effective date</b>	<b>New standard or guidance</b>
1 January 2025	Amendments to IAS 21 <i>The Effects of Changes in Foreign Exchange Rates</i> titled <i>Lack of Exchangeability</i>

**c) Going concern**

The Directors believe that the Company has sufficient liquidity from its lease cashflows to meet its obligations as they fall due, based on the ongoing financial support from its intermediate parent, START II Ltd. Obligations related to loans issued are dependent on cash flows being available. This means it is only required to make payments to the extent that cash is available and failure to do so does not result in a default that would call going concern assumptions into question. Therefore, the Directors believe that it remains appropriate to prepare the Financial Statements on a going concern basis of preparation.

In determining the going concern basis of preparation of the financial statements, the Directors have considered the available resources to the Company and related forecasts, which show that based on current information that the Company would continue as a going concern for the next 12 months from the date of approval of the financial statements.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**2. Material accounting policies (continued)**

**d) Estimates and judgements**

The preparation of the financial statements in conformity with FRS 101 requires the Directors to make judgements, estimates and assumptions that affect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on the experience of the Directors with input from the Servicer and various other factors that are believed to be reasonable under the circumstances, the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The 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 if the revision only affects that period or in the period of the revision and future periods if the revision affects both current and future periods.

The key accounting estimates and judgements involved in the Company's accounting policy that have the most significant impact on amounts in the financial statements are:

- Aircraft valuation
- Lease related assets

*Aircraft valuation*

As discussed in the accounting policy below, the aircraft are evaluated for impairment each reporting period or when there are indicators of impairment. This process involves the use of judgements and estimates. Estimates are utilised in determining the recoverable amount and fair value. Specifically, the Company estimates future lease cashflows, remaining useful lives of the aircraft, discount rate, residual value and remarketing costs. The estimates and assumptions used are of the Directors with input from the Servicer. For some of these estimates, the Company utilises the services of independent valuation firms to determine the appropriate values.

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

The Directors consider the critical accounting judgments to be the estimated useful lives and residual values of its aircraft assets. Depreciation is calculated on a straight-line basis over a 25-year life from the date of manufacture to an estimated residual value. The estimates of residual values and useful lives are reviewed on an ongoing basis. Residual values are based on the knowledge of current market conditions and the expected conditions of the airframe and each engine at the end of life, and the third-party appraiser data, where possible.

Aircraft are evaluated for impairment and assessed for recoverability at each reporting date for evidence of impairment. Each aircraft is tested individually by comparing its carrying amount to the higher of the estimated value in use and estimated fair value less costs to sell.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)****2. Material accounting policies (continued)****d) Estimates and judgements (continued)***Aircraft valuation (continued)*

The value in use is calculated as the total cash flows expected to be generated by an aircraft discounted at a market rate. Fair value is determined by using a professional valuation obtained from an independent appraiser. The review for recoverability has a level of subjectivity and requires the use of judgement in the assessment of estimated future cash flows associated with the use of an aircraft and its eventual disposition. Expected future cash flows are based on all relevant information available, including the existing lease, current contracted rates for similar aircraft, residual values, economic conditions, technology, airline demand for a particular aircraft type, appraisal data and industry trends, and assumptions about downtime between re-leasing events and the amount of re-leasing costs.

*Lease related assets*

As part of the initial recognition of the purchases of aircraft, it is necessary to recognise off-market leases and maintenance return condition elements separately as the economic benefits that will flow to the acquiring lessor will be realised either through a sale of the asset, future rentals, a combination of both or end of lease compensation on the return of aircraft by the lessee.

The transaction cost is split proportionately into the following components:

- Aircraft (“metal”)
- Lease intangible
- Maintenance right asset/liability

The calculation of the maintenance right asset/liability requires the use of judgement. When an aircraft is acquired, the maintenance provisions and lessor contributions, at the date of acquisition, are deemed to be representative of the maintenance right asset/liability. If an aircraft is acquired with no maintenance provisions or lessor contributions, then the average Full Life market value less the Half Life Market Value of the aircraft is deemed to be the maintenance right asset/liability.

During the year, the Company performed an impairment review in accordance with the methodology set out in note (k), “Aircraft” and concluded no aircraft required impairment at year end 31 December 2025 (2024: Nil)

**e) Functional and presentational currency**

These financial statements are presented in United States Dollars (“USD”), which is the presentation currency of the Company. All financial information presented in USD has been rounded to the nearest dollar. The Directors of the Company believe that USD most faithfully represents the economic effects of the underlying transactions, events and conditions.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)****2. Material accounting policies (continued)****f) Foreign currency transactions**

Transactions in foreign currencies are translated to USD at exchange rates ruling at the dates of the transactions. Assets and liabilities denominated in foreign currencies are translated into USD at the exchange rate ruling at the reporting date, with differences arising are recognised in the Statement of profit or loss and other comprehensive income.

**g) Financial instruments**

Non-derivative financial instruments comprise trade and other receivables, cash and cash equivalents, loans and trade and other payables. Non-derivative financial instruments are recognised initially at fair value plus, for instruments not at fair value through profit or loss, any directly attributable transaction costs, except as described below. Subsequent to initial recognition non-derivative financial instruments are measured at amortised cost using the effective interest rate method, less any expected impairment losses in the case of financial assets.

Fair values of non-derivative financial instruments, which are determined for disclosure purposes, are calculated based on the present value of future principal and interest cash flows, discounted at the market rate of interest at the reporting date.

**Financial assets classification and recognition**

Under IFRS 9, on initial recognition, a financial asset is classified as measured at: amortised cost; FVOCI – debt investment; FVOCI – equity investment; or FVTPL. The classification of financial assets under IFRS 9 is generally based on the business model in which a financial asset is managed and its contractual cash flow characteristics. Derivatives embedded in contracts where the host is a financial asset in the scope of the standard are never separated. Instead, the hybrid financial instrument as a whole is assessed for classification.

A financial asset is measured at amortised cost if it meets both of the following conditions and is not designated as at FVTPL:

- it is held within a business model whose objective is to hold assets to collect contractual cash flows; and
- its contractual terms give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

All financial assets not classified as measured at amortised cost or FVOCI are measured at FVTPL. This includes all derivative financial instruments. On initial recognition, the Company may irrevocably designate a financial asset that otherwise meets the requirements to be measured at amortised cost or at FVOCI as at FVTPL if doing so eliminates or significantly reduces an accounting mismatch that would otherwise arise.

A financial asset (unless it is a trade receivable without a significant financing component that is initially measured at the transaction price) is initially measured at fair value plus, for an item not at FVTPL, transaction costs that are directly attributable to its acquisition. The financial assets held by the Company are trade receivables and cash. Since these are held to collect contractual cash flows and those cash flows are solely payments of principal and interest, they have been classified as measured at amortised cost.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)****2. Material accounting policies (continued)****g) Financial instruments (continued)**

The IFRS 9 'expected credit loss' (ECL) model applies to financial assets measured at amortised cost, contract assets and debt investments at FVOCI, but not to investments in equity instruments.

- 12-month ECLs: these are ECLs that result from possible default events within the 12 months after the reporting date; and
- Lifetime ECLs: these are ECLs that result from all possible default events over the expected life of a financial instrument.

The Company has elected to measure loss allowances for trade receivables at an amount equal to lifetime ECLs.

The loss rates applied in measuring the lifetime expected credit losses have been derived by the Company with respect to the credit risk of the underlying lessees. The Company grades its lessees by credit risk across low, medium and high ratings of increasing default risk. The loss rates applied to each grade increase in severity to reflect the increased expected credit losses on higher risk exposures.

**Trade and other receivables**

Trade and other receivables are recognised initially at fair value and are thereafter measured at amortised cost using the effective interest rate less any provision for impairment. Trade and other receivables are discounted when the time value of money is considered material. The information considered for impairment is probability that the debtor will enter bankruptcy or financial reorganisation, and default or delinquency in payments.

The Company measures loss allowances for trade receivables at an amount equal to lifetime ECLs. When determining the credit risk of a financial asset and when estimating ECLs, the Company considers reasonable and supportable information that is relevant and available without undue cost or effort. This includes both quantitative and qualitative information and analysis, based on the Company's historical experience and informed credit assessment and including forward-looking information.

**Trade and other payables**

Trade and other payables are recognised initially at fair value and subsequently measured at amortised cost using the effective interest method.

**h) Revenue recognition**

The Company leases out aircraft under operating leases and records rental income on a straight-line basis over the term of the lease. Rentals received but unearned under the lease agreement are recorded in "Deferred Revenue" in the Company's Statement of Financial Position until earned.

Leasing revenue consists of rental payments received in exchange for the lease of an aircraft. A lease is classified as an operating lease where it does not transfer substantially all the risks and rewards incidental to the ownership. Operating lease income under fixed and floating rent leases are recorded in revenue on a straight-line basis, assuming no future change in interest rates after commencement date, over the term of the lease. Differences in revenue on floating rate leases due to changes in interest rates are recognised through an increase or decrease in leasing revenue in the financial period when the change occurs.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)****2. Material accounting policies (continued)****h) Revenue recognition (continued)**

Revenues are recognised in line with the contractual terms, and a provision is recorded from a lessee when collectability is not reasonably assured. Estimating whether collectability is reasonably assured requires some level of subjectivity and judgement. Rentals received, but unearned under lease agreements are recorded as deferred income in trade and other payables.

In most contracts the lessee also has an obligation to pay supplemental rentals based on utilisation of the leased asset. These rentals are held as maintenance provision. See the maintenance provision accounting policy for further detail on how the accounting of these deposits is applied. Amortisation of lease intangibles is recorded as a component of revenue. The amortisation charge is calculated on a straight-line basis over the life of each lease.

**i) Leases**

Leases are accounted for and classified in accordance with IFRS 16 Leases. Leases where the Company transfers substantially all of the risks and rewards of ownership to the lessee are classified as finance leases. All other leases are classified as operating leases. On the basis that the Company retains substantially all of the risks and rewards of ownership of all the aircraft, the leases have been classified as operating leases.

Lease modifications on an operating lease are accounted for as a new lease from the effective date of the modification. As part of the lease payments for the new lease, it considers any prepaid or accrued lease payments relating to the original lease. Lease income is recognised on a systematic basis that is representative of the pattern in which the benefit of the underlying asset is diminished.

**j) Income tax**

Income tax expense comprises of current and deferred tax. Income tax expense is recognised in the Statement of Profit or Loss and Other Comprehensive Income except to the extent that it relates to items recognised in other comprehensive income or directly in equity, in which case the related tax is also recognised in other comprehensive income or equity respectively.

Current tax is the expected tax payable on the taxable income for the financial year, using tax rates enacted or substantively enacted at the reporting date, and any adjustment to tax payable in respect of previous years.

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

Deferred tax assets and liabilities are offset when there is a legally enforceable right to offset current tax assets and liabilities and when the deferred tax balances relate to the same taxation authority. Deferred tax balances attributable to amounts recognised directly in equity are also recognised directly in equity. Unrelieved tax losses and other deferred tax assets are recognised only to the extent that, on the basis of all available evidence, it can be regarded as more likely than not that there will be suitable taxable profits from which the future reversal of the underlying timing differences can be deducted. Deferred tax assets are reviewed at each reporting date and are reduced to the extent that it is no longer probable that the related tax benefit will be realised.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**2. Material accounting policies (continued)**

**k) Aircraft**

Items of property, plant and equipment consist of aircraft that management intends to hold and lease and are stated at cost less accumulated depreciation and impairment losses, if applicable. Depreciation is calculated on a straight-line basis to the aircrafts' estimated residual value on a straight-line basis, over the estimated useful economic lives. The current estimate of useful economic life is 25 years from the date of manufacture.

Depreciation is recognised in Statement of Profit and Loss and Other Comprehensive Income on a straight-line basis over the estimated useful lives of each part of an item of property, plant and equipment. Assets held under finance leases are depreciated over the shorter of the lease term and their useful lives.

Depreciation methods, useful lives and residual values are reassessed at the reporting date.

The carrying amount of an item of property, plant, and equipment includes the cost of replacing the part of such an item when that cost is incurred if the recognition criteria (future benefits and measurement reliability) are met. The costs of the day-to-day servicing of property, plant and equipment are recognised through profit or loss as incurred.

Aircraft are assessed for recoverability in accordance with IAS-36 – Impairment of Assets (“IAS-36”), at each reporting date or whenever events or changes in circumstances indicates that their carrying value may not be recoverable. For the purposes of measuring an impairment loss, each aircraft is tested individually by comparing its carrying amount to the higher of value in use and fair value less cost to sell.

Value in use is determined as the total cash flows expected to be generated by an aircraft, discounted at a market rate. Fair value is determined by using a professional valuation obtained from independent appraisers. The review for recoverability has a level of subjectivity and requires the use of judgement in the assessment of estimated future cash flows associated with the use of an aircraft and its eventual disposition. Expected future cash flows are based on all relevant information available, including the existing lease, current contracted rates for similar aircraft, residual values, economic conditions, technology, airline demand for a particular aircraft type, appraisal data and industry trends, and assumptions about downtime between re-leasing events and the amount of re-leasing costs. Notwithstanding the results of the review described above, in certain circumstances management also considers the carrying values of specified aircraft where indicators of a diminution in value have been identified, based on aircraft specific sales and technical information.

**l) Maintenance provisions**

Under certain leases, to secure obligations of lessees to perform major maintenance on aircraft and/or to compensate the Company for the use of the asset over the duration of the lease, the Company collects periodic cash payments. The maintenance reserve amounts billed are recorded as a maintenance reserve liability on the Statement of Financial Position and are typically calculated by considering hourly utilisation and/or the number of cycles operated and are payable to the lessor at monthly intervals. In such contracts, upon lessee presentation of invoices evidencing the completion of qualifying work on the aircraft, the Company reimburses the lessee for the work, up to a maximum of the supplemental amounts received with respect to such work and the maintenance reserve liability is reduced in respect of that aircraft. In certain circumstances, typically where the aircraft was not new when delivered to the lessee, the Company may be contingently obligated to contribute to a maintenance event in excess of the maintenance reserve liability balance. To the extent any contribution made by the Company exceeds the maintenance reserve liability; the excess is capitalised when the amount of the payment becomes known and assuming the expenditure meets the criteria for capitalisation.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)****2. Material accounting policies (continued)****l) Maintenance provisions (continued)**

The maintenance provisions are split between current and non-current liabilities based on the timing of projected future expenditure. Amounts not reimbursed are released to profit or loss in the Statement of Comprehensive Income on lease expiry. When aircraft are sold the portion of the accrued liability not specifically assigned to the buyer is derecognised from the Statement of Financial Position as part of the gain or loss on disposal of the aircraft. Maintenance costs incurred when an aircraft is off lease are evaluated and typically capitalised when it is probable that future economic benefits associated with the item will flow to the Company and the depreciable life of the aircraft or improvement, depended on the nature of the improvement.

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

Maintenance deposits provided through letter of credit represent a form of security for future aircraft maintenance obligations under lease agreements. When a letter of credit is issued but not drawn it is considered contingent and is therefore only required to be disclosed in the notes to the financial statements.

**m) Lease related assets and liabilities**

IAS 38 requires that lease related assets and liabilities are initially recognised at cost if it is probable that future economic benefits that are attributable to the asset will flow to the entity; and the cost of the asset can be measured reliably. Therefore, it is necessary to recognise off-market leases separately as the economic benefits that will flow to the acquiring lessor will be realised over the lease term for off market elements.

The lease rate on each aircraft at closing may not be reflective of the actual lease rate achievable in the market at the time of acquisition. Any aircraft carrying a lease rate which is judged to be above current market is said to contain a lease premium and conversely if below market rate is said to have a deficit. Any premium or deficit recognised is taken to the Statement of Financial Position and amortised over the life of the current lease.

Contracted lease rates were discounted on a monthly basis over the life of each lease and compared with average market lease rates at closing as provided by three independent appraisers.

The maintenance right asset represents the contractual right under the leases acquired to receive the aircraft in a specified maintenance condition at the end of the lease or the right to an aircraft in contracted maintenance condition or as cash. The Company's lease arrangements generally provide for the lessee to be responsible for maintenance, which is accomplished through one of two types of provisions in its leases: (i) end of lease return conditions ("EOL Leases") or (ii) periodic maintenance payments ("Cash Paying Leases").

Under EOL Leases, the lessee is obligated to comply with certain return conditions which require the lessee to perform lease end maintenance work or make cash compensation payments at the end of the lease to bring the aircraft into a specified maintenance condition. When the Company recognizes maintenance right assets with respect to EOL Leases, an analysis is performed to assess the consumed value of the aircraft at acquisition, which represents the difference between maintenance condition at closing and return condition.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**2. Material accounting policies (continued)**

**m) Lease related assets and liabilities (continued)**

Under Cash Paying Leases, the lessee is required to make periodic payments for maintenance based upon usage of the aircraft. When qualified major maintenance is performed during the lease term, the Company is obligated under the lease to reimburse the lessee for the costs associated with such maintenance. At the end of lease, the Company is generally entitled to retain any cash receipts in excess of the required reimbursements to the lessee.

When the Company recognizes maintenance right assets with respect to Cash Paying Leases, the maintenance provisions and lessor contributions, at the date of acquisition, are deemed to be representative of the maintenance right asset. Maintenance right assets are held on the statement of financial position and capitalised as and when a qualifying maintenance event occurs.

Impairment of these assets is recognised in accordance with IAS 36, Impairment of Assets, which stipulates that the recoverable amount of an asset is measured whenever there is an indication that the asset may be impaired. The asset is reviewed for impairment annually together with the aircraft whenever events or changes in circumstances indicate that the carrying amount of an asset may not be recoverable. If circumstances require (market value declines, obsolescence or physical damage) and aircraft be tested for possible impairment, the Company first compares the maintenance adjusted current market value ("MACMV) to its carrying value.

If the carrying value of the asset is not recoverable, a value in use calculation based on discounted future cashflows is performed. To the extent the carrying value exceeds the value in use an impairment charge is recognised.

**n) 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. Amounts received above the nominal is recorded as a share premium.

**o) Security deposits**

Security deposits on leased aircraft are generally paid by the lessee on the execution of the lease and are non-refundable during the term of the lease. The amounts are held as a security for the timely and faithful performance by the lessee of its obligations during the lease and are included in the Statement of Financial Position as a financial liability. Security deposits are refundable to the lessees, based on the terms of the various aircraft lease agreements. The deposit may be applied against amounts owing from the lessee for rent or returned to the lessee on the termination of the lease.

Security deposits may be provided through letter of credit. When a letter of credit is issued but not drawn it is considered contingent and is therefore only required to be disclosed in the notes to the financial statements.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**2. Material accounting policies (continued)**

**p) Interest income and interest expense**

Interest income and expense are recognised as it accrues in the Statement of Profit or Loss and Other Comprehensive Income on an effective interest rate basis.

The effective interest method is a method of calculating the amortised cost of a financial liability and of allocating the interest expense over the relevant periods. The effective interest rate is the rate that exactly discounts the estimated future cash payments or receipts through the expected life of the financial liability to the fair value of the financial liability at initial recognition less transaction costs. The application of the method has the effect of recognising expense payable on the liability evenly in proportion to the amount outstanding over the period to maturity or repayment.

**3. Revenue**

Revenue represents the total income from lease income during the financial year.

	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
Lease income	4,110,409	4,728,430
Amortisation of lease intangible	412,047	412,047
	<u><b>4,522,456</b></u>	<u><b>5,140,477</b></u>

Analysis of lease income by country of origin:

	<b>%</b>	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
Greece	42	1,712,204	2,330,224
Thailand	52	2,165,046	-
Indonesia	6	233,159	2,398,206
	<u><b>100%</b></u>	<u><b>4,110,409</b></u>	<u><b>4,728,430</b></u>

At 31 December 2025 the Company had contracted to receive the following minimum cash lease rentals under non-cancellable operating leases:

	<b>31 December 2025 USD</b>	<b>31 December 2024 US\$</b>
Year 1	2,398,206	4,918,206
Year 2	2,398,206	4,918,206
Year 3	2,398,206	4,148,206
Year 4	2,398,206	2,398,206
Year 5	2,398,206	2,398,206
Greater than 5 years	10,791,927	13,190,133
	<u><b>22,782,957</b></u>	<u><b>31,971,163</b></u>

The Company's lease operations are comprised of operating leases. There were no contingent rents recognised as income in the financial year.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**3. Revenue (continued)**

During the financial year ended 31 December 2025, the Company did not enter into any lease extension. One aircraft's existing lease agreement which was in place between the Company and an Indonesian lessee, novated to the Indonesian lessee's fellow group company based in Thailand. There was one aircraft disposed of which was on lease to a Greek lessee (2024: Nil).

**4. General and administrative expenses**

	<b>31 December</b>	<b>31 December</b>
	<b>2025</b>	<b>2024</b>
	<b>USD</b>	<b>USD</b>
Servicer fee	(147,671)	(123,494)
Company administration fees	(322,645)	(232,889)
Audit and tax fees	(13,190)	(11,471)
Legal and professional fees	(87,325)	(73,706)
	<u>(570,831)</u>	<u>(441,560)</u>

No Director is remunerated specifically for their services as Director of the Company. The fees payable to the Directors by the intermediate parent company amounted to USD 127,953 (2024: USD 135,998).

<b>Auditors' remuneration (excluding VAT):</b>	<b>31 December</b>	<b>31 December</b>
	<b>2025</b>	<b>2024</b>
	<b>USD</b>	<b>USD</b>
Audit	9,517	8,415
Tax compliance services	2,747	2,225
	<u>12,264</u>	<u>10,640</u>

There are no other assurance or non-audit services provided by the independent auditors.

**5. Interest expense**

	<b>31 December</b>	<b>31 December</b>
	<b>2025</b>	<b>2024</b>
	<b>USD</b>	<b>USD</b>
Interest expense	(989,400)	(1,293,146)
	<u>(989,400)</u>	<u>(1,293,146)</u>

**6. Employees**

The Company had no employees during the financial year (2024: Nil). Servicing and administration have been outsourced to Celestial Aviation Services Limited and Vistra Financial Services (Ireland) Limited.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**7. Income tax expense**

	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
<b>Tax on profit on ordinary activities</b>		
<i>(a) Analysis of tax charge for financial year</i>		
<i>Current tax:</i>		
Income tax on profit on ordinary activities	-	-
<i>Deferred tax:</i>		
Deferred tax charge	(753,904)	(86,181)
<b>Total tax charge for the financial year</b>	<b>(753,904)</b>	<b>(86,181)</b>
<i>(b) Factors affecting total tax charge for the financial year</i>		
<b>Reconciliation of effective tax rate</b>		
Profit on ordinary activities before tax	6,723,794	475,307
Total tax at 12.5%	840,474	59,413
<b>Effects of:</b>		
Under provision relating to prior year	(129,301)	(15,963)
Amortisation on initial recognition exemption	42,731	42,731
<b>Total tax charge</b>	<b>753,904</b>	<b>86,181</b>
<i>Movements in deferred tax</i>	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
Balance at 1 January	(247,118)	(160,937)
Deferred tax charge	(753,904)	(86,181)
Balance at 31 December	<b>(1,001,022)</b>	<b>(247,118)</b>

The deferred tax charge arises due to: (i) a timing difference between capital allowance on aircraft cost and the depreciation charge for such aircraft resulting in a deferred tax charge of USD 753,904 (2024 deferred tax charge: USD 86,181).

The Company's accounting policy is to recognise deferred tax assets to the extent that they are recoverable in future periods.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**8. Aircraft**

<b>Company</b>	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
<b>Cost</b>		
At 1 January	53,130,733	52,096,323
Disposal	(24,449,915)	-
Transfers	-	1,034,410
<b>At 31 December</b>	<b><u>28,680,818</u></b>	<b><u>53,130,733</u></b>
<b>Accumulated depreciation</b>		
At 1 January	(14,011,005)	(10,864,080)
Charge for the financial year	(2,347,898)	(3,146,925)
Disposal	7,347,717	-
<b>At 31 December</b>	<b><u>(9,011,186)</u></b>	<b><u>(14,011,005)</u></b>
<b>Net book value</b>		
<b>At 31 December</b>	<b><u>19,669,632</u></b>	<b><u>39,119,728</u></b>

The Company did not acquire any aircraft during the financial year ended 31 December 2025 (2024: Nil). The cost of aircraft represents the cost of the aircraft acquired by the Company per the purchase agreement, adjusted for post economic closing date rent up to delivery date.

During the year ended 31 December 2025, the Company disposed of one aircraft resulting in a gain on disposal of USD 6,109,467 (2024: No disposals).

Aircraft are assessed for recoverability at each reporting date or whenever events or changes in circumstances indicates that their carrying value may not be recoverable. For the purposes of measuring an impairment loss, the aircraft is tested by comparing its carrying amount to the higher of value in use and fair value determined by external appraisers less cost to sell. For the financial year ended 31 December 2025, no impairment (2024: USD Nil) was recognised. All aircraft are pledged as security for START II Ltd.'s obligations under the Secured Loan facility.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**9. Lease related assets**

	<b>Maintenance right asset USD</b>	<b>Lease intangible USD</b>	<b>Total USD</b>
<b>Cost</b>			
Balance at 1 January 2025	650,642	1,121,154	1,771,796
Transfers	-	-	-
<b>Balance at 31 December 2025</b>	<b><u>650,642</u></b>	<b><u>1,121,154</u></b>	<b><u>1,771,796</u></b>
<b>Amortisation</b>			
Balance at 1 January 2025	-	(1,121,154)	(1,121,154)
Amortisation for the financial year	-	-	-
<b>Balance at 31 December 2025</b>	<b><u>-</u></b>	<b><u>(1,121,154)</u></b>	<b><u>(1,121,154)</u></b>
<b>Carrying amounts at 31 December 2025</b>	<b><u>650,642</u></b>	<b><u>-</u></b>	<b><u>650,642</u></b>
Current assets	650,642	-	650,642
Non-current assets	-	-	-
	<b><u>650,642</u></b>	<b><u>-</u></b>	<b><u>650,642</u></b>

	<b>Maintenance right asset USD</b>	<b>Lease intangible USD</b>	<b>Total USD</b>
<b>Cost</b>			
Balance at 1 January 2024	1,685,052	1,121,154	2,806,206
Transfers	(1,034,410)	-	(1,034,410)
<b>Balance at 31 December 2024</b>	<b><u>650,642</u></b>	<b><u>1,121,154</u></b>	<b><u>1,771,796</u></b>
<b>Amortisation</b>			
Balance at 1 January 2024	-	(1,121,154)	(1,121,154)
Amortisation for the financial year	-	-	-
<b>Balance at 31 December 2024</b>	<b><u>-</u></b>	<b><u>(1,121,154)</u></b>	<b><u>(1,121,154)</u></b>
<b>Carrying amounts at 31 December 2024</b>	<b><u>650,642</u></b>	<b><u>-</u></b>	<b><u>650,642</u></b>
Current assets	650,642	-	650,642
Non-current assets	-	-	-
	<b><u>650,642</u></b>	<b><u>-</u></b>	<b><u>650,642</u></b>

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**9. Lease related assets (continued)**

The Company recognises maintenance right assets in relation to the acquisition of aircraft that were purchased on lease.

Maintenance right asset/liabilities represent the value in the difference between the contractual right under the acquired leases 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. Maintenance right assets are held on the statement of financial position and capitalised as and when a qualifying maintenance event occurs.

**10. Trade and other receivables**

	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
Lease rent deferral concessions	2,971,496	2,971,496
Less: expected credit loss provision	(207,080)	(207,080)
Straight line adjustment	-	807,796
Intercompany receivable	1,871,864	1,871,864
	<b><u>4,636,280</u></b>	<b><u>5,444,076</u></b>

All receivables are due within one year and interest-free. Intercompany receivables are due from the intermediate parent company START II Ltd.

An expected credit loss provision of USD 207,080 (2024: USD 207,080) was maintained against the lease rent deferral amounts noted above therefore total expected credit recovery released in the Statement of profit or loss and other comprehensive income for 2025 is USD Nil (2024: expected credit recovery USD 216,461). The rent deferral repayments are due to commence in 2026 and currently the lessee is making payments in line with the agreed lease and deferral agreement payment schedules.

The Company based on inputs from the Servicer and Managing Agent assigns a credit rating to each airline-lessee customer that it has determined to be predictive of the risk of loss (having considered collateral arrangements (either security deposits or letter of credit) as well as available additional qualitative and quantitative factors that are indicative of the risk of default. The table below shows the exposure to credit loss as at 31 December 2025.

The table below shows the exposure to credit loss as at 31 December 2025.

<b>31 December 2025</b>			
<b>Credit Rating</b>	<b>Gross Carrying Amount</b>	<b>Security deposit held/ Letter of credit</b>	<b>Expected credit loss</b>
Low	-	-	-
Medium	2,971,496	488,000	207,080
High	-	-	-
<b>31 December 2024</b>			
<b>Credit Rating</b>	<b>Gross Carrying Amount</b>	<b>Security deposit held/ Letter of credit</b>	<b>Expected credit loss</b>
Low	-	-	-
Medium	2,971,496	488,000	207,080
High	-	-	-

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**11. Equity**

	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
<b>Share capital</b>		
<b>Authorised</b>		
3 Ordinary shares of USD 1.00	<u>3</u>	<u>3</u>
<b>Allotted, called up and fully paid</b>		
3 Ordinary shares of USD 1.00	<u>3</u>	<u>3</u>

**Share Premium**

There were no shares issued during the year (2024: Nil) to START II Aircraft Holdings Limited with no share premium (2024: USD Nil) to part finance the acquisition of the aircraft.

**12. Intangible liabilities**

	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
<b>Cost</b>		
Balance at 1 January	3,921,309	3,921,309
Additions in the financial year	<u>-</u>	<u>-</u>
<b>Balance at 31 December</b>	<u><b>3,921,309</b></u>	<u><b>3,921,309</b></u>
<b>Amortisation</b>		
Balance at 1 January	(2,041,921)	(1,629,874)
Amortisation for the financial year	<u>(412,047)</u>	<u>(412,047)</u>
<b>Balance at 31 December</b>	<u><b>(2,453,968)</b></u>	<u><b>(2,041,921)</b></u>
<b>Carrying amounts at 31 December</b>	<u><b>1,467,341</b></u>	<u><b>1,879,388</b></u>
Current intangible liabilities	412,047	412,047
Non-current intangible liabilities	<u>1,055,294</u>	<u>1,467,341</u>
	<u><b>1,467,341</b></u>	<u><b>1,879,388</b></u>

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**13. Maintenance provisions**

	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
Balance at 1 January	12,160,450	9,612,408
Billed in the financial year	3,597,677	4,021,969
Maintenance claims	-	(1,473,927)
Maintenance reserves released on disposal of aircraft	(8,132,349)	-
<b>At 31 December</b>	<b><u>7,625,778</u></b>	<b><u>12,160,450</u></b>
	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
Current maintenance reserves liabilities	3,640,916	3,775,746
Non-current maintenance reserves liabilities	3,984,862	8,384,704
<b>Total maintenance reserves liabilities</b>	<b><u>7,625,778</u></b>	<b><u>12,160,450</u></b>

Maintenance reserves represent the supplemental rent paid by the lessees as per the individual lease agreements. The lessor reimburses the lessee for all maintenance payments made by way of reducing the liability.

Maintenance reserves are held as a current liability due to the reserves being payable on demand in the event that a qualifying maintenance event occurs. However, it is not likely that the full reserves will be called on and require payment to the lessee in the next 12 months.

**14. Loan from related parties**

	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
<u>Loans from START II Ltd</u>		
Opening balance	25,905,565	30,873,017
Interest charged	989,400	1,293,146
Repayments	(23,459,969)	(6,260,598)
Balance at 31 December	<b><u>3,434,996</u></b>	<b><u>25,905,565</u></b>
Current liabilities	-	-
Non-current liabilities	3,434,996	25,905,565
	<b><u>3,434,996</u></b>	<b><u>25,905,565</u></b>

Commencing in 2019, the Company entered into an inter-company loan agreement with START II Ltd. START II Ltd agreed to provide a loan to the Company to part finance the acquisition of the aircraft.

The loan is subject to three fixed interest rates of 4.189%, 5.195% and 6.513% per annum based on the three tranches of loan drawdown, Series A, B and C. On 22 September 2023, the Company entered into an inter-company loan amendment agreement, which resulted in the loan no longer being repayable on demand and all accrued and unpaid amounts are due to be paid on the termination date of 15 March 2044.

**START II IRELAND LEASING 4 LIMITED**  
**Notes to the Financial Statements (continued)**

**14. Loan from related parties (continued)**

There are no scheduled principal repayments on the loan. However, the Company does make principal repayments against the loan as funds are available. Total accrued interest at 31 December 2025 is USD 7,110 (2024: USD 51,393).

**15. Trade and other payables**

	<b>31 December 2025 USD</b>	<b>31 December 2024 USD</b>
<b>Current</b>		
Lease rent prepayments	34,500	26,197
Accruals	<u>462,927</u>	<u>35,628</u>
	<b><u>497,427</u></b>	<b><u>61,825</u></b>
<b>Non-current</b>		
Security deposits	488,000	488,000
Deferred taxation	<u>1,001,022</u>	<u>247,118</u>
	<b><u>1,489,022</u></b>	<b><u>735,118</u></b>

Letters of credit in the amount of USD Nil (2024: USD 268,000) were held on behalf of the Company relating to security deposits.

**16. Post balance sheet events**

There have been no significant events outside the normal course of business subsequent to the financial year end that would require adjustments or disclosures in these financial statements.

**17. Capital commitments and contingent liabilities**

**Capital commitments**

The Company has no capital commitments at 31 December 2025 (2024: Nil).

**Contingent liabilities**

The Company is a party to a Security Trust Agreement for the purpose of securing repayment of the Notes issued by its intermediate parent START II Ltd. and START II USA LLC. The Notes constitute direct, secured, limited recourse obligations of all Issuer Group Members (including the Company). Under the terms of the Security Trust Agreement, each Issuer Group Members (including the Company) has granted a lien to Citibank, N.A. as Security Trustee on substantially all of its property to secure the repayment of the Notes and other obligations of the Issuer Group Members under the Indenture and the other Related Documents.

The Company has no other contingent liabilities at 31 December 2025 (2024: Nil).

**18. Approval of financial statements**

The financial statements were approved and authorised for issue by the Directors on 12 February 2026.