



flysolomons

Solomon Airlines Limited



# 2014 Financial Statements



**Solomon Airlines Limited**

**Financial Statements**

**For the year ended**

**31 December 2014**

## **Solomon Airlines Limited**

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# **Solomon Airlines Limited**

## **Directors' report**

In accordance with a resolution of the board of directors, the directors herewith submit the statement of financial position of Solomon Airlines Limited ("the Company") as at 31 December 2014 and the statement of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year ended on that date and report as follows:

### **Directors**

The names of directors in office at the date of this report and at any time during the financial year and up until the date the financial statements were authorised for issue are as follows:

Chairman	-	Mr Denton Karawa
Deputy Chairman	-	Mr Antony Bensteeve Langston
Director	-	Mr Sebastian Ilala
Director	-	Mr Bob Pollard
Director	-	Mrs Rose Isukana
Director	-	Mr Primo Afeau

### **State of affairs**

In the opinion of the directors, the accompanying statement of financial position gives a true and fair view of the state of affairs of the Company as at 31 December 2014 and the accompanying statement of comprehensive income, statement of changes in equity and statement of cash flows give a true and fair view of the results, changes in equity and cash flows of the Company for the year then ended.

### **Trading results**

The net loss for the year after income tax benefit of \$3,626,204 (2013: \$3,845,910) amounted to \$8,531,332 (2013: \$8,968,265).

### **Going concern**

The financial statements have been prepared on a going concern basis notwithstanding that at 31 December 2014 the Company had a deficiency of working capital, excluding revenue received in advance of \$16,576,084 (2013: \$21,211,741), and recorded a net loss before income tax of \$12,157,536 (2013: \$12,814,175).

The Company's continuation as going concern is dependent upon its ability to generate cashflows from operations in order to meet its obligations as they fall due and / or continued support of the Company's shareholder being Solomon Islands Government. These conditions indicate the existence of a material uncertainty which may cast doubt on the Company's ability to continue as a going concern.

The Directors consider it is appropriate to prepare these financial statements on a going concern basis as the Company has positive cashflows from operations and will generate positive cashflows from operations in the future, is the single provider of domestic aviation services in the Solomon Island, is the international carrier and is a state owned enterprise.

The financial statements do not include any adjustments relating to the recoverability or classification of recorded asset amounts and classification of liabilities that might be necessary should the Company be unable to continue as a going concern.

### **Dividends**

It was recommended that no dividends be declared or proposed for the year.

# **Solomon Airlines Limited**

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

### **Reserves**

The Directors recommend that no amounts be transferred to or from reserves in respect of 31 December 2014.

### **Principal activity**

The principal activity of the Company during the course of the financial year was to provide domestic and international air transport services. There were no significant changes in the nature of this activity during the year.

### **Current assets**

The directors took reasonable steps before the Company's financial statements were made out to ascertain that the current assets of the Company were shown in the accounting records at a value equal to or below the value that would be expected to be realised in the ordinary course of business.

At the date of this report, the directors are not aware of any circumstances which would render the values attributable to the current assets in the financial statements to be misleading.

### **Receivables**

The directors took reasonable steps before the Company's financial statements were made out to ascertain that all known bad debts were written off and adequate allowance was made for impairment losses.

At the date of this report, the directors are not aware of any circumstances which would render the above assessment inadequate to any substantial extent.

### **Related party transactions**

All related party transactions have been adequately recorded in the financial statements.

### **Other circumstances**

At the date of this report, the directors are not aware of any circumstances not otherwise dealt with in this report or financial statements which would render any amounts stated in the accounts to be misleading.

### **Unusual circumstances**

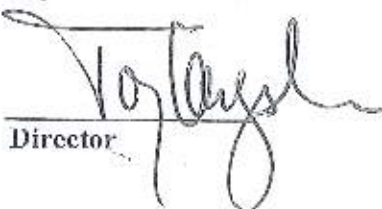
The results of the Company's operations during the financial year have not, in the opinion of the directors, been substantially affected by any item, transaction or event of a material and unusual nature other than those disclosed in the financial statements.

### **Events subsequent to balance date**

There has not arisen in the interval between the end of the year and the date of this report any item, transaction or event of a material and unusual nature likely, in the opinion of the directors, to affect significantly the operations of the Company, the results of those operations or the state of affairs of the company in subsequent financial years.

Dated at this 1st day of MAY 2015.

Signed in accordance with a resolution of the directors.

  
Director

  
Director



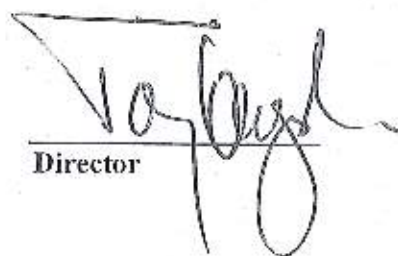
**Solomon Airlines Limited**  
**Statement by Directors**


In the opinion of the Directors of the Company:

- (a) the accompanying statement of profit or loss and other comprehensive income of the Company is drawn up so as to give a true and fair view of the results of the Company for the year ended 31 December 2014;
- (b) the accompanying statement of changes in equity of the Company is drawn up so as to give a true and fair view of the changes in equity of the Company for the year ended 31 December 2014;
- (c) the accompanying statement of financial position of the Company is drawn up so as to give a true and fair view of the state of affairs of the Company as at 31 December 2014;
- (d) the accompanying statement of cash flows of the Company is drawn up so as to give a true and fair view of the cash flows of the Company for the year ended 31 December 2014;
- (e) at the date of this statement there are reasonable grounds to believe the Company will be able to pay its debts as and when they fall due; and
- (f) all related party transactions have been adequately recorded in the books of the Company.

Dated at Honiara this 1st day of May 2015.

Signed in accordance with a resolution of the directors.

  
\_\_\_\_\_  
Director

  
\_\_\_\_\_  
Director



## **INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF SOLOMON AIRLINES LIMITED**

### **Report on the Financial Statements**

I have contracted KPMG Fiji which is part of the KPMG International network to assist me to audit the accompanying financial statements of Solomon Airlines Limited, which comprise the statement of financial position as at 31 December 2014, and the statement of profit or loss and comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and Notes 1 to 31 comprising a summary of significant accounting policies and other explanatory information.

### **Directors' and Management's Responsibility for the Financial Statements**

Directors and management are responsible for the preparation of financial statements that give a true and fair view in accordance with International Financial Reporting Standards and for such internal control as the directors and management determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

### **Auditor's Responsibility**

My responsibility is to express an opinion on these financial statements based on my audit. The audit has been conducted in accordance with International Standards on Auditing. Those standards require that I comply with ethical requirements and plans and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation of financial statements that give a true and fair view in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the management, as well as evaluating the overall presentation of the financial statements.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

### **Opinion**

In my opinion the financial statements give a true and fair view of the financial position of Solomon Airlines Limited as at 31 December 2014 and its financial performance, its changes in equity and its cash flows for the year then ended in accordance with International Financial Reporting Standards.

### **Emphasis of Matter**

Without modifying my opinion, I draw attention to Note 2 (c) in the financial statements regarding the existence of uncertainties in relation to the Company's ability to continue as a going concern. The Company's continuation as a going concern is dependent upon its ability to obtain appropriate external financing, the support of the Solomon Islands Government and/or to generate sufficient cash flows from operations in order to meet its obligations and to return to profitable operations. These conditions may cast doubt on the ability of the Company to continue as a going concern except for the Company's ability to access Solomon Islands Government financial support should that become necessary.

**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF SOLOMON AIRLINES  
LIMITED (CONTINUED)**

**Report on Other Legal and Regulatory Requirements**

*Lack of compliance with Public Finance and Audit Act and State Owned Enterprises Act*

The Company has not complied with the requirements of the *Public Finance and Audit Act [Cap 120]* and the *State Owned Enterprises Act 2007* which requires the audited financial statements to be placed before the Minister responsible before 31 March of the following year to which the financial statements relate. The statements were received 30 days after the due date of 31 March 2015.



**Robert Cohen  
Auditor- General**

**Office of the Auditor- General  
Solomon Islands**

**6 May 2015**



**Solomon Airlines Limited**

**Statement of profit or loss and comprehensive income**

**For the year ended 31 December 2014**

	Note	2014 \$	2013 \$ <i>Restated *</i>
Revenue	5	241,409,670	253,020,614
Other income	6	16,230,482	13,198,090
<b>Total Operating revenue</b>		<u>257,640,152</u>	<u>266,218,704</u>
Staff and related costs	7	(49,508,125)	(55,873,625)
Operations	8	(78,760,426)	(83,756,490)
Selling and marketing expenses	9	(5,880,267)	(9,658,400)
Fuel		(67,196,675)	(68,247,027)
Depreciation		(17,918,702)	(20,140,506)
Other expenses	10	(41,192,649)	(36,548,389)
<b>Total Operating Expenses</b>		<u>(260,456,844)</u>	<u>(274,224,437)</u>
<b>Loss from operations</b>		<u>(2,816,692)</u>	<u>(8,005,733)</u>
Finance income	11(a)	20,179	956,596
Finance expenses	11(b)	(9,361,023)	(5,765,038)
<b>Operating loss before income tax</b>		<u>(12,157,536)</u>	<u>(12,814,175)</u>
Income tax benefit	12 (a)	3,626,204	3,845,910
<b>Net loss after income tax</b>		<u>(8,531,332)</u>	<u>(8,968,265)</u>
<b>Other comprehensive income for the year, net of tax</b>			
Items that may be reclassified subsequently to profit or loss			
Revaluation of aircraft - net of tax		(3,796,911)	2,588,991
Depreciation on revaluation increment of aircraft -net of tax		-	6,062,230
<b>Total other comprehensive income</b>		<u>(3,796,911)</u>	<u>8,651,221</u>
<b>Total Comprehensive income for the year</b>		<u><u>(12,328,243)</u></u>	<u><u>(317,044)</u></u>

\* See note 30

The notes on pages 10 to 35 are an integral part of these financial statements.

**Solomon Airlines Limited**  
**Statement of changes in equity**  
**For the year ended 31 December 2014**

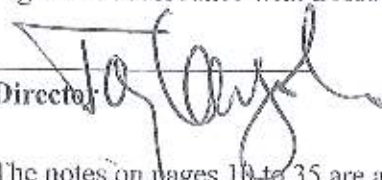
Note	Share capital	Revaluation Reserve	Restated Accumulated losses	Total
Balance at 1 January 2013	\$ 70,909,801	\$ 41,710,082	\$ (53,592,180)	\$ 59,027,703
Transfer of depreciation on revaluation increment of aircraft		(6,062,230)		
<i>Total comprehensive income for the year</i>				
Loss for the year - restated	-	-	(8,968,265)	(8,968,265)
Total other comprehensive income for the year	-	2,588,991	6,062,230	8,651,221
Total comprehensive income for the year	-	2,588,991	(2,906,035)	(317,044)
Balance at 31 December 2013 - restated	70,909,801	38,236,843	(56,498,215)	52,648,429
Balance at 1 January 2014	70,909,801	38,236,845	(56,498,215)	52,648,431
<i>Total comprehensive income for the year</i>				
Loss for the year	-	-	(8,531,332)	(8,531,332)
Total other comprehensive income for the year	-	(3,796,911)	-	(3,796,911)
Total comprehensive income for the year	-	(3,796,911)	(8,531,332)	(12,328,243)
Balance at 31 December 2014	70,909,801	34,439,934	(65,029,547)	40,320,188

The notes on pages 10 to 35 are an integral part of these financial statements.

**Solomon Airlines Limited**  
**Statement of financial position**  
**As at 31 December 2014**

	Note	2014 \$	2013 \$ <i>Restated</i>
<b>Assets</b>			
<b>Current assets</b>			
Cash and cash equivalents	13	5,478,905	2,704,525
Investments	14	316,591	217,948
Deposits	15	4,943,802	3,062,238
Trade receivables	16	6,209,849	6,298,551
Other receivables and prepayments	17	8,114,968	4,438,015
Inventories	18	10,730,296	10,913,336
<b>Total current assets</b>		<u>35,794,411</u>	<u>27,634,613</u>
<b>Non-current assets</b>			
Aircraft, Property, Plant and Equipment	19	131,976,901	137,970,312
Investment property	20	7,600,000	7,600,000
Deposits	15	-	1,764,706
<b>Total non-current assets</b>		<u>139,576,901</u>	<u>147,335,018</u>
<b>Total assets</b>		<u>175,371,312</u>	<u>174,969,631</u>
<b>Liabilities</b>			
<b>Current liabilities</b>			
Bank overdraft	13	3,041,815	2,666,490
Borrowings	21	12,223,842	7,785,195
Revenue received in advance		35,770,353	25,914,801
Trade, other payables and accrued expenditure	22	34,952,856	35,907,368
Employee benefits	23	2,151,982	2,487,301
<b>Total current liabilities</b>		<u>88,140,848</u>	<u>74,761,155</u>
<b>Non-current liabilities</b>			
Borrowings	21	38,329,533	32,319,203
Trade, other payables and accrued expenditure	22	-	1,406,572
Deferred tax liability	12 (c)	8,580,743	13,834,272
<b>Total non-current liabilities</b>		<u>46,910,276</u>	<u>47,560,047</u>
<b>Total liabilities</b>		<u>135,051,124</u>	<u>122,321,202</u>
<b>Shareholders equity</b>			
Share capital	24 (b)	70,909,801	70,909,801
Revaluation reserve	24 (c)	34,439,934	38,236,843
Accumulated losses		(65,029,547)	(56,198,215)
<b>Total shareholders equity</b>		<u>40,320,188</u>	<u>52,648,429</u>
<b>Total shareholders equity and liabilities</b>		<u>175,371,312</u>	<u>174,969,631</u>

Signed in accordance with a resolution of the Board.

Director 

Director 

The notes on pages 10 to 35 are an integral part of these financial statements.



**Solomon Airlines Limited**  
**Statement of cash flows**  
**For the year ended 31 December 2014**

	Note	2014 \$	2,013 \$
<b>Operating activities</b>			
Receipts from customers		264,602,820	274,139,018
Payments to suppliers and employees		(245,967,964)	(257,464,867)
Cash generated from operations		18,634,856	16,674,151
Interest received		20,179	13,325
Interest and bank charges paid		(4,459,123)	(5,305,389)
<b>Cash flows from operating activities</b>		<u>14,195,912</u>	<u>11,382,087</u>
<b>Investing activities</b>			
Payments for property, plant and equipment		(3,510,933)	(5,672,082)
Proceeds from sale of property, plant and equipment		214,143	985,241
Withdrawal of term deposit		-	10,020
Investment in term deposit		(98,643)	-
<b>Cash flows used in investing activities</b>		<u>(3,395,433)</u>	<u>(4,676,821)</u>
<b>Financing activities</b>			
Repayments of borrowings		(8,401,424)	(7,317,383)
<b>Cash flows used in financing activities</b>		<u>(8,401,424)</u>	<u>(7,317,383)</u>
Net increase / (decrease) in cash and cash equivalents		2,399,055	(612,117)
Cash and cash equivalents at 1 January		38,035	650,152
<b>Cash and cash equivalents at 31 December</b>	13	<u>2,437,090</u>	<u>38,035</u>
Non cash investing activities	26		

The notes on pages 10 to 35 are an integral part of these financial statements.

**Solomon Airlines Limited**  
**Notes to the financial statements**  
**31 December 2014**

**1. Reporting entity**

Solomon Airlines Limited trading as Solomon Airlines, (the "Company") is domiciled in the Solomon Islands. The address of the Company's registered office is Henderson, Honiara, Solomon Islands.

The principal activity of the Company during the course of the financial year was to provide international and domestic air transport services. There were no significant changes in the nature of this activity during the year.

The financial statements were prepared and approved as an individual reporting entity.

**2. Basis of preparation**

**(a) Statement of compliance**

The financial statements have been prepared in accordance with International Financial Reporting Standards (IFRSs).

The financial statements were approved by the Board of the Directors on 1st May 2015

**(b) Basis of measurement**

The financial statements have been prepared using the historical cost basis except for the following items in the statement of financial position:

- investment property is measured at fair value
- owned aircrafts are measured at fair value

**(c) Going concern basis of accounting**

The financial statements have been prepared on a going concern basis notwithstanding that at 31 December 2014 the Company had a deficiency of working capital, excluding revenue received in advance of \$16,576,084 (2013: \$21,211,741), and recorded a net loss before income tax of \$12,157,536 (2013: \$12,814,175).

The Company's continuation as going concern is dependent upon its ability to generate cashflows from operations in order to meet its obligations as they fall due and / or continued support of the Company's shareholder being Solomon Islands Government. These conditions indicate the existence of a material uncertainty which may cast doubt on the Company's ability to continue as a going concern.

The Directors consider it is appropriate to prepare these financial statements on a going concern basis as the Company has positive cashflows from operations and will generate positive cashflows from operations in the future, is the single provider of domestic aviation services in the Solomon Island, is the international carrier and is a state owned enterprise.

The financial statements do not include any adjustments relating to the recoverability or classification of recorded asset amounts and classification of liabilities that might be necessary should the Company be unable to continue as a going concern.

**(d) Functional and presentation currency**

The financial statements are presented in Solomon Island dollars, which is the Company's functional currency. Balances disclosed are rounded to the nearest dollar.



**Solomon Airlines Limited**  
**Notes to the financial statements**  
**31 December 2014**

**2. Basis of preparation (continued)**

**(e) Use of estimates and judgments**

The preparation of the financial statements in conformity with IFRSs requires management to make judgments, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates.

Estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimates are revised and in any future periods affected.

Information about critical judgments in applying accounting policies that have the most significant effect on the amounts recognised in the financial statements is included in the following notes:

Note 16	-	Recoverability of trade receivables
Note 18	-	Impairment of Inventories
Note 19	-	Aircraft, property, plant and equipment (Revaluation & Depreciation)

**3. Significant accounting policies**

The accounting policies set out below have been consistently applied by the Company except where otherwise indicated.

**(a) Foreign currency transactions**

Transactions in foreign currencies are translated to Solomon Island dollars at exchange rates at the dates of the transactions. Monetary assets and liabilities denominated in foreign currencies at the reporting date are retranslated to Solomon Island dollars at the exchange rate at that date. The foreign currency gains or losses on retranslation are recognised in profit or loss.

Non-monetary items in a foreign currency that are measured in terms of historical cost are translated using the exchange rate at the date of the transaction.

**(b) Aircraft, property, plant and equipment**

**(i) Recognition and measurement**

Items of aircraft, property, plant and equipment are measured at either fair value or at cost less accumulated depreciation and impairment losses.

Cost includes expenditure that is directly attributable to the acquisition of the asset. When parts of an item of aircraft, property, plant and equipment have different useful lives, they are accounted for as separate items (major aircraft components) of aircraft, property, plant and equipment.



**Solomon Airlines Limited**  
**Notes to the financial statements**  
**31 December 2014**

**3. Significant accounting policies (continued)**

**(b) Aircraft, property, plant and equipment (continued)**

**(i) Recognition and measurement (continued)**

Any gain and loss on disposal of an item of aircraft, property plant and equipment are determined by comparing the proceeds from disposal with the carrying amount of aircraft, property, plant and equipment. This is recognised within other income / operating expense in profit or loss.

**(ii) Subsequent costs**

The cost of replacing part of an item of aircraft, property, plant and equipment is recognised in the carrying amount of the item if it is probable that the future economic benefit embodied within the part will flow to the company and its cost can be measured reliably. The cost of the day-to-day servicing of aircraft, property, plant and equipment are recognised in profit or loss as incurred.

**(iii) Depreciation**

Depreciation is charged to the profit or loss on a straight line basis over the useful life of each class of asset. The depreciation rates used for aircraft, property, plant and equipment are as follows:

Land and buildings	5%
Aircraft	5% (2013: 5% - 12.5%)
Aircraft spares	10.0%
Aircraft establishment costs	20%
Aircraft Components	Based on expected total flying hours
Motor vehicles	20%
Plant and equipment	10% - 30%

**(iv) Revaluation**

Aircraft are shown at fair value, based on annual valuations by an external independent valuer. The fair values are recognised in the financial statements of the Company. Depreciation for the year, based on the prior years valuation is taken to profit or loss.

Any revaluation increase arising on the revaluation of assets is credited to the asset revaluation reserve, except to the extent that it reverses a revaluation decrease for the same asset previously recognised as an expense in profit or loss, in which case the increase is credited to the statement of comprehensive income to the extent of the decrease previously charged. A decrease in carrying amount arising on the revaluation of assets is charged as an expense in profit or loss to the extent that it exceeds the balance, if any, held in the asset revaluation reserve relating to a previous revaluation of that asset.

**3. Significant accounting policies (continued)**

**(b) Aircraft, property, plant and equipment (continued)**

**(iv) Revaluation (continued)**

Depreciation on revalued buildings is charged to profit or loss. On the subsequent sale or retirement of a revalued asset, the attributable revaluation surplus remaining in the asset revaluation reserve, is transferred directly to retained earnings.

**(c) Aircraft/Engine Overhaul**

For owned aircraft, costs incurred in respect of heavy maintenance and overhaul of aircraft engines and airframes are capitalised and depreciated over the period to the next scheduled maintenance. Other non-heavy maintenance and overhaul costs are charged to the profit or loss on consumption or as incurred.

Maintenance checks, which are covered by third party maintenance agreements where there is a transfer of risk and legal obligation, are expensed on the basis of hours flown.

**(d) Investment property**

Investment property is property held to earn rental income. Investment property is measured at cost on initial recognition and subsequently at fair value with any change therein recognised in profit or loss. Cost includes expenditure that is directly attributable to the acquisition of the investment property.

Any gain or loss on disposal of an investment property is recognised in profit or loss. When the use of a property changes such that it is reclassified as property, plant and equipment, its fair value at the date of reclassification becomes its cost for subsequent accounting.

**(e) Financial instruments**

**(i) Non-derivative financial assets**

The Company initially recognises loans and receivables on the date that they are originated. All other financial assets are recognised initially on the trade date which is the date the company becomes a party to the contractual provisions of the instrument.

The Company derecognises a financial asset when the contractual rights to the cash flows from the asset expire, or it transfers the rights to receive the contractual cash flows on the financial asset in a transaction in which substantially all the risks and rewards of ownership of the financial asset are transferred. Any interest in transferred financial assets that is created or retained by the company is recognised as a separate asset or liability.

Financial assets and liabilities are offset and the net amount presented in the statement of financial position when, and only when, the company has a legal right to offset the amounts and intends either to settle on a net basis or to realise the asset and settle the liability simultaneously.

The Company classifies the non-derivative financial assets into the following categories: loans and receivables and held to maturity financial assets.



**3. Significant accounting policies (continued)**

**(e) Financial instruments (continued)**

**(i) Non-derivative financial assets (continued)**

Loans and receivables

Loans and receivables are financial assets with fixed or determinable payments that are not quoted in an active market. Such assets are recognised initially at fair value plus any directly attributable transaction costs. Subsequent to initial recognition loans and receivables are measured at amortised cost using the effective interest method, less any impairment losses.

Loan and receivables comprise cash and cash equivalents, trade and other receivables and deposits.

Cash and cash equivalents

Cash and cash equivalents comprise cash on hand, cash at bank and bank overdraft for the purposes of the statement of cashflows.

Held to maturity financial assets

If the Company has the positive intent and ability to hold debt securities to maturity, then such financial assets are classified as held to maturity. Held to maturity financial assets comprises of term deposits.

**(ii) Non-derivative financial liabilities**

All financial liabilities are recognised initially on the trade date at which the company becomes a party to the contractual provisions of the instrument.

The Company derecognises a financial liability when its contractual obligations are discharged or cancelled or expire.

The Company classifies non-derivative financial liabilities into the other financial liabilities category. Such financial liabilities are recognised initially at fair value plus any directly attributable transaction costs. Subsequent to initial recognition, these financial liabilities are measured at amortised cost using the effective interest method.

Other financial liabilities comprise borrowings, trade creditors and accrued expenses.

**(iii) Ordinary shares**

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.

**(f) Leases**

Leases in terms of which the company assumes substantially all the risks and rewards of ownership are classified as finance leases. Upon initial recognition the leased asset is measured at an amount equal to the lower of its fair value and the present value of the minimum lease payments. Subsequent to initial recognition, the asset is accounted for in accordance with the accounting policy applicable to that asset.



**3. Significant accounting policies (continued)**

**(f) Leases (continued)**

Other leases are operating leases and are not recognised in the company's statement of financial position. Operating lease payments are recognised in profit or loss in the periods in which they are incurred.

**(g) Inventories**

Inventories are measured at the lower of cost and net realisable value. The cost of inventory is based on the weighted average principle.

**(h) Receivables**

Receivables are recognised and carried at original invoice amount less impairment losses.

**(i) Impairment**

**(i) Non-derivative financial assets**

A financial asset not carried at fair value through profit or loss is assessed at each reporting date to determine whether there is objective evidence that it is impaired. A financial asset is impaired if objective evidence indicates that a loss event has occurred after the initial recognition of the asset, and that the loss event had a negative effect on the estimated future cash flows of that asset that can be estimated reliably.

Objective evidence that financial assets are impaired include default or delinquency by a debtor, restructuring of an amount due to the Company on terms that the Company would not consider otherwise or indications that a debtor will enter bankruptcy.

**(ii) Non-financial assets**

The carrying amounts of the Company's non-financial assets, other than inventories and deferred tax assets, 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 or cash generating unit (CGU) exceeds its recoverable amount.

The recoverable amount of an asset or cash-generating unit is the greater of its value in use and its fair value less costs to sell. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset. For the purpose of impairment testing, assets that cannot be tested individually are grouped together into the smallest group of assets that generates cash inflows from continuing use that are largely independent of the cash inflows of other assets or groups of assets (the "cash-generating unit, or CGU").

An impairment loss is recognised if the carrying amount of an asset or its CGU exceeds its estimated recoverable amount. Impairment losses are recognised in profit or loss. Impairment losses recognised in respect of CGUs are allocated first to reduce the carrying amount of any goodwill allocated to the units, and then to reduce the carrying amounts of the other assets in the unit (group of units) on a pro rata basis.

**3. Significant accounting policies (continued)**

**(i) Impairment (continued)**

An impairment loss is reversed only to the extent that the assets carrying amount does not exceed the carrying amount that would have been determined, net of depreciation or amortisation, if no impairment loss had been recognised.

**(j) Employee benefits**

**(i) Defined contribution plan**

Contributions are paid to the Solomon Islands National Provident Fund on behalf of employees to secure retirement benefits. Costs are recognised within the statement of profit or loss.

**(ii) Short-term benefits**

Short-term employee benefit obligations are measured on an undiscounted basis and are expensed in profit or loss as the related service is provided.

A liability is recognised for the amount to be paid under short-term benefits if the Company has a present or constructive obligation to pay this amount as a result of past service provided by the employee and the obligation can be measured reliably.

**(k) Trade payables, other payables and accrued expenditure**

Trade and other payables are stated at cost. A provision is recognised in the statement of financial position when the Company has a legal or constructive obligation as a result of a past event, and it is probable that an outflow of economic benefits will be required to settle the obligation. If the effect is material, 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.

**(l) Revenue and other income**

**(i) Passenger and cargo revenue**

Passenger and cargo revenue is measured at the fair value of the consideration received, net of sales discount, passenger and freight interline / IATA commission. Agency commission paid by the Company are included in selling and marketing expense. Passenger and cargo revenue is recognised when passengers and cargo are uplifted. Unused tickets are recognised in profit or loss after 12 months from the ticket flight date. Passenger recoveries (including fuel surcharge on passenger tickets) are disclosed separately as revenue. Revenue from ancillary passenger revenue, excess baggage, ticket cancellation fees and air charter revenue is recognised as revenue when the services are provided. Receipts for advance passenger ticket and freight sales which have not been availed or recognised as revenue are deferred on the balance sheet as revenue received in advance.

**(ii) Traffic income**

This relates to ground handling services provided by the Company to other airlines that land in Solomon Airlines. This is based on fixed contracts with the respective airlines and is recognised when services are provided.

**(iii) Community service obligation subsidy**

This represents subsidy received from the government for operation of outer island airports. The income is recognised in profit or loss when government approves the subsidy and a contract is signed.



**3. Significant accounting policies (continued)**

**(m) Deposit**

Deposits are recorded at transaction costs.

**(n) Income tax**

Income tax expense comprises current and deferred tax. Income tax expense is recognised in profit or loss except to the extent that it relates to items recognised directly in equity, in which case it is recognised in equity.

Current tax is the expected tax payable or receivable on the taxable income or loss for the 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 is recognised in respect of temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and the amounts used for taxation purposes. Deferred tax is not recognised for:

- temporary differences on the initial recognition of assets or liabilities in a transaction that is not a business combination and that affects neither accounting nor taxable profit or loss;
- temporary differences relating to investments in subsidiaries and jointly controlled entities to the extent that it is probable that they will not reverse in the foreseeable future; and
- taxable temporary differences arising on the initial recognition of goodwill.

Deferred tax is measured at the tax rates that are expected to be applied to temporary differences when they reverse, based on the laws that have been enacted or substantively enacted by the reporting date.

Deferred tax assets and liabilities are offset if there is a legally enforceable right to offset current tax liabilities and assets, and they relate to income taxes levied by the same tax authority on the same taxable entity, or on different tax entities, but they intend to settle current tax liabilities and assets on a net basis or their tax assets and liabilities will be realised simultaneously.

A deferred tax asset is recognised for unused tax losses, tax credits and deductible temporary differences, to the extent that it is probable that future taxable profits will be available against which they can be utilised. 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.

**(o) Finance income and expenses**

Finance income and expenses comprise interest income, interest on borrowings and bank overdraft and foreign exchange gains and losses. Interest income is recognised as it accrues in profit or loss, using the effective interest method. Borrowing costs are recognised in the profit or loss using the effective interest method. Foreign currency gains and losses on financial assets and liabilities are reported on a net basis as either finance income or finance costs depending on whether foreign currency movements are in a net gain or net loss position.



**3. Significant accounting policies (continued)**

**(p) New standards and interpretations not yet adopted**

A number of new standards, amendments to standards and interpretations are effective for annual periods beginning on or after 1 January 2014 and have not been applied in preparing these financial statements. The Company has not applied the following standards that are applicable, have been issued, but are not yet effective.

- IFRS 9 - Financial instruments classification and measurement (effective 1 January 2015)
- IFRS 13 - Fair value measurements (effective 1 January 2015)

The impact of the above standards has not yet been calculated.

**4. Financial risk management**

**Overview**

The Company has exposure to the following risks arising from financial instruments:

- (i) Credit risk;
- (ii) Liquidity risk; and
- (iii) Market risk.

This note presents information about the Company's exposure to each of the above risks, and the Company's objectives, policies and processes for measuring and managing risk.

**Risk management framework**

The Board of Directors have overall responsibility for the establishment and oversight of the Company's risk management framework. The Company's risk management policies are established to identify and analyse the risks faced by the Company, to set appropriate risk limits and controls, and to monitor risks and adherence to limits. Risk management policies and systems are reviewed regularly to reflect changes in market conditions and the Company's activities.

**(i) Credit risk**

Credit risk is the risk of financial loss to the Company if a customer or counterparty to a financial instrument fails to meet its contractual obligations, and arises principally from the Company's receivables from customers.

**Trade and other receivables**

The Company's exposure to credit risk is influenced mainly by the individual characteristics of each customer. However, the Company has established a credit policy under which each new customer is analysed individually for creditworthiness before the Company's standard payment and delivery terms and conditions are offered.

The Company establishes an allowance for impairment that represents its estimate of incurred losses in respect of trade and other receivables. The main components of this allowance are a specific loss component that relates to individually significant exposures, and a collective loss component established for similar assets in respect of losses that have been incurred but not yet identified. The collective loss allowance is determined based on historical data of payment statistics for similar financial assets.

**Solomon Airlines Limited**  
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**4. Financial risk management (continued)**

**(i) Credit risk (continued)**

Trade and other receivables (continued)

Exposure to credit risk

The carrying amount of financial assets represents the maximum credit exposure. The maximum exposure to credit risk at the reporting date was as follows.

	2014	2013
	\$	\$
		<i>Restated</i>
Cash at bank	5,441,260	2,652,705
Trade receivables	6,209,849	6,298,551
Deposits	4,943,802	4,826,944
Other receivables (excluding prepayments)	5,105,527	3,522,678
Investments	316,591	217,948
	<u>22,017,029</u>	<u>17,518,826</u>

Impairment losses

The ageing of trade receivables at reporting date that were not impaired was as follows:

Not past due	2,789,494	3,138,787
Past due 31 - 60 days	1,340,710	1,527,065
Past due 61 - 90 days	485,646	263,051
Past due 91 - 120 days	345,975	121,810
Past due more than 120 days	1,248,024	1,247,838
	<u>6,209,849</u>	<u>6,298,551</u>

The movement in the provision for doubtful debts in respect of trade receivables during the year is disclosed in Note 16.

**(ii) 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'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, under both normal and stressed conditions, without incurring unacceptable losses or risking damage to the Company's reputation. The Company has bank overdraft facilities available.



**Solomon Airlines Limited**  
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**4. Financial risk management (continued)**

**(ii) Liquidity risk (continued)**

The following are the contractual maturities of financial liabilities:

**31 December 2014**

	Carrying amount \$	Contractual cash flows \$	0 - 1 Years \$	1-2 years \$	More than 2 years \$
<u>Financial liabilities</u>					
Bank overdraft	3,041,815	3,041,815	3,041,815	-	-
Borrowings	50,553,375	60,256,725	11,035,370	9,456,322	39,765,033
Trade, other payable & accrued expenditure	34,952,856	34,952,856	34,952,856	-	-
	<u>88,548,046</u>	<u>98,251,396</u>	<u>49,030,041</u>	<u>9,456,322</u>	<u>39,765,033</u>

**31 December 2013**

	Carrying amount \$	Contractual cash flows \$	0 - 1 Years \$	1-2 years \$	More than 2 years \$
<u>Financial liabilities</u>					
Bank Overdraft	2,666,490	2,666,490	2,666,490	-	-
Borrowing	40,104,398	47,761,319	10,409,765	10,409,765	26,941,789
Trade, other payable & accrued expenditure	37,313,940	37,313,940	35,907,368	1,406,572	-
	<u>80,084,828</u>	<u>87,741,749</u>	<u>48,983,623</u>	<u>11,816,337</u>	<u>26,941,789</u>

**(iii) Market risk**

Market risk is the risk that changes in market prices, such as foreign exchange rates and interest rates will affect the Company's income or the value of its holdings of financial instruments. The objective of market risk management is to manage and control market risk exposures within acceptable parameters, while optimising the return.

**(a) Currency risk**

The Company is exposed to foreign currency risks on revenue, expenses and borrowings that are denominated in a currency other than the Solomon Island Dollar. The Company has AUD, NZD, USD, PGK and FJD bank accounts which it uses to manage foreign currency exposures.

As at year end, assets, liabilities denominated in foreign currencies include cash at bank, trade receivables, deposits, borrowings and trade and other payables. Significant foreign exchange exposures are as follows:



**Solomon Airlines Limited**  
**Notes to the financial statements**  
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**4. Financial risk management (continued)**

**(ii) Market risk (continued)**

**(a) Currency risk (continued)**

**31 December 2014**

	USD	AUD	FJD	NZD	PGK
	SBD \$	SBD \$	SBD \$	SBD \$	SBD \$
<b>Financial assets</b>					
Deposits	4,901,710	-	-	-	-
Cash at bank	1,025,283	293,389	2,265,625	948,230	227,314
Trade receivables	283,746	1,594,880	-	-	-
Other receivables	-	1,543,428	136,685	7,016	-
	<u>6,210,739</u>	<u>3,431,697</u>	<u>2,402,310</u>	<u>955,246</u>	<u>227,314</u>
<b>Financial liabilities</b>					
Borrowings	(11,577,795)	-	(105,000)	-	-
Trade and other payables	(12,432,616)	(5,182,293)	(171,507)	(58,070)	(101,478)
	<u>(24,010,411)</u>	<u>(5,182,293)</u>	<u>(276,507)</u>	<u>(58,070)</u>	<u>(101,478)</u>
<b>Net exposure</b>	<u>(17,799,672)</u>	<u>(1,750,596)</u>	<u>2,125,803</u>	<u>897,176</u>	<u>125,836</u>

**31 December 2013**

<b>Financial assets</b>					
Deposits	4,844,489	-	-	-	-
Cash at bank	1,158,491	628,394	259,669	225,494	96,903
Trade receivables	345,163	1,032,986	-	-	-
Other receivables	-	777,212	94,564	85,053	-
	<u>6,348,143</u>	<u>2,438,592</u>	<u>354,233</u>	<u>310,547</u>	<u>96,903</u>
<b>Financial liabilities</b>					
Borrowings	(8,966,825)	-	-	-	-
Trade and other payables	(13,956,446)	(8,182,199)	(922,778)	-	(2,676,550)
	<u>(22,923,271)</u>	<u>(8,182,199)</u>	<u>(922,778)</u>	<u>-</u>	<u>(2,676,550)</u>
<b>Net exposure</b>	<u>(16,575,128)</u>	<u>(5,743,607)</u>	<u>(568,545)</u>	<u>310,547</u>	<u>(2,579,647)</u>

A strengthening of the Dollar as indicated below against USD, AUD, FJD, NZD and PGK at 31 December would have increased (decreased) profit after tax by the amounts shown below. This analysis is based on foreign currency exchange rate variances that the Company considered to be reasonably possible at the reporting date. This assumes that all other variables are constant.

**Solomon Airlines Limited**  
**Notes to the financial statements**  
**31 December 2014**

**4. Financial risk management (continued)**

**(ii) Market risk (continued)**

**(a) Currency risk (continued)**

	2014	2013
	\$	\$
<u>Financial assets</u>		
Impact on profit after tax if 10% increase in USD fx rate against SBD	621,074	634,814
Impact on profit after tax if 10% decrease in USD fx rate against SBD	(621,074)	(634,814)
Impact on profit after tax if 10% increase in AUD fx rate against SBD	343,170	243,859
Impact on profit after tax if 10% decrease in AUD fx rate against SBD	(343,170)	(243,859)
Impact on profit after tax if 10% increase in FJD fx rate against SBD	240,231	35,423
Impact on profit after tax if 10% decrease in FJD fx rate against SBD	(240,231)	(35,423)
Impact on profit after tax if 10% increase in NZD fx rate against SBD	95,525	31,055
Impact on profit after tax if 10% decrease in NZD fx rate against SBD	(95,525)	(31,055)
Impact on profit after tax if 10% increase in PGK fx rate against SBD	22,731	9,690
Impact on profit after tax if 10% decrease in PGK fx rate against SBD	(22,731)	(9,690)

Financial liabilities

Impact on profit after tax if 10% increase in USD fx rate against SBD	2,401,041	2,292,327
Impact on profit after tax if 10% decrease in USD fx rate against SBD	(2,401,041)	(2,292,327)
Impact on profit after tax if 10% increase in AUD fx rate against SBD	518,229	818,220
Impact on profit after tax if 10% decrease in AUD fx rate against SBD	(518,229)	(818,220)
Impact on profit after tax if 10% increase in FJD fx rate against SBD	27,651	92,278
Impact on profit after tax if 10% decrease in FJD fx rate against SBD	(27,651)	(92,278)
Impact on profit after tax if 10% increase in NZD fx rate against SBD	5,807	-
Impact on profit after tax if 10% decrease in NZD fx rate against SBD	(5,807)	-
Impact on profit after tax if 10% increase in PGK fx rate against SBD	10,148	267,655
Impact on profit after tax if 10% decrease in PGK fx rate against SBD	(10,148)	(267,655)

**(b) Interest rate risk**

Interest rate refers to the possibility that the fair value of future cash flows of a financial instrument will fluctuate because of changes in market interest rates.

At the reporting date the interest rate profile of the Company's interest bearing financial instruments was as

	2014	2013
	\$	\$
<u>Fixed rate instruments</u>		
Term deposits	316,591	217,948
<u>Variable rate instruments</u>		
Borrowings	50,553,375	40,104,398
Bank overdraft	3,041,815	2,666,490
	53,595,190	42,770,888
<u>Sensitivity analysis</u>		
A 1% change in interest rate would have the following impact	535,952	427,709



4. Financial risk management (continued)

(ii) Market risk (continued)

(c) Fuel price risk

The Company purchases its fuel at market price. The Company is exposed to fuel price risk through world fuel price fluctuations. An increase / decrease of 10% on the global fuel prices as at 31 December with all other variables constant would have the following impact on profit and loss before tax.

	Profit or loss impact (Increase) / decrease	
	2014	2013
	\$	\$
10% increase in fuel price	(6,719,668)	(6,824,703)
10% decrease in fuel price	<u>6,719,668</u>	<u>6,824,703</u>

Fuel price risk is mitigated as the Company monitors fuel prices monthly to see if fuel surcharges need

	2014	2013
	\$	\$
5. Revenue		<i>Restated</i>
Passenger revenue	155,395,822	167,291,863
Cargo and mail revenue	13,138,397	10,087,583
Charter revenue	16,675,860	19,875,051
Excess baggage	4,190,508	5,016,573
Fuel surcharge	42,222,506	40,866,858
Traffic income	3,920,416	4,376,837
Revenue from unused tickets and cargo manifests	<u>5,866,161</u>	<u>5,505,849</u>
	<u>241,409,670</u>	<u>253,020,614</u>
6. Other income		
Ticket cancellation fees	2,263,959	991,523
Rental income	480,000	460,000
Community Service Obligation (CSO) Subsidy	5,799,999	5,289,775
Departure tax on unused tickets	2,957,081	3,069,737
Proceeds from Insurance	3,024,800	1,377,487
Other	<u>1,704,643</u>	<u>2,009,568</u>
	<u>16,230,482</u>	<u>13,198,090</u>



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	2014	2013
	\$	\$
<b>7. Staff and related costs</b>		
Wages and salaries expense - Key management personnel	5,156,488	4,706,420
Wages and salaries expense - Others	27,336,108	30,892,411
National Provident Fund contributions - Key management personnel	386,737	352,981
National Provident Fund contributions - Others	2,352,418	2,596,832
Housing and other allowances - Key management personnel	748,458	716,478
Housing and other allowances - Others	8,536,738	10,344,121
Other staff related costs - Key management personnel	924,400	1,626,270
Other staff related costs - Others	4,066,778	4,638,112
	<u>49,508,125</u>	<u>55,873,625</u>
<b>8. Operations</b>		
Aircraft lease	14,554,660	17,526,684
Airport navigation charges	5,062,373	5,383,112
Catering	7,254,041	8,139,132
Engineering and Maintenance	37,647,944	35,466,528
Ground handling	6,073,759	7,401,333
Insurance - aircraft	4,752,613	5,702,260
Passenger disruption costs	705,621	2,019,739
Other operational costs	2,709,415	2,117,702
	<u>78,760,426</u>	<u>83,756,490</u>
<b>9. Selling and marketing expenses</b>		
Advertising	1,035,340	855,396
Agents commission	4,844,927	8,803,004
	<u>5,880,267</u>	<u>9,658,400</u>
<b>10. Other expenses</b>		
Accounting fees	1,160,373	1,876,261
Audit fee	243,882	348,722
Bad and doubtful debts	1,398,737	526,092
Computer and communications	8,556,543	8,814,481
Consultancy	3,480,125	3,283,785
Directors fees	102,257	177,715
Freight & courier	1,966,174	3,216,037
Insurance - others	1,038,685	477,136
Motor vehicle expenses	2,931,622	3,473,614
Others	6,146,990	4,972,993
Premises expenses	8,022,761	7,821,636
Printing and stationery	1,739,246	1,559,917
Loss on revaluation of Aircraft	4,405,254	-
	<u>41,192,649</u>	<u>36,548,389</u>

**Solomon Airlines Limited**  
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	2014	2013
	\$	\$
<b>11. Finance income and expenses</b>		
(a) <b>Finance income</b>		
Interest income	20,179	13,325
Realised exchange gain	-	943,271
	<u>20,179</u>	<u>956,596</u>
(b) <b>Finance expenses</b>		
Bank charges	1,454,775	1,700,161
Interest expense - loans	2,796,345	3,284,370
Interest expense - Overdraft	208,003	320,859
Realised exchange loss	2,853,262	-
Unrealised exchange loss	2,048,638	459,648
	<u>9,361,023</u>	<u>5,765,038</u>
<b>12. Income tax</b>	2014	2013
	\$	\$
		<i>Restated</i>
(a) <b>Income tax expense recognised in profit or loss</b>		
Deferred tax credit	<u>(3,626,204)</u>	<u>(3,845,910)</u>
(b) <b>Reconciliation of effective tax rate</b>		
Operating (loss) / profit before income tax	(12,157,536)	(12,814,175)
Prima facie income tax (benefit) calculated at 30% (2013: 30%)	(3,647,261)	(3,844,253)
Under provision in respect of prior years	9,078	(1,657)
Deferred tax differences in respect of prior and current year temporary	11,979	-
	<u>(3,626,204)</u>	<u>(3,845,910)</u>
(c) <b>Recognised deferred tax asset / (liability)</b>		
Provision for doubtful debts	3,034,237	2,614,616
Provision for Inventory Obsolescence	60,000	60,000
Unrealised exchange loss	614,591	137,894
Employee benefits	645,595	746,190
Tax losses	6,223,916	4,753,199
Property, plant and equipment	<u>(19,159,082)</u>	<u>(22,146,171)</u>
	<u>(8,580,743)</u>	<u>(13,834,272)</u>

**Solomon Airlines Limited**  
**Notes to the financial statements**  
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**12. Income tax (continued)**

Movement in temporary differences during the year

	1 January 2013	Recognised in income statement	Recognised directly on equity	31 December 2013
	\$	\$		\$
				<i>Restated</i>
Provision for doubtful debts	2,567,603	47,013	-	2,614,616
Provision for inventory obsolescence	-	60,000	-	60,000
Unrealised exchange loss	-	137,894	-	137,894
Employee benefit	714,207	31,983	-	746,190
Tax losses	2,144,523	2,608,676	-	4,753,199
Property, plant and equipment	(21,996,933)	960,344	(1,109,580)	(22,146,171)
	<u>(16,570,600)</u>	<u>3,845,910</u>	<u>(1,109,580)</u>	<u>(13,834,272)</u>
	1 January 2014	Recognised in income statement	Recognised directly on equity	31 December 2014
Provision for doubtful debts	2,614,616	419,621	-	3,034,237
Provision for inventory obsolescence	60,000	-	-	60,000
Unrealised exchange loss	137,894	476,697	-	614,591
Employee benefits	746,190	(100,595)	-	645,595
Tax losses	4,753,199	1,470,717	-	6,223,916
Property, plant and equipment	(22,146,171)	1,359,764	1,627,325	(19,159,082)
	<u>(13,834,272)</u>	<u>3,626,204</u>	<u>1,627,325</u>	<u>(8,580,743)</u>

**13. Cash and cash equivalents**

Cash on hand	37,645	51,820
Cash at bank	<u>5,441,260</u>	<u>2,652,705</u>
	5,478,905	2,704,525
Bank overdraft	<u>(3,041,815)</u>	<u>(2,666,490)</u>
Cash and cash equivalents for the statement of cashflows	<u>2,437,090</u>	<u>38,035</u>

The Company has an overdraft facility with BSP of \$4,000,000 (2013: \$5,000,000). Interest is charged on the overdraft at 9% per annum (2013: 9%).

**14. Investments**

	2014	2013
	\$	\$
Term deposits	<u>316,591</u>	<u>217,948</u>

The average rate on term deposits in 2014 was 1.25% (2013 :0.25%). The deposits have an average maturity of 365 days (2013: 365 days).



**Solomon Airlines Limited**  
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	2014	2013
	\$	\$
<b>15. Deposits</b>		
<b>Current</b>		
Deposits with IATA and others	4,943,802	3,062,238
<b>Non current</b>		
Deposits for leased A320 aircraft	-	1,764,706
<b>16. Trade receivables</b>		
Trade receivables	16,323,973	15,013,938
Provision for doubtful debts	(10,114,124)	(8,715,387)
	6,209,849	6,298,551
<u>Reconciliation of provision for doubtful debts</u>		
Balance at 1 January	8,715,387	8,558,677
Provision made during the year	1,398,737	526,092
Provisions utilised during the year	-	(369,382)
Balance at 31 December	10,114,124	8,715,387
<b>17. Other receivables and prepayments</b>		<i>Restated</i>
Other receivables	4,177,212	3,212,908
GST receivable	928,315	309,770
Prepayments	3,009,441	915,337
	8,114,968	4,438,015
<b>18. Inventories</b>		
Aircraft spares	10,221,868	10,473,400
Fuel	708,428	639,936
Provision for Inventory Obsolescence	(200,000)	(200,000)
	10,730,296	10,913,336

**Solomon Airlines Limited**  
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**31-December-2014**

**19. Aircraft, property, plant and equipment**

	Land & Buildings	Aircraft	Aircraft spares	Aircraft establishment cost	Motor vehicles	Plant and equipment	Work in Progress	Total
	\$	\$	\$	\$	\$	\$	\$	\$
<b>Cost / Revaluation</b>								
Balance at 1 January 2013	36,221,326	74,423,301	18,168,439	30,063,152	2,949,465	5,698,823	129,766	167,654,272
Additions	753,507	314,190	3,540,637	-	289,430	774,318	-	5,672,082
Disposals	-	-	(1,135,859)	-	(214,204)	-	-	(1,350,063)
Offset of accumulated depreciation on revaluation	-	(9,980,167)	-	-	-	-	-	(9,980,167)
Revaluation Increment	-	3,698,557	-	-	-	-	-	3,698,557
Transfer to deposits	-	-	-	(735,294)	-	-	-	(735,294)
<b>Balance at 31 December 2013</b>	<b>36,974,833</b>	<b>68,455,881</b>	<b>20,573,217</b>	<b>29,327,858</b>	<b>3,024,691</b>	<b>6,473,141</b>	<b>129,766</b>	<b>164,959,387</b>
Additions	330,601	18,381,108	1,710,460	-	342,742	831,807	158,245	21,754,963
Disposals	-	(312,604)	-	-	(379,552)	-	-	(692,156)
Offset of accumulated depreciation on revaluation	-	(5,417,449)	-	-	-	-	-	(5,417,449)
Revaluation decrement	-	(9,829,672)	-	-	-	-	-	(9,829,672)
<b>Balance at 31 December 2014</b>	<b>37,305,434</b>	<b>71,277,264</b>	<b>22,283,677</b>	<b>29,327,858</b>	<b>2,987,881</b>	<b>7,304,948</b>	<b>288,011</b>	<b>170,775,073</b>
<b>Breakdown of cost / revaluation</b>								
2009 Valuation	19,100,000	-	-	-	-	-	-	19,100,000
2014 Valuation	-	54,923,664	-	-	-	-	-	54,923,664
Cost	18,205,434	16,353,600	22,283,677	29,327,858	2,987,881	7,304,948	288,011	96,751,409
<b>Balance at 31 December 2014</b>	<b>37,305,434</b>	<b>71,277,264</b>	<b>22,283,677</b>	<b>29,327,858</b>	<b>2,987,881</b>	<b>7,304,948</b>	<b>288,011</b>	<b>170,775,073</b>

The aircraft were revalued on 31 December 2014. The valuation was carried out by an independent valuer Michael Knight and Associates. The valuation was based on recent market activity and known transaction data in relation to the aircraft type.



**Solomon Airlines Limited**  
**Notes to the financial statements**  
**31-December-2014**

**19. Aircraft, property, plant and equipment (continued)**

	Land & Buildings	Aircraft	Aircraft spares	Aircraft establishment cost	Motor vehicles	Plant and equipment	Work In Progress	Total
	\$	\$	\$	\$	\$	\$	\$	\$
<b>Depreciation</b>								
Balance at 1 January 2013	4,009,228	729,993	1,892,433	6,037,401	1,998,643	2,328,245	-	16,995,943
Depreciation charge for the year	1,838,643	9,250,174	2,057,322	5,865,571	382,878	745,918	-	20,140,506
Accumulated depreciation on disposal	-	-	-	-	(167,207)	-	-	(167,207)
Offset of accumulated depreciation as a result of revaluation	-	(9,980,167)	-	-	-	-	-	(9,980,167)
<b>Balance at 31 December 2013</b>	<b>5,847,871</b>	<b>-</b>	<b>3,949,755</b>	<b>11,902,972</b>	<b>2,214,314</b>	<b>3,074,163</b>	<b>-</b>	<b>26,989,075</b>
Depreciation charge for the year	1,839,697	5,798,193	2,023,615	7,053,300	371,840	812,057	-	17,918,702
Accumulated depreciation on disposal	-	(312,604)	-	-	(379,552)	-	-	(692,156)
Offset of accumulated depreciation as a result of revaluation	-	(5,417,449)	-	-	-	-	-	(5,417,449)
<b>Balance at 31 December 2014</b>	<b>7,707,568</b>	<b>68,140</b>	<b>5,973,370</b>	<b>18,956,272</b>	<b>2,206,602</b>	<b>3,886,220</b>	<b>-</b>	<b>38,798,172</b>
<b>Carrying amount</b>								
At 1 January 2012	32,212,098	73,693,308	16,276,006	24,025,751	950,822	3,370,578	129,766	150,658,329
At 31 December 2013	31,126,962	68,455,881	16,623,462	17,424,886	810,377	3,398,978	129,766	137,970,312
At 31 December 2014	29,597,866	71,209,124	16,310,307	10,371,586	781,279	3,418,728	288,011	131,976,901

**Solomon Airlines Limited**  
**Notes to the financial statements**  
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**19. Aircraft, property, plant and equipment (continued)**

(i) Change in estimate

During 2014, the Company conducted a review of depreciation rates for aircraft. As a result the aircraft depreciation rate was changed to 5% with the exception of the Dash 8 which was already being depreciated at that rate. The effect of this change was a decrease in depreciation expense by \$2,735,294 for 2014.

(ii) Security

As at 31 December 2014, aircraft, property, plant and equipment were subject to a mortgage that forms security for bank loans (refer Note 21).

**20. Investment property**

	2014	2013
	\$	\$
Balance 1 January and 31st December 2014	<u>7,600,000</u>	<u>7,600,000</u>

Investment property comprises a commercial property that is leased to third parties for a period of five years. See note 25 for more information. The property was valued in March 2012 by Value Solutions Appraisal using the income approach method capitalising net operating income (allowing for a 2% vacancy factor) at a rate of 11%. The Directors have reviewed the carrying value at 31 December 2014 and propose no adjustments thereto.

	2014	2013
	\$	\$
<b>21. Borrowings</b>		
Loan - Bank of South Pacific	38,870,580	31,137,574
Loan - Hevilift	4,198,473	-
Finance lease liabilities - AAR Parts Trading	7,379,322	8,966,824
Finance lease liabilities - Credit Corporation	105,000	-
	<u>50,553,375</u>	<u>40,104,398</u>

The borrowings have been classified in the statement of financial position as follows:

Current	12,223,842	7,785,195
Non current	<u>38,329,533</u>	<u>32,319,203</u>
	<u>50,553,375</u>	<u>40,104,398</u>

**Loan - Bank of South Pacific (BSP)**

In 2013 the Company secured a loan from BSP to fund the purchase of an aircraft. An additional loan of \$12,326,656 was drawn in December 2014 for the purchase of a further aircraft. The loan is repayable by monthly installments of \$516,429 (2013: \$552,039). Interest is charged at the rate of 6.75% (2013: 6.75%). Repayments of \$6,197,714 were made during the year. The loan is secured as follows:



**Solomon Airlines Limited**  
**Notes to the financial statements**  
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**21. Borrowings (continued)**

**Loan - Bank of South Pacific (BSP) (continued)**

- (i) First registered charge over properties situated in the following areas:
  - Rove;
  - Property situated along Tandai highway, central Kola'a ridge, west Kola'a ridge;
  - Henderson Airport;
  - Gizo;
- (ii) First registered charge over residential properties situated at West Kola'a ridge, Panatina, Tandai Highway, Henderson Airport, Gizo and Western Province;
- (iii) Registered equitable mortgage over the whole of Solomon Airlines Limited's assets and undertakings including uncalled capital, fire policy assigned over stock, plant and machinery;
- (iv) Registered equitable mortgage over the whole of Pacific Car Rentals Limited's assets and undertakings including uncalled capital;
- (v) Registered charge over property situated at Henderson Airport and Gizo;
- (vi) Registered charge over commercial properties Honiara head office and Gizo office;
- (v) Guarantee (unlimited as amount) by Pacific Car Rentals Limited supported by the commercial property at Henderson;
- (vi) Registered mortgage over three De Hallivand Twin Otter, one Britten Norman Islander and one Dash 8 aircraft.

**Hevilift Engineering Pty Limited**

The loan is in respect of purchase of a Twin Otter which was not covered by the additional loan from BSP. The loan will be repaid upon the sale of the Islander in 2015 financial year. Interest is paid monthly at the rate of 12% per annum on daily balance. If interest payments are paid on or before the respective due date, the Hevilift Engineering Pty Limited will accept interest payments at the rate of 8% per annum.

**Finance lease**

**AAR Parts Trading**

The finance lease liability is in respect of spare parts leased for the A320 aircraft from AAR Parts Trading. The lease liability is payable by monthly instalments of USD 42,900. Interest is charged at the rate of 8.82%. An additional lease liability of USD 9,000 per month was added in April 2014 with an interest rate of 10.94% which increased the monthly lease liability payable to USD51,900. Repayments of \$4,548,091 (USD 595,800) were made during the year.

**Credit Corporation**

The finance lease liability is in respect of purchase of a Honda CRV Wagon in Fiji. The lease liability is payable by monthly instalments of FJD 1,775. Interest is charged at the rate of 8.5%. Repayments of \$63,018 (FJD 15,975) were made during the year.

**Solomon Airlines Limited**  
**Notes to the financial statements**  
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**21. Borrowings (continued)**

**Finance lease (continued)**

	2014	2013
	\$	\$
Finance lease liabilities are payable as follows:		
Less than one year	4,847,523	3,785,295
Between one and five years	3,259,975	6,308,912
	8,107,498	10,094,207
Less future interest charges	(623,176)	(1,127,382)
	<u>7,484,322</u>	<u>8,966,825</u>

**22. Trade, other payables and accrued expenditure**

Trade payables	22,184,371	17,903,247
Other payables	8,588,111	9,357,925
Accrued expenditure	4,180,374	10,052,768
	<u>34,952,856</u>	<u>37,313,940</u>

Disclosed in the financial statements as follows:

Current	34,952,856	35,907,368
Non current	-	1,406,572
	<u>34,952,856</u>	<u>37,313,940</u>

The non current portion in 2013 represents an agreement made with a creditor to restructure lease payments.

	2014	2013
	\$	\$
<b>23. Employee benefits</b>		
Balance at 1 January	2,487,301	2,380,689
Provisions made during the year	1,111,246	408,313
Provisions utilised during the year	(1,446,565)	(301,701)
Balance at 31 December	<u>2,151,982</u>	<u>2,487,301</u>

**24. Capital and reserves**

**(a) Authorised capital**

70,909,801 ordinary shares @ \$1.00 each	<u>70,909,801</u>	<u>70,909,801</u>
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**(b) Share capital**

70,909,801 ordinary shares @ \$1.00 each	<u>70,909,801</u>	<u>70,909,801</u>
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**(c) Revaluation reserve**

The revaluation reserve relates to the revaluation of aircraft and buildings.



**Solomon Airlines Limited**  
**Notes to the financial statements**  
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**25. Commitments**

	2014	2013
	\$	\$
(a) Capital expenditure approved and committed	<u>-</u>	<u>-</u>

**(b) Operating lease**

The Company has the following operating leases:

- lease agreement for one Britten Norman Islander with Colville Aviation Services for AUD\$5,000 per month for one year from 1 February 2012. The agreement was extended upon mutual agreement by one year intervals until further notice;
- lease agreement for A320 aircraft with Pegasus Aviation II, Inc for USD \$120,000 per month from 26 February 2011 to 31 December 2015; and
- lease agreement for leasehold land.

The following is a summary of future operating lease commitments for aircraft and properties payable by the Company translated at exchange rates prevailing at reporting date:

	2014	2013
	\$	\$
Less than one year	10,823,430	10,414,007
Between one and five years	5,083	10,386,011
More than five years	12,524	13,481
	<u>10,841,037</u>	<u>20,813,499</u>

**Leases as lessor**

The Company leases out its investment property. The future minimum lease payments under the agreement are as follows:

	2014	2013
	\$	\$
Less than one year	225,000	450,000
Between one and five years	-	225,000
More than five years	-	-
	<u>225,000</u>	<u>675,000</u>

**26. Non cash investing activities**

Additions to property, plant and equipment (refer Note 19)	21,754,963	-
Additions paid for by cash (refer statement of cash flows)	(3,510,933)	-
Non cash additions to property, plant and equipment	<u>18,244,030</u>	<u>-</u>

During the year the entity entered into a finance lease with a supplier for the supply of aircraft spare parts. Non cash additions were funded through bank loans and finance lease arrangements.

**Solomon Airlines Limited**  
**Notes to the financial statements**  
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**27. Related parties**

**(a) Directors**

The names of directors in office at any time during the financial year are:

Chairman	Mr Denton Rarawa
Deputy Chairman	Mr Antony Bensteeve Langston
Director	Mr Sebastian Ilala
Director	Mr Bob Pollard
Director	Mrs Rose Isukana
Director	Mr Primo Afeau

**(b) Parent company**

The Company is owned by Investment Corporation of Solomon Islands (ICSI). ICSI is wholly owned by the Government of Solomon Islands.

**(c) Identity of related parties**

As the Company is owned by the government all government and government related entities are its related parties. Other related parties include directors and employees of the Company.

**(d) Transactions with government and government related entities**

The transactions with the government and government related entities are individually insignificant hence do not warrant disclosure in the financial statements.

18% of the Company's sales and 10% of its purchases are with State Owned Enterprises and Solomon Islands Government departments.

**(e) Transactions with key management personnel and directors**

Key management personnel are those persons having authority and responsibility for planning, directing and controlling the activities of the entity directly and indirectly.

Key management personnel in the current and prior year comprises of the Chief Executive Officer, General Manager Commercial and Operations and General Manager Finance and Corporate Services.

Transactions with key management personnel are on no more favorable terms than those available, or which might be reasonably be expected to be available, on similar transactions to third parties at arms length.

Key management compensation is disclosed in Note 7.

	2014	2013
	\$	\$
Amounts receivable from key management personnel	<u>180,095</u>	<u>-</u>

In addition to their salaries, the company also provides non-cash benefits to the directors and key management personnel.

Directors fees are disclosed in Note 10.



**Solomon Airlines Limited**  
**Notes to the financial statements**  
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**28. Contingent liabilities**

There are two law suits pending against the Company which are at various stages of being defended. The amount of claims due to litigation against the Company are unable to be quantified as at the date of this report, but the Directors do not believe they will materially affect the results of the Company.

The Company has also been subject to a tax audit from Inland Revenue Department during 2014. To date the outcome of this audit is unknown.

**29. Capital management**

The Company's objective when managing capital is to safeguard the Company's ability to continue as a going concern in order to provide returns for shareholders and benefits for other stakeholders and to maintain an optimal capital structure to reduce the cost of capital.

In order to maintain or adjust the capital structure, the Company may adjust the amount of dividends paid to shareholders, return capital or issue new shares. The paid up capital of the Company is \$70,909,801 with allotment of subscription shares to the following subscribers: Investment Corporation of Solomon Islands (SI) 66,909,801 Ordinary Shares, Solomon Airlines Holding Limited 3,999,999 Ordinary Shares and General Manager ICSI (In Trust) 1 Ordinary Shares.

**30. Correction of prior period error**

In 2013, interline billing amounting to \$2,419,255 was incorrectly included in revenue for the year ended 31 December 2013. The financial statements for the year ended 31 December 2013 have been restated to correct this error. The effect of the restatement on these financial statements is summarised below. There is no effect in 2014.

**(i) Statement of financial position**

**31 December 2013**

	Previously reported	Effect of restatement	Restated balance
Other receivables and prepayments	6,857,270	(2,419,255)	4,438,015
Deferred tax liability	(14,560,050)	725,778	(13,834,272)
Accumulated losses	54,804,738	1,693,477	56,498,215

**(ii) Statement of profit or loss and other comprehensive income**

**31 December 2013**

	Previously reported	Effect of restatement	Restated balance
Revenue	255,439,869	(2,419,255)	253,020,614
Loss before tax	(10,394,920)	(2,419,255)	(12,814,175)
Income tax benefit	3,120,132	725,778	3,845,910
Loss after tax	(7,274,788)	(1,693,477)	(8,968,265)

**31. Subsequent events**

There has not arisen in the interval between the end of the year and the date of this report any item, transaction or event of a material and unusual nature likely, in the opinion of the directors, to affect significantly the operations of the company, the results of those operations or the state of affairs of the company in subsequent financial years.