



ANNUAL REPORT



MOTIF: YAVUYAVU
House foundation, story or lesson.



CONTENTS

Our Common Purpose: We Fly for Fiji	1
Chairman's Message	3
Managing Director and Chief Executive Officer's Report	5
Our Strategy	9
Critical Success Factors	11
Transforming Service	13
Business Growth	15
Board of Directors	17
Executive Leadership Team	18
Fleet for a Sustainable Future	19
Network, Connectivity & Partnerships	23
Redefining the Travel Experience	27
Sales, Marketing & Revenue Management	33
Fiji Airways Aviation Academy	37
Engineering	39
Airport and Ground Operations	41
Cargo Operations	43
Flight Operations	45
Fiji Link	47
Our People	49
Environment, Social and Governance	53
Investment Beyond the Skies	61
Managing Business Risks	63
Financial Commentary	67
Consolidated Financial Statements	72

OUR COMMON PURPOSE:
WE FLY FOR FIJI



Fiji Airways is more than an airline; we are the wings of Fiji and the heartbeat of the Pacific. Our relentless pursuit of excellence, proudly places Fiji on the global stage — showcasing our exceptional hospitality, resilience, and pride.

Our purpose reaches far beyond the horizon, grounded in the service of our nation and our people: connecting islands to the world, uniting families, enabling trade, and driving tourism. Every flight carries not just our guests, but the hopes, dreams, and opportunities of our region. Each journey strengthens the bonds that shape our collective future.

Few carriers globally achieve what we uphold — the delicate balance between commercial success and national service. This is not merely our mission; it is our identity, our pride, and our enduring commitment to Fiji and the Pacific.

FIJI'S GATEWAY TO THE WORLD

Tourism remains the backbone of Fiji's economy, and Fiji Airways is the bridge that brings the world to our shores. Over the last decade, our growth in capacity has been matched by record visitor arrivals, underscoring a simple truth when **Fiji Airways grows, Fiji grows.**

In 2024, we further strengthened our global network with expanded services to North America, Asia, and the Pacific Islands. These connections are more than routes on a map — they are lifelines of opportunity, enabling tourism, trade, education, and cultural exchange.

DRIVING TOURISM, POWERING THE ECONOMY

Fiji Airways carries over 70% of all visitors to Fiji, powering an industry that contributes nearly 45% of our nation's GDP. Every additional flight we operate delivers a multiplier effect — creating jobs, sustaining communities, and driving activity across hotels, resorts, restaurants, tour operators, and transport providers.

In 2024, our strategic focus was on expanding connectivity to premium markets, attracting higher-value visitors, and strengthening Fiji's global visibility. Each ticket we sell does more than fill a seat; it fuels Fiji's economic engine and contributes to shared national prosperity.

Our promise is simple: we don't just fly aircraft; we create opportunities — for businesses, for jobs, and for every Fijian whose livelihood depends on a thriving tourism economy.

SHOWCASING FIJI TO THE WORLD

Fiji Airways is Fiji's most visible and powerful brand on the global stage. In 2024, we invested over FJ\$80 million in marketing Fiji across key tourism source markets — a commitment larger than the combined spend of most tourism partners in the Pacific.

Our campaigns celebrate Fiji's natural beauty, rich culture, and warm hospitality, converting global interest into confirmed bookings. Every international visitor we inspire brings vital foreign exchange to Fiji, supporting jobs, livelihoods, and the nation's balance of payments.

FLYING FOR FIJI AND OUR SHAREHOLDERS

Our dual mission remains clear: to remain a financially strong and profitable airline, while serving the needs of the Fijian people. This balance allows us to reinvest profits into new aircraft, expanded routes, upgraded infrastructure, and better guest experiences, securing Fiji's long-term competitiveness on the world stage.

As an airline that is **82.6%** locally owned, the returns we generate stay in Fiji. Dividends directly benefit members of the Fiji National Provident Fund (51%), the Government of Fiji (30%), and the Unit Trust of Fiji (1.6%) — turning commercial success into national prosperity.

DEVELOPING FIJIAN LEADERS FOR TOMORROW

Fiji Airways is committed to developing and empowering Fijians at every level of the organisation. Today, over 90% of our workforce are Fijians, and we continue to build local leadership capacity across technical, commercial, and operational roles. Through investments in pilot training, engineering capability, and leadership development programs, we are building a pipeline of talent to take Fiji Airways to even greater heights.

Our Executive Leadership Team (ELT) reflects this philosophy, bringing together local and international expertise. 70% of our ELT are proud Fijians, supported by a diverse group of experienced expatriate leaders who share their knowledge and mentor the next generation. This collaboration ensures that our leadership remains both globally competitive and deeply connected to Fiji's identity.

KEEPING GROWTH RETURNS AT HOME

As of 2024, more than 95% of Fiji Airways' debt is financed locally, keeping financial returns within Fiji and strengthening the domestic capital market. This strategic shift ensures that the benefits of our growth remain in Fiji, supporting local lenders, fostering economic resilience, and multiplying the impact of every dollar we invest.

SUSTAINABLE AVIATION FOR A THRIVING FIJI

Fiji Airways is committed to protecting Fiji's pristine environment and unique cultural heritage. Through sustainable aviation practices, fuel efficiency programs, and a modern, environmentally efficient fleet, we are actively reducing our carbon footprint while delivering world-class safety and service.



51.00%



30.02%



1.58%

OUR PURPOSE REMAINS OUR SINGULAR FOCUS FOR FIJI, EVER FIJI



CHAIRMAN'S MESSAGE

Bula Vinaka

On behalf of the Board of Directors, I am pleased to present the Fiji Airways 2024 Annual Report. This report sets out our financial and operational performance, but also a broader story — of growth, resilience, and ambition. In a year defined by both opportunity and challenge, Fiji Airways has reinforced its mark as the pride of our national assets, and the leading carrier of the Pacific.



A YEAR OF GROWTH AND CONNECTIVITY

The year under review was marked by important milestones in our network expansion. The launch of our longest nonstop service between Nadi and Dallas–Fort Worth was a defining achievement, firmly establishing our presence in North America and opening seamless onward connections through our oneworld partners. This service not only extends our global footprint but strengthens Fiji's accessibility to key tourism and trade markets.

In Australia, we introduced direct flights to Cairns and increased frequencies to Adelaide, further cementing our ties with a key partner market. With the arrival of two new ATR aircraft at the end of December 2024, this is envisaged to strengthen inter-island and regional connectivity, reinforcing Fiji Airways' role as a vital link for communities and a driver of tourism, trade, education, and medical access.

These initiatives reflect our ambition to be the hub carrier of the Pacific. Each new connection represents more than a commercial venture — it is a bridge of opportunity, enriching lives, enabling commerce, and carrying Fiji's mana to the world.

PERFORMANCE AND RESILIENCE

The 2024 financial year delivered continued growth in our core business, while enhancing financial discipline remains the Board's focus.

Group revenues exceeded the previous year's record levels, driven by strong demand across our network and an increase in passenger numbers. This momentum underscores the enduring appeal of Fiji as a destination and the effectiveness of our expanding route network.

Costs rose in line with this growth. The reinstatement of global competitor capacity placed downward pressure on yields, while the full-year impact of lease expenses for our two Airbus A350-900 aircraft and the strength of the US Dollar against the Fijian Dollar added to the cost base. As a result, while we reported an EBITDAR of \$325.1 million and a net loss after tax of \$25.0 million, the fundamentals of the business remain strong.

Fiji Airways continues to generate robust demand, attract record passenger volumes, and strengthen its position as the leading carrier of the Pacific. These underlying achievements reaffirm the resilience of our strategy and provide confidence that the investments made today will drive sustainable returns in the years ahead.

Despite global challenges such as fuel price volatility, currency fluctuations, and supply chain constraints, Fiji Airways remained resilient. Our focus is for prudent financial management, disciplined governance, and careful risk oversight thereby enabling us to achieve sustainable profitability while continuing to invest for long-term growth.

EXCELLENCE IN SERVICE

Delivering world-class customer experience remains central to our strategy. This year, Fiji Airways continued in its "Future Fit Thinking" striving towards greater APEX recognition.

We are confident this is possible given the pride and the passion of our greatest asset, our people.

Fiji Airways continues to elevate the travel experience with enhancements across our cabins, digital platforms, lounges, and guest touchpoints. Guided by our Fijian spirit of warmth and hospitality, we remain focused on ensuring that every journey with Fiji Airways is safe, reliable, memorable and distinctly of, and from, Fiji.

OUR COMMITMENT TO A SUSTAINABLE FUTURE

As Fiji's national airline, we recognise that our success must be aligned with our responsibility to the environment and communities we serve. In 2024, we advanced initiatives to improve fuel efficiency, reduce carbon emissions, and modernise our fleet with next-generation aircraft. We also continued to strengthen partnerships with local suppliers, expand waste reduction programs, and align with Fiji's broader climate goals.

For Fiji Airways, sustainability for us is more than compliance — it is about protecting the natural beauty of our islands, which lies at the heart of Fiji's way of life and tourism. We remain committed to balancing growth with environmental stewardship, ensuring that the skies we fly today, will remain warm and inviting for generations to come.

LOOKING AHEAD

Our strategy remains ambitious and future focused. Fiji Airways will continue to strengthen its presence across North America, Asia, and the Pacific, positioning Fiji as a hub of connectivity and opportunity. We will embed sustainability across our operations — from fuel efficiency and fleet modernisation to community partnerships — ensuring that our growth is both responsible and enduring. And we will continue to elevate the guest experience, supported by our global oneworld membership, to match the best standards of the industry.

CLOSING REMARKS

On behalf of the Board, I extend our deepest gratitude to our shareholders for your trust, to our government and partners for your collaboration, and to our employees for your dedication and professionalism. To our passengers, thank you for choosing Fiji Airways — your confidence inspires us to aim higher still.

With pride and purpose, I present this Annual Report as both a record of progress and a foundation for an even brighter future.

Vinaka Vakalevu, - Thank You

Nalin Patel
Chairman, Fiji Airways



MANAGING DIRECTOR AND CHIEF EXECUTIVE OFFICER'S REPORT

Bula Vinaka

It is my privilege to present the Managing Director and Chief Executive Officer's Report for the 2024 financial year - A year defined by opportunity, challenge, and transformation for Fiji Airways.

We achieved record revenues and carried more passengers than at any point in our history, even while we navigated rising costs, currency headwinds, and the competitive dynamics of a fully restored global aviation market.

What stands out most from 2024 is not only the results we achieved, but the way in which our people, our strategy, and our partnerships came together to position Fiji Airways as a resilient and world-class airline.



FINANCIAL PERFORMANCE

The 2024 financial year was a defining period marked by resilient operational performance and sustained passenger demand amid a challenging global environment. Key financial indicators affirm the Group's continued positive trajectory.

Group revenue rose to a record \$1.85 billion, up from \$1.78 billion in 2023, reflecting steady passenger demand, expanded capacity, and the continued success of our network strategy. Passenger volumes reached 2.3 million, the highest in our history, supported by new services to Dallas–Fort Worth and Cairns, additional frequencies to Adelaide, and enhanced regional connectivity through our ATR fleet.

Seat capacity expanded to 3.0 million, 7.9% higher than the previous year, while cargo revenue also increased to \$112 million, underscoring the breadth of our business.

Operating costs rose to \$1.5 billion, driven by increased flying activity, additional workforce investment with 177 new employees, and the full-year lease impact of our Airbus A350-900 aircraft. Investment in sales and marketing also increased to support new route launches and strengthen brand visibility across key markets. These factors, combined with industry-wide yield pressures, reduced EBITDAR to \$325.1 million, compared with \$373.4 million in 2023.

A significant external factor was foreign exchange volatility. The strengthening of the US Dollar against the Fijian Dollar resulted in unrealised translation losses of \$83.5 million on our USD-denominated lease obligations. These are accounting adjustments required under international reporting standards and do not represent cash outflows.

Before these non-cash impacts, the Group delivered an operating profit of \$23.7 million, reflecting the underlying strength of our business performance. After these adjustments the Group reported net loss after income tax of \$25.0 million.

Despite these accounting impacts, Fiji Airways' balance sheet remains robust. Cash holdings increased to \$375.2 million (up from \$311.8 million in 2023), underpinned by positive operating cash flows of \$2.1 billion in receipts. Operational cash balances grew to \$256.8 million, while restricted cash rose to \$118.4 million, providing a strong liquidity buffer to support both operations and future investment.

These results illustrate the duality of 2024: strong growth in revenue, capacity, and passenger volumes on one hand, offset by cost pressures and foreign exchange headwinds. The fundamentals remain sound - a modern fleet, a strong cash position, and record passenger numbers form the bedrock of our future profitability and long-term sustainability.

NETWORK AND FLEET DEVELOPMENT

In 2024, Fiji Airways strengthened both the scale and reach of its network. The launch of our longest-ever route, nonstop from Nadi to Dallas–Fort Worth – was a milestone that anchored our presence in North America and, through our oneworld partner American Airlines, opened seamless onward connections across the United States, Latin America, and Europe.

In Australia, our largest inbound market, we introduced direct services to Cairns and expanded frequencies to Adelaide, responding directly to customer demand and reinforcing our position in this key region. Within the Pacific, the deployment of additional ATR aircraft improved connectivity for inter-island and regional operations, ensuring Fiji Airways continues to be a lifeline for communities while enabling tourism, trade, education, and medical access.

Fleet modernisation has remained central to our strategy. The Airbus A350-900s, which now anchor our long-haul network, deliver substantial efficiency gains — lower fuel burn, reduced emissions, and extended range — while offering an enhanced premium experience. These aircraft represent an investment in both sustainability and long-term competitiveness.

Our elevation to full membership of the oneworld alliance in 2024 was another transformational step. This partnership expanded our reach to over 900 destinations worldwide, integrated our frequent flyer proposition with leading global carriers, and positioned Fiji Airways within a network of some of the most recognised airlines globally. Additional partnerships such as an interline partnership with Porter Airlines in North America, further strengthening our ability to seamlessly connect customers to Fiji.

Operational reliability also remained a hallmark of our performance with consistently high on-time performance despite global challenges such as supply chain disruptions and infrastructure challenges. These achievements underscore the professionalism of our people and the robustness of our operations.

By year-end, Fiji Airways operated its largest-ever fleet of 23 aircraft, serving 27 international ports across North America, Asia, Australia, New Zealand, and the Pacific – a clear reflection of our ambition to be the leading hub carrier of the Pacific.

ACHIEVEMENTS

2024 was an exceptional year of recognition for Fiji Airways. Fiji Airways achieved its highest-ever position in the Skytrax Top 100 Global Airlines, ranking 14th in the world — placing our boutique national carrier alongside some of the largest and most established airlines globally. Our reputation was further reinforced by the APEX Official Airline Ratings™, which recognised us as a Five Star Major Airline, and the APEX Passenger Choice Award for Best Entertainment in the South Pacific.

On the ground, the Fiji Airways Premier Lounge at Nadi International Airport was again named Oceania's Leading Airline Lounge at the World Travel Awards, affirming our commitment to delivering excellence not only in the air but also throughout the travel experience.

These achievements are a powerful testament to the dedication of our people, the loyalty of our customers, and the global recognition that Fiji Airways has earned as a world-class airline from the Pacific.

OUR PEOPLE

At the heart of our success is more than 2,100 men and women whose dedication and professionalism bring the Fiji Airways experience to life.

We remain proud that over 90% of our workforce are Fijians, as well as close to 70% of our Executive Leadership Team. This reflects our commitment to empowering Fijians at every level of the organisation and ensuring the national airline is led by those who best understand our culture and our nation's aspirations. New leadership and development programmes have been introduced across the business, fostering skills that extend beyond aviation and positioning Fiji Airways as an incubator of national talent.

These initiatives are shaping a sustainable pipeline of Fijian leaders who will carry Fiji Airways into the future.

AWARDS



BEST AIRLINE IN AUSTRALIA/PACIFIC, SKYTRAX WORLD AIRLINE AWARDS 2024

BEST AIRLINE STAFF SERVICE IN AUSTRALIA/PACIFIC, SKYTRAX WORLD AIRLINE AWARDS 2024

BEST ECONOMY CLASS IN AUSTRALIA/PACIFIC, SKYTRAX WORLD AIRLINE AWARDS 2024

BEST CABIN CREW IN AUSTRALIA/PACIFIC, SKYTRAX WORLD AIRLINE AWARDS 2024

BEST BUSINESS CLASS ONBOARD CATERING IN AUSTRALIA/PACIFIC, SKYTRAX WORLD AIRLINE AWARDS 2024

14TH IN TOP GLOBAL 100 RANKING, SKYTRAX WORLD AIRLINE AWARDS 2024



FIVE STAR MAJOR AIRLINE IN 2024 APEX OFFICIAL AIRLINE RATINGS™



BEST ENTERTAINMENT IN THE SOUTH PACIFIC, APEX PASSENGER CHOICE AWARD 2024



OCEANIA'S LEADING AIRLINE LOUNGE, WORLD TRAVEL AWARDS 2024

HIGHLIGHTS



15TH oneworld FULL-MEMBER
TRANSITIONED FULLY IN APRIL 2025



\$1.8 BILLION
HIGHEST EVER REVENUE



\$2.1 BILLION
HIGHEST EVER RECEIPTS



\$76 MILLION
FIJI AIRWAYS AVIATION ACADEMY EXPANSION COMPLETED



2 NEW FULL FLIGHT SIMULATORS
FOR THE AIRBUS A350 AND ATR-72 AIRCRAFT



2 MORE ATR 72-600
WELCOMED INTO OUR FLEET



MORE THAN \$80 MILLION
SPENT ON MARKETING DESTINATION FIJI



9,000 MANGROVE TREES
PLANTED IN 2024, OVER 89,000 PLANTED SINCE 2017



OVER 47,000KG
WASTE RECYCLED IN 2024

FIJI AIRWAYS AVIATION ACADEMY

Our Aviation Academy continues to expand as a regional centre of excellence. In 2024, new simulators and training programmes further reduced reliance on offshore facilities and strengthened our support of regional airlines. The Academy has become both a strategic asset and a key contributor to aviation capability across the Pacific.

SUSTAINABILITY

Sustainability is now embedded at the core of Fiji Airways' strategy. Our Airbus A350-900s deliver fuel savings of up to 25% compared to previous-generation aircraft, while also reducing noise emissions and providing greater efficiency on long-haul routes. These aircraft not only support our sustainability agenda but also reinforce our competitiveness in global markets.

We initiated work on sustainable aviation fuel (SAF) trials, building partnerships that will enable Fiji Airways to transition toward lower-emission fuel alternatives as they become commercially viable. We strengthened engagement with local suppliers to support Fiji's economy and expanded community-based reforestation and environmental projects aligned with Fiji's national climate goals. These initiatives reinforce our vision to balance growth with responsibility — protecting the natural beauty that defines Fiji and sustains our tourism industry.

RISK MANAGEMENT

Aviation operates within an inherently complex environment. In 2024, Fiji Airways effectively managed external risks including fuel price volatility, foreign exchange movements, geopolitical instability, and supply chain pressures.

Our governance framework emphasises discipline and foresight — employing hedging strategies, diversified liquidity sources, and close monitoring of fleet and supplier exposures. We also address emerging risks such as cybersecurity, regulatory shifts, and climate-related impacts through investment in digital resilience and sustainability initiatives.

By combining prudent financial management with proactive oversight, Fiji Airways continues to build strength and agility to withstand external shocks and sustain growth.

OUR WORLD-CLASS JOURNEY

In 2025, Fiji Airways achieved a historic milestone, by winning the APEX World Class Airline for 2026 Award — the most prestigious recognition in global aviation that places the airline among the Top 10 Airlines in the World. We are the smallest airline by fleet size ever to earn this honour, and the only airline in Oceania to be recognised.

The airline's journey to World Class was driven by its determination to have a place on the world stage, to differentiate itself, and to prove that a small airline from a small island nation can soar with the very best.

The APEX World Class Award is judged through a rigorous process that combined independent audits with global passenger feedback, measuring excellence across safety, sustainability, well-being, service, and customer experience. Winning World Class was not an accolade achieved overnight. It was the product of a relentless, end-to-end transformation of our people, products, service and more.

Achieving this recognition required one of the most extensive transformation efforts in the airline's history. It meant a complete overhaul of the inflight experience, procuring brand new galley and service equipment, building new supply chains for freshly sourced produce, working with local Fiji businesses and manufacturers, both small and large, and introducing an entirely new suite of premium products onboard.

Fiji Airways was also awarded the prestigious 2026 International Flight Services Association (IFSA) Award for Best Inflight Food or Beverage for its Pacific Rim Cuisine. To be recognised on the global stage by IFSA is a testament to the incredible talent of our team and the spirit of our islands.

OUTLOOK

Looking ahead, Fiji Airways' strategy remains ambitious yet disciplined. We will continue to grow our presence across North America, Asia, and the Pacific, leveraging our oneworld alliance membership and bilateral partnerships to connect Fiji to the world more effectively than ever.

Sustainability will remain a guiding principle across fleet, fuel, and community initiatives. We will continue to elevate the customer journey through digital transformation, service innovation, and the warmth of Fijian hospitality. And we will invest deeply in our people — equipping more Fijians to lead and inspire in aviation careers of global caliber.

While global conditions may remain challenging, Fiji Airways today is stronger, more agile, and more competitive than at any time in its history. We have the fleet, the people, and the partnerships to sustain our world-class journey and face the future with confidence.

CLOSING REMARKS

As this is my final report as Managing Director and Chief Executive Officer, I leave with immense pride on how far we have come. Together, we have transformed Fiji Airways from a regional airline into a globally recognised, world-class airline. We navigated the unprecedented challenges of the pandemic, restored the business to record profitability, joined the ranks of the oneworld alliance, and expanded our fleet and network to their largest scale in history. In 2025, the airline was recognised with the APEX World Class Airline rating — a fitting symbol of our journey.

The path ahead will be led by new leadership but built on the strong foundations we have built together. My deepest gratitude goes to our Board, our government partners, our employees, and above all, our customers.

Fiji Airways is not just another airline — it is a source of national pride and a bridge to the world. With confidence, I pass the baton knowing the best chapters of our story are still to come.

Vinaka Vakalevu - Thank You

Andre Viljoen
Managing Director & CEO, Fiji Airways



OUR STRATEGY

Fiji Airways continues to thrive as a proud small national airline in a world of global giants. Despite geographic isolation, long flight times, and high operating costs, the airline has maintained strong financial and operational performance.

With a focused 23-aircraft fleet and a single-hub network, Fiji Airways competes successfully against larger carriers while managing currency and cost challenges. In 2024, the airline once again proved that a small national carrier can be both profitable and world class.

As a boutique carrier from the Pacific, we have transformed challenges into opportunities by adopting bold, future-focused strategies that continue to redefine what is possible for our airline and our nation. These **game changers strategies** have enabled us not only to survive unprecedented disruption but to emerge as a recognised world-class airline, competing shoulder-to-shoulder with the very best in the industry.

GAME CHANGER STRATEGIES

01

CAPITALISING ON OUR PEOPLE

Our greatest strength lies in our people. By fostering GRIT growth, resilience, integrity, and tenacity — we harness the adaptability and persistence of our workforce to outperform our size. Leadership and cultural transformation programmes, combined with a cognitive psychology framework, are helping to instil a **Think Big Mindset** across the organisation. This ensures that our people are empowered not just to deliver today, but to lead Fiji Airways into the future.

02

RELENTLESSLY DRIVING OUR STRATEGIC PURPOSE

Every Fiji Airways employee embodies our purpose: **We Fly for Fiji**. This shared belief inspires pride, ownership, and responsibility, reminding us that every journey carries not just passengers, but the trust and reputation of our nation.

03

BEING FUTURE-FIT

A commitment to **Future-Fit Thinking** has been central to our survival and success. By embedding agility into our culture, we ensured Fiji Airways was ready to restart after the COVID-19 pandemic, unlike many smaller airlines that did not return. Today, this mindset continues to guide us as we benchmark against the best global carriers, ensuring we remain adaptive, competitive, and resilient.

04

MODERNISING OUR FLEET

Fleet renewal is a cornerstone of our strategy. Operating high-performance, fuel-efficient aircraft such as the Airbus A350-900 offsets the constraints of a boutique business model, while reducing emissions, expanding range, and enhancing passenger experience. Modern aircraft secure both our sustainability credentials and our long-term competitiveness.

05

BUILDING REMARKABLE SERVICE QUALITY

Our service philosophy is grounded in the principles of Ron Kaufman's "Building a Service Culture". Every employee is trained to Deliver Value Through Every Action, embedding service quality not as a department but as a culture. This approach has contributed directly to global recognition, including multiple Skytrax awards and our 2025 APEX World Class Airline rating.

06

INVESTING IN OUR WORLD-CLASS AVIATION ACADEMY

The Fiji Airways Aviation Academy represents one of the most advanced training facilities in the Southern Hemisphere. Featuring full-motion simulators and cutting-edge learning platforms, the Academy enables us to train our pilots locally, reduce downtime, and generate revenue by training pilots for other airlines in the region. It is not only a strategic asset but also a symbol of Fiji Airways' contribution to aviation capability across the Pacific.

07

ACCELERATING GROWTH IN THE USA

The United States remains a critical growth market. Through new routes such as Dallas–Fort Worth, deeper partnerships with carriers like American Airlines and Porter Airlines, and our full integration into the oneworld alliance, we are expanding our North America footprint, broadening our reach into Latin America and Europe, and creating more pathways for visitors to Fiji.

08

IMPLEMENTING OUR ESG PROGRAMME

Our Environmental, Social, and Governance (ESG) framework ensures that growth is achieved responsibly. We are reducing waste and emissions, advancing sustainable aviation fuel trials, investing in our people, supporting our communities, and strengthening corporate governance. ESG is not a parallel initiative — it is integrated into every part of our strategy and decision-making.

09

REDEFINING REGIONAL TRAVEL WITH HYBRID AIRCRAFT

Looking to the future, we are exploring the introduction of Vertical Take-Off and Landing (VTOL) hybrid aircraft to transform regional travel. This innovation has the potential to deliver sustainable connectivity to remote Pacific islands, open new tourism markets, and redefine the role of Fiji Airways as the bridge that unites our islands.



CRITICAL SUCCESS FACTORS

At Fiji Airways, our long-term success is built on a clear and disciplined focus on what truly matters - the core pillars that drive sustainable profitability, national service, and stakeholder value creation. These Critical Success Factors form the foundation of our strategy and guide every decision we make as Fiji's National Airline.

These reflect the balance between operational excellence, financial prudence, and customer trust. By consistently investing in our people, modernising our fleet, enhancing safety standards, and deepening our partnerships, we ensure that every part of the organisation contributes to a unified goal. This approach allows us to adapt to change, strengthen resilience, and deliver enduring value for our customers.





SAFETY & SECURITY – OUR NON NEGOTIABLE PRIORITY

Safety is the bedrock of everything we do. Our uncompromising, safety-first and security-first culture ensures that we meet and exceed global aviation standards, protecting our guests, our people, and our nation’s reputation.



STRATEGIC PARTNERSHIPS – BUILDING LONG-TERM VALUE

We forge strong and meaningful partnerships with governments, tourism bodies, and airline alliances to extend our reach and improve long-term profitability. These partnerships multiply the impact of our efforts, strengthening Fiji’s position as a premier destination.



REVENUE MANAGEMENT, SALES & DISTRIBUTION – MAXIMIZING POTENTIAL

We leverage advanced revenue management tools, effective sales strategies, and robust distribution networks to maximize yields, optimize seat factors, and ensure a profitable customer mix across all channels and markets.



PEOPLE & PERFORMANCE – EMPOWERING OUR TEAM

Our people are our greatest strength. We invest in selecting, engaging, and rewarding a high-performing workforce. Through training, development, and recognition programs, we ensure that our teams are motivated and equipped to deliver excellence across the business.



NETWORK GROWTH & CONNECTIVITY – LINKING FIJI TO THE WORLD

Our ability to connect Fiji with the rest of the world is central to our mission. We focus on building a profitable, sustainable network that not only meets demand but maximizes growth opportunities. Every new route strengthens Fiji’s global accessibility and drives economic benefit.



CUSTOMER: BRAND, MARKETING & SERVICE QUALITY – DELIVERING THE FIJIAN EXPERIENCE

Our guests are at the heart of our strategy. We consistently seek to delight them by offering unique travel experiences infused with genuine Fijian hospitality - from check-in to arrival. Our brand is a promise to the world that flying Fiji Airways means feeling welcomed, cared for, and connected.



ENVIRONMENTAL, SOCIAL & GOVERNANCE – EMBEDDED IN EVERYTHING WE DO

We are committed to protecting Fiji’s pristine environment and preserving its unique culture. ESG principles guide our actions, from fuel-efficiency initiatives and waste reduction programs to community partnerships that strengthen social impact and inclusion.



INNOVATION – TRANSFORMING THE WAY WE WORK

We embrace a digital-first approach to business transformation. From online booking enhancements to operational automation and data-driven decision-making, innovation helps us stay agile, competitive, and responsive to the needs of our guests.



FINANCIAL PERFORMANCE – DISCIPLINED AND SUSTAINABLE GROWTH

We remain focused on disciplined financial management, ensuring we maximize profits, protect cash flow, and deliver sustainable returns to our shareholders. Our profitability allows us to reinvest in fleet, product upgrades, and infrastructure that benefit Fiji for years to come.



LEADERSHIP DEVELOPMENT – CREATING TOMORROW’S LEADERS

Fiji Airways is committed to developing future leaders from within. Through structured programs, mentoring, and executive training, we are building a strong pipeline of local leaders who will shape the next chapter of our airline’s success.



OPERATIONS – WORLD-CLASS EXECUTION

Operational excellence underpins our reliability and on-time performance. By achieving world-class standards of safety, integrity, and efficiency, we ensure that guests trust Fiji Airways to deliver a seamless travel experience.

TRANSFORMING SERVICE

At Fiji Airways, service is not just delivered — it's lived. Guided by our purpose, "We Fly for Fiji," and grounded in our values of Accountability, Integrity, and Respect, we continue to elevate every experience through purpose-driven excellence.



TRANSFORMING SERVICE: LIVING OUR VALUES AND FLYING FOR FIJI

Following our award-winning journey of transformation, Fiji Airways entered 2024 with renewed strength and clarity not just striving for excellence, but embracing ownership, values, and purpose as the foundation of our future.

We stepped into 2024 with a Common Purpose “We Fly for Fiji”. This was not merely a slogan; it became a rallying cry, a source of pride, and a unifying force across our airline. Our Work As One Service Education Programme launched with a bold new focus: to embed our purpose into every action, every decision, and every interaction.

At the heart of this evolution are our Fiji Airways Values: **Accountability, Integrity, and Respect (A.I.R)**. As crucial as the air that we breathe each value clearly articulated and equally deeply meaningful. These values became our compass, guiding how we show up for our guests, for each other, and for our nation.

Through observation, self-reflection, and courageous conversations, our people explored what it truly means to live and breathe these values. They examined where they stood on the spectrum of personal responsibility and discovered the power of their individual contribution to the greater mission not just for Fiji Airways, but for Fiji and the Pacific.

This transformative programme was built on three powerful pillars:

- ◆ Ron Kaufman’s Uplifting Service Education
- ◆ Michael Bunting’s Principles of Vertical Growth
- ◆ Neuro-Linguistic Programming tools for mindset and behavior change

The execution of this next phase was nothing short of extraordinary:

- ◆ 20 exceptional leaders trained and appointed by a Master Trainer from Uplifting Service - each one entrusted to ignite transformation and embed our values across the airline.
- ◆ 45 x 2-day workshops delivered across the organization
- ◆ 1,235 staff engaged in immersive, values-led learning experiences
- ◆ The undertaking and launch of a Workshop Leader Mentee Programme, enabled 7 additional team members to shadow current workshop leaders and develop their workshop leader skills over the year. These amazing individuals would later be certified in 2025.

These workshops are not just a training they are transformational spaces. Spaces where our people connected with their purpose, aligned their actions with their intentions, and reignited the spirit of Work As One.

Over the years, this programme has cultivated a deeper understanding of service what it means to us, why it matters, and how it defines our identity as Fiji Airways.

As we look ahead, this is no longer just a programme it is a way of being.

It is the vehicle that nourishes the minds and hearts of our people, where we uplift each other, fuel our inner fire, to continuously punch above our weight. It is where we grow, reflect, and rise together.

We are building a future-fit airline where service is not just delivered it is intricately woven into our DNA. Where every moment reflects our ethos: **“Here For You”** and where every flight is a proud testament to our unwavering commitment to Fiji.

WE FLY FOR EACH OTHER.
WE FLY FOR YOU.
WE FLY FOR FIJI.



BUSINESS GROWTH

IN THE LAST 10 YEARS

REVENUE



RECEIPTS



EBITDAR



CASH



AVAILABLE SEATS



FLEET



PASSENGER CARRIED



HEADCOUNT



REVENUE PER AVAILABLE SEAT KILOMETER (RASK)



COST PER AVAILABLE SEAT KILOMETER (CASK)



TEN YEAR STATISTICAL SUMMARY

Financial Overview		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Revenue	millions	815.3	825.3	928.0	1,018.7	1,114.6	295.2	214.6	1,048.1	1,775.6	1,847.8
EBITDAR*	millions	173.8	154.3	154.4	105.0	205.9	(138.0)	(94.5)	124.1	373.4	325.1
EBITDAR Margin	%	21.3%	18.7%	16.6%	10.3%	18.5%	(46.7)%	(44.0)%	11.8%	21.0%	17.6%
Operating Profit / (Loss) before, JCE & Income Tax	millions	66.9	80.4	91.0	50.1	58.9	(294.7)	(373.0)	(122.3)	99.8	23.7
Profit / (Loss) before income tax	millions	70.2	84.5	95.8	55.3	61.2	(297.0)	(375.3)	(187.3)	114.0	(41.7)
Profit / (Loss) after income tax	millions	57.5	72.6	77.7	47.0	51.7	(237.0)	(298.5)	(151.6)	121.5	(25.0)
Profit Margin	%	7.0%	8.8%	8.4%	4.6%	4.6%	(80.3)%	(139.1)%	(14.5)%	6.8%	(1.4)%
Total Comprehensive Income / (Loss)	millions	57.5	72.6	77.7	39.9	52.9	(234.8)	(294.7)	(59.7)	136.1	(11.7)
Total Cash	millions	297.4	314.2	358.4	311.0	282.5	180.2	235.0	375.9	311.8	375.2
Receipts from operations	millions	800.8	787.2	931.9	1,067.4	1,071.3	312.2	294.6	1,215.0	1,925.7	2,086.3
Total Debt**	millions	601.4	540.3	475.8	425.1	417.3	584.7	793.9	782.4	682.0	722.4

* EBITDAR - Earnings Before Interest, Taxes, Depreciation, Amortisation and Rent

** Total Debt = Interest bearing borrowings + deferred leases + finance leases.

Operational Overview		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Capacity	millions	1.7	1.9	2.0	2.2	2.3	Not applicable *		1.9	2.8	3.0
Available Seat Kilometres (ASK)	millions	5,453	6,399	6,957	7,657	7,881	Not applicable *		6,648	9,783	10,659
Passengers carried	millions	1.3	1.4	1.6	1.7	1.7	0.4	0.1	1.4	2.2	2.3
Revenue Passenger Per Kilometres (RPK)	millions	4,554	4,858	5,452	5,909	6,083	Not applicable *		4,791	7,701	8,103
Load factor	RPK/ASK	83.5%	75.9%	78.4%	77.2%	77.2%	Not applicable *		72.1%	78.7%	76.0%
Aircraft at end of period		12	15	18	21	21	20	20	19	21	23
Headcount		1,144	1,246	1,335	1,436	1,561	835	1,018	1,495	2,051	2,228
Year end FX Rate	(USD/FJD)	2.14	2.13	2.08	2.12	2.15	2.05	2.12	2.22	2.19	2.33
Fuel Price	(US\$/BBL)	67	51	65	85	77	61	87	129	105	96

* Not Applicable - No data available for 2020 & 2021 due to closure of borders and nil scheduled passenger flights caused by COVID-19 pandemic.

BOARD OF DIRECTORS

The Fiji Airways Board of Directors brings together a diverse group of accomplished leaders with expertise spanning aviation, finance, business, governance, and public service. United by a shared commitment to excellence, innovation, and sustainability, the Board provides strategic guidance and oversight, ensuring the airline continues to strengthen its position as the pride of the Pacific.



NALIN PATEL
CHAIRMAN
APPOINTED: AUGUST 2023



ANDRE VILJOEN
DIRECTOR
APPOINTED: OCTOBER 2015



DAKSESH PATEL
DIRECTOR
APPOINTED: JUNE 2022



ATTAR SINGH
DIRECTOR
APPOINTED: APRIL 2023



SEINI NABOU
DIRECTOR
APPOINTED: AUGUST 2023



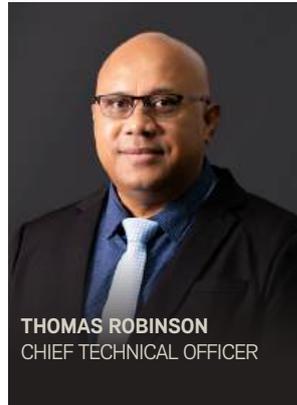
HIMMAT LODHIA
DIRECTOR
APPOINTED: FEBRUARY 2024



EXPERIENCE

Details of directors skills and experience can be found at:
<https://www.fijiairways.com/board-of-directors>

EXECUTIVE LEADERSHIP TEAM





FLEET FOR A SUSTAINABLE FUTURE

Fiji Airways' fleet strategy reflects a commitment to operational excellence, sustainability, and customer experience. By modernizing today and investing in next-generation technology for tomorrow, the airline is poised to meet the evolving needs of travelers while contributing to a greener, more connected Pacific region.

With a total of 23 aircraft, the airline now operates one of the youngest and most modern fleets in the region, delivering efficiency, reliability, and flexibility across international, regional, and domestic routes. This diverse fleet allows the airline to efficiently serve long-haul international, regional, and domestic routes, with seating configurations designed to meet varying passenger needs across Business, Bula Space, and Economy classes.

Our aircraft are equipped with advanced technology to reduce fuel consumption, lower emissions, and minimize noise. The introduction of new-generation aircraft like the Airbus A350-900,

and Boeing 737 MAX 8 have delivered measurable improvements in operational efficiency, cost management, and environmental performance. These improvements support cost efficiency while advancing Fiji Airways' sustainability objectives.

Fiji Airways continued to strengthen its commitment to modernize its fleet. We expanded our Turbo-prop fleet with the long term lease of two additional ATR72-600 aircraft, secured on attractive lease terms, with an additional aircraft to be received later in 2025. These aircraft enhance operational flexibility while adding capacity to meet the growing demand in regional and domestic traffic flows.





AIRBUS A350-900 (x4)
SEATS
 BUSINESS 33
 BULA SPACE 39
 ECONOMY 262



AIRBUS 330-300 (x1)
SEATS
 BUSINESS 24
 ECONOMY 289



AIRBUS 330-200 (x3)
SEATS
 BUSINESS 24
 ECONOMY 236-249



BOEING 737 MAX 8 (x5)
SEATS
 BUSINESS 8
 ECONOMY 162



BOEING 737-800 NG (x1)
SEATS
 BUSINESS 8
 ECONOMY 162



ATR 72-600 (x4)
SEATS
 BUSINESS 8
 ECONOMY 60

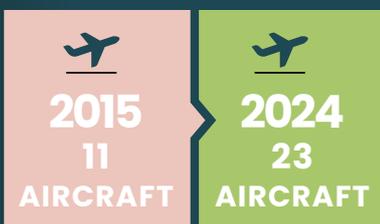


ATR 42-600 (x1)
SEATS
 BUSINESS N/A
 ECONOMY 48



DHC6-400 (x4)
SEATS
 BUSINESS N/A
 ECONOMY 19

TOTAL FLEET 2015 VS 2024



SEATS ACROSS FLEET



EXPLORE OUR FLEET

MOTOR VEHICLE FLEET

ESTABLISHING IN-HOUSE TRANSPORTATION CAPABILITY

During the year, Fiji Airways successfully implemented an in-house transportation program to strengthen reliability, safety, and service quality across its Nadi operations.

The initiative was designed to reduce dependency on outsourced taxi providers amid growing demand and a shortage of drivers.

The new motor vehicle fleet forms a critical part of the company’s operational infrastructure, supporting the daily movement of flight and cabin crew, engineers, and other staff to and from the Nadi Airport precinct.

By bringing this function in-house, Fiji Airways now maintains greater control over transport schedules, driver quality, and customer service standards, while reinforcing the Company’s brand presentation on the ground.

The fleet comprises 27 new vehicles branded under the Fiji Airways identity, supported by a dedicated team of 40 staff, including 35 drivers, administrative personnel, a qualified mechanic, and a Transport Manager.

All vehicles are equipped with GPS tracking, dashboard cameras, and transportation management software, providing real-time visibility over fleet activity and ensuring accountability, safety, and efficiency. Drivers undergo regular training in defensive driving, service excellence, and compliance protocols.

EFFICIENCY AND SUSTAINABILITY

The in-house model delivers not only enhanced reliability and safety but also significant long-term financial benefits. Compared to outsourced taxi arrangements, the in-house model is projected to generate cost savings and project payback period of within 5 years.

Fiji Airways also continues to promote sustainability within the transport function through fuel optimization practices, the use of fuel cards linked to vehicle numbers for monitoring efficiency, and exploration of low-emission vehicle options for future fleet renewals.

SUPPORTING A WORLD-CLASS OPERATION

The launch of the in-house transportation fleet represents another milestone in Fiji Airways’ journey toward achieving a world-class operation.

Beyond cost efficiency, the initiative enhances operational readiness, staff experience, and corporate image – ensuring that every journey, on the ground and in the air, reflects the same standard of excellence and care that defines Fiji Airways.

Fiji Airways’ in-house fleet reflects our commitment to sustainable operations, employee welfare, and smart cost management – ensuring reliability and accountability on every journey.



FUTURE FOCUS & INNOVATION

REDEFINING REGIONAL CONNECTIVITY

Looking to the future, Fiji Airways is focused on redefining regional air travel in the Pacific through innovation and sustainability.

The airline is actively exploring the introduction of ODYS VTOL hybrid aircraft, a cutting-edge technology combining vertical take-off and landing capabilities with hybrid propulsion systems to deliver faster, quieter, and more sustainable travel.

These aircraft will enable greener, more efficient regional services, connecting remote islands and enhancing travel options across the Pacific, even in areas with limited or no runway infrastructure.

The airline is also looking at a smaller, fully autonomous version called Laila, designed specifically for urgent deliveries such as medical supplies and critical goods.

With a range of just over 400 miles (640 kilometers), the ODYS VTOL covers nearly all of Fiji, offering a transformative leap in efficiency, connectivity, and operational cost savings for the region.

- ◆ Remote islands and small airstrips become accessible, connecting underserved communities and supporting local mobility.
- ◆ By connecting remote communities, ODYS VTOL technology facilitates trade, tourism, and local business development across the Pacific.
- ◆ VTOL hybrid propulsion lowers fuel consumption and greenhouse gas emissions by up to 76% CO₂ compared to traditional aircraft.

SUSTAINABLE AVIATION FUEL - DRIVING CARBON REDUCTION

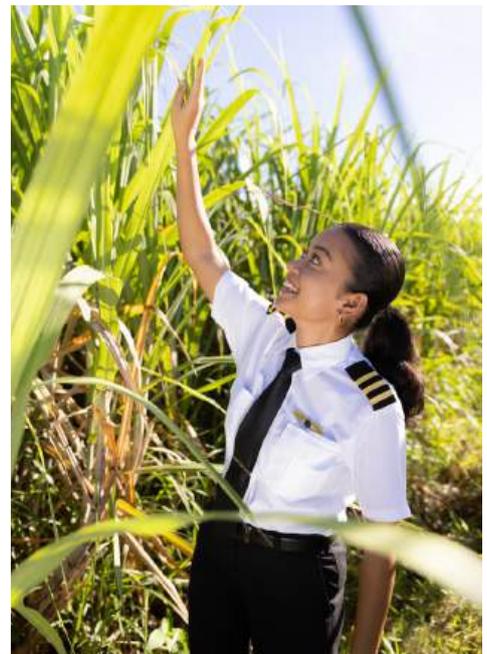
In pursuit of a greener future, Fiji Airways commenced collaboration with The Fiji Sugar Corporation Limited (FSC) and Lee Enterprises Consulting (LEC) to evaluate the feasibility of Sustainable Aviation Fuel (SAF) production in Fiji.

This initiative has the potential to support sustainable aviation and agriculture in the Pacific region, as well as to create new economic opportunities for local farmers and communities in Fiji.

Funded by The Asian Development Bank (ADB), this collaboration aims to evaluate the feasibility of establishing a comprehensive SAF production and utilization model in Fiji that leverages available local agricultural resources, international cutting-edge expertise, and Fiji's dynamic national airline.

The study will evaluate the use of sugar cane and its waste products as inputs to ethanol production and additional sources of energy, which can subsequently be processed into SAF. The study will evaluate molasses, sugar, bagasse, and biomass as potential feedstocks for SAF production.

- ◆ SAF adoption aligns with international aviation carbon reduction targets and demonstrates Fiji Airways' leadership in environmental stewardship.
- ◆ SAF production supports the domestic sugar industry, generates employment opportunities, and fosters sustainable economic development.
- ◆ SAF reduces reliance on imported jet fuel while cutting carbon emissions across flights.

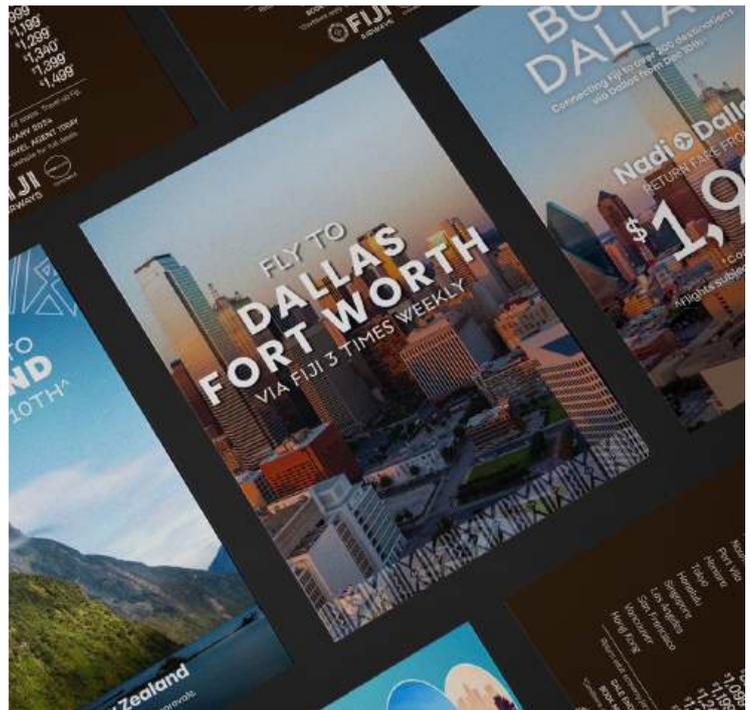




NETWORK, CONNECTIVITY & PARTNERSHIPS

From our home hub in Nadi, Fiji Airways provides seamless connectivity across the Pacific, Australia–New Zealand, North America and Asia. Our schedule is carefully banked to maximize smooth same-day transfers through Nadi, enabling onward journeys with alliance and codeshare partners. 2024 was a year of disciplined yet purposeful network growth, as Fiji Airways continued to strengthen its role as the bridge between the Pacific and the world.

After a record 48.3% growth in 2023, we expanded available capacity by a further 7.9% in 2024, a testament to our commitment to Fly for Fiji and support the nation’s tourism-led economic growth.



Fiji Airways continued to strengthen and diversify its route network, reinforcing our role as the region’s leading carrier. By expanding connectivity, increasing frequencies, and enhancing scheduling flexibility, we created more seamless travel options for leisure and business passengers alike.

BULA DALLAS

On 10 December 2024, Fiji Airways proudly inaugurated its thrice-weekly Nadi–Dallas/Fort Worth (NAN–DFW) service — Fiji’s third nonstop gateway to the North America, alongside Los Angeles, San Francisco and Vancouver.

This milestone marks a major step in expanding our North American presence, connecting Fiji directly to the second-largest U.S. airport hub, one of the world’s most connected transit points and the primary hub for American Airlines (AA). The new route enhances accessibility for U.S. travellers while creating seamless onward connections to Australia and New Zealand through our extensive South Pacific network.

Beyond tourism, the Dallas/Fort Worth service strengthens trade, cultural, and people-to-people links between Fiji and the broader Americas. It opens new opportunities for growth in leisure, corporate, and MICE travel, reinforcing Fiji Airways’ vision of positioning Fiji as the true hub of the South Pacific.

EXPANDING OUR NETWORK

Fiji Airways strengthened its network through strategic route enhancements across Australia and the Pacific. The year-round Nadi–Canberra service was fully annualised, reinforcing our commitment to Australia’s capital and its growing travel market. Brisbane services grew from six to seven weekly daylight flights, while Melbourne moved to daily daylight operations with select overnight services for added flexibility.

A new weekly Nadi–Funafuti service launched in January 2024 improved Tuvalu’s accessibility and Fiji’s role as a regional hub. Increased daylight and overnight frequencies to Apia, Tonga, and Port Vila boosted two-way connectivity across Australia, New Zealand, and North America.

STRENGTHENING GLOBAL PARTNERSHIPS

Fiji Airways continues to build a world-class ecosystem of alliances, codeshares, and interline agreements that expand our network reach and enhance the travel experience for customers across the globe.

In 2024, we accelerated collaboration with leading airlines, strengthened loyalty integration, and delivered measurable revenue growth — positioning Fiji Airways as the carrier of choice for the Pacific.

Partnership revenue grew in 2024, reflecting the success of Fiji Airways’ deliberate strategy to expand and optimize its global network through deeper commercial collaboration.

This growth was underpinned by a series of initiatives designed to strengthen global reach and deliver tangible value for customers.

◆ **Codeshare Expansion**

Enhanced long-standing partnerships with Cathay Pacific, Qantas, and American Airlines, unlocking additional city-pair combinations, improved schedule coordination, and greater flexibility for passengers travelling between the Pacific, Asia, and North America.

◆ **New Interline Partners**

Welcomed Porter Airlines & China Airlines to our growing partner portfolio, extending Fiji Airways’ virtual footprint across North America & Asia, and offering smoother one-ticket travel to new destinations.



WHAT THIS MEANS FOR FIJI



BROADER GLOBAL REACH

Each new partnership and route expansion extends Fiji’s presence on the world map—opening more gateways, attracting new visitors, and strengthening the flow of inbound tourism that underpins the nation’s economy.



GREATER CUSTOMER CHOICE

Optimized schedules, increased frequencies, and harmonized service standards across our alliance and codeshare partners create a seamless travel experience, giving customers greater flexibility and convenience across every journey.



NATIONAL IMPACT

Enhanced connectivity fuels tourism growth, facilitates trade and investment, and reinforces Fiji’s position as the strategic aviation hub of the Pacific—linking island economies and connecting Fiji to opportunity worldwide.



FIJI AIRWAYS: A FULL FLIGHT TRANSITION

Fiji Airways is setting new benchmarks for excellence, investing heavily in world-class systems, infrastructure, and service delivery. As regional competitive dynamics evolve, the airline is strategically positioning itself as the Pacific’s premier hub—linking Oceania with the rest of the world and driving greater connectivity in today’s interconnected global aviation network.

At the IATA AGM in June 2024, Fiji Airways officially announced its transition to full membership of the oneworld alliance, becoming the first carrier from the South Pacific to achieve this milestone. This milestone formally concluded on 1st April 2025, which cements Fiji Airways’ position on the global aviation stage and redefines its value proposition.

This achievement reflects our commitment to providing world-class service and expanding our global reach, while showcasing the warmth and hospitality of Fiji to the world. As a full member, Fiji Airways customers enjoy even greater benefits and seamless connectivity across the extensive oneworld network.

EXPANDING GLOBAL CONNECTIVITY

As the first airline from the South Pacific to attain full oneworld membership, Fiji Airways now offers its customers - and top-tier frequent flyers of all oneworld carriers - the alliance’s complete suite of premium benefits. These include priority check-in and boarding, global lounge access, status recognition across carriers, and expanded opportunities to earn and redeem miles.

Additionally, its subsidiary Fiji Link joined as an affiliate airline, extending the alliance’s reach even further across the Pacific and connecting domestic Fiji destinations as well as Tonga, Samoa, Tuvalu, and Vanuatu.

Strategically, Fiji Airways’ hub in Nadi opens vital new corridors into the Pacific for oneworld, enhancing connectivity between

Oceania, North America, Asia, and Europe. Seamless codeshare integration and expanded routing options are expected to boost tourism growth and stimulate wider economic development across Fiji and the Pacific region.

CUSTOMER BENEFITS AND LOYALTY INTEGRATION

The customer impact is equally powerful. Travelers gain more convenient routes, a more unified loyalty experience, and increased access to exclusive lounges and premium services—elevating both leisure and business journeys.

In 2024, Fiji Airways adopted American Airlines’ award-winning AAdvantage® travel rewards programme as its official loyalty programme — making Fiji Airways the first oneworld airline to fully integrate into AAdvantage®.



◆ Global Earning & Redemption

Members can now earn and redeem AAdvantage® miles across Fiji Airways’ network and the entire oneworld alliance, including more than 900 destinations worldwide.

◆ Elite Status Recognition

AAdvantage® status levels seamlessly map to oneworld tiers (Emerald, Sapphire, Ruby), ensuring customers enjoy priority check-in, extra baggage allowance, preferred seating, and global lounge access.

◆ Seamless Experience

A single membership number unlocks benefits across our entire network and alliance partners, creating a more unified and rewarding travel journey.



WELCOME ABOARD ONEWORLD®
YOUR GLOBAL AIRLINE ALLIANCE

PARTNER AIRLINES

At Fiji Airways, we are proud to call many of the world's leading airlines, our codeshare partners, members of our extended family. We work together to make the journey from your home to your destination, as smooth as possible.

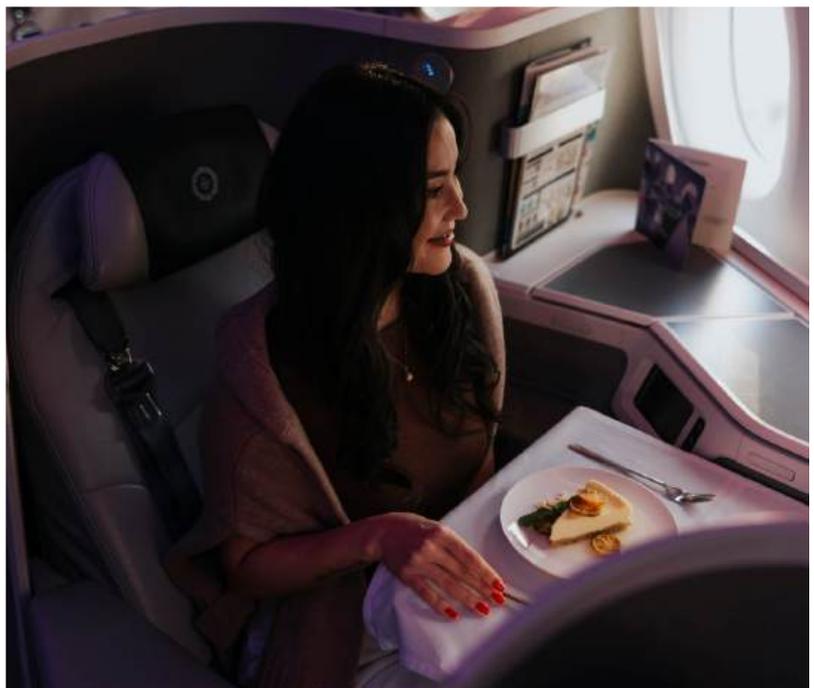
Come discover the world with us today.





REDEFINING THE TRAVEL EXPERIENCE

Fiji Airways proudly welcomed 2.3 million passengers, representing a 5% increase compared to 2023. This growth reflects strong demand for travel across the Pacific and the trust our customers place in us. From the moment a ticket is purchased to the final farewell on arrival, we strive to deliver a seamless experience that combines world-class service with the warmth of Fijian hospitality. Whether on board, on the ground, or through our digital platforms, every enhancement is designed to make travel more comfortable, secure and memorable.



ONBOARD EXPERIENCE

Fiji Airways continues to elevate its onboard experience through a series of thoughtful enhancements designed to combine comfort, authenticity, and world-class service.

INFLIGHT DINING

The inflight dining experience saw major upgrades. In Business Class, a signature Fijian dish featuring *Ika Vakalolo* and *Fijian Purini* dessert was introduced, celebrating local cuisine at altitude. The menu was expanded to include an additional appetiser, main course, and dessert, while supper flights were redesigned into a single-tray service featuring new bakery selections.

In Economy Class, the long-haul offering was enriched with fresh desserts and cheese-and-cracker platters. Beverage choices were also broadened to include an expanded beer selection, introducing Corona alongside popular local and international brands, ensuring guests have more options that cater to diverse tastes.

ENTERTAINMENT & CONNECTIVITY

The inflight entertainment (IFE) platform was refreshed with new wellbeing and family content, including Headspace mindfulness videos and Meditate with Friends audio programs for children. Accessibility and usability were enhanced through an upgraded IFE menu and improved features such as closed captions and audio descriptions. Further enriching the sensory journey, Fiji Airways introduced curated Fijian boarding music for day and night flights, deepening cultural immersion from the moment passengers' step onboard.

Connectivity and entertainment advanced significantly across the fleet. Wi-Fi coverage was extended to all A350 and Boeing 737 MAX aircraft, offering complimentary full-flight text messaging in Economy Class and full browsing access in Business Class.

CREW & SERVICE CULTURE

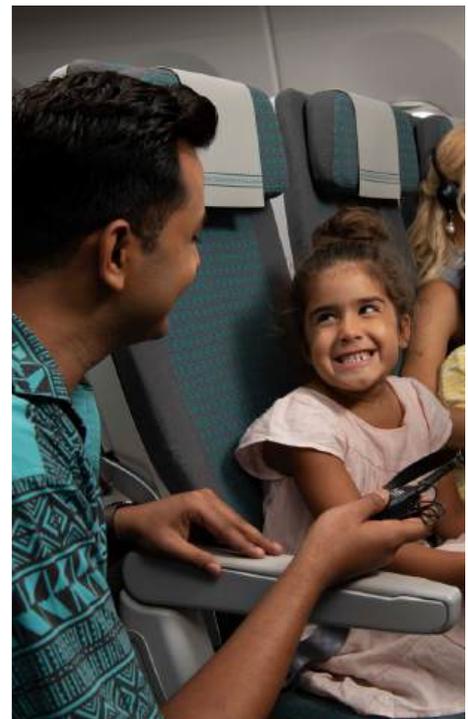
At the heart of every exceptional journey is the crew. Experienced cabin crew members have returned to mentor newer team members, sharing their expertise and upholding Fiji Airways' hallmark service standards. All cabin crew also completed a comprehensive refresher under the Up Your Service education program ensuring that every interaction onboard reflects consistency, care, and the spirit of true Fijian hospitality.

SUSTAINABILITY

Fiji Airways continues to strengthen its commitment to responsible travel through innovative partnerships and sustainable practices. The airline introduced Samsonite amenity kits made from responsibly sourced materials, enhancing passenger comfort while supporting eco-conscious values.

Fiji Airways standardised headrest covers and introduced eco-conscious blankets across all cabins. Crafted from a sustainable 50/50 bamboo-polyester blend, these blankets reflect Fiji Airways' ongoing commitment to sustainability and passenger comfort in equal measure.

Together with sustainable inflight materials and service innovations, these efforts embody the airline's broader goal: to deliver a seamless, world-class journey that is authentically Fijian and environmentally responsible.



ON-GROUND & AIRPORT EXPERIENCE

Guest services continue to advance across the network, delivering a seamless and premium travel experience defined by Fijian warmth, cultural authenticity, and operational excellence.

TABUA CLUB

The Tabua Club loyalty programme continues to reward Fiji Airways' most frequent travellers with personalised travel experience and a wide array of exclusive privileges that enhance convenience and comfort at every stage of their journey.

Members enjoy priority check-in, priority boarding, increased baggage allowances, and access to Fiji Airways Premier Lounges across Fiji and selected international destinations. Additional benefits include priority flight reservations, member-only offers, and exclusive partner discounts, designed to make every journey smoother and more rewarding.

In 2024, Fiji Airways introduced enhanced member recognition across its digital channels and airport touchpoints, ensuring that loyalty benefits are visible, seamless, and fully integrated into the guest experience. These refinements reaffirm the airline's appreciation for its most loyal travellers while deepening the emotional connection that defines the Fiji Airways brand.

PREMIER LOUNGE EXPERIENCE

The Premier Lounge at Nadi International Airport remains a hallmark of Fijian hospitality — a tranquil retreat that continues to earn distinction, including being named Oceania's Leading Airline Lounge at the World Travel Awards 2024. The lounge achieved a Net Promoter Score (NPS) of 97, reflecting consistently high customer satisfaction and loyalty.

Designed as a showcase of Fijian warmth and modern comfort, the lounge features locally inspired interiors, curated Fijian cuisine, and attentive service. In 2024, efficiency and personalisation were further enhanced through the automated Chef's Table reservation system, allowing guests to secure bespoke dining experiences with ease.

The lounge continues to provide a calm, exclusive environment for relaxation and connection, consistently achieving exceptionally high satisfaction scores from premium travellers who value its refined ambience, culinary excellence, and genuine island hospitality.

SERVICE INNOVATION

Efficiency on the ground continues to evolve through smarter, guest-focused innovations. Across Australia and New Zealand, the airline transitioned to a new hybrid ground-handling model, placing Fiji Airways teams at the front line of service in Sydney, Brisbane, Melbourne, and Auckland. This approach provides greater control over the customer journey and ensures consistency across all international ports.

Additional self-service kiosks and automated bag-drop facilities in Sydney and Brisbane have further reduced wait times, reflecting Fiji Airways' commitment to convenience and operational excellence.

At Nadi International Airport, the introduction of a self-service mishandled-baggage reporting system allows customers to log reports independently, while still having the reassurance of dedicated staff support when needed.

SUSTAINABILITY & COMMUNITY IMPACT

Sustainability and community initiatives remained a central focus of Fiji Airways' operations. In the cabin and packaging space, kraft paper bands replaced plastic wraps, while cabin crew collected all plastic water bottles from every inbound flight across all international ports and returned them to Fiji for recycling, diverting 73,162 bottles from landfill. Beyond operations, Fiji Airways extended its community outreach by donating over 49,000 retired onboard textiles to schools and orphanages across Fiji, reinforcing the airline's commitment to giving back and supporting local wellbeing.

Through these initiatives, Fiji Airways continues to deliver a ground experience that seamlessly aligns with its inflight excellence—authentically Fijian, innovative, and responsible.





SCAN HERE TO EXPERIENCE MORE

OUR COMMITMENT TO SAFETY

Safety anchors Fiji’s national airline. We are committed to ensuring the safety of our guests and team members in our operation. Every decision, process, procedure, and action upholds safety, bearing our nation’s trust. Guided by the ICAO, Civil Aviation Authority of Fiji (CAAF), global regulatory standards and industry best practices, safety is our non-negotiable commitment.



100% Safety Performance Scorecard

EMBEDDING A STRONG SAFETY CULTURE

Fiji Airways fosters a culture where safety is everyone’s responsibility. Vigilance and accountability are promoted through enhanced safety review forums, transparent communication of performance results, and the active involvement of frontline teams in corrective action.

Amid growing flight movements in 2024, we maintained a fatal-accident-free record, underscoring the strength of our safety management framework and our deeply embedded safety culture. Industry evidence continues to show that effective Safety Management System (SMS) implementation correlates strongly with a positive safety culture, and Fiji Airways’ performance reflects that commitment.

Training and promotion continue to reinforce our “Just Culture” — one that encourages open reporting, learning from incidents and near misses, and accountability across every level of the organisation.



100% Safe for Over 70 Years

SYSTEMS THAT SAFEGUARD EVERY OPERATION

Safety is embedded in our culture, our systems, and our daily operations. Our Safety Management System (SMS) spans every business line and role: from cockpit to cabin, engineering to ramps, workshops to offices. Through SMS we integrate the four core pillars - Safety Policy, Safety Risk Management, Safety Assurance and Safety Promotion, ensuring risk-based oversight across all operations.



The Safety Management System (SMS) is dynamic and data-driven, operating around the clock. We analyse safety reports and trend metrics to detect emerging hazards and precursors. This allows us to mitigate risks proactively rather than reactively and to drive continuous improvement in safety performance.

PROTECTING OUR GUESTS AND PEOPLE

Protecting people and assets remains a vital part of our security framework. We conduct comprehensive threat, vulnerability, and risk assessments, collaborate with global security partners—including TSA, Transport Canada, and Australian authorities—and apply rigorous standards across passenger operations, baggage handling, cargo management, and aircraft access. Our physical security controls and aviation-security partnerships are aligned with international standards and support the safe and seamless execution of our operations.

Fiji Airways maintains full compliance with ICAO Annex 17 through the Civil Aviation Authority of Fiji’s National Aviation Security Programme (NASP), ensuring robust safeguards against unlawful interference. This includes advanced screening protocols for passengers and baggage, secure cargo handling in line with TSA regulations and IATA guidelines, and restricted access controls at all facilities.

PROMOTING A SAFE AND HEALTHY WORKPLACE

Fiji Airways is committed to maintaining the highest standards of Occupational Health and Safety (OHS) across all operations. Regular emergency drills, workplace inspections, and safety awareness programs are conducted to ensure preparedness and compliance with regulatory requirements. Supported by a team of 75 certified OHS representatives, these initiatives promote a culture of vigilance and shared responsibility, ensuring a safe and healthy environment for all employees.

We also uphold a comprehensive Drug and Alcohol Management Plan (DAMP) with structured processes for prevention, detection, and education to support operational reliability and employee wellbeing.

QUALITY: POWERING SAFE OPERATIONS

Our Quality Management System (QMS) underpins our operations and ensures processes, procedures, and systems align with our safety standards. In 2024, Fiji Airways achieved recertification under the IATA Operational Safety Audit (IOSA) programme, the globally recognised benchmark for airline operational management and control systems.

We also enhanced our safety forums across all levels of management and operational stakeholders, promoting cross-functional engagement and shared accountability. Continuous process improvement remained a key focus. This disciplined approach ensures that quality is not a side function but a critical enabler of safe and efficient operations.



IATA Opertional Safety Audit (IOSA) Renewal

OVERSIGHT AND GOVERNANCE

Safety governance at Fiji Airways is robust and deeply embedded. The Board’s Safety and Security Sub-Committee provides oversight of safety performance, supports the Safety Empowerment Framework, and ensures that quarterly reviews of both the SMS and QMS are undertaken. Clear escalation pathways connect frontline operations to senior leadership and the Board, ensuring that emerging issues are addressed with transparency and accountability.

EMPOWERING CUSTOMERS THROUGH SECURE DIGITAL INNOVATION

DIGITAL TRANSFORMATION

Fiji Airways continues to harness digitalisation as a cornerstone of its transformation — redefining how we connect with customers, manage operations, and deliver world-class service. The airline’s digital journey is centred on enhancing the customer experience across every touchpoint — from booking to boarding — while ensuring the safety and integrity of the systems that enable these experiences.

Digitalisation has enabled Fiji Airways to offer seamless, data-driven interactions that are intuitive, personalised, and efficient. Through innovative mobile platforms, real-time flight information, and integrated loyalty features, customers enjoy greater control and convenience over their journeys. Behind the scenes, data intelligence powers predictive maintenance, crew optimisation, and operational efficiency, ensuring that every flight operates on time and to the highest standards of safety and reliability.

SAFETY IN THE DIGITAL AGE

Yet, as digital transformation accelerates, the definition of safety now extends beyond the physical realm to include the protection of digital assets and data.

In today’s aviation landscape, cyber resilience is inseparable from operational safety and customer trust. Cyber threats are no longer limited to data theft — they pose direct risks to operational continuity and financial stability. Recognising this, Fiji Airways has embedded cyber security into its digitalisation framework, ensuring that innovation and protection advance hand in hand.

Cyber security at Fiji Airways is integrated within its broader **Safety Management System and Enterprise Risk Management** frameworks. This ensures that cyber risks are identified, assessed, and managed alongside operational and safety risks — reflecting a unified approach to resilience. Regular vulnerability testing, third-party supplier reviews, and penetration assessments strengthen the airline’s digital perimeter and supply-chain defences.

Fiji Airways employs a layered, risk-based defence strategy combining technology, governance, and human vigilance.

The deployment of 3-Domain Secure (3DS) authentication provides an added layer of verification for online transactions, protecting customers from fraudulent activity and ensuring confidence in every purchase.



Complementing this is an advanced web-application security system that continuously monitors, detects, and neutralises malicious activity targeting Fiji Airways’ e-commerce platforms.

These are further reinforced by enterprise-grade firewalls and intrusion detection systems that safeguard the airline’s internal networks and operational systems.

STRENGTHENING HUMAN & SYSTEM DEFENCES

Crucially, Fiji Airways recognises that technology alone cannot ensure protection. The human element remains as a line of defence. Continuous awareness programs cultivate a “human firewall,” empowering staff to identify phishing, social-engineering attempts, and other digital threats.

Fiji Airways remains committed to investing in system redundancy, zero trust network design, and advanced protections to ensure operational continuity. In this digital age, Fiji Airways’ promise extends beyond safe travel — it is a commitment to safeguarding every journey, every system, and every digital interaction with the same dedication that defines its safety culture.





LOOKING AHEAD

Looking ahead to 2025, Fiji Airways continues to redefine the travel experience through innovation, personalization, and a deepened commitment to comfort and care both in the air and on the ground.

A major milestone in the coming year is the opening of an exclusive private check-in lounge, designed to provide guests with a seamless, discreet, and luxurious start to their journey.

Complementing this will be the expansion of the award-winning Premier Lounge at Nadi International Airport. The redesigned lounge will introduce 162 additional seats, a second bar and buffet area, live cooking stations, and a dedicated relaxation zone with individual sleep pods for long-haul travelers. Interactive tables in the dining and children's areas and immersive digital windows showcasing dynamic 24-hour views of Fiji's landscapes will further enrich the guest experience. Designed as a sanctuary of calm and connection, the enhanced lounge reflects Fiji Airways' vision to create an experience where modern sophistication meets authentic island hospitality.

Inflight service will also see transformative upgrades across both cabins. Business Class guests can look forward to modernized service ware, the introduction of Dine on Demand flexibility, and a refined Pacific Rim culinary philosophy that celebrates the region's vibrant flavours. The Business Class Wine Programme will also be enhanced with the addition of a Champagne rosé, third red and white varietals, and a dessert wine, offering a more diverse and elevated inflight dining experience.

In Economy Class, Fiji Airways will enhance comfort and enjoyment through expanded service touchpoints, the introduction of a pre-meal bar service, warm bakery selections, and a wider range of beverages and snacks designed to elevate the inflight experience.

Amenity kits will also evolve in 2025. Business Class passengers will enjoy an à la carte selection of premium kits, allowing personalisation while maintaining the airline's sustainability focus. Economy Class travellers on ultra long-haul routes will receive refreshed amenity kits, bringing comfort and care to every seat across the network.

Beyond the cabin, Fiji Airways will continue to invest in digital and operational enhancements to make travel more intuitive, efficient and connected. Key initiatives include expanding digital platforms, streamlining customer interactions, and advancing automation in baggage handling to simplify self-service reporting and reduce processing times.

Together, these initiatives reflect Fiji Airways' ongoing vision to deliver a travel experience that is authentically Fijian, seamlessly modern, and deeply memorable.



SALES, MARKETING AND REVENUE MANAGEMENT

Fiji Airways focused on strengthening market presence and supporting tourism recovery across the Pacific in 2024. Through coordinated sales campaigns, strategic partnerships, and digital initiatives, we maintained brand visibility in key markets and deepened collaboration with regional and industry partners. These initiatives reinforced Fiji Airways' role as a key driver of tourism and connectivity within the Pacific region.



Fiji Airways achieved a strong commercial performance in 2024, delivering Passenger Revenue of \$1.7 billion, an increase of 4.2% year-on-year, supported by 7.9% growth in capacity (ASKs) and a 4.5% decline in system RASK. These results reflect disciplined revenue management, targeted route strategies, and the successful alignment of sales, marketing, and digital initiatives across the network.

Fiji Airways' growth strategy was underpinned by a segmented market approach focused on four key regions — North America, Australia/New Zealand, Asia, and the Pacific Islands. Each segment was supported by tailored campaigns, data-led pricing strategies, and expanded trade partnerships.

Performance Highlights

Business Class Upgrades:

Enhancement to the bidding platform using Load Factor based pricing and ability to do automated campaigns improved Business class upgrade revenue significantly.

Passenger Growth:

International passenger volumes rose 6.1% year-on-year, driven by capacity growth in major routes. Domestic demand remained stable.

Regional Strength:

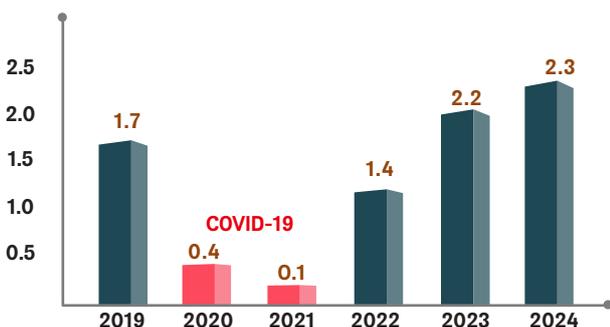
U.S. routes were the top revenue contributors at \$414 million, underscoring Fiji Airways' accelerated growth and expanding footprint in the North American market — now a critical pillar of the airline's long-term network and revenue strategy.

Australia routes passenger revenue contribution was \$384 million, ASKs grew 4.4% with passengers up 3.6% whilst revenue was in line with 2023.

New Zealand routes ASKs grew 3%, however operating landscape remained challenging with revenue 8% below last year.

Pacific Islands and Asia routes saw solid recovery, this resurgence was closely aligned with the increased capacity deployed on these routes, which enabled the airline to accommodate higher demand. The additional capacity not only facilitated greater passenger volumes but also played a pivotal role in supporting the strong rebound in tourism to these destinations.

PASSENGERS NUMBERS (MILLIONS)



DIGITAL & E-COMMERCE

Digital transformation remained at the heart of Fiji Airways' commercial strategy in 2024, directly supporting revenue growth, sales automation, and customer engagement across all markets - particularly the accelerating expansion in North America.

Key initiatives included:

Personalised Fare Experiences:

Leveraging the Single Customer View platform to offer pricing and upgrade opportunities tailored to travel history and behavior.

Geo-Targeted Advertising:

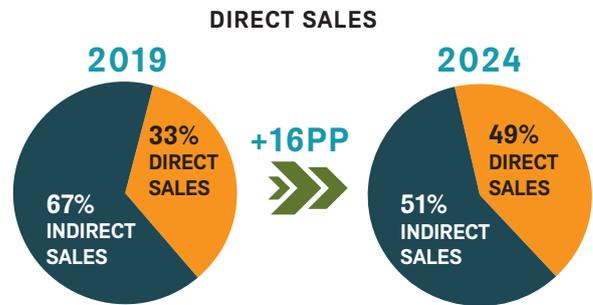
Precision marketing in Dallas, Los Angeles, and San Francisco following the launch of Fiji Airways' third U.S. gateway at DFW.

Content Strategy:

Increased video and influencer-based storytelling on digital channels, strengthening Fiji Airways' aspirational travel positioning.

The convergence of digital marketing has fundamentally reshaped Fiji Airways' commercial ecosystem. By integrating these capabilities, the airline has not only strengthened its direct sales share but also established a scalable model that supports rapid growth in key international market.

By combining data-driven marketing, e-commerce optimisation, and personalised customer journeys, Fiji Airways strengthened its direct sales channels and enhanced its ability to target high-yield segments with precision.



Key Highlights:

Website Users (11.6 million): Fiji Airways' digital platforms attracted 11.6 million users, reflecting strong online engagement.

E-Commerce Revenue (+13% Growth): Online sales grew by 13%, driven by improved booking tools and digital campaigns.

Social Media Followers (+38% Growth): Social media audiences expanded by 38%, strengthening brand reach and community connection.

Brand Sentiment (75–80% Positive): Customer sentiment remained highly favourable, with up to 80% of online mentions expressing positive views.

BRAND & MARKETING

Fiji Airways continues to elevate its global profile through strategic brand storytelling, market-specific campaigns, and content innovation, positioning the airline as both a leading carrier and the premier ambassador of Fiji’s tourism brand.

Building on the momentum from digital and commercial success, the marketing team executed 37 international campaigns across 14 countries and 23 cities, uniting the Fiji On Sale and Win Back the Pacific platforms under a cohesive brand voice: authenticity, care, and connection.

Global Reach and Impact

- ◆ Campaigns delivered over 950 million impressions and reached more than 50 million potential travellers through a mix of digital, print, outdoor, and influencer marketing.
- ◆ In North America — now Fiji Airways’ fastest-growing market — brand campaigns were amplified through destination storytelling, media partnerships, and event activations in Dallas, Los Angeles, and San Francisco, driving strong awareness following the DFW route launch.
- ◆ Collaborative storytelling with Tourism Fiji, regional tourism offices, and hotel partners showcased the breadth of Fiji’s tourism offering while reinforcing Fiji Airways’ role as the gateway to the Pacific.
- ◆ The Art of Caring Christmas Initiative demonstrated community-driven brand purpose, supporting the Nadi Hospital Children’s Ward and reinforcing Fiji Airways’ values of empathy and care.

SPONSORSHIPS & PARTNERSHIPS

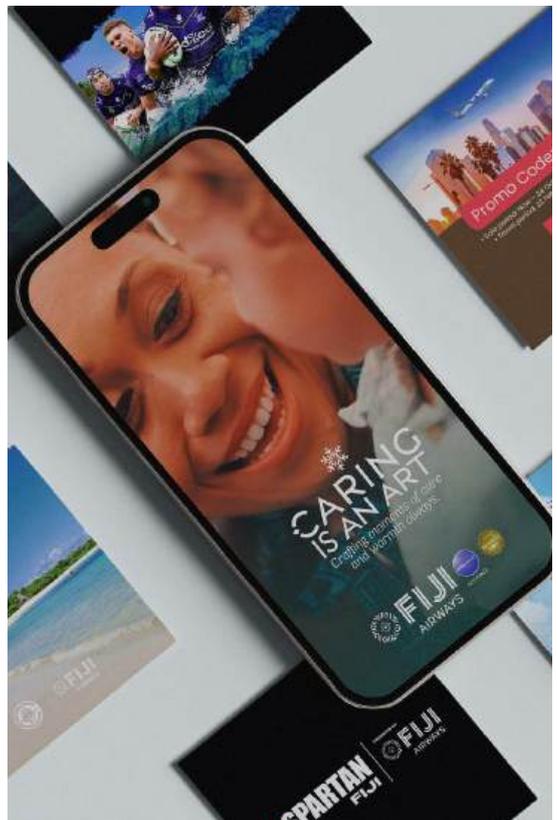
Fiji Airways’ sponsorship strategy in 2024 focused on building global relevance, lifestyle alignment, and market visibility through high-impact partnerships in sport, culture, and tourism. Each partnership served as an extension of the airline’s brand promise — connecting people, cultures, and communities through the spirit of Bula.

Global Sports Partnerships

- ◆ National Rugby League (NRL) & NRL Vegas: Fiji Airways was a naming-rights partner for the NRL Vegas Series — a landmark initiative that elevated Fiji’s profile across the U.S. and Australian markets. The exposure around the Vegas event strengthened brand recognition in North America, supporting Fiji Airways’ accelerated route growth strategy.
- ◆ Los Angeles Clippers Partnership: Reinforced Fiji Airways’ presence in the U.S. leisure and corporate travel segment, leveraging the NBA’s international audience to drive awareness in priority cities.
- ◆ World Surf League: Continued to align the airline with Fiji’s adventure, nature, and lifestyle credentials, enhancing Fiji’s image as a world-class destination for sport and leisure.

Regional and Community Engagement

- ◆ Supported Fiji’s first-ever NRL game in Suva, expanding local engagement and tourism promotion.
- ◆ Partnered with Spartan Fiji to foster community health and resilience through sport.



TOURISM PARTNERSHIPS

Fiji Airways’ tourism and trade partnerships form a vital pillar of its growth strategy — reinforcing the airline’s position as the gateway to Fiji and the Pacific and a catalyst for sustainable economic development across the South Pacific region.

In 2024, the airline deepened its collaboration with tourism bodies, and industry stakeholders to drive destination visibility, trade facilitation, and network connectivity — ensuring that every new route and campaign delivered broader benefits to the communities it served.



Tourism Fiji

Ongoing Partnership since 2016 supports trade and media familiarization trips from key markets (Australia, New Zealand, North America, UK, Europe, and Asia), boosting Fiji’s global visibility under an MOU renewed yearly. Fiji Airways Platinum Sponsor for the Fiji Tourism Exchange (FTE) and have been for 9 consecutive years in 2024.



Fiji Hotel and Tourism Association

Fiji Hotel Tourism Association (FHTA) Partnership

Introduced in July 2023 offering discounted fares for members to aid in hotel sales marketing efforts for Destination Fiji. Since launch, more than 200 member trips supported, strengthening ties with the local hotel sector.



SPTO Partnership

Platinum Sponsor and Naming Rights Partner for the South Pacific Tourism Exchange (SPTO), enabling hosted buyers, media, and influencers to experience Fiji while promoting Pacific destinations.



Regional Tourism Boards

Strengthened Partnerships with Samoa, Vanuatu, and Tonga Tourism Offices, reinforcing Fiji Airways as the premier airline partner in the Pacific.





FIJI AIRWAYS AVIATION ACADEMY

The Fiji Airways Aviation Academy (FJAA) stands as a fully integrated, state-of-the-art training facility providing world-class aviation education to Fiji Airways' pilots, cabin crew, and partner airlines across the region.

Uniquely positioned in a tropical paradise, the Academy offers a rare blend of technical excellence and serene surroundings—making it one of the most distinctive training centers in the world.



ADVANCING AVIATION TRAINING

Commissioned in December 2019 with an initial investment of FJ\$83.7 million, the Fiji Airways Aviation Academy is a state-of-the-art facility purpose-built to train, develop, and inspire the next generation of Fijian aviators.

Building on its success, Fiji Airways invested a further FJ\$72.6 million in 2023 for Phase 2A of the Academy expansion, which is now complete. The expansion introduced two new Full-Flight Simulators — an Airbus A350 and an ATR 72-600 — along with two additional fixed training devices, extending training coverage across the airline’s entire fleet.

The phase 2A expansion also featured upgraded cabin crew training modules and expanded classroom and simulation infrastructure, aligning the Academy with the world’s leading aviation training standards.

Equipped with four Full-Flight Simulators (FFS) and three Fixed Training Devices (FTD), the Academy revolutionised Fiji Airways’ flight training capability, eliminating dependence on overseas centres in Australia, New Zealand, Singapore, and Thailand. The facility delivers end-to-end training across the full airline pilot lifecycle — from initial assessment and type-rating to recurrent and upgrade programs — ensuring full compliance with international licensing standards.

A fourth FTD is located within the School of Aviation at Fiji National University’s (FNU) Namaka campus, where, as part of the collaboration between the University and Fiji Airways, it supports the Diploma programs for future aircraft engineers.

The Academy’s advanced facilities support a wide range of programs, including Safety and Emergency Procedures (SEP), Crew Resource Management (CRM), and engineering familiarisation, reinforcing Fiji Airways’ commitment to global best practices and uncompromising operational safety.

This localised training capability has significantly enhanced operational efficiency, reduced costs, and improved work-life balance for crew. It also enables seamless career progression from First Officer to Captain, supported by data-driven performance monitoring that strengthens flight safety and instructional quality.

INVESTING IN PEOPLE AND THE PACIFIC

At its core, the Academy embodies Fiji Airways’ commitment to its people and to building Pacific capability. From cadet pilots to experienced engineers and instructors, the facility provides globally recognised training pathways that empower Fijians and Pacific islanders to advance their aviation careers without leaving the region.

By building capability at home, Fiji Airways strengthens its talent pipeline, operational resilience, and contribution to Fiji’s growing aviation ecosystem. In 2024, the Academy delivered ~US\$6.8 million reduction in flight crew training costs and completing 46 local pilot progressions, demonstrating the direct impact of in-house capability on efficiency, safety, and talent development.

REGIONAL COLLABORATION AND INDUSTRY GROWTH

Beyond Fiji Airways’ internal requirements, the Academy has emerged as a regional training hub for the Pacific and Asia. By offering certified simulator and technical training programs accredited by European Union Aviation Safety Agency (EASA), Civil Aviation Authority of Fiji (CAAF), and Civil Aviation Safety Authority (CASA), FJAA supports a growing network of airline partners and aviation institutions.



Through these partnerships, the Fiji Airways Aviation Academy is driving regional collaboration, expanding its service portfolio, and reinforcing Fiji’s position as the “One-Stop Aviation Training Hub” for the South Pacific — promoting operational excellence, cost efficiency, and sustainable growth across the wider aviation industry.

**4 Full Flight Simulators:
EASA / CAAF Approvals (CAE7000XR)**



- ◆ Airbus A330
- ◆ Airbus A350
- ◆ Boeing 737 MAX
- ◆ ATR 72-600

3 Fixed Base Flight Training Devices:



- ◆ Boeing 737 MAX
- ◆ Airbus A330
- ◆ DHC-6-400

SCAN TO EXPERIENCE MORE
Explore the Fiji Airways Aviation Academy and its world-class simulators:



ENGINEERING

Our engineering team ensures the precision, safety, and reliability of every flight. With One-world and Skytrax recognition, Fiji Airways Engineering utilizes a multifaceted best in class engineering support model from various industry leading specialists.



SAFETY AND COMPLIANCE

Fiji Airways' maintenance operations are accredited under the IATA Operational Safety Audit (IOSA) and certified by the Civil Aviation Authority of Fiji (CAAF). The Engineering Division maintains a robust compliance and safety management system, undergoing regular internal and external audits to ensure continuous adherence to global aviation standards.

To maintain world-class maintenance performance, Fiji Airways partners with leading international maintenance providers and technical specialists, ensuring access to the highest levels of quality, reliability, and industry best practice.

TRAINING AND TECHNICAL DEVELOPMENT

To ensure technical excellence, Fiji Airways' engineering personnel are trained through manufacturer-approved programmes accredited by the FAA, EASA, Civil Aviation Safety Authority (Australia), and CAAF.

In 2024, the division enhanced its training framework to strengthen competencies in airframe systems, avionics, and fleet management. The Continuing Airworthiness function is managed internally by highly experienced engineers, ensuring compliance and knowledge retention within Fiji's aviation workforce.

FLEET TECHNICAL MANAGEMENT

The Continuing Airworthiness Management Organisation (CAMO) oversees airworthiness reviews, aircraft configuration, and maintenance planning using the Swiss-AS AMOS enterprise maintenance platform.

This system provides end-to-end visibility across inventory, technical records, and maintenance forecasting. Fiji Airways also receives ongoing OEM support from Airbus, Boeing, ATR, Viking, Rolls-Royce, CFM, and Pratt & Whitney Canada, ensuring alignment with the latest technical developments and compliance standards.

THIRD-PARTY ENGINEERING SERVICES

Fiji Airways Engineering also provides line and transit maintenance services to other airlines operating through Nadi International Airport, ensuring the same high standards applied to its own fleet.

With CAAF Part 145 approval and expertise across Airbus, Boeing, and ATR aircraft types, the team delivers reliable and compliant support to visiting carriers. This capability enhances regional aviation safety, strengthens partnerships, and generates an additional revenue stream for the airline.

MAINTENANCE OPERATIONS

Maintenance activities are managed through a combination of in-house capability and partnerships with globally recognised MRO providers and OEMs, ensuring world-class technical performance across every aircraft system.

LINE MAINTENANCE

The first level of maintenance, line maintenance involves daily inspections, routine servicing, and quick defect repairs to keep flights on schedule. These tasks are performed by Fiji Airways' own engineers at Fiji airports, while certified maintenance providers support the airline at overseas destinations.



BASE MAINTENANCE

Base maintenance covers scheduled A-checks and more detailed inspections that require aircraft to be taken out of service for a short period. Conducted under CAAF Part 145 approval, these activities are performed in-house for the A350, A330, B737, ATR, and Viking 400 fleets.



HEAVY MAINTENANCE

Heavy maintenance involves major inspections and structural checks that occur less frequently but are far more comprehensive. These tasks are performed by globally recognised FAA/EASA-approved maintenance partners, including GMF AeroAsia (Indonesia), Aviation Technical Services (USA), and HAECO (Hong Kong).



2024 Milestone: Completion of the airline's first Airbus A330-200 12-Year D-Check and full aircraft repaint, a major achievement in technical oversight and project management.

ENGINE MAINTENANCE

To ensure long-term reliability and performance, Fiji Airways operates Power-by-the-Hour agreements with leading engine manufacturers for its fleets. These agreements cover both on-wing and off-wing servicing, remote diagnostics, and technical support — enabling early fault detection, lower maintenance costs, and optimal engine performance across the fleet.



COMPONENT MAINTENANCE

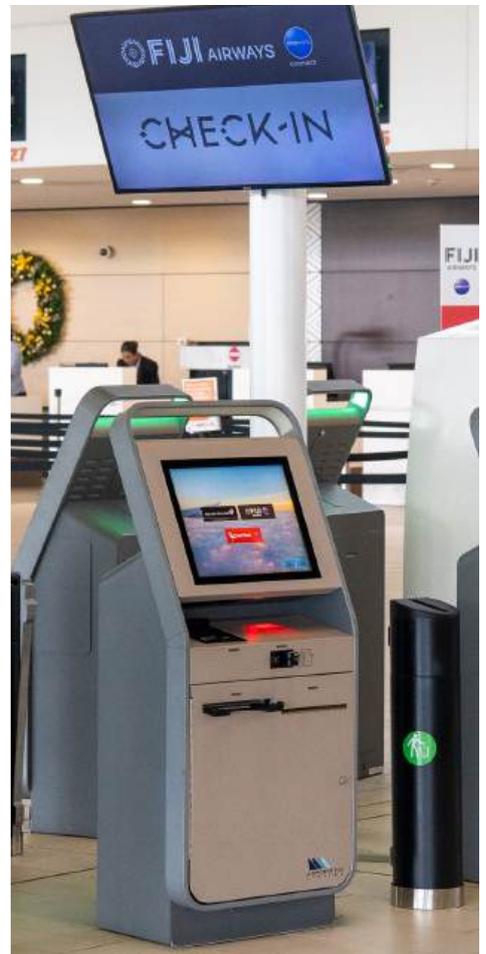
The airline's component maintenance model is built on long-term partnerships with global specialists such as Air France, KLM, and ATR. These agreements ensure that key aircraft systems — from avionics to in-flight entertainment — are maintained and repaired to the highest FAA/EASA standards. This collaborative approach guarantees reliability, quick turnaround of parts, and world-class technical support for every flight.





AIRPORT AND GROUND OPERATIONS

Fiji Airways' Airport and Ground Operations division delivered another strong year, supported by a network of dedicated teams and trusted ground handling partners across the globe. Together, we ensured safe, seamless, and efficient travel for millions of passengers. From our main hub at Nadi International Airport to stations across Australia, New Zealand, Asia, the United States, Canada, and the Pacific Islands, Fiji Airways staff worked side by side with regulatory and airport authorities and handling agents to maintain highest standards of safety and operational excellence.



AIRPORT OPERATIONS AND SERVICE DELIVERY

Fiji Airways continues to advance key initiatives to strengthen operational control, service quality, and the overall customer experience across its airport network.

Through proactive leadership, closer vendor oversight, and ongoing investment in training and staff development, Fiji Airways maintained operational stability, safeguarded on-time performance, and upheld the customer journey. Enhanced technology and improved coordination also contributed to more efficient operations and a seamless experience for guests from the first point of contact.

Despite periods of irregular operations and adverse weather conditions, Fiji Airways maintained operational continuity, demonstrating resilience and a strong commitment to protecting the customer journey.

- ◆ Transitioned progressively toward full in-house management of Business Class, Staff Travel, and Crew check-in counters at the Nadi International Airport, achieving greater autonomy and agility in guest service.
- ◆ Aligned the airport network with oneworld standards through the rollout of branded signage, upgraded lounges, and specialized service training for airport teams.
- ◆ Reinforcing our commitment to a consistent, high-quality inflight experience, new catering contracts were initiated for Hong Kong and Australian ports.
- ◆ Deployed iPads and the Flight Room App to provide real-time visibility and coordination, supporting on-time performance across the network.
- ◆ Completed the shift to a new ground-handling provider in Auckland, trained to Fiji Airways' service standards, improving handling quality and frontline accountability.
- ◆ At Nadi, ramp agents handled a diverse mix of commercial, charter, and military aircraft while continuing to assist passengers with reduced mobility through dedicated golf cart services.
- ◆ Introduced automated check-in at ports including Funafuti, Tarawa, Christmas Island, and Va'vau to improve processing and reduce queues.
- ◆ Enhanced baggage service recovery in Honolulu through QR-coded irregularity reports and customer amenity kits, while in Australia, New Zealand, and Dallas Fort Worth, upgraded lounges, cabin-bag sizers, and improved connectivity further elevated the customer experience.

FIXED-BASE OPERATIONS

Fiji Airways' Fixed-Base Operations (FBO) at Nadi International Airport form an essential part of the airline's ground-handling capability, providing tailored services for non-scheduled, military, government, and VIP aircraft. These operations deliver a highly personalised and seamless experience, ensuring safety, efficiency, and comfort for distinguished clients.

In 2024, the FBO division expanded its role in the region, supporting a range of high-profile movements including Australia, New Zealand and U.S. military transports, the German Airbus A400M-180, and private charter flights. Skilled teams trained in specialised FBO procedures ensured exceptional service across all stages of handling.

Investment in advanced ground support equipment and targeted staff training strengthened operational readiness and service quality. By deepening engagement with government and diplomatic partners, the division reinforced Nadi International Airport's reputation as a trusted gateway for premium and specialised aviation services in the Pacific.

INFLIGHT LOGISTICS

Fiji Airways strengthened its inflight logistics operations through key initiatives that enhanced capacity, resilience, and efficiency. A new bonded warehouse was established to improve storage and inventory management, supported by additional space at the Denzo building as the airline's third offsite facility. The main inflight warehouse was upgraded to withstand Category 5 hurricanes, ensuring better asset protection and business continuity. New Galley Loading Plans (GLPs) were implemented across the fleet to optimise meal and equipment loading, while both internal and external inventory audits were successfully completed, reaffirming compliance and operational integrity.

SUSTAINABILITY IN OPERATIONS

Sustainability remains a core focus for Fiji Airways, guiding how we manage resources and operations across our network. The division continues to integrate environmentally responsible practices that improve efficiency while reducing our impact on the environment.

- ◆ The introduction of electric Ground Power Units (GPUs) and electric tugs marked significant progress in Fiji Airways' efforts to decarbonise ground operations, beginning the gradual transition away from diesel-powered equipment toward cleaner and quieter alternatives.
- ◆ Recycling initiatives were expanded through the inbound Fiji Water bottle collection programme, while reusable table linen and paper cups replaced single-use plastics.
- ◆ Product enhancements also supported sustainability goals, with the gradual rollout of A350 linen across other aircraft types and the introduction of Pillow Pack Coffee in Business Class and Dental Kits in Economy Class to improve onboard quality and reduce waste.



CARGO OPERATIONS

At the heart of Fiji Airways' global operations is a team that works quietly yet powerfully behind the scenes: the Cargo Division. While the airline is renowned for connecting passengers across the Pacific and beyond, its aircraft also carry the economic hopes and commercial ambitions of countless individuals, businesses, and communities. Through meticulous customs coordination and logistics management, the Cargo team ensures that every shipment reaches its destination safely, efficiently, and in optimal condition.



CONNECTING FIJI TO GLOBAL MARKETS

Fiji Airways Cargo remains a critical lifeline linking the South Pacific to the wider world. Leveraging the airline’s expanding network across Asia, Australia, New Zealand, North America, and the Pacific Islands, the division continues to facilitate seamless trade, tourism, and humanitarian logistics.

The Cargo team handles a diverse spectrum of shipments — from general freight and time-critical goods to high-value consignments such as medical supplies, live animals, perishables, and pharmaceuticals. Advanced temperature-controlled facilities and real-time monitoring systems preserve product integrity from origin to destination, empowering Fijian producers to confidently serve premium export markets.



Perishable Goods

We handle perishable goods like meat, seafood, produce, flowers, and medicines with care, offering freezer and cool-room facilities to maintain freshness for exports to Japan, Australia, New Zealand, the US, and Europe.



Live Animals

We transport live animals, including livestock, breeding stock, pets, and zoo species. Our trained team assists with regulations and documentation. For detailed requirements, please consult the Biosecurity Authority of Fiji (BAF).



Dangerous Goods

We transport dangerous goods such as chemicals, gases, flammable liquids, and poisons under strict IATA regulations. Our staff receive extensive Civil Aviation Authority–approved training in safe handling, packaging, and labeling procedures.

By enabling trade and driving economic participation, Fiji Airways Cargo supports national industries, promotes SME growth, and underpins Fiji’s role as the region’s logistics gateway. The division also provides vital humanitarian and disaster-response transport for emergency relief goods across the Pacific, reinforcing its role as a reliable regional partner.

BUILDING CAPACITY AND CAPABILITY

Two new Airbus A350-900 aircraft, introduced in mid-2023, expanded belly-hold capacity and improved fuel efficiency across long-haul routes. These aircraft, alongside upgraded ground infrastructure, enabled Fiji Airways Cargo to transport over 35.6 million kg of freight, a 12 % increase over the prior year.

Facility investments focused on modernising cargo-handling bays, improving climate-resilient storage, and enhancing occupational-safety systems. Continuous-improvement programmes strengthened quality control, reducing per-tonne emissions and supporting the airline’s sustainability targets.

Through prudent cost management, network optimisation, and close alignment between Sales, Operations, and Engineering, Fiji Airways Cargo delivered resilient margins despite global supply-chain volatility. The division remains positioned for continued growth as the airline expands its long-haul and regional network footprint.

OPERATIONAL ACHIEVEMENTS AND EXPANSION

FY 2024 marked another record-breaking year, with freight volumes reaching an all-time high and a 10 % year-on-year increase in total tonnage handled. The launch of the Dallas–Fiji route further deepened network reach, opening new opportunities for time-sensitive, high-yield cargo between the United States and the Pacific.

Infrastructure and systems upgrades at Nadi International Airport strengthened throughput capacity and reduced dwell times. Enhanced safety and turnaround performance, supported by new scanning and pallet-handling technology, improved reliability and productivity.

Leadership realignment and targeted sales initiatives within the division sharpened customer focus, driving strong partnerships with freight forwarders and logistics providers globally.

INNOVATION AND DIGITAL TRANSFORMATION

Customer-centric innovation remained at the core of Cargo operations. In 2024, the division accelerated its digital transformation journey with enhanced end-to-end visibility, predictive tracking, and automated workflows.

Integration of an upgraded Unit Load Device Management System through Unique Aviation Solutions and a cloud-based handling platform enabled near-real-time shipment tracking and data-driven decision-making across the network.

Automation initiatives streamlined inter-departmental coordination, reducing manual dependencies and increasing response times by 30 %. Commercially, the division achieved a 25 % expansion in its customer portfolio compared to 2023, while the DHL Express volume grew 69 %, underscoring the strength of Fiji Airways’ express-logistics partnerships.

Digital dashboards introduced during the year improved operational transparency, allowing partners and clients to monitor consignments live and providing analytics that support smarter scheduling and load planning.



FLIGHT OPERATIONS

The Flight Operations Division ensures the safe, efficient, and reliable delivery of every flight across our network. Working closely with the Operations Control Centre (OCC), Engineering, and Cabin Services, the division upholds the highest standards of safety, discipline, and operational integrity. During the year, Fiji Airways operated over 27,000 flights to 27 international destinations, maintaining On-Time Performance rates in line with industry standards. This reflects of our flight crews and operational teams commitment, whose precision and teamwork continue to safeguard schedule integrity and elevate the travel experience for every guest we serve.



At Fiji Airways, flight operations remain a cornerstone of our commitment to excellence and safety. Through the use of advanced technologies, rigorous training, and operational discipline, our teams ensure precision in navigation and efficiency in every phase of flight. This meticulous approach enhances both performance and the passenger journey, reflecting our dedication to delivering world-class Fijian experiences with consistency and care.

ON TIME PERFORMANCE



The Flight Operations Division continues to be led by accomplished career aviators whose extensive flying experience ensures that every decision is grounded in real-world expertise and an unwavering commitment to safety. Throughout 2024, the Division further strengthened its leadership depth, supported by the experience and mentorship of senior captains who have long shaped Fiji Airways' safety and training culture.

Among them, Captain Aaron Dean concluded his tenure as Chief Pilot after 8 years of dedicated service in the role, with focused strengthening of pilot training and operational discipline. He continues to serve the airline in a senior operational capacity, ensuring a seamless transition of leadership to Captain Etika Tuisue — who brings over two decades of operational and training experience into his role as Chief Pilot and Flight Operations Officer.

FUEL EFFICIENCY AND SUSTAINABLE AVIATION

Fuel remains the single largest cost component in the airline industry, making efficiency and conservation critical to both environmental and financial performance.

In 2024, Fiji Airways achieved a 3% improvement in fuel efficiency, driven by the application of best-practice flight operations and advanced monitoring through the SkyBreathe platform. This initiative highlights the airline's continued focus on data-driven efficiency and environmental stewardship.



Operational refinements also contributed to measurable efficiency gains. Potable water uplift optimisation reduced aircraft weight by approximately 500 kg on long-haul flights and 750 kg on medium-haul flights, while discretionary fuel uplift was cut by 50% compared to 2023. Together, these initiatives lowered emissions and improved cost performance without compromising operational integrity.

PILOT TRAINING AND DEVELOPMENT

Fiji Airways continued to invest in building local capability and maintaining world-class pilot standards. The airline strengthened its in-house recruitment framework to ensure consistency, transparency, and excellence in pilot selection and progression.

The airline hosted two major Evidence-Based Training (EBT) workshops in April and October 2024, bringing together Training Captains from both Fiji Airways and Fiji Link, alongside the Civil Aviation Authority of Fiji (CAAF). These sessions further aligned training methodologies with international safety standards.

Localisation remains a key focus through the Fiji Link Secondment Programme, offering cruise relief pilot opportunities on long-haul flights. This initiative continues to nurture local talent and facilitate progression within the mainline fleet.

Technological and procedural upgrades included the replacement of the Airport Briefing system with Synapse, and the rollout of Thales Electronic Flight Bags (EFBs) across fleets, enhancing efficiency, pre-flight preparation, and real-time data access.

Fiji Airways launched the in-house Airbus A350 Common Type Rating Programme at the Fiji Aviation Academy (FJAA), which successfully trained 41 pilots by December 2024. This milestone marks a major step toward training self-sufficiency and operational resilience. Regulatory approval was obtained to extend the A350 EDTO (Extended Diversion Time Operations) threshold from 180 to 300 minutes, enabling ultra-long-haul operations such as the Nadi–Dallas route.

OPERATIONS CONTROL CENTRE

The Operations Control Centre (OCC) remained central to flight coordination, overseeing day-to-day performance and maintaining operational stability across all sectors. During 2024, the OCC advanced its digital transformation through data entry automation in the Airline Information Management System (AIMS) Journey Log, enhancing accuracy and turnaround efficiency.

For Fiji Link, the Flight Management (FM) Mobile activation improved regional flight tracking and real-time communication. The implementation of APU shutdown procedures during layovers in Tonga and Samoa reduced unnecessary fuel consumption and emissions, while the introduction of block-level operational oversight for regional sectors enabled better resource planning and utilization.

CABIN SERVICE OPERATIONS

Customer experience and service consistency remained the hallmarks of Fiji Airways' in-flight operations. The Cabin Services Department achieved an outstanding 99% On-Time Performance and a Voice of the Customer (VOC) satisfaction score of 87% for cabin crew service.

The establishment of the Cabin Crew Department at the Airport Operations Centre (AOC) improved operational alignment with Flight Operations and OCC teams, while a new Crew Engagement Programme fostered greater communication, morale, and recognition within the workforce.

A structural review strengthened leadership across crew ranks, supported by a fully revamped Grooming Guide and Uniform Standards that align with the airline's brand identity.

The department also completed the IOSA Audit for Cabin Services with zero findings, reaffirming its adherence to international safety and operational excellence standards.

TECHNOLOGY INTEGRATION

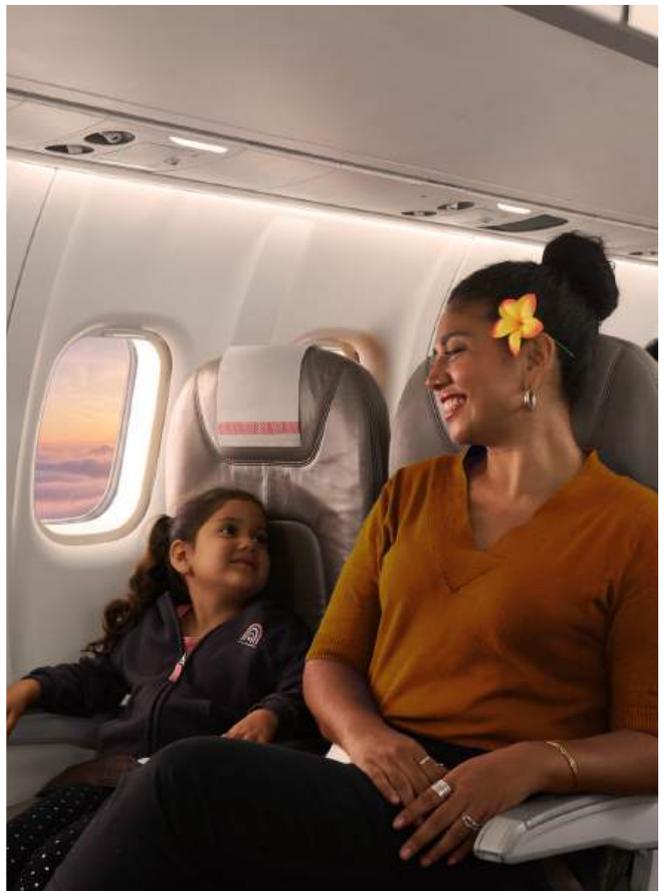
The divisions continued to enhance its operational systems through technology upgrades that improve efficiency, communication, and access to information across the network.

- ◆ Operational Personal Electronic Devices (PEDs): Rolled out to all cabin crew, providing easy digital access to manuals, updates, and training resources.
- ◆ Vistair Document Management System: Expanded to enable paperless distribution of operational content and full digital access to manuals and forms for flight and cabin crew.



FIJI LINK

Fiji Link reinforced its commitment to excellence in regional aviation through major advancements in operations, training, customer experience, and sustainability. The year was marked by milestones that reflect our unwavering focus on safety, service quality, and the growth of local talent.



A wholly owned subsidiary of Fiji Airways, Fiji Link is the official domestic carrier of Fiji, operating scheduled flights to twelve destinations across Fiji and the South Pacific region.

Fiji Link plays a vital role in supporting Fiji's economic and social landscape. Through reliable and frequent services, the airline connects remote communities, enables trade, supports local businesses, and drives tourism across the islands. This essential connectivity ensures access to healthcare, education, and other critical services while strengthening the bonds that unite our islands and people.

Fiji Link delivered a strong operational performance during the year, supported by steady demand for domestic and regional travel. The airline operated more than 14,000 flights across eleven domestic destinations and carried over 370,000 passengers during the year.

	OVER 14,000 FLIGHTS		WELCOMED OVER 370,000 PASSENGERS
--	------------------------------------	--	---

OPERATIONAL GROWTH AND PILOT DEVELOPMENT

Fiji Link strengthened its operational capability and expanded its network reach. The airline benefited from the commissioning of the new ATR flight simulator at the Fiji Airways Aviation Academy. This state-of-the-art simulator now allows Fiji Link pilots to undergo training locally, providing greater flexibility for pilot development and reducing offshore training costs.

The airline advanced its pilot recruitment and development programme, with 20 DHC trainee pilots recruited locally and 5 seconded to Fiji Airways to support the Cruise Relief Programme. 9 ATR expatriate direct-entry captains were also recruited to support operational readiness for the new ATR fleet, while 4 ATR captains progressed to Fiji Airways under the structured pilot progression plan.



**20 LOCAL
DHC PILOTS
RECRUITED**



**5 SECONDED TO
FIJI AIRWAYS
TO SUPPORT
CRUISE RELIEF**



**4 ATR CAPTAINS
PROGRESSED TO
FIJI AIRWAYS**

SAFETY AND COMMUNICATION

During the year, we introduced the Na Lali Safety Bulletin, a weekly update designed to keep our crew informed about safety protocols, service enhancements, and company news. This initiative has strengthened our culture of proactive communication, ensuring that every member of our team remains informed and empowered.

SUSTAINABILITY AND COMMUNITY ENGAGEMENT

Through our partnership with Tourism Fiji, Fiji Link championed the “Bin It or Bag It” campaign, promoting responsible waste disposal across the islands. By engaging our people and guests alike, we continue to play an important role in safeguarding the environment that makes our region so special.

ENHANCED GUEST EXPERIENCE AND BRANDING

- ◆ Introduced ATR AIRFI inflight entertainment, allowing guests to stream movies, music, and television content on their personal devices. This enhancement broadened the onboard experience and brought greater comfort to regional travel.
- ◆ Introduced hydration, soft drinks, and light treats across all domestic ATR sectors, reflecting Fiji Link’s commitment to guest care and service quality.
- ◆ Newly designed cabin crew uniforms were launched, aligned with the Fiji Airways brand identity to ensure a cohesive and professional appearance.
- ◆ Installation of Starlink technology in Rotuma enabled automated boarding passes, baggage tags, and flight documentation, improving operational efficiency and reliability at outstations.
- ◆ Fiji Link officially assumed responsibility for operations at Nausori Airport, providing greater control to streamline services and enhance the overall customer experience.
- ◆ To improve passenger comfort on the ground, a covered passenger walkway was installed at Nausori Airport, offering a more convenient boarding and disembarkation experience during adverse weather conditions.
- ◆ Operational flexibility through the use of Boeing 737 aircraft on select domestic routes, maintaining service continuity during scheduled maintenance periods.
- ◆ Deployed Disabled Passenger Lift at Labasa Airport enabled safe, reliable, and dignified boarding for passengers with limited mobility, reinforcing Fiji Link’s commitment to inclusivity across its network.



OUR PEOPLE

With a workforce of over 2,000 strong, based in Fiji and across our international network, we are proud to be one of the largest employers in the country. Our team embodies the spirit of Fiji: resilient, warm, and relentlessly committed to excellence.

Each member of our team brings a unique blend of expertise, cultural richness, and a shared determination to achieve exceptional service standards. It is this collective strength, our ability to work as one, and to consistently punch above our weight, that fuels our success and sets us apart as the national carrier of Fiji.



CAREER MOBILITY AND LEADERSHIP

At Fiji Airways, we don't just offer jobs—we build careers. Through structured employee mobility programs, we support career development across every level of the organisation, empowering our people to take on new challenges and achieve their full potential.

Our approach to mobility encompasses internal transfers, secondments, and acting appointments, each designed to expand knowledge, enhance leadership capability, and strengthen collaboration across departments. These initiatives also ensure organisational agility, allowing teams to share expertise and maintain operational excellence in a dynamic business environment.

Fijians make up over 93% of Fiji Airways' Management and Executive teams, reflecting the airline's strong commitment to nurturing local talent and building leadership capability from within. By investing in learning pathways and hands-on experience, we empower our people to take on greater responsibilities and advance their careers within the organisation.

During the year, the airline recorded 88 promotions, 53 acting appointments, 23 internal department transfers, and 12 secondments across the organisation. These figures reflect Fiji Airways' continued commitment to recognising performance, developing capability, and creating opportunities for professional growth within the business.

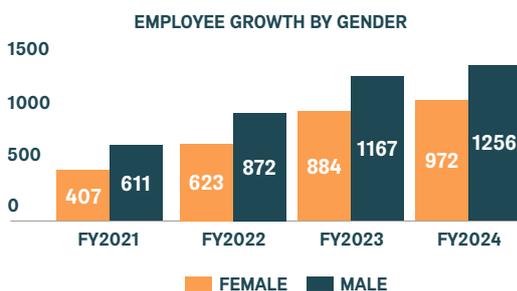
Our career mobility framework not only enhances employee engagement and retention but also strengthens the airline's leadership pipeline and succession readiness. By fostering a culture of continuous learning and shared purpose, Fiji Airways continues to build a capable, confident, and future-fit workforce that will carry the airline, and Fiji to greater heights.

- ◆ 2,228 Group Employees
- ◆ 88 Promotions
- ◆ 53 Acting promotions
- ◆ 23 Internal department transfers
- ◆ 12 Secondments

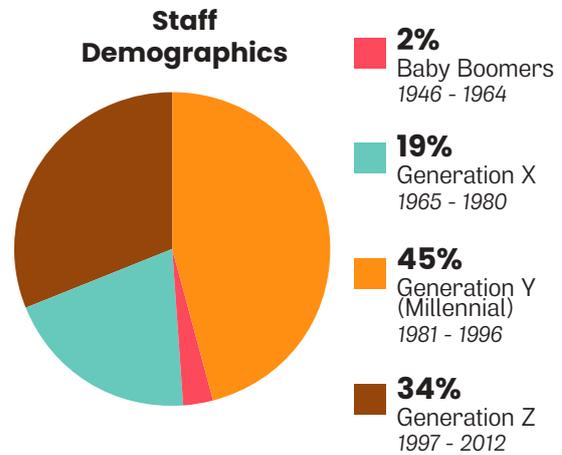
STRENGTHING DIVERSITY

At Fiji Airways, diversity and inclusion remain central to how we build a resilient and future-ready workforce. We continue to make meaningful progress in promoting gender balance, generational representation, and local leadership across all areas of the organisation. Our people reflect the vibrancy and inclusivity of the communities we serve, and we are committed to ensuring equal opportunities for every employee to thrive.

We proudly report that our female representation has grown markedly from 40% in 2021 to 44% in 2024 and that 36% of leadership roles are held by women, a reflection of our commitment to inclusive leadership and gender equity. This achievement is not just a statistic but a symbol of the empowered, diverse, and future-fit workforce we are building.



Our workforce also reflects a dynamic generational mix, fostering collaboration and innovation across age groups. Millennials form the largest cohort at 48%, followed by Gen Z at 35%, Gen X at 16%, and Baby Boomers at 1%. This balance of experience and fresh perspective ensures that Fiji Airways remains agile, adaptable, and forward-looking - ready to meet the evolving needs of our customers and industry.



RECOGNITION AND REWARDS

Fiji Airways remains committed to ensuring that our remuneration structures are fair, competitive, and responsive to changing economic conditions. In recognition of the rising cost of living in Fiji and across our network, we reviewed and adjusted basic salaries and allowances to better reflect current realities and support the wellbeing of our employees.

Following a strong financial performance in FY2023, we also reinforced our commitment to sharing success by awarding all eligible employees a profit share payment of \$5,000. This initiative reflects our belief that our people are central to our success and that their dedication and hard work deserve to be recognised and rewarded.

HEALTH AND WELLBEING

We believe that a thriving workforce begins with wellbeing. Since 2020, our in-house Doctor and Aviation Medical Officer has provided essential medical consultations, wellness counselling, and incident support for all employees. This service is critical to our holistic approach to employee care.

In 2024, our wellbeing initiatives were expanded to include Annual Non-Communicable Disease (NCD) Screenings for both women and men to promote early detection and proactive health management across the organization. These screenings underscore our commitment to supporting long-term wellness and fostering a healthier workforce.

Our dedication to health and care also extends beyond clinical support. In October, Fiji Airways proudly marked Pinktober, standing in solidarity with those affected by breast cancer. The Customer Service Department hosted a Pinktober Morning Tea Sale, donating proceeds to the Western Cancer Society, while the Finance Team held a "Bring and Buy" event, donating the proceeds to Fiji Cancer Society.

Together, these initiatives reflect our belief that caring for our people extends beyond the workplace — it is about creating a culture of empathy, wellbeing, and shared purpose that allows every team member to thrive.



DEDICATED TRAINING CENTRE

We took a bold leap forward in our service excellence journey with the establishment of a dedicated Service Training Centre in Martintar, Nadi. This facility is a testament to our belief in continuous learning and our commitment to nurturing the next generation of service leaders.

Our training programmes this year blended both strategic and operational learning. Beyond leadership development, we strengthened the foundations of service delivery through a wide range of training initiatives — encompassing both online and face-to-face sessions.

LEVERAGING SELF LEARNING

Through the Learning Management System (LMS), launched in early 2024 as part of our broader Learning and Development Strategy, employees gained access to structured, self-paced, and department-specific learning opportunities. By year-end, employees had completed 2,339 distinct courses, leading to 15,170 individual course completions, equivalent to an impressive 226,904 hours of learning on the FJ Learning Hub. The modules covered diverse areas, including compliance and mandatory training, customer service, leadership, communication, and technical competencies, reflecting strong engagement across all divisions.

Complementing online learning, trainers across the business conducted 328 face-to-face training sessions, attended by 4,194 participants, and delivering a total of 4,899.75 training hours.

WORLD CLASS FOUNDATIONS

We also launched the foundational education programme of our World Class Service journey, a major step which brought to life our Service DNA, ESG Initiatives, Food and Beverage Philosophy, Service Design Pillars, and our Engagement Strategy. The programme culminated in Situational Leadership Training – an imperative for frontline leaders, equipping them to lead with empathy and agility. 100% of our Cabin Crew completed this training, laying a strong foundation for the next step in our journey to World Class.

We also expanded our onboard service monitoring methodology to include Line Trainers, establishing them as Gate Keepers of our Service Standards and fellow champions of excellence.





ENVIRONMENT, SOCIAL AND GOVERNANCE

At Fiji Airways, sustainability is an integral part of how we operate. We continue to embed Environmental, Social, and Governance (ESG) principles into our business practices to support long-term resilience and accountability. Our approach focuses on managing resources responsibly, supporting our people and communities, and maintaining sound governance standards across all operations. These efforts reflect our ongoing commitment to conduct business in a manner that creates lasting value for our stakeholders and contributes positively to Fiji and the Pacific region.



MAROROYA: FIJI AIRWAYS' SUSTAINABILITY PROMISE

At the heart of Fiji Airways' sustainability journey lies Maroroya — a deeply meaningful Fijian concept that goes far beyond its literal translation of “to protect” or “to look after something.”

Maroroya reflects the essence of the Fijian way of life: a profound connection to the land, the ocean, and our communities. It embodies care, stewardship, respect, and responsibility — values passed down through generations that guide how we live in harmony with our surroundings.

For Fiji Airways, Maroroya is more than a guiding principle — it is a promise. A promise to honour and protect Fiji's pristine environment, its rich culture, and its people. When travellers step onboard a Fiji Airways flight, they aren't just journeying to a destination — they become part of our story. A story of care, of hope, and of shared responsibility. They become part of a collective effort to preserve the paradise that is Fiji, not just for today's visitors, but for generations to come.



Our Maroroya Vision

To be a role model for environmentally and socially responsible aviation for small island developing states and to be recognized as a leading global sustainable airline.



Our Maroroya Mission

Every flight is fueled by our passion to do better for our planet, our people and our communities. We are working as one to make sustainability part of everything we do, in the air and on the ground, to ensure a brighter future for Fiji and the world.



This promise came to life through the launch of our Maroroya Sustainability Strategy and Action Plan - our roadmap for sustainable growth. Built around three pillars which are aligned with the global Environment, Social, Governance (ESG) framework, the plan ensures that every step we take is guided by integrity, responsibility and sustainable business practices.



Protecting our Planet (Maroroya our Planet)

We protect our environment through responsible operations, innovative solutions, and a commitment to emissions reduction.



Caring for our People (Maroroya our People)

Guided by Maroroya, we care for our employees, guests, and communities by fostering inclusion, wellbeing, and opportunity.



Behaving Responsibly (Maroroya by Behaving Responsibly)

Embedding integrity, transparency, and accountability at every level of our organisation.

By embracing Maroroya, Fiji Airways connects cultural values with future-focused action — turning a Fijian way of life into a long-term sustainability commitment.

As part of the oneworld® alliance, Fiji Airways proudly stands with all member airlines in our shared commitment to achieving net-zero carbon emissions by 2050.

Building a sustainable future does not have a finish line.

Fiji Airways will continue to advance its environmental goals through fleet efficiency, renewable energy adoption, waste-reduction innovation and community conservation initiatives. At the same time, we remain focused on strengthening our people and governance by deepening stakeholder engagement across every part of our operations.



ENVIRONMENT: MAROROYA OUR PLANET

As Fiji's national airline, we recognise our responsibility to contribute meaningfully to global decarbonisation efforts. Fiji Airways is taking decisive action to reduce emissions today while collaborating and innovating for a more sustainable tomorrow.

CARBON REDUCTION IN THE AIR FLEET MODERNISATION

Fiji Airways continues to advance its fleet modernisation strategy by investing in next-generation, fuel-efficient aircraft that strengthen operational performance and reduce our environmental footprint. Our flagship Airbus A350-900 XWB and Boeing 737 MAX-8 fleet deliver up to 25% fuel savings compared with previous-generation aircraft, enabling quieter, cleaner and more efficient operations.

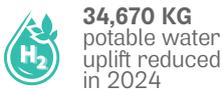
As we plan for future growth, we remain committed to adopting emerging aircraft technologies that further enhance sustainability, reliability and cost efficiency across our network.

SKYBREATHE FUEL MONITORING SOFTWARE

Efficient flying.

Fiji Airways uses the SkyBreathe platform to analyse real-time flight data and pinpoint fuel-saving opportunities across every phase of flight, including optimised climb and descent profiles, reduced-engine taxiing, and smarter weight and load planning.

The platform provides pilots and operations teams with continuous, data-driven insights, enabling them to refine performance on every sector and embed more efficient flying habits across the fleet.



SUSTAINABLE AVIATION FUEL (SAF)

Exploring Fiji's future in low-carbon fuel.

In 2024, Fiji Airways partnered with ADB, Fiji Sugar Corporation, and LEC Consulting to assess the feasibility of producing SAF locally from sugarcane biomass. The study evaluated multiple feedstock scenarios and identified Alcohol-to-Jet (ATJ) as the most suitable pathway, with potential to generate up to 136 million litres of ethanol annually.

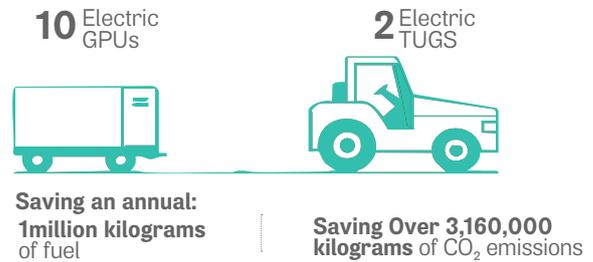
The findings show strong environmental benefits, but SAF production remains 2.5–4 times the cost of fossil jet fuel and requires significant capital, policy support, and long-term feedstock commitments. Development of an ethanol plant and SAF conversion facility would need large upfront investment and phased implementation.

The study concluded SAF production is “pre-feasible” with further engagement. Fiji Airways sees long-term potential for Fiji to become a regional SAF leader, supporting energy security, new industries, and quality jobs.

CARBON REDUCTION ON THE GROUND ELECTRIFYING GROUND SUPPORT EQUIPMENT

As part of our commitment to transition all GSE to fully electric equipment by 2030, Fiji Airways has begun replacing diesel-powered units with cleaner, more efficient alternatives.

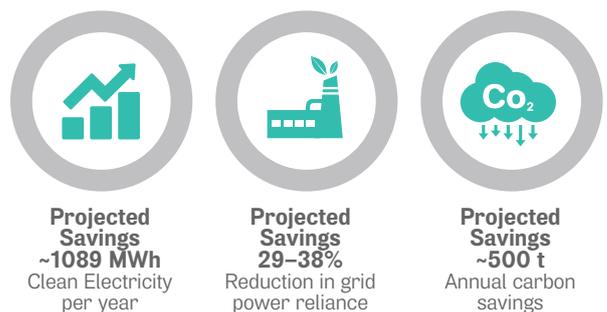
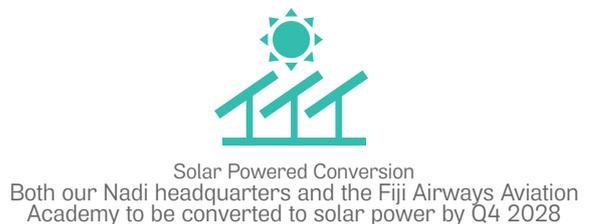
We have already deployed 10 electric Ground Power Units (GPUs) and 2 electric tugs across ramp operations, removing diesel use in these key assets. This shift is expected to save about 1 million kilograms of fuel and cut over 3,160,000 kilograms of CO₂ emissions annually, while improving air quality and reducing noise for ground staff and nearby communities.



CLEAN ENERGY TRANSITION

We are working towards a renewable energy project across our Nadi headquarters and the Fiji Airways Aviation Academy, with both sites to be converted to solar power by Q4 2028. As per feasibility report, once operational, the system is expected to generate approximately 1089 MWh of clean electricity per year, reducing our reliance on grid power.

This investment will not only lower our operating costs and strengthen our energy resilience but will also support Fiji's national renewable energy targets while demonstrating our commitment to decarbonising our aviation operations beyond our fleet of aircraft.



RECYCLING AT FIJI AIRWAYS

GROUND RECYCLING

Fiji Airways continues to transform waste into value through proactive recycling and reuse initiatives across our ground operations. Materials once headed for landfill are now given second lives, from used cooking oil turned into cleaning products, and waste engineering oil powering industrial boilers. Onboard textiles such as blankets, cushions, and linens are also reused or donated to schools, community groups, and animal shelters, extending their life while supporting local needs.



Recycled total of 47,000 kg of solid waste in 2024



Repurposed total of 360 litres of used cooking oil



Repurposed total of 7,400 litres of used mechanical oil



Reused / donated total of 6,210 blankets, 11,113 cushion covers, 6,229 face towels, 25,460 table covers, napkins & tray

ONBOARD PLASTIC WATER BOTTLE RECYCLING

In 2024, Fiji Airways launched an onboard recycling programme for plastic water bottles on inbound international flights, previously incinerated due to biosecurity rules.

Recognising both the environmental need and regulatory limits, Fiji Airways worked with the Biosecurity Authority of Fiji, Air Terminal Services, Mission Pacific and internal teams to design a compliant recycling pathway, creating new handling protocols, approvals, and safeguards.

This has reduced emissions, avoided harmful by-products, and proven that regulated waste streams can be reshaped through collaboration and persistence.



73,162 bottles diverted from incineration and sent

REDUCING WASTE ONBOARD THROUGH A-LA-CARTE AMENITY SERVICE

Fiji Airways has phased out traditional single-use business class amenity kits to cut inflight waste. Although long seen as a premium staple, most passengers opened only one or two items, leaving the rest unused and discarded.

We introduced a bespoke à-la-carte amenity service, letting guests choose only what they need. This shift has reduced waste and allowed us to redirect budget toward higher-quality, better-designed individual items. It shows that sustainability and luxury can work hand in hand when thoughtfully designed.

PHASING OUT SINGLE USE PLASTICS ONBOARD

As part of eliminating harmful single-use plastics, Fiji Airways has replaced plastic cutlery with FSC-certified wooden alternatives, plastic cups with paper cups, and plastic wrappers for headsets and blankets with FSC-certified kraft-paper packaging.

These changes reflect a broader shift in our onboard supply chain. By removing millions of plastic items, we reduce our environmental footprint.



PAPER REDUCTION ONBOARD

Fiji Airways has significantly reduced onboard paper waste and aircraft weight by transitioning from printed flight manuals, navigation charts, and in-flight magazines to digital formats. This shift has eliminated an average of 50 kg of paper weight per flight, allowing us to fly more efficiently while streamlining pilot and crew workflows.

The impact is substantial: removing this paper load translates to approximately 90,000 kg of fuel saved and 285,000 kg of CO₂ emissions avoided every year. It's a powerful example of how digital transformation can deliver immediate sustainability gains without compromising safety or service.

ECOSYSTEM & BIODIVERSITY CONSERVATION

EVERY TAKE-OFF, ONE TREE INITIATIVE

As part of our Maroroya sustainability commitment, we pledge to plant one mangrove seedling for every international take-off.

Since 2017, more than 89,000 seedlings have been planted across restoration sites in Fiji, including about 9,000 in 2024 alone. Mangroves provide far more than carbon absorption; they protect coastlines, restore marine habitats, and support biodiversity.

Proceeds from seedling sales are channelled through the Ministry of Forestry to women's and youth groups, ensuring environmental gains are paired with social and economic benefits.

SHARING OUR JOURNEY

Fiji Airways is committed not only to acting sustainably, but to bringing our passengers, partners, and communities along with us. Through new, dedicated Maroroya content across our website, in-flight entertainment system, and social media channels, we actively showcase our sustainability initiatives and progress.

By sharing real stories and tangible results, we aim to raise awareness, build trust, and inspire others to make more sustainable choices, both in the air and on the ground.



SOCIAL: MAROROYA OUR PEOPLE

Inclusion and diversity shape who we are — a people-first airline committed to equal opportunity, cultural respect, and uplifting every community we serve.

ACCESSIBILITY

In December 2023, Fiji Airways published its inaugural three-year Accessibility Plan, establishing a clear, structured approach to meeting the requirements of the Accessible Canada Act, the Accessible Transportation Planning and Reporting Regulations, and the Accessible Transportation for Persons with Disabilities Regulations. The Plan represents a significant milestone in the airline’s ongoing commitment to deliver an inclusive, barrier-free experience for persons with disabilities, across both the travel journey and the workplace.

The Plan was developed through extensive consultation with customers, employees, disability advocates and subject-matter experts. It sets out commitments and actions across seven priority areas: employment, the built environment, information and communication technologies (ICT), non-ICT communications, procurement, service design and delivery, and transportation. Fiji Airways published its first Progress Report on 1 June 2024, outlining the initiatives undertaken and progress achieved to date.

For Fiji Airways, accessibility is not viewed solely as a regulatory obligation, but as a fundamental expression of the Fijian Bula spirit — welcoming every person with warmth, dignity and respect, regardless of ability. The airline’s goal is to ensure that all customers, employees and stakeholders are able to engage with Fiji Airways confidently and with a genuine sense of belonging. The Accessibility Plan provides a strong foundation for continuous improvement, and Fiji Airways remains committed to ongoing engagement with the disability community as it advances towards a more inclusive future.



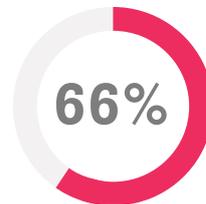
SCAN HERE
For Fiji Airways’
Accessibility Plan

CAREER DEVELOPMENT

Fiji Airways is committed to developing and empowering Fijians at every level of the organisation. Our recruitment practices are designed to be fair, inclusive, and accessible. Shortlists consistently reflect diverse representation, and hiring panels are trained to recognise and reduce bias. All selections remain merit-based, supported by clear evaluation criteria. This reinforces our commitment to building a workforce that reflects the communities we serve.



Over 90% of our workforce are Fijian nationals, reflecting our commitment to local employment.



Among our flight crew, 66% of pilots are Fijian, a testament to our investment in homegrown aviation talent and the success of our pilot development initiatives.



Women continue to play a vital role across all areas of the business, representing 44% of our total workforce.

AVIATION ACADEMY INVESTMENT

Fiji Airways has invested in the Aviation Academy, building a resilient and future-ready talent pipeline for Fiji. Our investment in advanced simulators and expanded training programs supports high-quality, locally delivered instruction that meets global safety and regulatory standards.

In 2024, the Academy continued to elevate local talent, with 77 Fijian pilots qualified and 14 progressing into command roles, focused on developing local human capital, enhancing operational safety, and contributing to the long-term sustainability of Fiji’s aviation sector.

By training more of our pilots at home, we are nurturing skilled careers, strengthening community resilience, and supporting a lower-impact training model for the future.

Our commitment to community goes beyond aviation. We champion education, environment, culture, and wellbeing programmes that help our people and our nation rise together.



SUPPORTING COMMUNITIES

Fiji Airways is proud to continue its partnership with Sunshine Special School to support employment pathways for young adults with disabilities (ages 18–30). Through this initiative, students take on the packaging of onboard headsets for our flights, giving them structured, meaningful work experience in a supportive environment. The programme helps develop core workplace skills such as quality control, responsibility and teamwork, while offering participants a sense of pride and independence.

More than a charitable gesture, this partnership embeds social inclusion into our supply chain, turning an everyday operational task into a platform for empowerment. It reflects our belief that economic participation should be accessible to all, and that businesses have a role to play in opening doors, not just offering donations.

CULTURAL PRESERVATION

Cultural identity is at the heart of Fiji Airways, and our commitment to preserving and celebrating Fijian heritage is woven into every part of our brand.

Renowned Masi artist Makereta Matemosi created our signature Masi design, which is now featured across Fiji Airways' products and spaces. The artwork is not merely decorative; it is a cultural ambassador, carrying the story of Fiji across oceans.

This initiative supports local artists, preserves traditional craftsmanship, and shares Fiji's rich cultural heritage with our passengers and communities.

EMPLOYEE-LED INITIATIVES

Fiji Airways employees continue to embody the spirit of Maroroya — to care and protect — through hands-on community initiatives that make a meaningful difference across Fiji.

- ◆ **Nadi Hospital Children's Ward Renovation**
Fiji Airways staff helped renovate the Nadi Children's Ward, funded by Fiji Airways.
- ◆ **Community Visits**
Our cabin crew and training teams extended care beyond the skies by visiting four orphanages and an elderly home, spending time with residents and supporting essential community needs.
- ◆ **Beach Clean-ups**
Staff teams organised three coastal clean-up campaigns in 2024, collecting waste and debris from local beaches to help preserve Fiji's natural environment.
- ◆ **Solar Buddy Project**
Fiji Airways, in partnership with Solar Buddy, Airbus, and LAU Education, helped students assemble 700 portable solar lights. These were later delivered to rural schools in Fiji, supporting STEM learning and providing safe, reliable lighting for study.



GOVERNANCE: MAROROYA BY BEHAVING RESPONSIBLY

Fiji Airways is dedicated to upholding the highest standards of corporate governance, ensuring accountability, transparency, and integrity.

Our Board of Directors provides strategic oversight, supported by comprehensive policies and procedures that guide our daily operations. We emphasize ethical conduct, regulatory compliance, and robust risk management to protect stakeholder interests. These practices foster sustainable growth, enhance corporate performance, and build trust with our stakeholders.

BOARD OVERSIGHT & STRATEGIC GOVERNANCE

The Board comprises six Directors, including five independent non-executive Directors, who collectively bring a broad range of industry, financial, governance and operational expertise. The Board is responsible for providing effective leadership and oversight of the Group’s strategic direction, financial performance, risk management and long-term sustainability.

The Board operates under a formal Board Charter, which clearly defines its roles, responsibilities, and governance framework, including the matters reserved to the Board and those delegated to management.

To support effective oversight and informed decision-making, the Board has established the following standing committees:

- ◆ Audit Committee
- ◆ Health, Safety & Security Committee
- ◆ Risk Committee
- ◆ Senior Officer Remuneration & Governance Committee

Each Committee operates in accordance with a Board-approved Committee Charter, which sets out its mandate, scope of authority, responsibilities and reporting obligations to the Board. These Committees assist the Board by providing focused oversight, analysis and recommendations within their respective areas of responsibility.

STRENGTHENING GOVERNANCE

In 2024, Fiji Airways completed one of the most significant governance modernisation initiatives in its recent history: the comprehensive redevelopment of the Group’s corporate policies and procedures framework. This reform replaces all legacy documents with two streamlined, best-practice governance instruments—the Group Policies Manual and the Group Procedures Manual—which together establish a refreshed ethical, cultural, and operational compass for every Fiji Airways employee.

The new framework comprises 33 core policies and procedures, covering critical areas such as the Code of Conduct and Ethics, Health and Safety, Diversity, Equity and Inclusion, Accessibility, Modern Slavery, and Anti-Bribery and Corruption. Each policy has been rewritten from the ground up to reflect Fiji Airways’ core values of 200% Accountability, Integrity, and Respect (A.I.R.), and to embed fairness, transparency, and consistency into all decision-making and behaviours across the organisation.

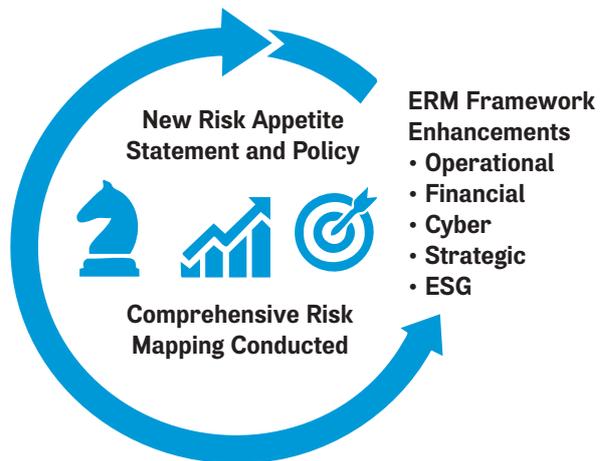
With drafting and Board approval completed in 2024, the Group is now preparing for a full implementation and training rollout in 2025. This will include a structured education programme, organisation-wide communication, and formal induction for every employee—from frontline operations to senior leadership.



ENHANCING ENTERPRISE RISK MANAGEMENT

In 2024, Fiji Airways strengthened its Enterprise Risk Management (ERM) framework to further embed risk-informed decision-making across the Group. Supported by external advisory expertise and aligned to international best practice, the updated framework enhances visibility of key risks and supports a proactive, consistent approach to risk identification, assessment and management.

Fiji Airways continues to enhance this framework through targeted risk treatment planning, clear assignment of risk ownership and ongoing development of risk management skills and expertise. This ensures risks are actively monitored, effectively managed and reviewed at both management and Board levels in line with the Group’s risk appetite and long-term objectives.



STRENGTHENING ASSURANCE, CONTROLS AND ACCOUNTABILITY

Internal Audit is a core pillar of Fiji Airways’ governance framework, providing independent assurance on the effectiveness of internal controls, financial processes, compliance systems and risk management. Reporting directly to the Audit Committee, the function supports transparency and sound oversight across the Group.

In 2024, audit coverage expanded across high-risk areas including financial reporting, cyber resilience, procurement, safety governance, inventory and asset management, and revenue assurance. Findings are tracked through a structured follow-up programme to ensure timely remediation and stronger control discipline.

Internal Audit also contributes advisory insights to support continuous improvement, enhance policy adherence, and strengthen organisational readiness. This combined assurance–advisory role helps maintain a resilient and well-governed airline.





INVESTMENT BEYOND THE SKIES

Fiji Airways continues to diversify its investment portfolio across strategically aligned ventures that strengthen its core business, enhance customer experience, and contribute to the growth of Fiji’s economy. These investments support the nation’s tourism infrastructure, generate employment opportunities, and reinforce Fiji Airways’ position as a catalyst for sustainable economic development.

Our key strategic investments include the Sofitel Fiji Beach Resort, the Vatu Talei mixed-use resort development, and Pacific Centrecom Fiji. Each represents a long-term commitment to creating value for shareholders and supporting Fiji’s position as a premier travel destination.

SOFITEL FIJI BEACH RESORT: STRENGTHENING FIJI’S PREMIUM TOURISM OFFERING

Nestled along the pristine shores of Denarau Island, Sofitel Fiji Beach Resort & Spa stands as one of Fiji’s most distinguished luxury destinations. Blending French art de vivre with the warmth of Fijian hospitality, the resort offers an experience defined by elegance, comfort, and cultural authenticity.

Fiji Airways, through its 50% shareholding in the resort, continues to play an integral role in shaping Fiji’s premium tourism offering. This strategic investment complements the airline’s broader vision of delivering world-class Fijian experiences from the moment guests board our aircraft to the moment they arrive at their resort destination.

Following its extensive transformation, the Sofitel continues to set benchmarks in luxury hospitality offering world-class accommodation, award-winning culinary experiences, and eco-conscious operations that resonate with discerning global travellers. Its personalised guest experiences and refined service standards embody the spirit of modern luxury, while remaining true to Fiji’s welcoming charm.

Catering to both leisure and business travellers, Sofitel Fiji Beach Resort has become a leading venue for high-profile MICE (Meetings, Incentives, Conferences, and Exhibitions) events, destination weddings, and premium tourism experiences. These offerings not only elevate visitor satisfaction but also drive higher-value tourism spend, reinforcing Fiji’s reputation as the premier luxury destination in the South Pacific.



VATU TALEI DEVELOPMENT: A VISIONARY DESTINATION IN THE MAKING

The Vatu Talei Development is set to become a landmark destination on Denarau Island, combining luxury resort living, premium residential apartments, and sustainable design inspired by the majestic Sleeping Giant mountain range. It represents a bold new chapter in Fiji’s evolution as a high-end tourism hub where world-class hospitality meets authentic Fijian character.



Jointly led by Fiji Airways and BSP Life (Fiji) Limited, this transformative project exemplifies a shared commitment to national development and long-term value creation. With an estimated total investment exceeding FJ\$230 million, the development will feature a 190-room luxury resort and a mixed-use complex, integrating lifestyle, leisure, and community spaces in a setting of unmatched natural beauty.

Significant progress was achieved in 2024, with foundational works completed and infrastructure and utilities installation now underway. The project remains firmly on track for a late 2026 opening, marking a key milestone in Fiji’s journey toward sustainable, premium tourism growth.

More than a hospitality venture, Vatu Talei will be a catalyst for economic opportunity and community upliftment creating jobs, supporting local suppliers, and reinforcing Fiji’s standing as a world-class travel destination that balances prosperity with sustainability.

PROJECT TIMELINE



PACIFIC CENTRECOM (FIJI): DRIVING SERVICE EXCELLENCE FROM THE PACIFIC

Centrecom Pte Limited continues to excel as one of the Pacific’s leading providers of contact centre services, IT solutions, and back-office operations, supporting the aviation sector and an expanding portfolio of international clients across multiple industries.



A joint venture between Fiji Airways and Centrecom Pacific Pte Limited, the company exemplifies the strength of Fijian capability on the global stage delivering high-performance, customised outsourcing solutions anchored in quality, efficiency, and service excellence.

In 2024, Centrecom advanced its digital transformation agenda, investing in AI-enabled service tools, enhanced data-security infrastructure, and multilingual customer support to meet the evolving needs of its international clientele. The company also strengthened its workforce and operational capacity, positioning itself to manage larger and more complex engagements while upholding its core values of integrity, reliability, and customer-centricity.



These developments reinforce Centrecom’s ambition to remain a competitive and trusted force in the global outsourcing industry, showcasing how innovation and talent from Fiji can deliver world-class service experiences to clients around the world.



MANAGING BUSINESS RISKS

Fiji Airways operates in a dynamic and often unpredictable global aviation environment. Any of the risks outlined below — individually or collectively — could have a material adverse effect on the airline’s business performance, financial position, operating results, and on the realization of forward-looking objectives

With a hub-and-spoke model centered on Nadi International Airport, we connect Oceania with key markets in North America, Asia, and the Pacific Islands.

This unique position presents both opportunities and challenges. We operate in a small, tourism-driven economy highly sensitive to global macroeconomic shifts, fuel price volatility, and natural disasters. Competition from well-capitalized global carriers, regional LCCs, and foreign legacy airlines requires Fiji Airways to remain agile, efficient, and service-focused.

When risks materialize, their impact may differ from expectations, and may be amplified by concurrent economic, regulatory, or operational conditions. The company’s ability to deliver on its strategy relies on proactively identifying, assessing, and mitigating these risks.

Against this backdrop, a disciplined and forward-looking risk management framework is essential to protect our business model and sustain profitability.

Fiji Airways is committed to embedding robust risk management practices to support the achievement of its strategic and operational objectives, while meeting its corporate governance and regulatory obligations.

The Board is responsible for overseeing the Group’s risk management framework, ensuring that Fiji Airways operates within the risk appetite set by the Board and maintains an effective governance structure across the organisation. This includes ongoing monitoring, structured reporting, and continuous improvement of processes to safeguard the airline’s operational integrity, financial sustainability, and long-term resilience.



1. Safety, Operational and Compliance Risk

Operational incidents, compliance failures or resource constraints can disrupt flight schedules, compromise safety, and adversely affect Fiji Airways’ operational integrity and reputation.

Fiji Airways’ ability to operate safely and reliably is fundamental to its commercial performance and regulatory obligations. Key risks include aircraft incidents, maintenance errors, unplanned fleet groundings, and shortages of pilots, cabin crew, engineers, or other specialised technical resources. There is also elevated risk of increased Aircraft on Ground (AOG) events and MEL (Minimum Equipment List) deferrals from global supply chain constraints, parts shortages, and high fleet utilisation.

In addition to operational factors, Fiji Airways must comply with a wide array of aviation safety and security regulations across multiple jurisdictions. Non-compliance — whether in maintenance standards, safety reporting, crew licensing, or customs and border regulations, could result in investigations, financial penalties, operational restrictions, or suspension of operating privileges. Changes in regulatory regimes, such as emerging environmental requirements or airspace rules, can also introduce new costs or constraints on network planning and fleet deployment.

Fiji Airways mitigates these risks through its IOSA accreditation, a mature Safety Management System (SMS), investment in advanced simulator training at the Fiji Airways Aviation Academy, and strict technical oversight supported by AMOS and Epicor maintenance systems.

Comprehensive reliability monitoring, adherence to OEM and regulatory standards, and strengthened supply chain partnerships further reinforce operational resilience.

From a regulatory perspective, the airline maintains robust legal, compliance, and internal control frameworks; engages proactively with authorities including CAAF, FRCS, ICAO, and IATA; and conducts regular training and audits to ensure ongoing compliance.

2. Market Demand, Economic and Geopolitical Conditions

Fluctuations in visitor arrivals, adverse economic cycles, or geopolitical events could materially affect Fiji Airways’ revenues, load factors, and financial performance.

Fiji Airways’ revenue is closely tied to Fiji’s tourism sector, which contributes the largest share of the country’s GDP. Demand for leisure travel can vary significantly based on global economic health, consumer confidence, exchange rate movements, and competitive airline capacity. Economic slowdowns in key source markets such as Australia, New Zealand, the United States, and Asia can lead to lower visitor arrivals and weaker yields.

Geopolitical instability, including conflicts, trade disputes, terrorism, or restrictions on airspace, can affect travel sentiment, increase insurance premiums, and disrupt routes.

MANAGING BUSINESS RISKS CONTINUED

These risks are compounded by Fiji's geographic isolation and dependence on a limited number of long-haul markets, which makes demand more sensitive to external shocks such as pandemics, natural disasters, or sudden regulatory changes.

Fiji Airways manages these risks through dynamic network planning, disciplined capacity allocation, and continued diversification of its market portfolio across North America, Asia, Australia, and the Pacific.

The airline also works closely with Tourism Fiji and government partners to stimulate demand during periods of economic softness. However, severe or prolonged economic or geopolitical disruptions could still materially reduce revenue, delay returns on network investments and necessitate further capacity or route optimization.

3. Competition and Yield Pressure

Intensified competition and pricing pressure could reduce yields, compress margins, and erode Fiji Airways' market share.

Fiji Airways operates in highly competitive markets where it faces well-capitalized global carriers and low-cost operators, particularly on routes from Australia and New Zealand. Competitors may deploy additional capacity, adjust schedules, or engage in aggressive pricing strategies that dilute yields.

If the airline is unable to match market expectations on service quality, schedule convenience, network breadth, or fare competitiveness without compromising profitability, it risks losing share on key trunk routes.

Fiji Airways mitigates this risk through product differentiation (including its Business Class proposition, lounges, and premium service), its upcoming oneworld membership, strategic codeshare and interline partnerships, and loyalty integration with American Airlines' AAdvantage® program. However, sustained competitive pressure or significant capacity injections by rival carriers could still materially impact yields, revenue quality, and overall financial performance.

4. Fuel Price Volatility

Sustained increases or extreme volatility in jet fuel prices could materially increase Fiji Airways' operating costs and adversely affect profitability.

Fuel is Fiji Airways' single largest operating expense, representing a significant proportion of total operating costs. Jet fuel prices are inherently volatile and influenced by global crude oil supply and demand, refining capacity constraints, shipping and logistics issues, carbon pricing, and geopolitical events such as regional conflicts or trade restrictions.

A sudden or sustained rise in fuel prices could materially impact Fiji Airways' cost base and erode margins, particularly if fare increases cannot be passed on to passengers due to competitive pressures. Even when prices are stable, volatility creates challenges for budgeting, cash flow planning, and profitability forecasting.

Hedging programs cannot completely protect against prolonged price spikes and may even result in opportunity losses when market prices fall below hedge levels. Material fuel price increases could therefore negatively affect operating margins, cash flow, and debt covenant compliance.

Fiji Airways mitigates this risk through structured fuel contracting and procurement arrangements, including negotiated supply agreements at key ports and diversified supplier coverage that help smooth price exposure and ensure continuity of supply. These are supported by active market monitoring, competitive tendering, and periodic reviews of contract terms to secure favourable pricing and reduce vulnerability to sudden market shocks.

The airline also monitors operational fuel efficiency programs, including optimized flight planning, weight reduction initiatives, and fleet modernization with more fuel-efficient Airbus A350 and Boeing 737 MAX aircraft.

5. Foreign Exchange Exposure

Adverse movements in foreign exchange rates, particularly between the FJD and USD, could materially impact Fiji Airways' earnings, cash flow, and balance sheet.

A significant portion of Fiji Airways' revenues are earned in foreign currencies (USD, AUD, NZD), while a substantial share of its expenses — including fuel, aircraft lease payments, maintenance, and debt service — are denominated in USD. This currency mismatch creates exposure to fluctuations in the FJD/USD exchange rate, which can materially affect operating results.

A weakening of the FJD relative to the USD increases the local currency cost of USD-denominated expenses, putting pressure on margins. Conversely, a strengthening of the FJD may reduce the value of foreign currency revenues when translated into reporting currency. In addition, foreign currency revaluations can create volatility in the financial statements through translation impacts on balance sheet items and derivatives.

Fiji Airways manages this risk through a Treasury Risk Policy that sets defined hedging ratios for forecast foreign currency exposures, uses a combination of forward contracts and options to stabilize cash flows, and seeks to align the currency mix of borrowings with revenue inflows. Treasury positions are reviewed regularly by senior management and reported to the Board.

Despite these measures, it may not be possible to fully hedge exposures on commercially reasonable terms, and sharp or prolonged currency movements could materially impact profitability, liquidity, and key financial ratios.

6. Cybersecurity and IT Systems

Cyberattacks, data breaches, or critical IT system outages could disrupt operations and compromise customer trust.

With increasing digitalization across reservations, payment systems, and operations, Fiji Airways is exposed to cybersecurity threats including ransomware, phishing, and data theft. System outages could disrupt flight operations, revenue management, or customer communications.

These events could lead to financial losses, reputational damage, and potential regulatory penalties. Fiji Airways maintains 24/7 cybersecurity monitoring, employee awareness training, incident response playbooks, and redundant IT infrastructure, but no system is entirely immune to sophisticated attacks.

MANAGING BUSINESS RISKS CONTINUED

7. Climate, Sustainability and Natural Disasters

Extreme weather events, climate-related regulations, and sustainability expectations could disrupt operations and increase costs.

Fiji Airways' South Pacific location exposes it to cyclones, flooding, and other weather-related events that can cause airport closures and schedule disruptions. In parallel, global expectations around decarbonization are increasing through ICAO's CORSIA scheme and IFRS S2 reporting standards.

Failure to adapt could increase costs, reduce competitiveness, or harm reputation. Fiji Airways is mitigating these risks by investing in fuel-efficient aircraft (A350, 737 MAX), conducting Sustainable Aviation Fuel (SAF) feasibility studies, and maintaining business continuity and insurance coverage.

8. People and Talent Risk

Shortages of skilled aviation professionals or workforce-related disruptions could increase costs and affect operational reliability.

Fiji Airways depends on a highly skilled workforce of pilots, engineers, cabin crew, and technical specialists - talent segments that are experiencing rising global demand. Shortages of qualified personnel or elevated attrition can lead to higher recruitment and training costs, reduced operational flexibility, and increased risk of schedule disruption.

In addition, industrial relations challenges, including outcomes or prolonged negotiations with representative bodies such as the Fiji Airline Pilots Association (FALPA), present a key risk. Negotiation deadlocks, work-to-rule actions, or other forms of industrial disruption could materially affect crew availability, network stability, and the airline's ability to maintain published schedules.

The airline mitigates people risks through its Aviation Academy pilot and engineer training pipelines, competitive and market-aligned remuneration frameworks, structured career development pathways, and succession planning for mission-critical roles.

Fiji Airways also maintains active engagement with employee representatives to support stable and constructive industrial relations.

However, persistent global talent shortages or disruptions arising from industrial negotiations could still adversely affect operations, service delivery, and financial outcomes.

9. Delivery of Strategy and Initiatives

Failure to successfully execute Fiji Airways' strategic priorities and transformation initiatives could adversely impact operational performance, financial results, and long-term competitiveness.

Fiji Airways has embarked on a multi-year strategy focused on network expansion, fleet modernization, digital transformation, cost optimization, and sustainability leadership. The successful delivery of these initiatives depends on multiple factors — timely aircraft deliveries, robust project management, skilled personnel, regulatory approvals, and adequate financing.

Delays or execution challenges could result in cost overruns, missed revenue opportunities, or reduced efficiency gains.

For example, delays in aircraft deliveries could impact network growth plans and lead to higher leasing costs, while slower progress in systems integration or process automation could limit productivity improvements and cost competitiveness.

The airline mitigates this risk through disciplined project governance, Board oversight of major initiatives, detailed capital planning, and phased implementation of digital and operational upgrades. However, external dependencies — including supplier performance, regulatory processes, and macroeconomic conditions — may still affect timelines and outcomes.

Failure to deliver strategic initiatives as planned could materially impact Fiji Airways' ability to sustain profitability, achieve its growth ambitions, and maintain its position as the leading carrier in the South Pacific.

10. Financial Leverage and Liquidity

High financial leverage or insufficient liquidity could constrain Fiji Airways' ability to invest, meet obligations, or withstand economic shocks.

Fiji Airways operates a capital-intensive business model with significant investments in owned and leased aircraft, simulators, infrastructure, and technology. The airline carries a meaningful level of debt to finance these assets, and its ability to service and refinance this debt depends on maintaining sufficient earnings, cash flow, and access to capital markets.

Adverse movements in interest rates, a decline in credit availability, or a downgrade of Fiji Airways' credit profile could increase borrowing costs or restrict access to funding. In periods of economic downturn, geopolitical disruption, or sharp increases in fuel prices, liquidity could come under pressure, potentially impacting the ability to fund operations, meet lease and debt service obligations, or execute strategic initiatives.

Fiji Airways manages leverage and liquidity risk through disciplined capital management, detailed cash flow forecasting, and maintenance of a liquidity buffer comprising cash, committed credit lines, and restricted reserves. The airline also monitors covenant compliance closely and reports regularly to the Board and financiers.

Despite these measures, a sustained reduction in operating cash flow, unexpected financial shocks, or restricted access to funding could materially impact Fiji Airways' financial flexibility, credit standing, and long-term growth trajectory.

11. Pandemics and Large-Scale Disruptive Events

Outbreaks of infectious disease, global health crises, or other large-scale disruptive events could materially reduce demand for air travel and disrupt Fiji Airways' operations.

As demonstrated during COVID-19, pandemics have the potential to severely affect the global aviation industry through international border closures, travel restrictions, quarantine requirements, and significant reductions in passenger demand. Such events can also disrupt supply chains, impact crew availability, and create operational complexity through rapidly changing health protocols.

RISK MANAGEMENT CONTINUED MANAGING BUSINESS RISKS CONTINUED

The financial impact of a pandemic can be substantial — including prolonged revenue loss, reduced cash flow, additional health and safety costs, and impairment of assets. The recovery trajectory can be slow and uneven, particularly for a leisure-focused carrier like Fiji Airways whose markets are heavily reliant on inbound tourism.

Fiji Airways mitigates these risks by maintaining crisis management and business continuity plans, monitoring global health advisories (WHO, IATA, ICAO), and implementing flexible capacity management strategies. The airline also collaborates closely with the Government of Fiji, health authorities, and tourism partners to align responses and accelerate recovery when restrictions are lifted.

Despite these measures, future pandemics or similar global disruptions could once again result in significant demand shocks, operational challenges, and financial losses, potentially requiring capacity reductions, cost restructuring, or external financial support.

12. Brand and Reputation

Damage to Fiji Airways' brand or reputation could materially impact customer loyalty, market share, and long-term profitability.

Fiji Airways' brand is one of its most valuable assets — symbolizing not only the airline but also Fiji's national identity and global image. The brand's strength is built on a promise of warm Fijian hospitality, safe and reliable operations, and premium customer experience.

Reputation can be negatively affected by a range of events, including operational disruptions, customer service failures, safety incidents, data breaches, negative publicity, or perceived misalignment with Fiji's cultural values or sustainability expectations. In today's digital environment, customer sentiment spreads rapidly through social media, potentially amplifying reputational harm.

Damage to the Fiji Airways brand could result in decreased bookings, reduced willingness to pay premium fares, and loss of competitive differentiation — particularly critical in a region where the airline competes with large international carriers.

The airline mitigates this risk through continuous investment in service quality, proactive customer engagement, robust crisis communication protocols, and close collaboration with tourism and government partners to align messaging. Fiji Airways also invests in staff training to ensure consistent delivery of its brand promise across all touchpoints.

Nonetheless, significant reputational damage — whether from internal incidents or external events — could materially affect customer trust, partnerships, and long-term enterprise value.





FINANCIAL COMMENTARY

The 2024 financial year was a defining period for Fiji Airways, marked by resilient operational performance and strong passenger demand despite a challenging global environment. While the Group maintained revenue momentum, higher input costs across key areas placed pressure on margins. Nevertheless, strategic milestones and growth indicators affirm the Group's continued positive trajectory.

FINANCIAL SUMMARY	Metric	2024	2023	Movement	
Operating revenue	\$m	1,847.8	1,775.6	72.2	4.1%
- Passenger revenue	\$m	1,709.6	1,640.3	69.3	4.2%
Operating expenditure	\$m	(1,522.7)	(1,402.2)	(120.5)	8.6%
- Aircraft operations	\$m	(513.6)	(447.2)	(66.4)	14.9%
- Fuel	\$m	(495.4)	(496.6)	1.2	(0.2)%
- Labour	\$m	(161.0)	(129.8)	(31.2)	24.0%
EBITDAR*	\$m	325.1	373.4	(48.3)	(12.9)%
Operating Profit before Significant Items	\$m	23.7	99.8	(76.1)	(76.3)%
Significant Items	\$m	(83.5)	(4.4)	(79.1)	1,797.7%
- Unrealised Exchange	\$m	(83.5)	21.0	(104.5)	(497.6)
- Fair Value Loss on Derivatives	\$m	0.0	(25.4)	25.4	(100.0)%
Operating (Loss) / Profit before Income Tax	\$m	(41.7)	114.0	(155.7)	(136.6)%
Operating (Loss) / Profit after Income Tax	\$m	(25.0)	121.5	(146.5)	(120.6)%
Net Cash flow used in operating activities	\$m	323.7	356.4	(32.7)	(9.2)%
Net Cash flow used in investing activities	\$m	(97.5)	(149.9)	52.4	(35.0)%
Net Cash flow used in financing activities	\$m	(186.1)	(293.1)	107.0	(36.5)%
Equity	\$m	240.3	251.9	(11.6)	(4.6)%
Net Debt to EBITDAR		1.04	0.96	0.08	8.3%

* EBITDAR - Earnings Before Interest, Taxes, Depreciation, Amortisation and Rent

The Fiji Airways Group delivered EBITDAR of \$325.1 million for the year, compared with \$373.4 million in 2023, reflecting the impact of softer margins and heightened cost pressures across the network. Operating Profit before Other Significant Items and Taxes was \$23.7 million, down from \$99.8 million in the prior year.

At the bottom line, the Group recorded a net loss after income tax of \$25.0 million (2023: profit of \$121.5 million). This result was driven predominantly by currency translation losses of \$83.5 million, underscoring the material sensitivity of the airline’s financial performance to foreign exchange movements, particularly against the US dollar, in which a significant portion of expenses are denominated.

OPERATING REVENUE

Total operating revenue for the financial year increased by 4.1% to \$1.85 billion, reflecting the full-year benefit of expanded flying capacity, strengthening inbound travel demand, and continued uplift in ancillary revenue streams.

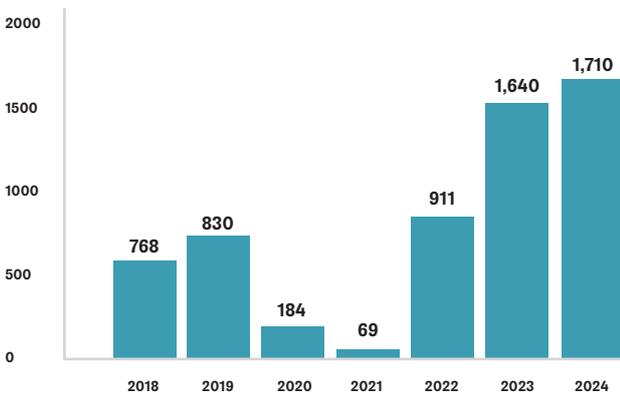
Passenger Performance

Total capacity, measured in Available Seat Kilometres (ASK), increased by 9%, supported by higher frequencies to Australia, New Zealand, and North America. Capacity uplift was further strengthened by the full-year utilisation of the two A350 aircraft leased in 2023, along with improved fleet efficiency and tighter scheduling across the network.

International long-haul capacity grew by 10.6%, following the deployment of the A350-900 fleet, while regional capacity to Australia and the Pacific Islands expanded by 7.1%, reinforcing network connectivity.

Passenger revenue rose by 4.2% to \$1.7 billion, driven by growth in long-haul traffic and sustained strength in regional and connecting flows.

PASSENGER REVENUE (MILLIONS)

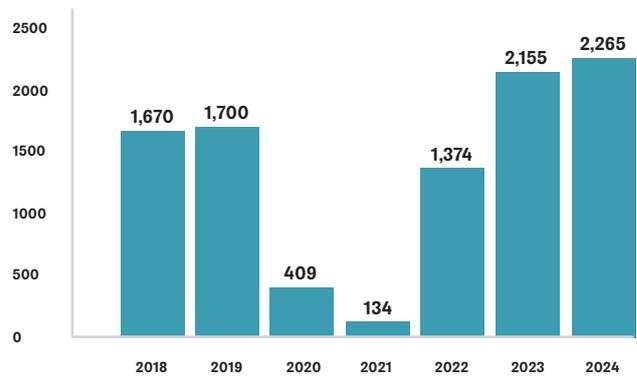


Average load factors remained steady at 76%, while Revenue Passenger Kilometres (RPKs) grew by 5.2%. This translated into a modest 4.2% increase in passenger revenue, as yield performance softened. The slower revenue growth relative to

RPK expansion reflects a decline in ticket prices, driven largely by intensified fare competition on trans-Pacific routes between North America, Australia, and New Zealand. This downward pressure on yields contributed to a 4.5% reduction in Revenue per Available Seat Kilometre (RASK).

Passenger numbers increased by 5.1% to 2.3 million, as Fiji Airways capitalised on the continued recovery in global tourism in its efforts to strengthen brand positioning as a premium leisure and connecting carrier in the Pacific.

PASSENGER NUMBERS (000'S)



Cargo and Other Revenue

Cargo operations continued to normalise as global freight markets stabilised post-pandemic. Cargo revenue increased by 13.1% to \$112 million, supported by resilient export demand for fresh produce, seafood, and pharmaceutical shipments. Tonnage remained strong throughout the year, underpinned by reliable regional supply chains and improved uplift capability across the widebody fleet. This performance reflects Fiji Airways’ integral role in supporting Fiji’s export economy and maintaining high-value cargo flows to major markets.

Revenue from engineering services, charter operations, and other ancillary streams totalled \$26.2 million, representing solid year-on-year growth. This increase was driven by the successful commercialisation of the Fiji Aviation Academy, which continued to attract regional and international training clients, as well as expanded third-party maintenance activity under Fiji Airways’ MRO service portfolio. These initiatives highlight the Group’s progress in diversifying revenue sources beyond core passenger operations.

Ancillary Revenue

Ancillary revenue—including baggage products, seat upgrades, buy-up options, and inflight retail—rose by 35.9% to \$22.7 million. Growth was supported by enhanced merchandising strategies, expanded product ranges, and improved digital distribution and payment capabilities across all customer touch-points. These developments reflect the effectiveness of the Group’s retail optimisation strategy and its continued investment in digital sales channels.

FINANCIAL COMMENTARY CONTINUED

OPERATING EXPENSES

Operating expenditure increased to \$1.52 billion for the year as Fiji Airways expanded its network reach and maintained full-scale operations across its international fleet. The cost increase was primarily driven by higher aircraft operating expenses, elevated flying activity, foreign exchange headwinds, and persistent inflationary pressures across the global aviation supply chain.

Unit cost performance remained resilient, with Cost per Available Seat Kilometre (CASK) improving by 0.1% excluding fuel and foreign exchange impacts. This outcome reflects continued emphasis on operational efficiency, supplier renegotiations, and disciplined cost-management initiatives across the Group.

Fuel Costs

Fuel remained the Group’s largest cost component, accounting for 32.5% of total operating expenditure.

Fuel costs marginally decreased by \$1.1 million (flat year-on-year) to \$495.4 million, supported by lower average global jet fuel prices (2024 MOPS US\$96.3/bbl vs 2023 MOPS US\$105.4/bbl) and ongoing efficiency measures under the airline’s fuel-optimization program.

FUEL PRICE - MOPS (US\$/BL)



2018 2019 2020 2021 2022 2023 2024

These savings were partially offset by higher flying hours from expanded long-haul services and additional capacity deployed across the Boeing 737 MAX and Airbus A350 fleets. Natural hedging through USD-denominated revenue streams provided partial protection against fuel price volatility.

Labour and Staff Costs

Labour expenses increased by 24.1% to \$161 million, driven by several factors including the higher headcount required to support network and fleet expansion, increased training and overtime linked to operational scale-up, and the full-year impact of the Hay Grade salary scaling implemented in 2023.

The wage realignment, which was only partially reflected in the prior year, contributed materially to the uplift in overall personnel costs in 2024 as the adjusted salary bands flowed through a full reporting period.

The Group’s Full-Time Equivalent (FTE) headcount increased by 8.6% to 177 employees, consistent with broader growth in flying activity and the need to support enhanced service standards across operational areas.

Aircraft Operating Costs

Aircraft operating expenses—including navigation charges, landing fees, and ground handling—rose 14.8% to \$514 million, driven by increased flight activity and inflationary adjustments from international airports and service providers.

Enhanced service standards at key international stations such as Sydney, Los Angeles, and Nadi contributed to higher ground handling costs, partly offset by operational efficiencies and renegotiated service contracts.

Network-related marketing initiatives to support route launches and brand visibility—such as targeted promotions for the Dallas–Fiji service and sponsorship partnerships with the LA Clippers and Melbourne Storm—were aligned with the broader commercial strategy to strengthen market presence.

Sales and Marketing

Sales and distribution expenses increased by 10.5% to \$232 million, driven by higher commission payouts and system charges resulting from increased ticketing volumes.

Marketing and promotional expenditure rose modestly as Fiji Airways invested in destination marketing partnerships with Tourism Fiji and regional tourism bodies, and launched new digital campaigns across North America and Asia to support brand growth and market penetration.

OWNERSHIP, INVESTMENT AND FINANCING COSTS

Finance Costs – Borrowings

Finance costs on borrowings decreased to \$50.8 million (2023: \$65.6 million), a reduction of \$14.9 million or 22%.

The Group maintained compliance with all debt covenants and continues to prioritise deleveraging while preserving liquidity to fund future fleet and infra-structure investments.

Finance Costs – Lease Liabilities

Finance costs on lease liabilities increased to \$36.2 million (2023: \$26.7 million), up \$9.5 million or 35 percent, primarily driven by the full-year impact of Airbus A350 operating leases introduced during 2023.

The A350 fleet additions, while increasing lease interest expense, have delivered material fuel efficiency and operational savings across long-haul sectors.

Depreciation and Amortisation

Depreciation and amortisation increased by 14.2% to \$230.2 million, reflecting the full-year effect of the A350 fleet, capitalisation of major maintenance events, and new simulator equipment additions at the Fiji Aviation Academy.

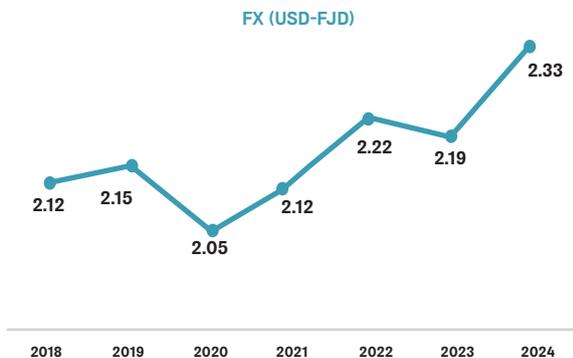
FINANCIAL COMMENTARY CONTINUED

OTHER SIGNIFICANT ITEMS**Unrealised Exchange Impact**

An unrealised foreign exchange loss of \$83.5 million was recognised in 2024 (2023: gain of \$20.9 million), representing a movement of \$104.4 million year-on-year.

The loss primarily reflects the revaluation of USD-denominated aircraft lease liabilities and related maintenance provisions, following the depreciation of the Fijian dollar against the US dollar (USD/FJD 2.33 in 2024 vs 2.19 in 2023).

Given the airline's large USD exposure across fuel, lease, and financing obligations, currency translation differences can materially impact reported profit, although these effects are non-cash and expected to reverse over time as underlying payments are made.



The Group continues to apply natural hedging strategies—matching USD inflows from ticket sales and partner settlements against USD outflows—to reduce net currency exposure.

Fair Value Loss on Hedges

A fair value loss of \$0.03 million was recognised on the Group's hedging instruments in 2024 (2023: \$25.4 million loss), representing a favourable variance of \$22.4 million year-on-year.

The improvement reflects enhanced alignment between the Group's fuel and foreign exchange hedge portfolio and the underlying exposures, as movements in oil prices and currency rates tracked more closely with market expectations.

Share of Profit of Associates

The Group's share of profit from associates amounted to \$18.1 million (2023: \$18.7 million), reflecting Fiji Airways' 50 percent interest in Richmond Pte Limited and Centrecom Pte Limited.

The investment continues to be equity-accounted under IAS 28 Investments in Associates and Joint Ventures, with Fiji Airways' share of profit recorded net of financing, depreciation, and management costs.

No impairment indicators were identified at year-end, and the carrying amounts remains supported by independent valuation.

CASH AND FINANCIAL POSITION

Fiji Airways ended the 2024 financial year with a strong closing operating cash balance of \$256.8 million (2023: \$216.5 million), reflecting a net cash inflow of \$40.2 million for the year.

Operating cash flows remained robust at \$323.7 million, underpinned by steady passenger demand, disciplined cost control, and continued recovery across key long-haul markets.

Free cash flow generation improved to \$226.3 million, providing sufficient liquidity to fund capital investments and debt repayments without reliance on additional borrowing.

Investment Activities

During the year, Fiji Airways continued to invest strategically in fleet, infrastructure, and technology to support long-term operational efficiency and service excellence.

Investing activities resulted in a net outflow of \$97.5 million, largely attributable to capital expenditure of \$117.4 million for aircraft checks, engine overhauls, and the Fiji Aviation Academy Phase 2 expansion.

The outflows were partially offset by a \$29.0 million dividend received from Richmond Pte Limited, subsequently reinvested into Vatu Talei Pte Limited in early 2025, reinforcing the Group's long-term investment strategy in tourism-linked assets.

Financing Activities

Financing cash flows recorded a net outflow of \$186.1 million, primarily reflecting scheduled loan and lease repayments of \$270.3 million. This included \$34.5 million in term-loan repayments, \$76.8 million for owned aircraft leases, and \$156.3 million for leased aircraft. These were partly offset by new financing of \$150.0 million from the FNPF to refinance the Fiji Aviation Academy.

Equity

Total shareholders' equity decreased to \$240.3 million (2023: \$251.9 million), due to losses incurred in the year. Despite this, Fiji Airways remains well-capitalised with a strong net asset base and maintains a prudent capital structure.

FUTURE PLANS

Looking ahead, Fiji Airways will continue executing its strategies focused on network expansion, fleet modernisation, and operational excellence.

The Group remains committed to reinvesting in infrastructure and people, maintaining financial discipline, and positioning Fiji Airways as a leading premium carrier in the Pacific region.



CONSOLIDATED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

TABLE OF CONTENTS

Directors' Report	73 - 75
Directors' Declaration	76
Auditor's Independence Declaration	77
Independent Auditor's Report	78 - 80
Statement of Profit or Loss	81
Statement of Other Comprehensive Income	82
Statement of Changes in Equity	83 - 84
Statement of Financial Position	85 - 88
Statement of Cash Flows	89
Notes to the Financial Statements	90 -129

DIRECTORS' REPORT FOR THE YEAR ENDED 31 DECEMBER 2024

The Directors of Air Pacific Limited trading as Fiji Airways, (the "Company") present their report together with the financial statements of the Group, being the Company and its subsidiaries and jointly controlled entities for the year ended 31 December 2024 as set out on pages 81 to 129 and the auditor's report thereon in accordance with the Companies Act, 2015.

1. DIRECTORS

The Directors of the Group and Company during the financial year and up to the date of this report were:

- Mr. Nalin Kumar Patel - Chairman
- Mr. Andries Nathaniel Viljoen
- Mr. Daksesh Patel
- Mr. Attar Singh
- Ms. Leba Seni Lutu Nabou
- Mr. Himmat Lodhia

2. PRINCIPAL ACTIVITIES

The principal activities of the Group during the year were the provision of international and domestic air transportation and ancillary services, provision of cargo freight services, sale of holiday packages inclusive of air tickets, accommodation and hotel activities.

Pacific Call Comm Pte Limited, a subsidiary of Air Pacific Limited, does not carry on business and was set up as a special purpose vehicle to hold the Company's 50% interest in Centrecom Pte Limited. The principal activities of Centrecom Pte Limited were the provision of contact centre and back office processing services.

The Company has 50% interest in Richmond Pte Limited trading as Sofitel Fiji Resort and Spa. The principal activities of Richmond Pte Limited were the provision of hotel accommodation, food and beverage and other related services.

The Company has 50% interest in Vatu Talei Pte Limited. The principal activities of Vatu Talei Pte Limited during the reporting period has been the construction and development of the resort. The intended principal activities upon completion are provision of hotel accommodation, food and beverage and other related services.

3. RESULTS

The Earnings Before Interest, Taxes, Depreciation, Amortisation and Rent (EBITDAR) of the Group for the year was \$325.1 million (2023 restated EBITDAR: \$373.4 million). The Group made an Operating Profit before Other Significant Items and Taxes of \$23.7 million (2023 restated Operating Profit: \$99.8 million). At the net level, the Group generated a loss after income tax of \$25.0 million (2023 restated profit after income tax: \$121.5 million), mainly due to currency translation losses \$83.5 million (2023 restated currency translation gain: \$21.0 million).

EBITDAR of the Company for the year was \$347.6 million (2023 restated EBITDAR: \$366.3 million). The Company made an Operating Profit before Other Significant Items and Taxes of \$52.8 million (2023 restated Operating Profit: \$98.3 million). At the net level, the Company generated a loss after income tax of \$13.7 million (2023 restated profit after income tax: \$100.2 million), mainly due to currency translation losses \$83.1 million (2023 restated currency translation gain: \$21.0 million).

The Group results for the financial year ended 31 December 2024 are impacted primarily due to three key factors.

- Revenue performance in 2023 benefitted from Fiji Airways' position as one of the earliest carriers to restore operations following the pandemic, allowing the airline to capture premium yields in a capacity-constrained market. However, this advantage was not sustained in 2024, as major competitors had by then fully resumed operations and reinstated capacity, which diluted the premium revenues of the prior year and placed downward pressure on yields.
- The 2024 results reflect the full-year impact of lease costs associated with the two Airbus A350-900 aircraft that were inducted into the fleet in August 2023. As a result, the prior year carried only five months of lease costs in respect of these aircraft, whereas the 2024 financial year carried a full twelve months of costs.
- The strengthened United States Dollar (USD) against the Fijian Dollar at year-end increased the local currency cost of the Group's predominantly USD-denominated lease liability obligations. This foreign exchange impact resulted in an additional unrealised foreign exchange loss of FJ\$83.5 million.

Consequently, in order to provide enhanced transparency and comparability of its Financial Statements, the Group has included a supplementary presentation in United States Dollars (USD), disclosed under Note 6. This supplementary information reproduces the primary financial statements - Statement of Profit or Loss, Statement of Other Comprehensive Income, Statement of Financial Position and Statement of Cash Flows in USD, with the objective of enhancing transparency and comparability for stakeholders.

The airline industry is inherently USD-denominated: Aircraft acquisitions and valuations are transacted in USD, financing arrangements are largely USD-based, jet fuel purchases are priced and settled exclusively in USD, and both air navigation and ground handling charges are also payable in USD. Fiji Airways exhibits significant exposure to the US Dollars, with approximately 40% of revenues and 58% of expenses denominated in the currency. .

DIRECTORS' REPORT - CONTINUED FOR THE YEAR ENDED 31 DECEMBER 2024

3. RESULTS (continued)

While statutory financial statements continue to be presented in Fijian Dollars (FJD) in compliance with local regulatory requirements, fluctuations in the USD/FJD exchange rate have introduced increasing volatility and translation effects, creating a disconnect between the Group's underlying USD performance and the reported FJD results.

To provide greater clarity to our stakeholders and international investors, the supplementary disclosure in Note 6 addresses this by presenting the Group's financial performance on both an FJD and USD basis. On this basis, the translation effects of USD/FJD movements are removed.

When expressed directly in USD, the EBITDAR of the Group for the year was US\$143.8 million (2023 restated EBITDAR: US\$166.5 million). The Group made an Operating Profit before Other Significant Items and Taxes of US\$10.5 million (2023 restated Operating Profit: US\$44.5 million). At the net level, the Group generated a profit after income tax of US\$25.8 million (2023 restated profit after income tax: US\$44.8 million).

Prior Year Restatements

As part of a comprehensive review undertaken in 2024 to ensure alignment with International Financial Reporting Standards (IFRS Accounting Standards), certain prior-year figures for 2023 and 2022 were restated. These adjustments, which had no impact on cashflows, resulted in a net reduction in the previously reported net comprehensive income of \$3.3 million and \$10.4 million for the 2023 and 2022 years respectively.

The restatements primarily related to refinements in hedge accounting, aircraft maintenance obligations, and revenue recognition practices. These changes reflect a more consistent application of accounting principles and enhance the transparency and comparability of the Group's financial statements. Refer to Note 30 for details of the restatements.

4. RESERVES

The Directors recommend that no amounts be transferred to reserves in respect for the year ended 31 December 2024 (2023: \$Nil).

5. DIVIDENDS

The Directors recommend that no amounts be paid out by way of dividends (2023: \$Nil).

6. CURRENT AND NON-CURRENT ASSETS

Prior to the completion of the Group and the Company's financial statements, the Directors took reasonable steps to ascertain whether any current and non-current assets were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Group. Where necessary, these assets have been written down or adequate allowance has been made to bring the values of such assets to an amount that they might be expected to realise.

The Directors took reasonable steps before the Group's and Company's financial statements were prepared to ascertain that all known bad debts were written off and adequate allowance was made for expected credit loss.

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

7. BASIS OF PREPARATION

The financial statements of the Group and Company have been drawn up in accordance with the International Financial Reporting Standards and Fiji Companies Act 2015. The financial statements have been prepared under the historical cost convention.

8. SIGNIFICANT EVENTS DURING THE YEAR

The following significant events occurred during the year ended 31 December 2024:

Refinancing of Fiji Airways Aviation Academy investment

The existing Fiji Airways Aviation Academy building, featuring two full flight simulators for the A330 and 737-8 Max aircraft and fixed training devices commissioned in 2021, was financed through the Group's operational cash flow at a cost of \$83.7 million for Phase 1 of the overall project.

For Phase 2, the Group invested an additional \$72.6 million to expand the existing building structure and acquire two new full flight simulators for the A350 and ATR-72 aircraft, along with fixed training devices.

In December 2024, the Fiji Airways Aviation Academy project was refinanced through a \$150.0 million domestic loan.

DIRECTORS' REPORT - CONTINUED FOR THE YEAR ENDED 31 DECEMBER 2024

8. SIGNIFICANT EVENTS DURING THE YEAR (continued)

Delivery of new ATR 72-600 aircraft

In August 2024, the Company executed a term sheet with NAC Aviation Limited for the lease of three (3) new ATR 72-600 aircraft. The Company took delivery of the first two aircraft in December 2024 and the third aircraft is scheduled for delivery in the fourth quarter of 2025.

9. EVENTS SUBSEQUENT TO BALANCE DATE

The following significant events occurred during the year ended 31 December 2025:

Acquisition of Shares in Vatu Talei Limited

In April 2025, Fiji Airways invested \$29.0 million for a 50% shareholding in Vatu Talei Pte Limited. Vatu Talei is a new joint venture project between Air Pacific Limited and BSP Life (Fiji) Pte Limited, undertaken by the management of Richmond Pte Limited. The project involves the development of a 190-room resort, with an estimated total project cost of over \$230.0 million, and operations are expected to commence in late 2026.

No charge on the assets of the Company has arisen since the end of the financial year to the date of this report to secure the liabilities of any other person.

No contingent liability has arisen since the end of the financial year to the date of this report.

No contingent or other liability has become enforceable or is likely to become enforceable within a period of twelve months after the date of this report which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

10. UNUSUAL TRANSACTIONS

The results of the Group and 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.

11. DIRECTORS BENEFITS

No Director of the Company has received or become entitled to receive a benefit (other than a benefit included in the total amount of emoluments received or due and receivable by Directors as shown in the Company financial statements) by reason of contract made by the Company or related corporation with the Director or with a firm of which he/she is a member, or with a Company in which he/she has substantial financial interest.

12. RELATED PARTIES TRANSACTION

In opinion of the Directors all related parties transactions have been adequately recorded in the books of the Company and reflected in the financial statements.

13. RELATED PARTIES TRANSACTION

In opinion of the Directors all related parties transactions have been adequately recorded in the books of the Company and reflected in the financial statements.

14. GOING CONCERN

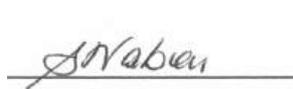
The Directors consider the Group and the Company to be a going concern. The Directors believe that the basis of preparation of the financial statement is appropriate and the Group and the Company will be able to continue in operation for at least 12 months from the date of this report.

Dated at Nadi this 21st day of November 2025.

Signed in accordance with a resolution of the Directors.



DIRECTOR



DIRECTOR

DIRECTORS' DECLARATION FOR THE YEAR ENDED 31 DECEMBER 2024

The declaration by Directors is required by the Companies Act, 2015.

The Directors of the Group and the Company have made a resolution that declares:

- (a) In the opinion of the directors, the financial statements of the Group and Company for the financial year ended 31 December 2024:
 - (i) comply with the International Financial Reporting Standards and give a true and fair view of the financial position of the Group and the Company as at 31 December 2024 and of the performance, changes in equity and cash flows of the Group and the Company for the year ended 31 December 2024; and
 - (ii) have been prepared in accordance with the Companies Act 2015.
- (b) The Directors have received independence declaration by the external auditors as required by Section 395 of the Companies Act 2015; and
- (c) At the date of this declaration, in the opinion of the Directors, there are reasonable grounds to believe that the Group and the Company will be able to pay its debts as and when they become due and payable.

For and on behalf of the Board of Directors, by authority of a resolution of the Directors, this 21st day of November 2025.



DIRECTOR



DIRECTOR



21 Enamanu Road
Nadi
P O Box 10812 | Nadi Airport | Fiji

Tel: +679 666 2433
Fax: +679 666 7282
ey.com

Auditor's Independence Declaration to the Directors of Air Pacific Limited and its subsidiaries

As group auditor for the audit of Air Pacific Limited and its subsidiaries for the financial year ended 31 December 2024, I declare to the best of my knowledge and belief, there have been:

- (a) no contraventions of the auditor independence requirements of the Companies Act 2015 in relation to the audit; and
- (b) no contraventions of any applicable code of professional conduct in relation to the audit.

This declaration is in respect of Air Pacific Limited its subsidiaries during the financial year.

Ernst & Young
Chartered Accountants

Steven Pickering
Partner
Nadi, Fiji
21 November 2025



Shape the future
with confidence

21 Enamamu Road
Nadi
P O Box 10812 | Nadi Airport | Fiji

Tel: +679 666 2433
Fax: +679 666 7282
ey.com

Independent Auditor's Report

To the Shareholders of Air Pacific Limited

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Air Pacific Limited (trading as Fiji Airways, the "Company") and its subsidiaries (collectively the "Group"), which comprise the statements of financial position as at 31 December 2024 of the Company and the Group, the statements of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements, including a summary of material accounting policies.

In our opinion, the accompanying financial statements give a true and fair view of the financial position of the Company and the Group as at 31 December 2024, and its financial performance and its cash flows for the year then ended in accordance with IFRS Accounting Standards.

Basis for Opinion

We conducted our audit in accordance with International Standards on Auditing (ISA). Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the Company and the Group in accordance with the International Ethics Standards Board for Accountants' Code of Ethics for Professional Accountants (*including International Independence Standards*) (IESBA Code) together with the ethical requirements that are relevant to our audit of the financial statements in Fiji, and we have fulfilled our other ethical responsibilities in accordance with these requirements and the IESBA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Emphasis of Matter - Recognition of deferred tax assets on carried forward tax losses

We draw attention to Note 9(c) of the financial statements, which explains the recognition of deferred tax assets related to tax losses and the significant judgment and estimation required in estimating the level of future taxable profits. Our opinion is not modified in respect of this matter.

Other Matter

The financial statements of the Group for the year ended 31 December 2023 were audited by another auditor who expressed an unmodified opinion on those statements on 6 May 2024.

Other Information

The Directors and management are responsible for the other information. The other information comprises the annual report, which includes the Directors' report, but does not include the financial statements and the auditor's report thereon. The other information obtained at the date of the auditor's report is the Directors' Report.

Our opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained during the audit, or otherwise appears to be materially misstated.

If, based upon the work we have performed obtained prior to the date of this auditor's report, 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 Management and those charged with Governance for the Financial Statements

The Directors and management are responsible for the preparation and fair presentation of the financial statements in accordance with IFRS Accounting Standards, and for such internal control as management determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.



Shape the future
with confidence

Independent Auditor's Report (continued)

Responsibilities of Management and those charged with Governance for the Financial Statements (continued)

In preparing the financial statements, the Directors and management are responsible for assessing the Company's and the Group'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 and management either intend to liquidate the Company and the Group or to cease operations, or have no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Company's and the Group's financial reporting process.

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 will always detect a material misstatement when it exists. Misstatements can arise from fraud and 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 the financial statements.

As part of an audit in accordance with ISA, we exercise professional judgement and maintain professional skepticism throughout the audit. We also:

- ▶ Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- ▶ Obtain an understanding of internal control relevant to the audit 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 Company's and the Group's internal control.
- ▶ Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- ▶ Conclude on the appropriateness of the Directors' and management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's and the Group's ability to continue as a going concern. If we conclude that material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures, are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company and the Group to cease to continue as a going concern.
- ▶ Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- ▶ Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the financial statements. We are responsible for the direction, supervision and performance of the Group audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide those charged with governance with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.



Shape the future
with confidence

Independent Auditor's Report (continued)

Report on Other Legal and Regulatory Requirements

In our opinion, the financial statements have been prepared in accordance with the requirements of the Companies Act 2015 in all material respects, and;

- a) we have been given all information, explanations and assistance necessary for the conduct of the audit; and
- b) the Group has kept financial records sufficient to enable the financial statements to be prepared and audited.

A handwritten signature in blue ink, appearing to read 'Ernst & Young', written over a horizontal line.

Ernst & Young
Chartered Accountants

A handwritten signature in blue ink that reads 'Steven Pickering'.

Steven Pickering
Partner
Nadi, Fiji
21 November 2025

STATEMENT OF PROFIT OR LOSS

FOR THE YEAR ENDED 31 DECEMBER 2024

	Notes	Group		Company	
		2024 \$'000	2023 \$'000 <i>Restated</i>	2024 \$'000	2023 \$'000 <i>Restated</i>
Operating Revenue					
Passenger revenue		1,709,636	1,640,310	1,641,018	1,577,530
Cargo revenue		111,983	99,012	110,994	97,935
Other revenue		26,201	36,260	79,211	59,131
		1,847,820	1,775,582	1,831,223	1,734,596
Operating Expenditure					
Aircraft operations		(513,567)	(447,200)	(503,963)	(443,275)
Fuel		(495,445)	(496,592)	(485,168)	(483,520)
Sales and marketing		(232,235)	(210,196)	(225,946)	(203,393)
Labour cost		(161,048)	(129,751)	(148,628)	(120,275)
Passenger services		(96,342)	(86,203)	(96,105)	(86,110)
Other expenses		(24,096)	(32,216)	(23,797)	(31,706)
		(1,522,733)	(1,402,158)	(1,483,607)	(1,368,279)
Earnings Before Interest, Taxes, Depreciation, Amortisation and Rent (EBITDAR)					
		325,087	373,424	347,616	366,317
Depreciation - right-of-use assets	17 (b) (i)	(160,823)	(135,002)	(160,823)	(135,002)
Depreciation - owned assets	16	(69,425)	(66,641)	(62,820)	(61,027)
Operating Profit Before Finance Costs and Taxation					
		94,839	171,781	123,973	170,288
Finance income	7 (a)	15,842	20,391	15,842	20,391
Finance cost - interest bearing borrowings and derivatives	7 (b)	(50,766)	(65,637)	(50,760)	(65,637)
Finance cost - lease liabilities		(36,245)	(26,765)	(36,245)	(26,765)
Finance Cost - Net					
		(71,169)	(72,011)	(71,163)	(72,011)
Operating Profit Before Other Significant Items					
		23,670	99,770	52,810	98,277
Other significant items	8	(83,469)	(4,382)	(83,088)	(4,426)
Operating (Loss) / Profit Before Income Tax					
		(59,799)	95,388	(30,278)	93,851
Share of net profit in joint controlled entities	18 (b)	18,060	18,653	-	-
(Loss) / Profit Before Income Tax					
		(41,739)	114,041	(30,278)	93,851
Income tax benefit	9 (a)	16,705	7,444	16,559	6,348
(Loss) / Profit After Income Tax					
		(25,034)	121,485	(13,719)	100,199

Comparative period figures for the prior period have been restated. Refer Note 30 for details of the restatements.

The above Statement of Profit or Loss should be read in conjunction with the Notes to the Financial Statements as set out on pages 90 - 129.

STATEMENT OF OTHER COMPREHENSIVE INCOME

FOR THE YEAR ENDED 31 DECEMBER 2024

	Notes	Group		Company	
		2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000
(Loss) / Profit After Income Tax		(25,034)	121,485	(13,719)	100,199
Other comprehensive income					
<u>Items that will not be reclassified to profit or loss</u>					
Revaluation of land and buildings - Company and Subsidiary Owned	19 (b)	21,378	9,675	19,950	9,261
Related tax	19 (b)	(5,296)	(4,591)	(4,939)	(4,320)
Revaluation of land and buildings - Jointly Controlled Entities (net of tax)	19 (b)	(2,732)	9,556	-	-
Other comprehensive income for the year, net of tax		13,350	14,640	15,011	4,941
Total Comprehensive Income for the year		(11,684)	136,125	1,292	105,140

Comparative period figures for the prior period have been restated. Refer Note 30 for details of the restatements.

The above Statement of Other Comprehensive Income should be read in conjunction with the Notes to the Financial Statements as set out on pages 90 - 129.

STATEMENT OF CHANGES IN EQUITY

FOR THE YEAR ENDED 31 DECEMBER 2024

	Share Capital	Accumulated Losses	Asset Revaluation Reserve	Total
Group	\$'000	\$'000	\$'000	\$'000
Balance at 1 January 2023 <i>(Restated)</i>	226,093	(202,163)	91,880	115,810
<i>Comprehensive income</i>				
Profit for the year	-	121,485	-	121,485
Other comprehensive income (net of tax)	-	-	14,640	14,640
Transfer excess depreciation to revaluation reserve	-	3,586	(3,586)	-
Total comprehensive income for the year	-	125,071	11,054	136,125
Balance at 31 December 2023 <i>(Restated)</i>	226,093	(77,092)	102,934	251,935
<i>Comprehensive income</i>				
Loss for the year	-	(25,034)	-	(25,034)
Other comprehensive income (net of tax)	-	-	13,350	13,350
Transfer excess depreciation to revaluation reserve	-	4,224	(4,224)	-
Total comprehensive loss for the year	-	(20,810)	9,126	(11,684)
Balance at 31 December 2024	226,093	(97,902)	112,060	240,251

Comparative period figures for the prior period have been restated. Refer Note 30 for details of the restatements.

The above Statement of Changes in Equity should be read in conjunction with the Notes to the Financial Statements as set out on pages 90 - 129.

STATEMENT OF CHANGES IN EQUITY

FOR THE YEAR ENDED 31 DECEMBER 2024

	Share Capital	Accumulated Losses	Asset Revaluation Reserve	Total
Company	\$'000	\$'000	\$'000	\$'000
Balance at 1 January 2023 <i>(Restated)</i>	226,093	(210,704)	41,324	56,713
<i>Comprehensive income</i>				
Profit for the year	-	100,199	-	100,199
Other comprehensive income (net of tax)	-	-	4,941	4,941
Transfer excess depreciation to revaluation reserve	-	3,476	(3,476)	-
Total comprehensive income for the year	-	103,675	1,465	105,140
Balance at 31 December 2023 <i>(Restated)</i>	226,093	(107,029)	42,789	161,853
<i>Comprehensive income</i>				
Loss for the year	-	(13,719)	-	(13,719)
Other comprehensive income (net of tax)	-	-	15,011	15,011
Transfer excess depreciation to revaluation reserve	-	4,100	(4,100)	-
Total comprehensive income for the year	-	(9,619)	10,911	1,292
Balance at 31 December 2024	226,093	(116,648)	53,700	163,145

Comparative period figures for the prior period have been restated. Refer Note 30 for details of the restatements.

The above Statement of Changes in Equity should be read in conjunction with the Notes to the Financial Statements as set out on pages 90 - 129.

STATEMENT OF FINANCIAL POSITION

FOR THE YEAR ENDED 31 DECEMBER 2024

Group	Notes	2024	2023	2022
		\$'000	\$'000	\$'000
			<i>Restated</i>	<i>Restated</i>
Non-Current Assets				
Aircraft, property, plant and equipment	16	837,529	773,917	718,526
Right-of-use assets	17 (b) (i)	1,254,908	1,335,928	956,584
Aircraft deposits		17,615	16,281	8,284
Trade and other receivables	11	43,738	53,975	65,414
Investment in jointly controlled entities	18 (b)	120,342	134,014	84,922
Deferred tax assets	9 (c)	125,844	114,435	111,582
Total Non-Current Assets		2,399,976	2,428,550	1,945,312
Current Assets				
Cash and cash equivalents	10	256,759	216,545	303,162
Term deposits		118,403	95,240	72,741
Derivatives	12 (a)	31,439	12,451	11,701
Trade and other receivables	11	130,371	185,245	138,607
Income tax refund	9 (d)	444	285	1,277
Inventories	13	72,716	58,906	52,758
Total Current Assets		610,132	568,672	580,246
Total Assets		3,010,108	2,997,222	2,525,558

Comparative period figures for the prior period have been restated. Refer Note 30 for details of the restatements.

The above Statement of Financial Position should be read in conjunction with the Notes to the Financial Statements as set out on pages 90 - 129.

STATEMENT OF FINANCIAL POSITION

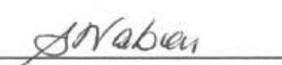
FOR THE YEAR ENDED 31 DECEMBER 2024

Group	Notes	2024	2023	2022
		\$'000	\$'000	\$'000
			<i>Restated</i>	<i>Restated</i>
Shareholders' Equity				
Share capital	19 (a)	226,093	226,093	226,093
Asset revaluation reserve	19 (b)	112,060	102,934	91,880
Accumulated losses		(97,902)	(77,092)	(202,163)
Total Shareholders' Equity		240,251	251,935	115,810
Non-Current Liability				
Borrowings	22	647,558	539,463	487,394
Lease liabilities - right of use assets	17 (b) (ii)	1,232,551	1,249,854	918,602
Lease liabilities - owned aircraft	17 (a)	-	23,187	98,737
Deferred lease	17 (b) (iii)	5,511	7,912	10,758
Employee benefits	21	3,046	2,367	819
Provisions	25	48,738	29,611	17,966
Total Non-Current Liability		1,937,404	1,852,394	1,534,276
Current Liability				
Borrowings	22	41,843	34,406	74,404
Lease liabilities - right of use assets	17 (b) (ii)	171,321	152,160	115,769
Lease liabilities - owned aircraft	17 (a)	24,577	74,331	83,796
Deferred lease	17 (b) (iii)	2,875	2,713	27,317
Trade creditors and accrued expenses	15	205,948	212,215	157,729
Revenue received in advance	20	356,098	383,462	399,066
Employee benefits	21	17,287	27,840	11,593
Derivative liability	12 (b)	2,050	-	-
Provisions	25	10,454	5,766	5,798
Total Current Liability		832,453	892,893	875,472
Total Liabilities		2,769,857	2,745,287	2,409,748
Total Shareholders' Equity and Liabilities		3,010,108	2,997,222	2,525,558

Signed in accordance with a resolution of the Board.



DIRECTOR



DIRECTOR

Comparative period figures for the prior period have been restated. Refer Note 30 for details of the restatements.

The above Statement of Financial Position should be read in conjunction with the Notes to the Financial Statements as set out on pages 90 - 129.

STATEMENT OF FINANCIAL POSITION

FOR THE YEAR ENDED 31 DECEMBER 2024

Company	Notes	2024 \$'000	2023 \$'000 <i>Restated</i>	2022 \$'000 <i>Restated</i>
Non-Current Assets				
Aircraft, property, plant and equipment	16	796,755	745,273	701,479
Right-of-use assets	17 (b) (i)	1,254,908	1,335,928	956,584
Aircraft deposits		17,615	16,281	8,284
Trade and other receivables	11	43,738	53,975	65,414
Receivable from related parties	14 (a)	55,773	43,752	38,910
Investment in subsidiaries	18 (a)	2,250	2,250	2,250
Investment in jointly controlled entities	18 (b)	42,672	42,672	17,915
Deferred tax assets	9 (c)	116,472	104,852	102,826
Total Non-Current Assets		2,330,183	2,344,983	1,893,662
Current Assets				
Cash and cash equivalents	10	256,731	215,948	302,835
Term deposits		118,403	95,240	72,741
Derivatives	12 (a)	31,439	12,451	11,701
Trade and other receivables	11	128,971	183,341	137,282
Income tax refund	9 (d)	394	235	1,226
Inventories	13	61,592	49,099	43,446
Total Current Assets		597,530	556,314	569,231
Total Assets		2,927,713	2,901,297	2,462,893

Comparative period figures for the prior period have been restated. Refer Note 30 for details of the restatements.

The above Statement of Financial Position should be read in conjunction with the Notes to the Financial Statements as set out on pages 90 - 129.

STATEMENT OF FINANCIAL POSITION

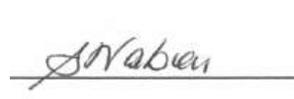
FOR THE YEAR ENDED 31 DECEMBER 2024

	Notes	2024	2023	2022
Company		\$'000	\$'000	\$'000
			<i>Restated</i>	<i>Restated</i>
Shareholders' Equity				
Share capital	19 (a)	226,093	226,093	226,093
Asset revaluation reserve	19 (b)	53,700	42,789	41,324
Accumulated losses		(116,648)	(107,029)	(210,704)
Total Shareholders' Equity		163,145	161,853	56,713
Non-Current Liability				
Borrowings	22	647,558	539,463	487,394
Lease liabilities - right of use assets	17 (b) (ii)	1,232,551	1,249,854	918,602
Lease liabilities - owned aircraft	17 (a)	-	23,187	98,737
Deferred lease	17 (b) (iii)	5,511	7,912	10,758
Payable to related parties	14 (b)	618	618	615
Employee benefits	21	3,046	2,367	819
Provisions	25	48,738	29,611	17,966
Total Non-Current Liability		1,938,022	1,853,012	1,534,891
Current Liability				
Borrowings	22	41,843	34,406	74,404
Lease liabilities - right of use assets	17 (b) (ii)	171,321	152,160	115,769
Lease liabilities - owned aircraft	17 (a)	24,577	74,331	83,796
Deferred lease	17 (b) (iii)	2,875	2,713	27,317
Trade creditors and accrued expenses	15	201,452	206,917	154,168
Revenue received in advance	20	356,098	383,462	399,131
Employee benefits	21	15,876	26,677	10,906
Derivative liability	12 (b)	2,050	-	-
Provisions	25	10,454	5,766	5,798
Total Current Liability		826,546	886,432	871,289
Total Liabilities		2,764,568	2,739,444	2,406,180
Total Shareholders' Equity and Liabilities		2,927,713	2,901,297	2,462,893

Signed in accordance with a resolution of the Board.



DIRECTOR



DIRECTOR

Comparative period figures for the prior period have been restated. Refer Note 30 for details of the restatements.

The above Statement of Financial Position should be read in conjunction with the Notes to the Financial Statements as set out on pages 90 - 129.

STATEMENT OF CASH FLOWS

FOR THE YEAR ENDED 31 DECEMBER 2024

	Group		Company	
	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000
Operating Activities				
(Loss) / Profit before Income Tax	(41,739)	114,041	(30,278)	93,851
<i>Adjustments for:</i>				
Depreciation of aircraft, property, plant and equipment	69,425	66,641	62,820	61,027
Depreciation of right-of-use assets	160,823	135,002	160,823	135,002
Interest on lease liabilities - leased assets	36,245	26,765	36,245	26,765
Unrealised foreign exchange loss / (gain)	83,465	(20,981)	83,084	(20,937)
Share of net profit in jointly controlled entities	(18,060)	(18,653)	-	-
Amortisation of prepaid finance costs	11,192	12,606	11,192	12,606
Interest on term deposits	(7,573)	(10,544)	(7,573)	(10,544)
Interest on loan and deferred lease	29,478	34,786	29,478	34,786
Amortisation of fuel and foreign exchange derivatives	15,410	25,214	15,410	25,214
Dividend income	-	-	(29,000)	(3,875)
Fair value loss on derivatives	4	25,363	4	25,363
Operating Profit before working capital changes	338,670	390,240	332,205	379,258
<i>Changes in working capital:</i>				
Increase in inventories	(13,810)	(6,148)	(12,493)	(5,653)
Decrease / (increase) in trade and other receivables	52,679	(46,926)	52,175	(46,347)
Increase in derivatives	(32,352)	(51,327)	(32,352)	(51,327)
(Decrease) / increase in trade and other payables	(8,027)	56,754	(6,848)	54,973
Decrease in revenue received in advance	(27,364)	(15,604)	(27,364)	(15,669)
(Decrease) / increase in employee benefits	(9,874)	17,795	(10,122)	17,319
Increase in aircraft provisions	23,815	11,613	23,815	11,613
Net cash from operating activities	323,737	356,397	319,016	344,167
Investing Activities				
Purchase of property, plant and equipment	(117,422)	(115,259)	(100,846)	(94,169)
Interest received on term deposits	8,716	9,214	8,716	9,214
Investment in Richmond Pte Limited	-	(24,757)	-	(24,757)
Dividend received Richmond Pte Limited	29,000	3,875	29,000	3,875
Net transfer of funds to secured term deposits	(17,766)	(22,987)	(17,766)	(22,987)
Advances to Fiji Airlines Pte Limited trading as Fiji Link	-	-	(11,290)	(9,130)
Net cash used in investing activities	(97,472)	(149,914)	(92,186)	(137,954)
Financing Activities				
Proceeds from interest-bearing borrowings	150,000	90,000	150,000	90,000
Repayment of interest-bearing borrowings	(34,468)	(77,929)	(34,468)	(77,929)
Repayment of lease liabilities - owned aircraft	(76,782)	(84,581)	(76,782)	(84,581)
Repayment of lease liabilities - leased assets	(156,283)	(130,268)	(156,279)	(130,268)
Repayment of deferred lease liabilities - leased aircraft	(2,795)	(28,006)	(2,795)	(28,006)
Interest paid - interest-bearing borrowings	(27,040)	(28,952)	(27,040)	(28,952)
Interest paid - lease liabilities - owned aircraft	(1,871)	(4,828)	(1,871)	(4,828)
Interest paid - lease liabilities - leased assets	(36,245)	(26,765)	(36,245)	(26,765)
Interest paid - deferred lease liabilities - leased aircraft	(567)	(1,771)	(567)	(1,771)
Net cash used in financing activities	(186,051)	(293,100)	(186,047)	(293,100)
Net increase / (decrease) in cash and cash equivalents	40,214	(86,617)	40,783	(86,887)
Cash and cash equivalents at the beginning of financial year	216,545	303,162	215,948	302,835
Cash and cash equivalents at the end of financial year	256,759	216,545	256,731	215,948

The above Statement of Cash Flows should be read in conjunction with the Notes to the Financial Statements as set out on pages 90 -129.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

1. GENERAL INFORMATION

Air Pacific Limited (the “Company”) is a Company domiciled in Fiji. The address of the Company’s registered office is Air Pacific Maintenance & Administration Centre, Naisoso Road, Nadi, Fiji Islands. The consolidated financial statements of the Company for the year ended 31 December 2024 comprise the Company and its subsidiaries (together referred to as the “Group” and individually as “Group entities”) and the Group’s interest in jointly controlled entities. The financial statements of the Group and the Company for the year ended 31 December 2024 were authorised for issue in accordance with a resolution of the Directors on 21 November 2025.

The principal business of the Company is to provide air transport services, comprising scheduled passenger, baggage, charter and cargo services, the sale of holiday packages comprising air tickets plus hotel accommodation and hotel activities.

Fiji Airlines Pte Limited (trading as Fiji Link) and Pacific Call Comm Pte Limited are wholly owned subsidiaries of the Company.

Pacific Call Comm Pte Limited does not carry on business and was set up as a special purpose vehicle to hold the Company’s 50% interest in Centrecom Pte Limited. The principal activity of Centrecom Pte Limited were the provision of contact centre and back office processing services.

The Company has 50% interest in Richmond Pte Limited trading as Sofitel Fiji Resort and Spa. The principal activities of Richmond Pte Limited were the provision of hotel accommodation, food and beverage and other related services. The Company has 50% interest in Vatu Talei Pte Limited.

The principal activities of Vatu Talei Pte Limited during the reporting period has been the construction and development of the resort. The intended principal activities upon completion are provision of hotel accommodation, food and beverage and other related services.

2. BASIS OF PREPARATION

The Group and the Company’s financial statements have been prepared on a going concern basis and in accordance with the provisions of the Companies Act, 2015 and International Financial Reporting Standards (“IFRS Accounting Standards”) adopted by the International Accounting Standards Board.

The financial statements have been prepared under historical cost convention, except where stated.

New standards, amendments and interpretations issued but not effective for the financial year beginning 1 January 2024 and not early adopted

A number of new standards and amendments to standards and interpretations are available for early adoption for annual periods beginning on or after 1 January 2024, and have not been applied in preparing these financial statements. None of these are expected to have a material impact on the Company.

(a) Amendments to IAS 21 – Lack of Exchangeability (effective from 1 January 2025)

The amendments add requirements to IAS 21 on how an entity determines the spot exchange rate when exchangeability between two currencies is lacking. They also require disclosures to help users of financial statements understand the impact of such a lack of exchangeability.

(b) Amendments to IFRS 9 and IFRS 7 – Classification and Measurement of Financial Instruments (effective from 1 January 2026)

The amendments clarify the classification of financial assets with ESG-linked features under the SPPI test, derecognition of financial liabilities settled electronically, accounting for contractually linked instruments, and introduce related disclosure requirements in IFRS 7.

(c) Annual Improvements to IFRS Standards – 2022–2024 Cycle (Volume 11) (effective from 1 January 2026)

This cycle includes narrow-scope amendments to five standards: IFRS 1, IFRS 7, IFRS 9, IFRS 10 and IAS 7. The amendments clarify wording or correct minor inconsistencies without changing underlying principles.

(d) IFRS 18 – Presentation and Disclosure in Financial Statements (effective from 1 January 2026)

IFRS 18 replaces IAS 1’s requirements for the presentation of financial statements. It introduces a structured format for the statement of profit or loss, defines categories for income and expenses, and introduces requirements for disclosure and reconciliation of management-defined performance measures (MPMs).

(e) IFRS 19 – Subsidiaries without Public Accountability: Disclosures (effective from 1 January 2027)

IFRS 19 permits subsidiaries that are SMEs but are part of an IFRS group to apply recognition and measurement requirements in IFRS Accounting Standards with reduced disclosure requirements.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

3. SUMMARY OF MATERIAL ACCOUNTING POLICIES

The accounting policies set out below have been applied consistently to all periods presented in these financial statements.

(a) Basis of Consolidation

(i) Subsidiaries

Subsidiaries are entities controlled by the Group. The financial statement of subsidiaries are included in the consolidated financial statements from the date control commences until the date control ceases. The accounting policies of subsidiaries have been changed, where necessary, to align them with the policies adopted by the Group.

(ii) Investment in jointly controlled entities (equity-accounted investees)

Investment in a jointly controlled entity is accounted for using the equity method (equity-accounted investees) and is initially recognised at cost. The cost of the investment includes transaction costs.

Under the equity method of accounting, the investments are initially recognised at cost and adjusted thereafter to recognise the Group's share of the post-acquisition profits or losses of the investee in profit or loss, and the Group's share of movements in other comprehensive income of the investee in other comprehensive income. Dividends received or receivable from associates and joint ventures are recognised as a reduction in the carrying amount of the investment.

Where the Group's share of losses in an equity-accounted investment equals or exceeds its interest in the entity, including any other unsecured long-term receivables, the Group does not recognise further losses, unless it has incurred obligations or made payments on behalf of the other entity.

Accounting policies of equity-accounted investees have been changed where necessary to ensure consistency with the policies adopted by the Group.

The Company recognises investment in joint controlled entity at cost.

(iii) Transactions eliminated on consolidation

Intra-group balances and transactions, and any unrealised income and expenses arising from intra-group transactions, are eliminated in preparing the consolidated financial statements.

(b) Foreign currency transactions

(i) Functional and presentation currency

The consolidated financial statements are presented in Fiji dollars, which is the Group's and the Company's functional and presentation currency, unless stated otherwise.

Except where otherwise indicated, all financial information presented in Fiji dollars has been rounded to the nearest thousand dollars.

(ii) Transactions and balances

Foreign currency transactions are translated into the functional currency using the exchange rates prevailing at the dates of the transactions or valuation. Monetary assets and liabilities denominated in foreign currencies are translated into the functional currency at the exchange rate at the reporting date. Non-monetary items that are measured based on historical cost in a foreign currency are translated at the exchange rate at the date of the transaction.

Foreign exchange gains and losses resulting from the settlement of such transactions and from the translation at year-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognised in profit or loss within 'finance income or costs'.

(iii) Supplementary Presentation in United States Dollar (USD)

Whilst the functional and presentation currency of the Group and the Company is the Fiji Dollar (FJD), the Group has elected to present the primary financial statements - which includes the Statement of Profit or Loss and Other Comprehensive Income, Statement of Financial Position, Statement of Changes in Equity, and Statement of Cash Flows, in United States Dollars (USD) as supplementary information.

The US dollar is widely used in the Group's operating, investing and financing activities and reflects the economic substance of transactions, events, and conditions impacting the Group. Given its pervasive use in revenue generation, aircraft financing, fuel procurement, and lease obligations, the USD presentation enhances the relevance and comparability of the financial statements for international stakeholders including lessors, financiers, and suppliers.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

3. SUMMARY OF MATERIAL ACCOUNTING POLICIES (continued)

(b) Foreign currency transactions (continued)

(iii) *Supplementary Presentation in United States Dollar (USD) (continued)*

The supplementary USD presentation has been prepared in accordance with IAS 21 (*The Effects of Changes in Foreign Exchange Rates*), which governs the translation of financial statements into a presentation currency that differs from the functional currency.

The USD presentation have been translated from FJD using the following exchange rates:

- Assets and liabilities: Translated at the closing exchange rate at the reporting date;
- Income and expenses: Translated at the average exchange rate for the reporting period, which approximates the exchange rates at the dates of the transactions;
- Equity transactions: Translated at historical exchange rates prevailing at the dates of the transactions.

All resulting exchange differences arising from this translation are recognised in other comprehensive income and accumulated in the foreign currency translation reserve within equity, in accordance with IAS 21.

Refer Note 6 for Supplementary Presentation of the primary financial statements in US Dollars.

(c) Financial Instruments

i) *Financial assets*

Financial assets are classified and measured at amortised cost or Fair Value through Other Comprehensive Income (FVOCI). A financial asset is measured at amortised cost if it meets both of the following conditions:

- 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.

Financial assets that are measured at amortised costs are subsequently measured at amortised cost using the effective interest method. The amortised cost is reduced by impairment losses. Interest income, foreign exchange gains and losses and impairment are recognised in profit or loss. Any gain or loss on derecognition is recognised in profit or loss.

Cash and cash equivalents

Cash and cash equivalents comprise cash balances, cash at call, short-term money market securities and term deposits that are readily convertible to a known amount of cash and are subject to an insignificant risk of change in value.

Trade receivables

Trade receivables are initially recognised when they are originated. They are subsequently measured at amortised cost using the effective interest method, less provision for impairment.

Derivative financial instruments and hedging activities

The Group and the Company documents at the inception of the transaction the relationship between hedging instruments and hedged items, as well as its risk management objectives and strategy for undertaking various hedging transactions. The Group and the Company also documents its assessment, both at hedge inception and on an ongoing basis, of whether the derivatives that are used in hedging transactions are highly effective in offsetting changes in fair values or cash flows of hedged items.

Where the qualifying criteria are met, the Group and the Company designates its hedging derivatives as cash flow hedge. A cash flow hedge is a hedge of the exposure to variability in cash flows associated with a recognised asset or liability or a highly probable forecast transaction that is attributable to a particular risk and could affect profit or loss. The Group and the Company's hedging instruments are fuel and foreign currency as described below.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

3. SUMMARY OF MATERIAL ACCOUNTING POLICIES (continued)

(c) Financial Instruments (continued)

i) Financial assets (continued)

Derivative financial instruments and hedging activities (continued)

Fuel Hedge

The Group and the Company use swaps, participating swaps, call options, collar options and swaptions on jet kerosene and Brent crude to hedge USD price exposure on aviation fuel. The Group and the Company considers Brent crude as a separately identifiable and measurable component of aviation fuel and considers long-term correlation between Brent crude hedge instruments to jet kerosene. Hedging is conducted in accordance with the Company hedge policy and parameters, with any hedging outside these parameters requiring Board approval. Fuel consumption is hedged as per below terms:

- Term 1: Mandatory for immediate 15 months, the approved volume is a minimum of 50% and a maximum of 75% of total expected exposures.
- Term 2: For the next 16 to 27 months, the approved volume is a minimum of 0% and a maximum of 25% of total expected exposure.

Foreign Currency Hedge

The Group and the Company use forward exchange contracts, participating swaps, call options and swaptions to hedge against extreme volatility in foreign currency payments. Hedging is conducted in accordance with the Company hedge policy and parameters, with any hedging outside these parameters requiring Board approval. Foreign currency is hedged as per below terms:

- Term 1: Mandatory for immediate 15 months, the approved volume is a minimum of 50% and a maximum of 75% of total expected exposures.
- Term 2: For the next 16 to 27 months, the approved volume is a minimum of 0% and a maximum of 25% of total expected exposure.

Hedging Reserve

The hedging reserve comprises the effective portion of the cumulative net change in the fair value of hedging instruments used in cash flow hedges, pending subsequent recognition in profit or loss as the hedging contract matures.

The effective portion of changes in the fair value of derivatives is recognised in other comprehensive income and accumulated in the hedging reserve. The gain or loss relating to the ineffective portion is recognised immediately in profit or loss. Amounts accumulated in equity are reclassified to profit or loss in the periods when the hedged item affects profit or loss.

Derivative Accounting

Derivative instruments that do not qualify for hedge accounting under IFRS 9 are classified as financial assets or financial liabilities at fair value through profit or loss (FVTPL). These derivatives are initially recognised at fair value on the trade date, with directly attributable transaction costs recognised in profit or loss as incurred. Subsequent to initial recognition, such derivatives are remeasured at fair value at each reporting date, and all changes in fair value are recognised immediately in profit or loss.

Derivative instruments that may fall outside the scope of hedge accounting include, but are not limited to:

- Contracts that do not meet the formal documentation requirements of IFRS 9 hedge accounting;
- Hedges where the effectiveness requirements are not met on an ongoing basis; and
- Derivatives entered into for economic hedging purposes but not designated in a qualifying hedging relationship.

ii) Financial liabilities

Financial liabilities are classified and measured at amortised cost. They are subsequently measured at amortised cost using the effective interest method. Interest expense and foreign exchange gains and losses are recognised in profit and loss. Any gain or loss on derecognition is also recognised in profit or loss.

Borrowings

Borrowings are recognised initially at fair value, net of transaction costs incurred. Borrowings are subsequently carried at amortised cost; any difference between the proceeds (net of transaction costs) and the redemption value is recognised in profit or loss over the period of the borrowing using the effective interest method.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

3. SUMMARY OF MATERIAL ACCOUNTING POLICIES (continued)

(c) Financial Instruments (continued)

(ii) Financial liabilities (continued)

Trade payables

These amounts represent liabilities for goods and services provided prior to the end of the financial year which are unpaid. Trade and other payables are presented as current liabilities unless payment is not due within 12 months after the reporting period. They are recognised initially at their fair value and subsequently measured at amortised cost using the effective interest method, if the effect of discounting is material.

(iii) Derecognition

Financial assets

The Group and the Company derecognises a financial asset when the contractual rights to the cash flows from the financial asset expire, or it transfers the rights to receive the contractual cash flows in a transaction in which substantially all of the risks and rewards of ownership of the financial asset are transferred.

Financial liabilities

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

On derecognition of a financial asset or financial liability, the difference between the carrying amount extinguished and the consideration paid (including any non-cash assets transferred or liabilities assumed) is recognised in profit or loss.

(iv) Offsetting

Financial assets and financial liabilities are offset and the net amount presented in the statement of financial position when, and only when, the Group and the Company currently has a legally enforceable right to set off the amounts and it intends either to settle them on a net basis or to realise the asset and settle the liability simultaneously.

(d) Capital and other reserves

Ordinary shares

Ordinary shares are classified as equity at the nominal (par) value of shares that have been issued.

Asset revaluation reserve

Asset revaluation reserve comprises the fair value gains (losses) arising from the revaluation of land and buildings through other comprehensive income.

Retained earnings

Retained earnings include all current and prior period retained profits (losses) for the Group and Company.

(e) Aircraft, Property, Plant and Equipment

i) Recognition and measurement

Aircraft, property, plant and equipment

Aircraft, property, plant and equipment are measured at cost less accumulated depreciation and accumulated impairment losses. Cost includes expenditure that is directly attributable to the acquisition of the asset. The cost of self-constructed assets includes the cost of materials and direct labour, any other costs directly attributable to bringing the assets to a working condition for their intended use, the costs of dismantling and removing the parts and restoring the site on which they are located, and capitalised borrowing costs. Borrowing costs associated with the acquisition of qualifying assets such as aircraft are capitalised as part of the cost of the asset to which they relate. Purchased software that is integral to the functionality of the related equipment is capitalised as part of that equipment.

When aircraft, property, plant and equipment have different useful lives, they are accounted for as separate components. Components of aircraft, property, plant and equipment.

The gain or loss on disposal of aircraft, property, plant and equipment is determined by comparing the proceeds from disposal with the carrying amount of the aircraft, property, plant and equipment, and is recognised net within other income/other expenses in profit or loss.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

3. SUMMARY OF MATERIAL ACCOUNTING POLICIES (continued)

(e) Aircraft, Property, Plant and Equipment (continued)

i) Recognition and measurement (continued)

Land and building

Land and buildings are measured and recognised with reference to its fair value as at that date. Revalued amounts are fair values based on appraisals prepared by external professional valuers once every three years or more frequently if market factors indicate a material change in fair value. Any revaluation surplus is recognised in other comprehensive income and credited to the revaluation reserve in equity. To the extent that any revaluation decrease or impairment loss has previously been recognised in profit or loss, a revaluation increase is credited to profit or loss with the remaining part of the increase recognised in other comprehensive income.

Downward revaluations of land and building are recognised upon appraisal or impairment testing, with the decrease being charged to other comprehensive income to the extent of any revaluation surplus in equity relating to this asset and any remaining decrease recognised in profit or loss. Any revaluation surplus remaining in equity on disposal of the asset is transferred to retained earnings.

ii) Subsequent costs

The cost of replacing a component of aircraft, property, plant and equipment is recognised in the carrying amount of the aircraft, property, plant and equipment if it is probable that the future economic benefits embodied within the component will flow to the Company, and its cost can be measured reliably. The carrying amount of the replaced component is derecognised. The costs of the day-to-day servicing of aircraft, property, plant and equipment are recognised in profit or loss as incurred.

iii) Revaluation and Depreciation

Land and buildings are recognised at fair value based on periodic, but at least triennial, valuations by external independent valuers, less subsequent depreciation for buildings. A revaluation surplus is credited to Revaluation Reserves in shareholders' equity (Note 19 (b)). All other property, plant and equipment is recognised at historical cost less depreciation.

Depreciation is based on the cost of an asset less its residual value. Depreciation is recognised in profit or loss on a straight-line basis over the estimated useful lives of each component of aircraft, property, plant and equipment or the lease term, whichever is shorter.

The principal asset depreciation periods and estimated residual value percentages are:

Aircraft and Spares:

- Aircraft and spares : 20 years
- Maintenance & Overhaul : Period to next scheduled maintenance

Others

- Plant and Equipment : 10 years
- Motor Vehicle : 6 years
- Buildings : 40 years
- Computer and Communication : 6 - 8 years
- Simulators and related software : 20 years

Depreciation methods, useful lives and residual values are reviewed at each reporting date and adjusted if appropriate.

(f) Leases

At inception of a contract, the Company assesses whether a contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

i) As a lessee

As a lessee, the Group and the Company leases aircraft, land, office spaces and aircraft engines. The Group and the Company recognises a right-of-use asset and a lease liability at the lease commencement date. The right-of-use asset is initially measured at cost, which comprises the initial amount of the lease liability adjusted for any lease payments made at or before the commencement date and plus any initial direct costs incurred and estimate of costs to restore the underlying asset, less any lease incentives received.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

3. SUMMARY OF MATERIAL ACCOUNTING POLICIES (continued)

(f) Leases (continued)

i) As a lessee (continued)

The right-of-use asset is subsequently depreciated using the straight-line method from the commencement date to the end of the lease term. In addition, the right-of-use asset is periodically reduced by impairment losses, if any, and adjusted for certain remeasurement of the lease liability.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, and the Group and the Company's incremental borrowing rate.

Lease payments included in the measurement of the lease liability comprise the following:

- fixed payments, including in-substance fixed payments;
- amounts expected to be payable under a residual value guarantee; and
- lease payments in an optional renewal period if the Group and the Company is reasonably certain to exercise an extension option, and penalties for early termination of a lease unless the Group and Company is reasonably certain not to terminate early.

The lease liability is measured at amortised cost using the effective interest method. It is remeasured when there is a change in future lease payments arising from a change in an index or rate, if there is a change in the Group and the Company's estimate of the amount expected to be payable under a residual value guarantee, if the Group and the Company changes its assessment of whether it will exercise a purchase, extension or termination option or if there is a revised in-substance fixed lease payment.

When the lease liability is remeasured in this way, a corresponding adjustment is made to the carrying amount of the right-of-use asset, or is recorded in profit or loss if the carrying amount of the right-of-use asset has been reduced to zero. The Group and the Company presents right-of-use assets and lease liabilities separately in the statement of financial position.

(ii) As a lessor

When the Group and the Company acts as a lessor, it determines at lease inception whether each lease is a finance lease or an operating lease. To classify each lease, the Group and the Company makes an overall assessment of whether the lease transfers substantially all of the risks and rewards incidental to ownership of the underlying asset. If this is the case, then the lease is a finance lease; if not, then it is an operating lease. As part of this assessment, the Group and the Company considers certain indicators such as whether the lease is for the major part of the economic life of the asset.

When the Group and the Company is an intermediate lessor, it accounts for its interests in the head lease and the sub-lease separately.

The Group and the Company recognises lease payments received under operating leases as income on a straight line basis over the lease term as part of "other revenue".

(g) Inventories

Inventories include mainly engineering expendables and consumable stores measured at the lower of cost and net realisable value. The cost of inventories is based on weighted average formula, and includes expenditure incurred in acquiring the inventories and other costs incurred in bringing them to their existing location and condition.

(h) Impairment

(i) Non-derivative financial assets

At each reporting date, the Group and the Company assesses whether financial assets carried at amortised cost are credit impaired in accordance with IFRS 9 Financial Instruments. The Group and the Company recognises loss allowances for Expected Credit Losses (ECLs) on financial assets measured at amortised cost.

The Group and the Company measures loss allowances at an amount equal to lifetime ECL, except for the following, which are measured at 12-month ECL (for which the credit risk has not changed significantly since initial recognition):

- cash and cash equivalents;
- trade and other receivables; and
- receivable from related parties.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

3. SUMMARY OF MATERIAL ACCOUNTING POLICIES (continued)

(h) Impairment (continued)

(i) Non-derivative financial assets (continued)

This includes both quantitative and qualitative information and analysis, based on the Group's and the Company's historical experience and informed credit assessment and including forward-looking information.

Lifetime ECLs are the ECLs that result from all possible default events over the expected life of a financial instrument. 12-month ECLs are the portion of ECLs that result from default events that are possible within the 12 months after the reporting date (or a shorter period if the expected life of the instrument is less than 12 months). The maximum period considered when estimating ECLs is the maximum contractual period over which the Group and the Company is exposed to credit risk. Loss allowances for financial assets measured at amortised cost are deducted from the gross carrying amount of the assets.

The gross carrying amount of a financial asset is written off (either partially or in full) to the extent that there is no realistic prospect of recovery.

(ii) Non-financial assets

The carrying amounts of the Group'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 its related cash-generating unit (CGU) exceeds its estimated recoverable amount.

The recoverable amount of an asset or CGU 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 or CGU.

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 CGU.

Impairment losses are recognised in profit or loss. Impairment losses recognised in prior periods are assessed at each reporting date for any indications that the loss has decreased or no longer exists. An impairment loss is reversed if there has been a change in the estimates used to determine the recoverable amount. An impairment loss is reversed only to the extent that the asset's 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.

(i) Finance income and expenses

Finance income & expenses comprise interest income on funds invested, interest on borrowings and lease liabilities and foreign exchange gains and losses.

(j) Employee benefits

(i) Short-term employee benefits

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

(ii) Fiji National Provident Fund (FNPF)

Contributions to FNPF are recognised as an employee benefit expense in the periods they are payable or due to FNPF.

(iii) Profit-sharing and management incentive plans (MIP)

The Group operates an annual incentive program that consists of two key components: a Profit Sharing Scheme for non-management employees and a Management Incentive Plan (MIP) for management personnel.

The payment of these incentives is evaluated after the conclusion of the fiscal year and depends on the achievement of the Corporate target for Underlying Profit Before Tax (PBT), as outlined in the annual Budgeted PBT.

The program is subject to audit by the Group's external auditors and is approved by the Board. The Group recognizes a liability and an expense for profit-sharing and management incentives.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

3. SUMMARY OF MATERIAL ACCOUNTING POLICIES (continued)

(j) Employee benefits (continued)

(iv) Other long-term employee benefits

The Group's net obligation in respect of long-term employee benefits is the amount of future benefit that employees have earned in return for their service in the current and prior periods; that benefit is discounted to determine its present value.

Outstanding annual leave and long service liabilities due to employees at balance date are brought to account based on current legal and contractual obligations. Provision is made for the future expected retirement based on current contractual obligations.

(k) Provisions

Where a commitment exists to maintain aircraft held under lease arrangements, a provision is made for the future expected cost of major airframe and engine overhauls equal to the expected cost per flight hour of such overhauls in respect of flight hours since acquisition or the previous 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.

(l) Revenue from Contract with Customers

Passenger (including excess baggage) and cargo sales are recognised as revenue when each performance obligation for the transportation service is fulfilled and is presented net of discounts and taxes. The transaction price is allocated to each performance obligation based on the relative stand-alone selling price related to each performance obligation. Revenue documents (e.g. tickets or airway bills) sold but unused are held in the consolidated statement of financial position under current liabilities as passenger and cargo sales in advance within 'Revenue Received in Advance'.

Where the Group and the Company acts as an agent between the service provider and the end customer, the net commission is recognised as revenue on satisfaction of the performance obligation (which typically is the date of sale).

Unused tickets are recognised as revenue using estimates based on the terms and conditions of the ticket, experience, historical and expected future trends. The assumptions for the revenue writeback are reviewed annually and aligned to the latest market conditions and trends.

The Company leases out its ATR 42, ATR 72 and DHC aircraft to Fiji Link. Sublease revenue is booked in accordance with IFRS 16 Leases.

The Group and the Company records subsidy for services provided to Christmas Island, Koro Island, Cicia, Rotuma, Lakeba, Kadavu and Vanua Balavu in accordance with IAS 20.

(m) Income tax

Income tax expense / benefit comprises current and deferred tax. Current tax and deferred tax is recognised in profit or loss except to the extent that it relates to items recognised directly in equity or in other comprehensive income.

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 related to investments in subsidiaries and jointly controlled entities to the extent that it is probable that they will not reverse in the foreseeable future. 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.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

4. CRITICAL ACCOUNTING ESTIMATES AND JUDGEMENTS

Estimates and judgments are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances. There are no estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year.

(a) Measurement of fair values

The fair value of land and buildings was determined by external, independent property valuers, having the appropriate recognised professional qualifications and recent experience in the location and category of the property being valued. Judgements and estimates are made in determining the fair values of the financial instruments that are recognised and measured at fair value in the financial statements.

To provide an indication about the reliability of the inputs used in determining fair value, the Group and Company has classified its financial instruments into the three levels prescribed under the IFRS 13 Fair Value Measurement.

When measuring the fair value of an asset or liability, the Group and Company uses observable market data as far as possible. Fair values are categorised into different levels in a fair value hierarchy based on the inputs in the valuation techniques as follows:

- Level 1 : The fair value of financial instruments traded in active markets (such as publicly traded derivatives, and equity securities) is based on quoted market prices at the end of the reporting period. The quoted market price used for financial assets held by the group is the current bid price.
- Level 2 : The fair value of financial instruments that are not traded in an active market is determined using valuation techniques that maximise the use of observable market data and rely as little as possible on entity-specific estimates. If all significant inputs required to fair value an instrument are observable, the instrument is included in Level 2.
- Level 3 : If one or more of the significant inputs is not based on observable market data (unobservable inputs), the instrument.

If the inputs used to measure the fair value of an asset or a liability fall into different levels of the fair value hierarchy, then the fair value measurement is categorised in its entirety in the same level of the fair value hierarchy as the lowest level input that is significant to the entire measurement.

The Group and Company recognises transfer between levels of the fair value hierarchy at the end of the reporting period during which the change has occurred.

(b) Depreciation

On acquiring an asset, management determines the most reasonable length of time it expects the Group and the Company to maintain that asset with reference to characteristics of similar assets or classes of assets presently held by the Group and the Company or in the past. Where there is no reference available to assets or classes of assets held at present or in the past, reference is made to industry benchmarks. Each year management assess the carrying value of assets to determine whether they are impaired.

Appropriate revisions to the policies are made, if necessary, or any significant impairment losses are accounted for in the financial statements as a corrective measure. Appropriate disclosure would normally follow.

(c) Restoration cost on leased aircraft

The Group and the Company record restoration costs for lease aircraft in accordance with IAS 37 Provisions, Contingent Liabilities and Contingent Assets. Restoration of the aircraft are expected at the expiry of the lease period. An estimate is made on the restoration cost to be incurred at the end of the lease period. Management determine the restoration costs with reference to the conditions as per the lease agreements and the costs incurred for restoration costs for similar aircraft in the past. Each year, management reassess the restoration costs required to be build-up.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

4. CRITICAL ACCOUNTING ESTIMATES AND JUDGEMENTS (continued)

(d) Provisions and Accruals

Provisions and accruals are measured at management's best estimates an expenditure to be incurred to settle a present obligation at balance date. Market situations are often used to estimate provisions. Changes in market situations will create a difference between provisions with the recorded figures. Whilst the fact remains that uncertain issues such as legal and bad debts exist, management as a benchmark makes adequate provisions based on past record and the foreseeable future. The provisions and accruals are aligned once the final outcome is known.

(e) Impairment of non-financial assets

In assessing impairment, management estimates the recoverable amount of each asset or cash generating unit based on expected future cash flows and uses an interest rate to discount them. Estimation uncertainty relates to assumptions about future operating results and the determination of a suitable discount rate.

(f) Recognition of deferred tax assets

The extent to which deferred tax assets can be recognised is based on an assessment of the probability that future taxable income will be available against which the deductible temporary differences and tax loss carry-forwards can be utilised.

(g) Determination of incremental borrowing rate

On recognition of operating leases, liabilities are measured at the present value of the remaining lease payments and restoration costs, discounted at the Company's incremental borrowing rate as the recognition date and dependent on the lease period.

5. DETERMINATION OF FAIR VALUES

Where applicable, further information about the measurement and assumptions made in determining fair values is disclosed in the notes specific to that asset or liability.

6. SUPPLEMENTARY PRESENTATION IN UNITED STATES DOLLAR (USD)

In addition to the statutory financial statements prepared in functional and presentation currency of Fiji Dollars (FJD), the Group also provides supplementary financial statements in United States Dollars (USD).

These USD-translated statements have been prepared solely for the benefit of international stakeholders, given the significant influence of USD on the Group's operations, financing, and commercial arrangements. The translation has been performed in accordance with the requirements of IAS 21 The Effects of Changes in Foreign Exchange Rates and follows a consistent methodology as detailed in Note 3 b (iii).

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

6. SUPPLEMENTARY PRESENTATION IN UNITED STATES DOLLAR (USD) (continued)

(a) Statement of Profit or Loss	Group		Group	
	2024 FJ \$'000	2023 FJ \$'000	2024 US \$'000	2023 US \$'000
Operating Revenue				
Passenger revenue	1,709,636	1,640,310	756,342	731,498
Cargo revenue	111,983	99,012	49,541	44,154
Other revenue	26,201	36,260	11,591	16,170
	1,847,820	1,775,582	817,474	791,822
Operating Expenditure				
Aircraft operations	(513,567)	(447,200)	(227,202)	(199,429)
Fuel	(495,445)	(496,592)	(219,185)	(221,456)
Sales and marketing	(232,235)	(210,196)	(102,741)	(93,737)
Labour cost	(161,048)	(129,751)	(71,248)	(57,863)
Passenger services	(96,342)	(86,203)	(42,622)	(38,442)
Other expenses	(24,096)	(32,216)	(10,660)	(14,367)
	(1,522,733)	(1,402,158)	(673,658)	(625,294)
Earnings Before Interest, Taxes, Depreciation, Amortisation and Rent (EBITDAR)	325,087	373,424	143,816	166,528
Depreciation - right-of-use assets	(160,823)	(135,002)	(71,148)	(60,204)
Depreciation - owned assets	(69,425)	(66,641)	(30,714)	(29,719)
Operating Profit Before Finance Costs and Taxation	94,839	171,781	41,954	76,605
Finance income	15,842	20,391	7,008	9,093
Finance cost - interest bearing borrowings and derivatives	(50,766)	(65,637)	(22,459)	(29,271)
Finance cost - lease liabilities	(36,245)	(26,765)	(16,035)	(11,936)
Finance Cost - Net	(71,169)	(72,011)	(31,486)	(32,114)
Operating Profit Before Other Significant Items	23,670	99,770	10,468	44,491
Other Significant Items				
Unrealised exchange (loss) / gain	(83,466)	20,981	-	-
Fair value loss on derivatives	(3)	(25,363)	(1)	(11,311)
Operating (Loss) / Profit Before Income Tax	(59,799)	95,388	10,467	33,180
Share of net profit in joint controlled entities	18,060	18,653	7,990	8,318
(Loss) / Profit Before Income Tax	(41,739)	114,041	18,457	41,498
Income tax benefit	16,705	7,444	7,390	3,320
(Loss) / Profit After Income Tax	(25,034)	121,485	25,847	44,818

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

6. SUPPLEMENTARY PRESENTATION IN UNITED STATES DOLLAR (USD) (continued)

(b) (Statement of Other Comprehensive Income

	Group		Group	
	2024 FJ \$'000	2023 FJ \$'000	2024 US \$'000	2023 US \$'000
(Loss) / Profit After Income Tax	(25,034)	121,485	25,847	44,818
Other comprehensive income				
<i>Items that will not be reclassified to profit or loss</i>				
Revaluation of land and buildings - Company and Subsidiary Owned	21,378	9,675	9,458	4,315
Related tax	(5,296)	(4,591)	(2,343)	(2,047)
Revaluation of land and buildings - Jointly Controlled Entities (net of tax)	(2,732)	9,556	(1,209)	4,262
<i>Items that may be reclassified to profit or loss</i>				
Foreign currency translation reserve	-	-	(43,277)	11,360
Other comprehensive income for the year, net of tax	13,350	14,640	(37,371)	17,890
Total Comprehensive Income for the year	(11,684)	136,125	(11,524)	62,708

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

6. SUPPLEMENTARY PRESENTATION IN UNITED STATES DOLLAR (USD) (continued)

(c) Statement of Changes in Equity

	Share Capital	Accumulated Losses	Asset Revaluation Reserve	Foreign Currency Revaluation Reserve	Total
Group	FJ \$'000	FJ \$'000	FJ \$'000	FJ \$'000	FJ \$'000
Balance at 1 January 2023	226,093	(202,163)	91,880	-	115,810
<i>Comprehensive income</i>					
Profit for the year	-	121,485	-	-	121,485
Other comprehensive income (net of tax)	-	-	14,640	-	14,640
Transfer excess depreciation to reserve	-	3,586	(3,586)	-	-
Total comprehensive income for the year	-	125,071	11,054	-	136,125
Balance at 31 December 2023	226,093	(77,092)	102,934	-	251,935
<i>Comprehensive income</i>					
Loss for the year	-	(25,034)	-	-	(25,034)
Other comprehensive income (net of tax)	-	-	13,350	-	13,350
Transfer excess depreciation to reserve	-	4,224	(4,224)	-	-
Total comprehensive loss for the year	-	(20,810)	9,126	-	(11,684)
Balance at 31 December 2024	226,093	(97,902)	112,060	-	240,251
Group	US \$'000	US \$'000	US \$'000	US \$'000	US \$'000
Balance at 1 January 2023	101,798	(91,023)	41,369	-	52,144
<i>Comprehensive income</i>					
Profit for the year	-	44,818	-	-	44,818
Other comprehensive income (net of tax)	-	-	6,530	-	6,530
Exchange differences arising from translation	-	-	-	11,360	11,360
Transfer excess depreciation to reserve	-	1,599	(1,599)	-	-
Total comprehensive income for the year	-	46,417	4,931	11,360	62,708
Balance at 31 December 2023	101,798	(44,606)	46,300	11,360	114,852
<i>Comprehensive income</i>					
Profit for the year	-	25,847	-	-	25,847
Other comprehensive income (net of tax)	-	-	5,906	-	5,906
Exchange differences arising from translation	-	-	-	(43,277)	(43,277)
Transfer excess depreciation to reserve	-	1,869	(1,869)	-	-
Total comprehensive loss for the year	-	27,716	4,037	(43,277)	(11,524)
Balance at 31 December 2024	101,798	(16,890)	50,337	(31,917)	103,328

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

6. SUPPLEMENTARY PRESENTATION IN UNITED STATES DOLLAR (USD) (continued)

(d) Statement of Financial Position

	Group		Group	
	2024 FJ \$'000	2023 FJ \$'000	2024 US \$'000	2023 US \$'000
Non-Current Assets				
Aircraft, property, plant and equipment	837,529	773,917	360,212	352,807
Right-of-use assets	1,254,908	1,335,928	539,722	609,012
Aircraft deposits	17,615	16,281	7,576	7,422
Trade and other receivables	43,738	53,975	18,811	24,606
Investment in jointly controlled entities	120,342	134,014	51,758	61,093
Deferred tax assets	125,844	114,435	54,124	52,168
Total Non-Current Assets	2,399,976	2,428,550	1,032,203	1,107,108
Current Assets				
Cash and cash equivalents	256,759	216,545	110,429	98,717
Term deposits	118,403	95,240	50,924	43,417
Derivatives	31,439	12,451	13,522	5,676
Trade and other receivables	130,371	185,245	56,071	84,448
Income tax refund	444	285	191	130
Inventories	72,716	58,906	31,274	26,854
Total Current Assets	610,132	568,672	262,411	259,242
Total Assets	3,010,108	2,997,222	1,294,614	1,366,350
Shareholders' Equity				
Share capital	226,093	226,093	101,798	101,798
Asset revaluation reserve	112,060	102,934	50,337	46,300
Foreign currency translational reserve	-	-	(31,917)	11,360
Accumulated losses	(97,902)	(77,092)	(16,890)	(44,606)
Total Shareholders' Equity	240,251	251,935	103,328	114,852
Non-Current Liability				
Borrowings	647,558	539,463	278,508	245,926
Lease liabilities - right of use assets	1,232,551	1,249,854	530,107	569,773
Lease liabilities - owned aircraft	-	23,187	-	10,570
Deferred lease	5,511	7,912	2,370	3,607
Employee benefits	3,046	2,367	1,310	1,079
Provisions	48,738	29,611	20,962	13,499
Total Non-Current Liability	1,937,404	1,852,394	833,257	844,454
Current Liability				
Borrowings	41,843	34,406	17,996	15,685
Lease liabilities - right of use assets	171,321	152,160	73,683	69,365
Lease liabilities - owned aircraft	24,577	74,331	10,570	33,885
Deferred lease	2,875	2,713	1,237	1,237
Trade creditors and accrued expenses	205,948	212,215	88,576	96,743
Revenue received in advance	356,098	383,462	153,154	174,809
Employee benefits	17,287	27,840	7,435	12,691
Derivative liability	2,050	-	882	-
Provisions	10,454	5,766	4,496	2,629
Total Current Liability	832,453	892,893	358,029	407,044
Total Liabilities	2,769,857	2,745,287	1,191,286	1,251,498
Total Shareholders' Equity and Liabilities	3,010,108	2,997,222	1,294,614	1,366,350

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

6. SUPPLEMENTARY PRESENTATION IN UNITED STATES DOLLAR (USD) (continued)

(e) Statement of Cash Flows

	Group		Group	
	2024 FJ \$'000	2023 FJ \$'000	2024 US \$'000	2023 US \$'000
Operating Activities				
(Loss) / Profit before Income Tax	(41,739)	114,041	18,457	41,498
<i>Adjustments for:</i>				
Depreciation of aircraft, property, plant and equipment	69,425	66,641	30,714	29,719
Depreciation of right-of-use assets	160,823	135,002	71,148	60,204
Interest on lease liabilities - leased assets	36,245	26,765	16,035	11,936
Unrealised foreign exchange loss / (gain)	83,465	(20,981)	-	-
Share of net profit in jointly controlled entities	(18,060)	(18,653)	(7,990)	(8,318)
Amortisation of prepaid finance costs	11,192	12,606	4,951	5,622
Interest on term deposits	(7,573)	(10,544)	(3,350)	(4,702)
Interest on loan and deferred lease	29,478	34,786	13,041	15,513
Amortisation of fuel and foreign exchange derivatives	15,410	25,214	6,817	11,244
Fair value loss on derivatives	4	25,363	2	11,311
Operating Profit before working capital changes	338,670	390,240	149,825	174,027
<i>Changes in working capital:</i>				
Increase in inventories	(13,810)	(6,148)	(6,110)	(2,742)
Decrease / (increase) in trade and other receivables	52,679	(46,926)	23,305	(20,927)
Increase in derivatives	(32,352)	(51,327)	(14,313)	(22,889)
(Decrease) / increase in trade and other payables	(8,027)	56,754	(3,551)	25,309
Decrease in revenue received in advance	(27,364)	(15,604)	(12,106)	(6,959)
(Decrease) / increase in employee benefits	(9,874)	17,795	(4,368)	7,936
Increase in aircraft provisions	23,815	11,613	10,536	5,179
Net cash from operating activities	323,737	356,397	143,218	158,934
Investing Activities				
Purchase of property, plant and equipment	(117,422)	(115,259)	(51,947)	(51,400)
Interest received on term deposits	8,716	9,214	3,856	4,109
Investment in Richmond Pte Limited	-	(24,757)	-	(11,040)
Dividend received from JCE - Richmond Pte Limited	29,000	3,875	12,830	1,728
Net transfer of funds to secured term deposits	(17,766)	(22,987)	(7,860)	(10,251)
Net cash used in investing activities	(97,472)	(149,914)	(43,121)	(66,854)
Financing Activities				
Proceeds from interest-bearing borrowings	150,000	90,000	66,360	40,136
Repayment of interest-bearing borrowings	(34,468)	(77,929)	(15,249)	(34,752)
Repayment of lease liabilities - owned aircraft	(76,782)	(84,581)	(33,968)	(37,719)
Repayment of lease liabilities - leased assets	(156,283)	(130,268)	(69,140)	(58,093)
Repayment of deferred lease liabilities - leased aircraft	(2,795)	(28,006)	(1,237)	(12,489)
Interest paid - interest-bearing borrowings	(27,040)	(28,952)	(11,962)	(12,911)
Interest paid - lease liabilities - owned aircraft	(1,871)	(4,828)	(828)	(2,153)
Interest paid - lease liabilities - leased assets	(36,245)	(26,765)	(16,035)	(11,936)
Interest paid - deferred lease liabilities - leased aircraft	(567)	(1,771)	(251)	(790)
Net cash used in financing activities	(186,051)	(293,100)	(82,310)	(130,707)
Increase / (decrease) in cash and cash equivalents	40,214	(86,617)	17,787	(38,627)
Effect of exchange rate translation	-	-	(6,075)	845
Net increase / (decrease) in cash and cash equivalents	40,214	(86,617)	11,712	(37,782)
Cash and cash equivalents at the beginning of financial year	216,545	303,162	98,717	136,498
Cash and cash equivalents at the end of financial year	256,759	216,545	110,429	98,716

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

7. FINANCE COST - NET

(a) Finance Income

	Group		Company	
	2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000
Interest income	8,752	11,723	8,752	11,723
Forex derivative exchange gains	7,090	8,668	7,090	8,668
	15,842	20,391	15,842	20,391

(b) Finance Cost

Interest expense - borrowings, owned aircraft leases and deferred leases	(29,479)	(34,786)	(29,479)	(34,786)
Prepaid finance cost amortisation	(11,192)	(12,606)	(11,192)	(12,606)
Net realised exchange losses	(4,434)	(6,921)	(4,429)	(6,921)
Forex derivative premium cost	(5,661)	(11,324)	(5,660)	(11,324)
	(50,766)	(65,637)	(50,760)	(65,637)

8. OTHER SIGNIFICANT ITEMS

Unrealised exchange (loss) / gain on lease liabilities	(83,698)	20,223	(83,698)	20,223
Unrealised exchange gain on financial assets and liabilities	233	758	614	714
Fair value loss on fuel derivative options	(8,368)	(15,003)	(8,368)	(15,003)
Fair value loss on foreign exchange derivative options	8,364	(10,360)	8,364	(10,360)
	(83,469)	(4,382)	(83,088)	(4,426)

Unrealised exchange gains and losses

The Group and Company's financial assets, financial liabilities, lease liabilities and interest-bearing borrowings are denominated in foreign currencies, primarily USD, exposing them to exchange rate fluctuations. Unrealized foreign exchange gains and losses arise from the revaluation of these balances at each reporting date, driven by currency movements. These translation adjustments are recognized in the profit or loss, reflecting the financial impact of foreign exchange volatility.

Fair Value Gains and Losses on Derivative Instruments

The Group and Company enters into derivative contracts, including fuel hedge options and foreign exchange hedge options, to manage exposure to commodity price and currency fluctuations. These instruments are measured at fair value at each reporting date, with gains and losses recognised in profit or loss.

9. INCOME TAX

(a) Income Tax Benefit recognised in the Statement of Profit or Loss

	Group		Company	
	2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000
Deferred tax benefit	(16,705)	(7,444)	(16,559)	(6,348)
	(16,705)	(7,444)	(16,559)	(6,348)

Reconciliation of Effective Tax Rate

Operating (loss) / profit before tax	(41,739)	114,041	(30,278)	93,851
Prima facie income tax (benefit) / expense calculated at 25% (2023: 25%)	(10,435)	28,510	(7,570)	23,463
Impact of equity accounted profit	2,736	(3,695)	-	-
Allowable deductions	(9,010)	(1,911)	(8,989)	(1,816)
Effect of changes in tax rate	-	(30,351)	-	(27,995)
Tax losses not brought to account	4	3	-	-
	(16,705)	(7,444)	(16,559)	(6,348)

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

9. INCOME TAX (continued)

(b) Income Tax Benefit recognised in the Statement of Other Comprehensive Income

	2024			2023		
	Before tax	Tax expense	Net of tax	Before tax	Tax expense	Net of tax
Group						
Revaluation of land and buildings	21,378	(5,296)	16,082	9,675	(4,591)	5,084
Company						
Revaluation of land and buildings	19,950	(4,939)	15,011	9,261	(4,320)	4,941

(c) Deferred Tax Assets and Liabilities

Recognised Deferred Tax Assets

Allowance for uncollectability	3,869	371	3,827	342
Provision for stock obsolescence	599	859	566	827
Lease liabilities	37,302	16,544	37,302	16,544
Employee benefits	5,083	7,552	4,731	7,261
Provisions - aircraft	14,798	8,844	14,798	8,844
Fair value on derivatives	1	6,341	1	6,341
Tax losses carried forward	184,396	193,078	177,317	185,725
	246,048	233,589	238,542	225,884

Recognised Deferred Tax Liabilities

Property, plant and equipment	(103,038)	(105,744)	(106,030)	(108,539)
Revalued assets	(17,108)	(13,220)	(15,887)	(12,315)
Unrealised exchange gain	(58)	(190)	(153)	(178)
	(120,204)	(119,154)	(122,070)	(121,032)

Net Deferred Tax Assets

	125,844	114,435	116,472	104,852
--	----------------	---------	----------------	---------

Movement in Temporary Differences

Group	1 January 2024	Recognised in profit or loss	Recognised in OCI	31 December 2024
Allowance for uncollectability	371	3,498	-	3,869
Provision for stock obsolescence	859	(260)	-	599
Lease liabilities	16,544	20,758	-	37,302
Unrealised exchange gain	(190)	132	-	(58)
Employee benefits	7,552	(2,469)	-	5,083
Provisions - aircraft	8,844	5,954	-	14,798
Fair value on derivatives	6,341	(6,340)	-	1
Tax losses carried forward	193,078	(8,682)	-	184,396
Property, plant and equipment	(105,744)	2,706	-	(103,038)
Revalued assets	(13,220)	1,408	(5,296)	(17,108)
	114,435	16,705	(5,296)	125,844

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

9. INCOME TAX (continued)

(c) Deferred Tax Assets and Liabilities (continued)

Movement in Temporary Differences (continued)

Group	1 January 2023	Recognised in profit or loss	Recognised in OCI	31 December 2023
Allowance for uncollectability	297	74	-	371
Provision for stock obsolescence	575	284	-	859
Lease liabilities	15,557	987	-	16,544
Liabilities greater than 365 days	598	(598)	-	-
Unrealised exchange loss / (gain)	2,485	(2,675)	-	(190)
Employee benefits	2,482	5,070	-	7,552
Provisions - aircraft	4,753	4,091	-	8,844
Fair value on derivatives	2,317	4,024	-	6,341
Tax losses carried forward	181,984	11,094	-	193,078
Property, plant and equipment	(89,642)	(16,102)	-	(105,744)
Revalued assets	(9,824)	1,195	(4,591)	(13,220)
	111,582	7,444	(4,591)	114,435

Company	1 January 2024	Recognised in profit or loss	Recognised in OCI	31 December 2024
Allowance for uncollectability	342	3,485	-	3,827
Provision for stock obsolescence	827	(261)	-	566
Lease liabilities	16,544	20,758	-	37,302
Unrealised exchange loss / (gain)	(178)	25	-	(153)
Employee benefits	7,261	(2,530)	-	4,731
Provisions - aircraft	8,844	5,954	-	14,798
Fair value on derivatives	6,341	(6,340)	-	1
Tax losses carried forward	185,725	(8,408)	-	177,317
Property, plant and equipment	(108,539)	2,509	-	(106,030)
Revalued assets	(12,315)	1,367	(4,939)	(15,887)
	104,852	16,559	(4,939)	116,472

Company	1 January 2023	Recognised in profit or loss	Recognised in OCI	31 December 2023
Allowance for impairment	273	69	-	342
Provision for stock obsolescence	549	278	-	827
Lease liabilities	15,557	987	-	16,544
Liabilities greater than 365 days	593	(593)	-	-
Unrealised exchange loss / (gain)	2,463	(2,641)	-	(178)
Employee benefits	2,345	4,916	-	7,261
Provisions - aircraft	4,753	4,091	-	8,844
Fair value on derivatives	2,317	4,024	-	6,341
Tax losses carried forward	174,444	11,281	-	185,725
Property, plant and equipment	(91,317)	(17,222)	-	(108,539)
Revalued assets	(9,153)	1,158	(4,320)	(12,315)
	102,824	6,348	(4,320)	104,852

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

9. INCOME TAX (continued)

(c) Deferred Tax Assets and Liabilities (continued)

Deferred Tax Assets – Recovery of Carried Forward Tax Losses

The Group and the Company recognise deferred tax assets for unused tax losses to the extent that it is considered probable that taxable profit will be available against which the losses can be utilised. Significant management judgement is required to determine the amount of deferred tax assets that can be recognised, based upon the expected timing and level of future taxable profits.

As at 31 December 2024, the Group and Company recognised deferred tax assets relating to carried-forward tax losses of \$184.4 million (2023: \$193.1 million) and \$177.3 million (2023: \$185.7 million) respectively.

The recognition of these deferred tax assets complies with IAS 12 Income Taxes, and is based on management's assessment that it is probable that sufficient future taxable profits will be available to utilise the carried-forward losses before expiry.

Management's evaluation of deferred tax asset recognition involves detailed forecasting of future operating results and taxable income, as well as consideration of current tax legislation and expiration dates of tax losses. These unused tax losses are available to offset against future taxable profits and are scheduled to expire as outlined below:

		2024		2023	
		Tax Losses Available	Deferred Tax Asset Recognised	Tax Losses Available	Deferred Tax Asset Recognised
Group					
Tax Loss Year	Loss Expiry Year	\$'000	\$'000	\$'000	\$'000
31 December 2020	31 December 2028	252,344	63,086	287,071	71,768
31 December 2021	31 December 2029	373,322	93,330	373,322	93,330
31 December 2022	31 December 2030	111,920	27,980	111,920	27,980
		737,586	184,396	772,313	193,078

		2024		2023	
		Tax Losses Available	Deferred Tax Asset Recognised	Tax Losses Available	Deferred Tax Asset Recognised
Company					
Tax Loss Year	Loss Expiry Year	\$'000	\$'000	\$'000	\$'000
31 December 2020	31 December 2028	249,365	62,341	282,996	70,749
31 December 2021	31 December 2029	358,542	89,635	358,542	89,635
31 December 2022	31 December 2030	101,362	25,341	101,362	25,341
		709,269	177,317	742,900	185,725

The utilisation of these tax losses prior to their expiry is dependent on the Group and Company achieving improvement in forecast earnings compared to the current year. This expectation of a improvement in future results is based on expectations of improved operating performance from both revenue optimisation strategies and cost containment measures being implemented. This represents a significant area of management judgement and estimation, as it involves projecting future taxable profits, which are inherently uncertain.

Deferred tax assets relating to carried-forward tax losses will continue to be reassessed at each reporting date and adjusted if necessary if it is no longer probable that sufficient taxable profits will be available to utilise all or part of these deferred tax assets before expiry.

	Group		Company	
	2024	2023	2024	2023
(d) Income Tax Refund	\$'000	\$'000	\$'000	\$'000
Balance at 1 January	285	1,277	235	1,226
Withholding tax deducted at source	390	356	390	356
Tax refunded	(231)	(1,348)	(231)	(1,347)
	444	285	394	235

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

10. CASH AND CASH EQUIVALENTS

Cash at bank
Cash on hand

Group		Company	
2024	2023	2024	2023
\$'000	\$'000	\$'000	\$'000
256,588	216,374	256,562	215,779
171	171	169	169
256,759	216,545	256,731	215,948

Cash and cash equivalents comprise cash balances, cash at call and term deposits that are readily convertible to a known amount of cash and are subject to an insignificant risk of change in value. Short term deposits have been classified as part of cash and cash equivalents as these deposits are held for meeting short-term cash commitments.

Term deposits are provided as security for Standby Letters of Credit (SBLC) issued to third parties under the terms of certain operational agreements. The collateral cannot be sold or repledged in the absence of default by the Group.

11. TRADE AND OTHER RECEIVABLES

Trade receivables
Prepaid finance cost
Other receivables
Prepayment
Less: Allowance for impairment

Group		Company	
2024	2023	2024	2023
\$'000	\$'000	\$'000	\$'000
56,417	71,559	55,437	70,248
54,160	65,449	54,160	65,449
45,754	59,281	45,209	58,586
33,255	44,416	33,211	44,400
(15,477)	(1,485)	(15,308)	(1,367)
174,109	239,220	172,709	237,316
Represented by:			
Current	130,371	185,245	128,971
Non-current	43,738	53,975	43,738
174,109	239,220	172,709	237,316

(a) The trade receivables are stated at fair values.

Other receivables primarily comprise of tax-related receivables, hotel floats and deposits, unused goods and services incentive credits, insurance claims and accrued interest income.

Prepaid finance cost includes prepaid Government guarantee fee of \$52.6m (2023: \$63.8m). Non-current receivables relates to the prepaid finance cost not due to be amortised within the next 12 months after the reporting date.

(b) The ageing analysis of these trade receivables is as follows:

Up to 3 months	50,104	65,860	49,196	64,855
3 to 6 months	4,287	4,196	4,215	4,027
6 to 12 months	2,026	1,503	2,026	1,366
	56,417	71,559	55,437	70,248

(c) Movement in the allowance for impairment of trade receivables are as follows:

Balance at 1 January	1,485	1,485	1,367	1,367
Measurement of loss allowance	13,992	-	13,941	-
Balance at 31 December	15,477	1,485	15,308	1,367

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

12. DERIVATIVES

(a) Assets

Fuel options premium at fair value
Foreign currency options premium at fair value

(b) Liabilities

Fuel swap options at fair value

Group		Company	
2024	2023	2024	2023
\$'000	\$'000	\$'000	\$'000
7,711	7,485	7,711	7,485
23,728	4,966	23,728	4,966
31,439	12,451	31,439	12,451
(2,050)	-	(2,050)	-
(2,050)	-	(2,050)	-

Fair Value Measurement

To provide an indication about the reliability of the inputs used to determine the fair value, the Group has classified its financial instruments into level 1 as prescribed under the accounting standards. Level 1 includes the fair value of financial instruments traded in active markets (such as publicly traded derivatives which are based on quoted market prices at the end of the reporting period.)

Specific valuation techniques used to value derivatives is:

- The use of quoted market prices or dealer quotes for similar instruments.

13. INVENTORIES

Inflight stock
General stock
Engineering spares

Less: Provision for stock obsolescence

Group		Company	
2024	2023	2024	2023
\$'000	\$'000	\$'000	\$'000
1,962	1,467	1,962	1,467
1,058	726	1,051	726
71,387	58,999	60,154	49,076
74,407	61,192	63,167	51,269
(1,691)	(2,286)	(1,575)	(2,170)
72,716	58,906	61,592	49,099

Movement in the provision for stock obsolescence is as follows:

Balance at 1 January	2,286	2,034	2,170	1,919
Measurement of loss allowance	(595)	252	(595)	251
Balance at 31 December	1,691	2,286	1,575	2,170

14. ADVANCE TO RELATED PARTIES

(a) Receivable from related parties

Fiji Airlines Pte Limited trading as Fiji Link
Pacific Call Comm Pte Limited

(b) Payable to related parties

Pacific Call Comm Pte Limited

-	-	55,637	43,632
-	-	136	120
-	-	55,773	43,752

-	-	(618)	(618)
---	---	--------------	-------

15. TRADE CREDITORS AND ACCRUED EXPENSES

Trade creditors
Accrued expenses
Flown passenger taxes
Others

33,026	21,102	32,885	20,945
134,115	143,183	130,635	138,579
31,102	34,996	31,102	34,996
7,705	12,934	6,830	12,397
205,948	212,215	201,452	206,917

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

16. AIRCRAFT, PROPERTY, PLANT & EQUIPMENT

Group	Aircraft and Spares	Aircraft Maintenance & C-Check	Plant, Equipment & Vehicles	Land and Buildings	Work In Progress (WIP)	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Cost or Valuation						
At 1 January 2023	861,347	44,127	119,648	106,591	7,354	1,139,067
Additions	4,610	31,568	-	-	76,967	113,145
Transfer from WIP	-	-	13,733	-	(13,733)	-
Disposals	(737)	-	(165)	-	-	(902)
Revaluation adjustment	-	-	-	9,675	-	9,675
At 31 December 2023	865,220	75,695	133,216	116,266	70,588	1,260,985
Additions	28,833	52,390	-	-	32,535	113,758
Transfer from WIP	-	-	78,170	9,524	(87,694)	-
Disposals	(2,139)	-	-	-	-	(2,139)
Revaluation adjustment	-	-	-	21,378	-	21,378
At 31 December 2024	891,914	128,085	211,386	147,168	15,429	1,393,982
Depreciation and Impairment						
At 1 January 2023	(341,929)	(22,089)	(56,523)	-	-	(420,541)
Depreciation	(41,226)	(8,218)	(10,864)	(6,333)	-	(66,641)
Disposals	-	-	114	-	-	114
At 31 December 2023	(383,155)	(30,307)	(67,273)	(6,333)	-	(487,068)
Depreciation	(41,557)	(10,871)	(9,738)	(7,259)	-	(69,425)
Disposals	40	-	-	-	-	40
At 31 December 2024	(424,672)	(41,178)	(77,011)	(13,592)	-	(556,453)
Net Book Value						
At 1 January 2023	519,418	22,038	63,125	106,591	7,354	718,526
At 31 December 2023	482,065	45,388	65,943	109,933	70,588	773,917
At 31 December 2024	467,242	86,907	134,375	133,576	15,429	837,529

Land and Buildings at Cost

Carrying amounts that would have been recognised by the Group if land and buildings were stated at cost as at 31 December 2024 was as follows:

	Land and Buildings
	\$'000
Cost	80,746
Accumulated Depreciation	(21,576)
Net Book Value	59,170

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

16. AIRCRAFT, PROPERTY, PLANT & EQUIPMENT (continued)

	Aircraft and Spares	Aircraft Maintenance & C-Check	Plant, Equipment & Vehicles	Land and Buildings	Work In Progress (WIP)	Total
Company	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Cost or Valuation						
At 1 January 2023	853,252	20,041	117,798	102,841	7,354	1,101,286
Additions	798	18,426	-	-	76,967	96,191
Transfer from WIP	-	-	13,733	-	(13,733)	-
Disposals	(581)	-	(165)	-	-	(746)
Revaluation adjustment	-	-	-	9,262	-	9,262
At 31 December 2023	853,469	38,467	131,366	112,103	70,588	1,205,993
Additions	16,669	46,892	-	-	32,506	96,067
Transfer from WIP	-	-	78,170	9,524	(87,694)	-
Disposals	(1,715)	-	-	-	-	(1,715)
Revaluation adjustment	-	-	-	19,950	-	19,950
At 31 December 2024	868,423	85,359	209,536	141,577	15,400	1,320,295
Depreciation and Impairment						
At 1 January 2023	(334,274)	(10,164)	(55,369)	-	-	(399,807)
Depreciation	(39,709)	(4,448)	(10,700)	(6,170)	-	(61,027)
Disposals	-	-	114	-	-	114
At 31 December 2023	(373,983)	(14,612)	(65,955)	(6,170)	-	(460,720)
Depreciation	(40,551)	(5,614)	(9,594)	(7,061)	-	(62,820)
At 31 December 2024	(414,534)	(20,226)	(75,549)	(13,231)	-	(523,540)
Net Book Value						
At 1 January 2023	518,978	9,877	62,429	102,841	7,354	701,479
At 31 December 2023	479,486	23,855	65,411	105,933	70,588	745,273
At 31 December 2024	453,889	65,133	133,987	128,346	15,400	796,755

Land and Buildings at Cost

Carrying amounts that would have been recognised by the Company if land and buildings were stated at cost as at 31 December 2024 was as follows:

	Land and Buildings
	\$'000
Cost	80,089
Accumulated Depreciation	(21,283)
Net Book Value	58,806

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

16. AIRCRAFT, PROPERTY, PLANT & EQUIPMENT (continued)

Measurement of Fair Value

The fair value of land and buildings was determined by external, independent property valuers, having the appropriate recognised professional qualifications and recent experience in the location and category of the property being valued.

Land and buildings measured at fair value are grouped into three levels of a fair value hierarchy. The three levels are defined based on the observability of significant inputs to the measurement, as follows:

- Level 1: quoted prices (unadjusted) in active markets for identical assets or liabilities;
- Level 2: inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly; and
- Level 3: unobservable inputs for the asset or liability.

The following table shows the levels within the hierarchy of land and buildings measured at fair value:

Group	Level 1	Level 2	Level 3	Total
31 December 2024	\$'000	\$'000	\$'000	\$'000
Leasehold land	-	26,085	-	26,085
Buildings	-	-	105,620	105,620
	-	26,085	105,620	131,705
31 December 2023	\$'000	\$'000	\$'000	\$'000
Leasehold land	-	24,935	-	24,935
Buildings	-	-	84,885	84,885
	-	24,935	84,885	109,820
Company	Level 1	Level 2	Level 3	Total
31 December 2024	\$'000	\$'000	\$'000	\$'000
Leasehold land	-	26,085	-	26,085
Buildings	-	-	100,390	100,390
	-	26,085	100,390	126,475
31 December 2023	\$'000	\$'000	\$'000	\$'000
Leasehold land	-	24,935	-	24,935
Buildings	-	-	80,885	80,885
	-	24,935	80,885	105,820

Land

The valuation was carried out using a market approach that reflects observed prices for recent market transactions for similar properties and incorporates adjustments for factors specific to the land in question, including plot size, location, encumbrances and current use. The land was revalued on 4 December 2024.

The significant input is the adjustment for factors specific to the land valued. The extent and direction of this adjustment depends on the number and characteristics of the observable market transactions in similar properties that are used as the starting point for valuation. Although this input is a subjective judgement, management considers that the overall valuation would not be materially affected by reasonably possible alternative assumptions.

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2024

16. AIRCRAFT, PROPERTY, PLANT & EQUIPMENT (continued)

Measurement of Fair Values (continued)

Buildings

The fair values of the office buildings are estimated using replacement cost approach which reflects the amount that would be required currently to replace the service capacity of the buildings, adjusted for obsolescence. Obsolescence encompasses physical deterioration, functional (technological) obsolescence and economic (external) obsolescence.

The most significant inputs, which is unobservable, are the estimated building cost rate per square meter. The extent and direction of this adjustment depends on the effective market conditions for construction and building materials. Although this input is a subjective judgement, management considers that the overall valuation would not be materially affected by reasonably possible alternative assumptions.

(a) Fiji Airways Aviation Academy

Significant unobservable input	Inter-relationship between key unobservable inputs and fair value
<ul style="list-style-type: none"> Estimated building cost rate per square meter: <ul style="list-style-type: none"> - main building structures: \$10,000 - \$12,000 - detached building structures: \$2,900 - \$3,400 Professional fees: 5% of estimated costs Depreciation: 2% 	The estimated fair value would increase / (decrease) if: <ul style="list-style-type: none"> - replacement per square meter are higher / (lower) - professional fees percentage was higher / (lower) - depreciation rates was lower / (higher)

(b) Fiji Airways Hangar

Significant unobservable input	Inter-relationship between key unobservable inputs and fair value
<ul style="list-style-type: none"> Estimated building cost rate per square meter: <ul style="list-style-type: none"> - open hangar structure: \$4,900 - main building structures: \$1,650 - \$2,300 - attached building structures: \$550 Professional fees: 5% of estimated costs Depreciation: 20% - 30% 	The estimated fair value would increase / (decrease) if: <ul style="list-style-type: none"> - replacement per square meter are higher / (lower) - professional fees percentage was higher / (lower) - depreciation rates was lower / (higher)

(c) Fiji Link Hangar

Significant unobservable input	Inter-relationship between key unobservable inputs and fair value
<ul style="list-style-type: none"> Estimated building cost rate per square meter: <ul style="list-style-type: none"> - open hangar structure: \$3,500 - main building structures: \$2,500 - \$3,000 - attached building structures: \$2,900 Professional fees: 5% of estimated costs Depreciation: 5% 	The estimated fair value would increase / (decrease) if: <ul style="list-style-type: none"> - replacement per square meter are higher / (lower) - professional fees percentage was higher / (lower) - depreciation rates was lower / (higher)

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

17. LEASES

(a) Finance Leases

The Group and the Company has three (3) A330-200 aircraft which are classified as finance lease under IFRS 16. These assets are recorded and disclosed as part of Aircraft, Property, Plant and Equipment as substantially all the risks and rewards incidental to ownership of the underlying aircraft have been passed on to the Group and the Company.

	Group		Company	
	2024	2023	2024	2023
The future lease payments under finance leases are:	\$'000	\$'000	\$'000	\$'000
Less than one year	24,941	76,531	24,941	76,531
Between one and five years	-	23,530	-	23,530
Minimum lease payments	24,941	100,061	24,941	100,061
Less: future finance charges	(364)	(2,543)	(364)	(2,543)
Balance at the end of the financial year	24,577	97,518	24,577	97,518
<u>Represented by:</u>				
Current	24,577	74,331	24,577	74,331
Non-current	-	23,187	-	23,187
	24,577	97,518	24,577	97,518

(b) Operating Leases

(i) Right-of-use-assets

	Aircraft	Aircraft Restoration Cost	Aircraft Spare Engine	Land and Rental Premises	Total
Group and Company	\$'000	\$'000	\$'000	\$'000	\$'000
31 December 2023					
Balance at 1 January	871,598	5,475	56,024	23,487	956,584
Additions for the year	501,638	2,797	-	2,045	506,480
Remeasurement during the year	-	-	7,701	165	7,866
Depreciation charges for the year	(125,416)	(835)	(6,811)	(1,940)	(135,002)
Balance at 31 December	1,247,820	7,437	56,914	23,757	1,335,928
31 December 2024					
Balance at 1 January	1,247,820	7,437	56,914	23,757	1,335,928
Additions for the year	83,375	1,374	-	5,608	90,357
Remeasurement during the year	-	-	(7,677)	(2,220)	(9,897)
Early termination of lease	-	-	-	(657)	(657)
Depreciation charges for the year	(150,380)	(990)	(5,971)	(3,482)	(160,823)
Balance at 31 December	1,180,815	7,821	43,266	23,006	1,254,908

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

17. LEASES (continued)

(b) Operating Leases (continued)

(ii) Lease liabilities

Group and Company	Aircraft	Aircraft Restoration Cost	Aircraft Spare Engine	Land and Rental Premises	Total
31 December 2023	\$'000	\$'000	\$'000	\$'000	\$'000
Balance at 1 January	936,907	9,305	59,739	28,420	1,034,371
Additions for the year	501,638	2,797	-	2,045	506,480
Remeasurement during the year	-	414	7,701	165	8,280
Payments during the year	(146,904)	-	(7,723)	(2,406)	(157,033)
Interest expense for the year	24,408	-	1,120	1,237	26,765
Lease forgiven	-	-	-	(110)	(110)
Foreign exchange translation	(16,002)	(124)	(608)	(5)	(16,739)
Balance at 31 December	1,300,047	12,392	60,229	29,346	1,402,014
31 December 2024					
Balance at 1 January	1,300,047	12,392	60,229	29,437	1,402,105
Additions for the year	83,375	1,374	-	5,608	90,357
Remeasurement during the year	-	509	(7,677)	(2,220)	(9,388)
Payments during the year	(181,680)	-	(6,838)	(4,010)	(192,528)
Interest expense for the year	34,051	-	949	1,245	36,245
Lease forgiven	-	-	-	(7)	(7)
Early termination of lease	-	-	-	(791)	(791)
Foreign exchange translation	74,015	757	3,088	19	77,879
Balance at 31 December	1,309,808	15,032	49,751	29,281	1,403,872

	Group and Company	
	2024	2023
Lease liabilities included in the statement of financial position:	\$'000	\$'000
Current	171,321	152,160
Non-current	1,232,551	1,249,854
	1,403,872	1,402,014

Payments during the year include principal payments of \$156.3m (2023: \$130.3m) and interest payments of \$36.2m (2023: \$26.8m).

The future lease payments under operating leases are:

Less than one year	206,483	180,171
One to five years	744,999	704,514
More than five years	632,391	702,101
Minimum lease payments	1,583,873	1,586,786
Less: future finance charges	(180,001)	(184,772)
Balance at the end of the financial year	1,403,872	1,402,014

(iii) Deferred leases

Current	2,875	2,713
Non-current	5,511	7,912
	8,386	10,625

Unpaid amounts for lease deferrals are recognised as separate deferred lease liability.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

17. LEASES (continued)

(b) Operating Leases (continued)

(iv) Amounts recognised in profit or loss

Interest on lease liabilities

Depreciation on right-of-use-assets

Group and Company	
2024	2023
\$'000	\$'000
(36,245)	(26,765)
(160,823)	(135,002)

(v) Amounts recognised in statement of cash flows

Payment of Lease Liabilities - Right-of-Use Assets

Interest paid - Right-of-use assets

156,283	130,268
36,245	26,765

18. EQUITY INVESTMENTS

(a) Investment in Subsidiaries

Fiji Airlines Pte Limited trading as Fiji Link

Pacific Call Comm Pte Limited

Balance at the end of the financial year

Group		Company	
2024	2023	2024	2023
\$'000	\$'000	\$'000	\$'000
-	-	2,000	2,000
-	-	250	250
-	-	2,250	2,250

Investment in controlled entities is represented by:

- 100% shares owned in Fiji Airlines Pte Limited trading as Fiji Link (a Company incorporated in Fiji on 27 May 2005, servicing domestic air routes).
- 100% shares owned in Pacific Call Comm Pte Limited, which holds 50% interest in Centrecom Pte Limited (a company incorporated in Fiji on 6 October 2014 to carry on business as a call centre, travel agent and reservation and booking services provider).

(b) Investment in Jointly Controlled Entities

Name of Entity	% of Ownership Interest		Nature of Relationship	Measurement Method
	2024	2023		
Richmond Pte Limited	50%	50%	Joint Venture	Equity Method
Centrecom Pte Limited	50%	50%	Joint Venture	Equity Method
Vatu Talei Pte Limited	50%	50%	Joint Venture	Equity Method

Investment in jointly controlled entities is represented by:

- 50% interest in Richmond Pte Limited pursuant to a Shareholders' Agreement with BSP Life (Fiji) Pte Limited. The principal activities of Richmond Pte Limited trading as Sofitel Fiji Resort and Spa, were the provision of hotel accommodation, food and beverage and other related services.
- Pacific Call Comm Pte Limited has a 50% interest in Centrecom Pte Limited pursuant to a Shareholders' Agreement with Centrecom Pacific Pte Ltd, a subsidiary of World Aviation Group. The principal activities of Centrecom Pte Limited were the provision of contact centre and back office processing services.
- 50% interest in Vatu Talei Pte Limited, a new project undertaken by the management of Richmond Pte Limited as a joint venture between Air Pacific Limited and BSP Life Pte Limited. 1 share at value \$1 was issued as at 1 December 2024 with the remaining shares to be subsequently issued during the year. The principal activities of Vatu Talei Pte Limited during the reporting period has been the construction and development of the resort. The intended principal activities upon completion are provision of hotel accommodation, food and beverage and other related services

The Group's financial statements are prepared using uniform accounting policies for like transactions and events in similar circumstances. Adjustments have been made to conform the jointly controlled entities accounting policies to those adopted by the Group when applying the Equity Method accounting.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

18. EQUITY INVESTMENTS (continued)

(b) Investment in Jointly Controlled Entities (continued)

	Group		Company	
	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000
Balance at the beginning of financial year	134,014	84,922	42,672	17,915
Purchase of additional shares in Richmond Pte Limited	-	24,757	-	24,757
Share of Profit from Richmond Pte Limited	17,777	19,087	-	-
Share of Profit / (Loss) from Centrecom Pte Limited	283	(433)	-	-
Share of Other Comprehensive Income from Richmond Pte Limited	(2,732)	9,556	-	-
Dividends received from Richmond Pte Limited	(29,000)	(3,875)	-	-
Balance at the end of the financial year	120,342	134,014	42,672	42,672

The Group's 50% interest in Richmond Pte Limited and 50% interest in Centrecom Pte Limited (the jointly controlled entity) is shown below:

	Richmond Pte Limited		Centrecom Pte Limited	
	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000
Statement of Financial Position				
Current assets	42,445	48,434	7,596	6,786
Non-current assets	270,878	293,874	4,863	5,550
Current liabilities	(25,668)	(23,802)	(4,815)	(4,350)
Non-current liabilities	(53,307)	(56,248)	(3,054)	(4,100)
Total Shareholders' Equity	234,348	262,258	4,590	3,886
Group's 50% share in Equity	117,174	131,129	2,295	1,943

Statement of Profit or Loss

Revenue	116,119	95,352	30,129	24,158
Depreciation and amortisation expense	(9,915)	(7,124)	(1,279)	(1,042)
Other operating expense	(70,341)	(49,794)	(28,129)	(23,128)
Finance costs	(309)	(340)	(181)	(426)
Profit before income tax	35,554	38,094	540	(438)
Income tax expense	-	-	(135)	-
Profit / (loss) for the year	35,554	38,094	405	(438)
Adjustment of prior year share of profit / (loss)	-	-	160	(430)
Adjusted profit / (loss) for the year	35,554	38,174	565	(868)
Group's 50% share of profit / (loss) for the year	17,777	19,087	283	(434)

Statement of Other Comprehensive Income

Other comprehensive income that will not be reclassified to profit or loss in the subsequent periods, net of tax	(5,464)	19,112	-	-
Group's 50% share of OCI for the year	(2,732)	9,556	-	-

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

19. EQUITY

(a) Issued and Paid-Up Share Capital

		2024		2023	
		Paid Up Capital	%	Paid Up Capital	%
		\$'000		\$'000	
Shareholders as at 31 December were:					
	Shares				
The Republic of Fiji	37,477,503	115,307	51.00	115,307	51.00
Fiji National Provident Fund	22,061,790	93,101	30.02	93,101	30.02
Qantas Airways Limited	12,084,832	12,085	16.45	12,085	16.45
Unit Trust of Fiji	1,161,147	4,900	1.58	4,900	1.58
Air New Zealand Limited	505,000	505	0.69	505	0.69
Republic of Kiribati	70,400	70	0.10	70	0.10
Kingdom of Tonga	70,400	70	0.10	70	0.10
Independent State of Samoa	32,000	32	0.04	32	0.04
Republic of Nauru	22,800	23	0.03	23	0.03
	73,485,872	226,093	100.00	226,093	100.00

(b) Asset Revaluation Reserve

Asset revaluation reserve comprises of the fair value gains / (losses) arising from the revaluation of property through other comprehensive income.

	Group		Company	
	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000
Balance at 1 January	102,934	91,880	42,789	41,324
Revaluation of land and buildings	18,646	19,231	19,950	9,261
Deferred tax	(5,296)	(4,591)	(4,939)	(4,320)
Transfer of excess depreciation to Retained Earnings	(4,224)	(3,586)	(4,100)	(3,476)
Balance at 31 December	112,060	102,934	53,700	42,789

20. REVENUE RECEIVED IN ADVANCE

Passenger tickets and ancillary services	314,251	344,913	314,251	344,913
Taxes	40,554	36,656	40,554	36,656
Freight	625	744	625	744
Others	668	1,149	668	1,149
	356,098	383,462	356,098	383,462

Represents passenger and freight sales not yet utilised as at balance date.

21. EMPLOYEE ENTITLEMENTS

Annual leave entitlement	17,176	14,692	15,766	13,529
Retirement benefit entitlement	3,157	2,515	3,156	2,515
Bonus and profit sharing	-	13,000	-	13,000
	20,333	30,207	18,922	29,044
Represented by:				
Current	17,287	27,840	15,876	26,677
Non-current	3,046	2,367	3,046	2,367
	20,333	30,207	18,922	29,044

Current employee benefits include annual leave payable, anticipated retirement payment, staff bonus and profit-sharing due and payable in the next twelve months. Non-current employee benefits include the balance of retirement payment. The retirement plan entitles a retired employee to receive payment as stated in their contract or collective agreement for each year of service that the employee provided.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

22. BORROWINGS

Current
Non-current

Group		Company	
2024	2023	2024	2023
\$'000	\$'000	\$'000	\$'000
41,843	34,406	41,843	34,406
647,558	539,463	647,558	539,463
689,401	573,869	689,401	573,869

Out of the total borrowings of \$689.4m at the end of the year, \$364.5m are supported by guarantees issued by the Government of Fiji (2023: \$384.7m of borrowings supported by guarantees issued by the Government of Fiji). Refer Note 23 for Government Guarantees. The remaining borrowings are supported by the physical assets of the Group.

The Fiji Airways Aviation Academy was initially funded through operational cash flows, with \$83.7 million spent on Phase 1 and \$72.6 million on Phase 2 for infrastructure and simulator acquisitions. In December 2024, the total project cost was refinanced through a \$150.0 million domestic loan.

23. GOVERNMENT GUARANTEE

The Government of Fiji has provided government guarantee worth FJ\$561.4m to support the Company in securing additional loans and aircraft lease payment deferrals to conserve cash and to sustain the company amidst the financial impact of COVID-19. Government guarantees of \$521.9m have been issued as at reporting date.

As at balance date, the Company has issued the government guarantee for the following financing facilities:

- Fiji Development Bank (FDB) loan facility of FJ\$95.0m;
- Fiji National Provident Fund (FNPF) loan facility of FJ\$53.6m;
- Home Finance Company (HFC) of FJ\$30.0m;
- BRED Bank loan facility of FJ\$25.5m;
- BRED Bank loan facility of US\$42.4m;
- BRED Bank loan facility of US\$25.0m;
- Bank of South Pacific loan facility of US\$15.0m;
- Home Finance Company loan facility of US\$10.0m;
- Standby letters of credit FJ\$26.4m from ANZ Bank;
- Standby letters of credit FJ\$10.6m from Bred Bank;
- Payment deferrals of loan for 12 months of US\$20.2m from KfW IPEX Bank/Export Credit Agency (ECA)/Helaba;
- Payment deferrals of aircraft leases for 9 months of US\$8.9m from Avolon; and
- Aircraft deposit equivalent to 3 months lease rental of US\$3.6m to GE Capital Aviation Services.

24. BASIC EARNINGS PER SHARE

Earnings from continuing operations attributable to equity holders of the Company

Weighted average number of ordinary shares

Group		Company	
2024	2023	2024	2023
\$'000	\$'000	\$'000	\$'000
(25,034)	121,485	(13,719)	100,199
73,486	73,486	73,486	73,486
(0.34)	1.65	(0.19)	1.36

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

25. PROVISIONS

Aircraft / Engine Overhaul

Balance at the beginning of the financial year
Provisions made during the year
Provisions utilised during the year
Balance at the end of the financial year

Group		Company	
2024	2023	2024	2023
\$'000	\$'000	\$'000	\$'000
35,377	23,764	35,377	23,764
66,851	35,722	66,851	35,722
(43,036)	(24,109)	(43,036)	(24,109)
59,192	35,377	59,192	35,377
Represented by:			
Current	10,454	5,766	10,454
Non-current	48,738	29,611	48,738
59,192	35,377	59,192	35,377

26. CAPITAL COMMITMENTS

As at balance date the Group and the Company had the following commitments. These commitments are not provided for in the financial statements:

- The Group and the Company has approved and entered into agreement of \$8.5m for the acquisition of Advance Aviation Training Hanger;
- The Group and the Company has entered into agreements of \$2.6m with various vendors for multiple IT and aircraft related projects.

27. CONTINGENCIES

The Company will provide necessary financial support to its controlled entity, Fiji Airlines Pte Limited trading as Fiji Link, in order to fulfil its debt obligations as and when they are due and payable.

28. RELATED PARTIES

(a) Directors

The Directors of the Group and Company during the financial year and up to the date of this report were:

- Mr. Nalin Kumar Patel - Chairman
- Mr. Andries Nathaniel Viljoen
- Mr. Daksesh Patel
- Mr. Attar Singh
- Ms. Leba Seni Lutu Nabou
- Mr. Himmat Lodhia

(b) Identity of Related Parties

Air Pacific Limited trading as Fiji Airways & Subsidiaries known as the "Group" has a related party relationship with the Fiji Government, Fiji National Provident Fund (FNPF), Unit Trust of Fiji (UTOF), Qantas, Air New Zealand and other Island Government States by way of shareholding. Further to this the Group has a related party relationship with its Directors and key management.

(c) Key management compensation

Key management includes Directors and members of the management team who have authority and responsibility for planning, directing and controlling the activities of the Group and the Company. The compensation paid or payable to key management for employee services is shown below:

Salaries and other short term benefits

Group and Company	
2024	2023
\$'000	\$'000
7,808	6,204

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

28. RELATED PARTIES (continued)

(d) Transactions with related parties

Transactions with the related parties are conducted on a commercial basis and comprise the following:

- Air Pacific Limited trading as Fiji Airways was a supplier of passenger travel and freight carriage for the Fiji Government;
- Air Pacific Limited trading as Fiji Airways procured airport, ground handling, catering, landing and air navigation services from the Fiji Government or its controlled entities;
- Air Pacific Limited trading as Fiji Airways paid Qantas a commission for seats sold under a codesharing agreement on specific routes;
- Air Pacific Limited trading as Fiji Airways procures ground handling freight services, aircraft maintenance services and the use of business lounge from Qantas; and
- The Group and Company contributes employees superannuation to FNPF as mandated by the legislation.

	Group		Company	
	2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000
Fiji Government and its controlled entities				
Revenue	6,634	2,987	1,692	1,232
Expenditure	167,324	128,039	162,726	121,244
Trade receivables	1,450	931	1,191	278
Trade creditors	375	190	275	84
Qantas				
Revenue	74,249	83,379	74,249	83,379
Expenditure	2,464	2,055	2,464	2,055
Trade receivables	2,042	3,573	2,042	3,573
Trade creditors	223	3,106	223	3,106
Air New Zealand				
Revenue	2,834	2,534	2,834	2,534
Trade receivables	123	402	123	402
Trade creditors	37	120	37	120
Fiji National Provident Fund				
Repayment of borrowings (principal and interest)	15,412	15,895	15,412	15,895
Superannuation contributions	20,574	13,825	18,563	12,744
Unit Trust of Fiji				
Repayment of borrowings (principal and interest)	1,306	1,333	1,306	1,333

Fiji Airlines Pte Limited trading as Fiji Link

Fiji Airlines Pte Limited trading as Fiji Link is a related party by virtue of it being a controlled entity. Transactions and balances with Fiji Airlines Pte Limited trading as Fiji Link are disclosed elsewhere in the financial statements.

Air Pacific Limited has provided written confirmation to Fiji Airlines Pte Limited trading as Fiji Link that it irrevocably undertakes to continue to provide financial and other support as necessary for a period of not less than 12 months from the date of signing of these financial statements to enable Fiji Airlines Pte Limited trading as Fiji Link to continue to trade and meet its debts as and when they fall due and meet any liability incurred during the financial period of financial support.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

28. RELATED PARTIES (continued)

(d) Transactions with related parties (continued)

Richmond Pte Limited

Richmond Pte Limited is a related party by virtue of it being a jointly controlled entity. Transactions and balances with Richmond Pte Limited are disclosed elsewhere in the financial statements.

Centrecom Pte Limited

Centrecom Pte Limited is a related party by virtue of it being a jointly controlled entity. Transactions and balances with Centrecom Pte Limited are disclosed elsewhere in the financial statements.

29. FINANCIAL RISK MANAGEMENT

The Group and the Company is subject to credit, liquidity, interest rate, foreign exchange and fuel price risk. These risks are an inherent part of the operations of an international airline. The Group and the Company manages these risk exposures according to policies as approved by the Board.

The Group and the Company uses different methods to assess and manage different types of risks to which it is exposed. These methods include sensitivity analysis in the case of interest rate, foreign exchange and other prices risks, and ageing analysis and sensitivity analysis for credit and liquidity risk.

(a) Credit Risk

Credit risk is the risk of financial loss to the Group and the Company if a customer or counterparty to a financial instrument fails to meet its contractual obligations, and arises principally from the Group and the Company's cash at bank, term deposit, trade receivables, other receivables, deposits, and advance to related parties and receivable from related party.

Exposure to credit risk

The carrying amount of financial assets represents the maximum credit exposure. The table below sets out maximum exposure to credit risk as at the Statement of Financial Position date:

	Notes	Group		Company	
		2024 \$'000	2023 \$'000	2024 \$'000	2023 \$'000
Cash and cash equivalents	10	256,759	216,545	256,731	215,948
Term deposits		118,403	95,240	118,403	95,240
Trade receivables - net of impairment	11	40,940	70,074	40,129	68,881
Other receivables	11	45,754	59,281	45,209	58,586
Aircraft deposits		17,615	16,281	17,615	16,281
Advance to Related Parties - net	14 (a)	-	-	55,773	43,752
		479,471	457,421	533,860	498,688

Trade Receivable, Other Receivable, Deposits, Receivables from Related Party and Advance to Related Parties

The Group and the Company has credit sales with reputable companies who have been transacting with the Group and the Company for a number of years. The Group and the Company limits its exposure to credit risk from trade receivables by establishing payment period of 30 days and setting up credit limits. Impairment has been measured on the 12 month expected loss basis and reflects short term turn over. Refer Note 11 for movement in impairment losses and trade receivables' analysis.

Cash at Bank and Term Deposit

The Group and the Company considers cash and term deposit balance to have low credit risk when its credit risk rating is equivalent to the globally understood definition of "investment grade". The Group and the Company considers this to be Baa3 or a higher rating per Standards and Poor's or BBB- or higher per Moody's. The Group and the Company considers that its cash and term deposit have high credit ratings of the counterparties.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

29. FINANCIAL RISK MANAGEMENT (continued)

(b) Liquidity risk

Liquidity risk is the risk that the Group and the Company will encounter difficulty in meeting the obligations associated with its financial liabilities that are settled by delivering cash or another financial asset. The Group and 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 Group and the Company's reputation.

The following table summarises the contractual maturities of financial liabilities as at reporting date.

		Group			
		Less than 1 year	1 to 5 years	Later than 5 years	Total
		\$'000	\$'000	\$'000	\$'000
Financial liabilities	Notes				
31 December 2024					
Trade creditors and accrued expenses	15	205,948	-	-	205,948
Lease liabilities - owned aircraft	17 (a)	24,941	-	-	24,941
Lease liabilities - right of use assets	17 (b) (iii)	206,483	744,999	632,391	1,583,873
Borrowings	22	71,317	322,410	464,117	857,844
		508,689	1,067,409	1,096,508	2,672,606

		Group			
		Less than 1 year	1 to 5 years	Later than 5 years	Total
		\$'000	\$'000	\$'000	\$'000
Financial liabilities	Notes				
31 December 2023					
Trade creditors and accrued expenses	15	212,215	-	-	212,215
Lease liabilities - owned aircraft	17 (a)	76,531	23,530	-	100,061
Lease liabilities - right of use assets	17 (b) (iii)	180,171	704,514	702,101	1,586,786
Borrowings	22	58,933	254,236	406,736	719,905
		527,850	982,280	1,108,837	2,618,967

		Company			
		Less than 1 year	1 to 5 years	Later than 5 years	Total
		\$'000	\$'000	\$'000	\$'000
Financial liabilities	Notes				
31 December 2024					
Trade creditors and accrued expenses	15	201,452	-	-	201,452
Lease liabilities - owned aircraft	17 (a)	24,941	-	-	24,941
Lease liabilities - right of use assets	17 (b) (iii)	206,483	744,999	632,391	1,583,873
Borrowings	22	71,317	322,410	464,117	857,844
		504,193	1,067,409	1,096,508	2,668,110

		Company			
		Less than 1 year	1 to 5 years	Later than 5 years	Total
		\$'000	\$'000	\$'000	\$'000
Financial liabilities	Notes				
31 December 2023					
Trade creditors and accrued expenses	15	206,917	-	-	206,917
Lease liabilities - owned aircraft	17 (a)	76,531	23,530	-	100,061
Lease liabilities - right of use assets	17 (b) (iii)	180,171	704,514	702,101	1,586,786
Borrowings	22	58,933	254,236	406,736	719,905
		522,552	982,280	1,108,837	2,613,669

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

29. FINANCIAL RISK MANAGEMENT (continued)

(c) Market Risk

Market risk is the risk that changes in market prices, such as foreign exchange rates, interest rates and equity prices will affect the Group and 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.

The following section summarises the Group and the Company's approach to managing these risks.

(i) Interest Rate Risk

Interest rate risk 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. As at 31 December 2024, interest bearing liabilities amounted to \$722.4 million (2023: \$682.0 million). The interest rate is fixed.

(ii) Foreign Exchange Risk

Nature of the risk

Foreign exchange risk arises from future commercial transactions and recognised assets and liabilities denominated in a currency that is not the functional currency of the Group. The Group operates internationally and is exposed to foreign exchange risk, primarily the US dollar. The source and nature of this risk arises from operations, capital expenditure and revaluation risk. The revaluation risk primarily exists in interest bearing liabilities, lease liabilities and other financial assets and liabilities. The Group hedges foreign exchange risk with the objective of minimising volatility of the Fijian currency cost of highly probable forecast purchases and disposals of property, plant and equipment and other revenue and operating expenditures.

Management of foreign exchange risk

Foreign currency options are used to hedge a portion of net foreign currency exposures in accordance with Group policy. Net foreign currency exposures, including foreign currency purchases and disposals of property, plant and equipment, may be hedged out to two years within specific parameters. Any hedging outside these parameters requires approval by the Board.

The following table summarises the impact of reasonably possible changes in foreign exchange rates on net profit before tax and equity. The sensitivity analysis assumes a 10% increase and decrease in USD and AUD currency pairs. The analysis also assumes that all other variables, including interest rates, remain constant.

	Net Profit		Equity	
	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000
Group				
10% increase in all major currency pairs	40,479	21,276	30,359	15,957
10% decrease in all major currency pairs	(40,479)	(21,276)	(30,359)	(15,957)
Company				
10% increase in all major currency pairs	41,610	20,819	31,208	15,614
10% decrease in all major currency pairs	(41,610)	(20,819)	(31,208)	(15,614)

(iii) (Fuel Price Risk and Commodity Options Transactions)

Nature of the risk

Exposure of future fuel costs to unfavourable USD-denominated price.

Management of future fuel costs risk

The Group uses options on crude oil to hedge exposure to movements in the USD price of aviation fuel. The Group considers the crude component to be a separately identifiable and measurable component of aviation fuel. In identifying this component, the Group considers long-term correlation levels between crude hedging products and underlying jet fuel exposure.

Economic hedging is conducted in accordance with Fiji Airways Hedging Policy, where, total volumes hedged with approved counterparties with approved instruments must at any time be in the range of 50 - 75% of forecast fuel consumption for the remaining period of the current financial year. Exceptions can only be permitted with prior written approval from the Board of Directors.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

29. FINANCIAL RISK MANAGEMENT (continued)

(c) Market Risk (continued)

(iii) Fuel Price Risk and Commodity Options Transactions (continued)

	Net Profit		Equity	
	2024	2023	2024	2023
Group	\$'000	\$'000	\$'000	\$'000
10% increase per barrel in fuel indices	(41,291)	(41,762)	(30,968)	(31,322)
10% decrease per barrel in fuel indices	41,291	41,762	30,968	31,322
Company				
10% increase per barrel in fuel indices	(40,432)	(40,748)	(30,324)	(30,561)
10% decrease per barrel in fuel indices	40,432	40,748	30,324	30,561

(d) Capital Management

The Board's policy is to maintain a strong capital base so as to maintain investor, creditor and market confidence and sustain future development of the business. Capital consists of share capital and retained earnings of the Group and the Company.

The Board of Directors monitors the return on capital as well as the level of dividends to shareholders. The Board seeks to maintain a balance between the higher returns that might be possible with higher levels of borrowings and the advantages and security afforded by a sound capital position.

The Group and the Company's net debt to adjusted equity ratio at the reporting date was as follows:

	Group		Company	
	2024	2023	2024	2023
	\$'000	\$'000	\$'000	\$'000
Total borrowings and lease liabilities (excluding deferred leases)	2,117,850	2,073,401	2,117,850	2,073,401
Less: Cash and cash equivalents	(375,162)	(311,785)	(375,134)	(311,188)
Less: Lease liabilities - right-of-use assets	(1,403,872)	(1,402,014)	(1,403,872)	(1,402,014)
Net debt	338,816	359,602	338,844	360,199
Total equity	240,251	251,935	163,145	161,853
Total capital	677,632	719,204	677,688	720,398
Gearing ratio	71%	70%	48%	45%

30. PRIOR YEAR RESTATEMENTS

During 2024, the Group undertook a review of its accounting treatments in alignment with International Financial Reporting Standards (IFRS Accounting Standards). As part of this process, certain comparative information for the years ended 31 December 2023 and 31 December 2022 have been restated, resulting in net adjustment of \$3.3m and \$10.4m to the Net Comprehensive Income for the respective years.

Upon identification, these adjustments have been applied to the respective financial periods to represent consistent application of accounting principles and presentation, ensuring enhanced transparency and comparability of the financial statements. The restatements applied retrospectively have no impact on the Group's cashflows.

- Fair value gains and losses on hedge instruments were reassessed in accordance with IFRS 9 *Financial Instruments* and determined to not meet the qualifying criteria for recognition in Other Comprehensive Income. Accordingly, these amounts have been reclassified to the Income Statement for the relevant periods.
- The Group and Company refined its accounting treatment for heavy maintenance, restoration obligations, and related supplier credits for both leased and owned aircraft. Where such costs did not meet the criteria for capitalization or recognition as a provision, adjustments have been made to the Income Statement.
- The recognition of certain trade receivables has been reassessed in relation to the underlying recognition basis. Where the recognition did not align with the applicable basis, with the amounts reversed in the periods in which the receivables were initially recognised.
- Certain comparative figures have been reclassified to align with the current year's presentation, with no impact on the Group's profit or net assets. This includes offset of deferred tax assets and liabilities balances, now presented on a net basis in accordance with IAS 12 *Income Taxes*.

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

30. PRIOR YEAR RESTATEMENTS (continued)

The following tables summarise affected financial statement captions impacted from the restatement.

(a) Group Restatement Impact

(i) For the year ended 31 December 2022

	As previously reported	Restatement and Disclosure Adjustment	Restated as at 31 Dec 2022
Statement of Financial Position (extract)			
Assets			
Current assets	588,201	(7,955)	580,246
Non-current assets	2,273,796	(328,484)	1,945,312
Liabilities			
Current liabilities	878,062	(2,590)	875,472
Non-current liabilities	1,857,689	(323,413)	1,534,276
Impact to Net Assets	126,246	(10,436)	115,810
Impact to Shareholder's Equity	126,246	(10,436)	115,810

(ii) For the year ended 31 December 2023

	As previously reported	Restatement and Disclosure Adjustment	Restated as at 31 Dec 2023
Statement of Profit or Loss and Other Comprehensive Income (extract)			
<u>Statement of Profit or Loss</u>			
Operating revenue	1,775,583	(1)	1,775,582
Operating expenditure	(1,404,948)	2,790	(1,402,158)
Depreciation - right-of-use assets	(135,031)	29	(135,002)
Depreciation - owned assets	(67,087)	446	(66,641)
Finance cost - net	(55,339)	(16,672)	(72,011)
Other significant items	-	(4,382)	(4,382)
Share of net profit in joint controlled entities	18,653	-	18,653
Income tax benefit	2,990	4,454	7,444
<u>Statement of Other Comprehensive Income</u>			
Cash flow hedges - effective portion of changes in fair value (Net of tax)	(9,530)	9,530	-
Revaluation of land and buildings - Company and Subsidiary Owned	9,675	-	9,675
Related Tax	(5,110)	519	(4,591)
Revaluation of land and buildings - Jointly Controlled Entities (net of tax)	9,556	-	9,556
Impact to Income Statement and Other Comprehensive Income	139,412	(3,287)	136,125

	As previously reported	Restatement and Disclosure Adjustment	Restated as at 31 Dec 2023
Statement of Financial Position (extract)			
Assets			
Current assets	563,944	4,728	568,672
Non-current assets	2,918,926	(490,376)	2,428,550
Liabilities			
Current liabilities	898,210	(5,317)	892,893
Non-current liabilities	2,319,002	(466,608)	1,852,394
Impact to Net Assets	265,658	(13,723)	251,935
Impact to Shareholder's Equity	265,658	(13,723)	251,935

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2024

30. PRIOR YEAR RESTATEMENTS (continued)

(b) Company Restatement Impact

(i) For the year ended 31 December 2022

	As previously reported	Restatement and Disclosure Adjustment	Restated as at 31 Dec 2022
Statement of Financial Position (extract)			
Assets			
Current assets	577,300	(8,069)	569,231
Non-current assets	2,223,623	(329,961)	1,893,662
Liabilities			
Current liabilities	873,986	(2,697)	871,289
Non-current liabilities	1,858,710	(323,819)	1,534,891
Impact to Net Assets	68,227	(11,514)	56,713
Impact to Shareholder's Equity	68,227	(11,514)	56,713

(ii) For the year ended 31 December 2023

	As previously reported	Restatement and Disclosure Adjustment	Restated as at 31 Dec 2023
Statement of Profit or Loss and Other Comprehensive Income (extract)			
<u>Statement of Profit or Loss</u>			
Operating revenue	1,734,596	-	1,734,596
Operating expenditure	(1,371,061)	2,782	(1,368,279)
Depreciation - right-of-use assets	(135,031)	29	(135,002)
Depreciation - owned assets	(61,089)	62	(61,027)
Finance cost - net	(54,479)	(17,532)	(72,011)
Other significant items	-	(4,426)	(4,426)
Income tax benefit	1,742	4,606	6,348
<u>Statement of Other Comprehensive Income</u>			
Cash flow hedges - effective portion of changes in fair value (Net of tax)	(9,530)	9,530	-
Revaluation of land and buildings - Company and Subsidiary Owned	9,261	-	9,261
Related Tax	(4,839)	519	(4,320)
Impact to Income Statement and Other Comprehensive Income	109,570	(4,430)	105,140

	As previously reported	Restatement and Disclosure Adjustment	Restated as at 31 Dec 2023
Statement of Financial Position (extract)			
Assets			
Current assets	551,876	4,438	556,314
Non-current assets	2,838,922	(493,939)	2,344,983
Liabilities			
Current liabilities	892,037	(5,605)	886,432
Non-current liabilities	2,320,964	(467,952)	1,853,012
Impact to Net Assets	177,797	(15,944)	161,853
Impact to Shareholder's Equity	177,797	(15,944)	161,853



VINAKA

**LOOKING FOR A FLYING START TO YOUR CAREER?
WE WANT TO HEAR FROM YOU**

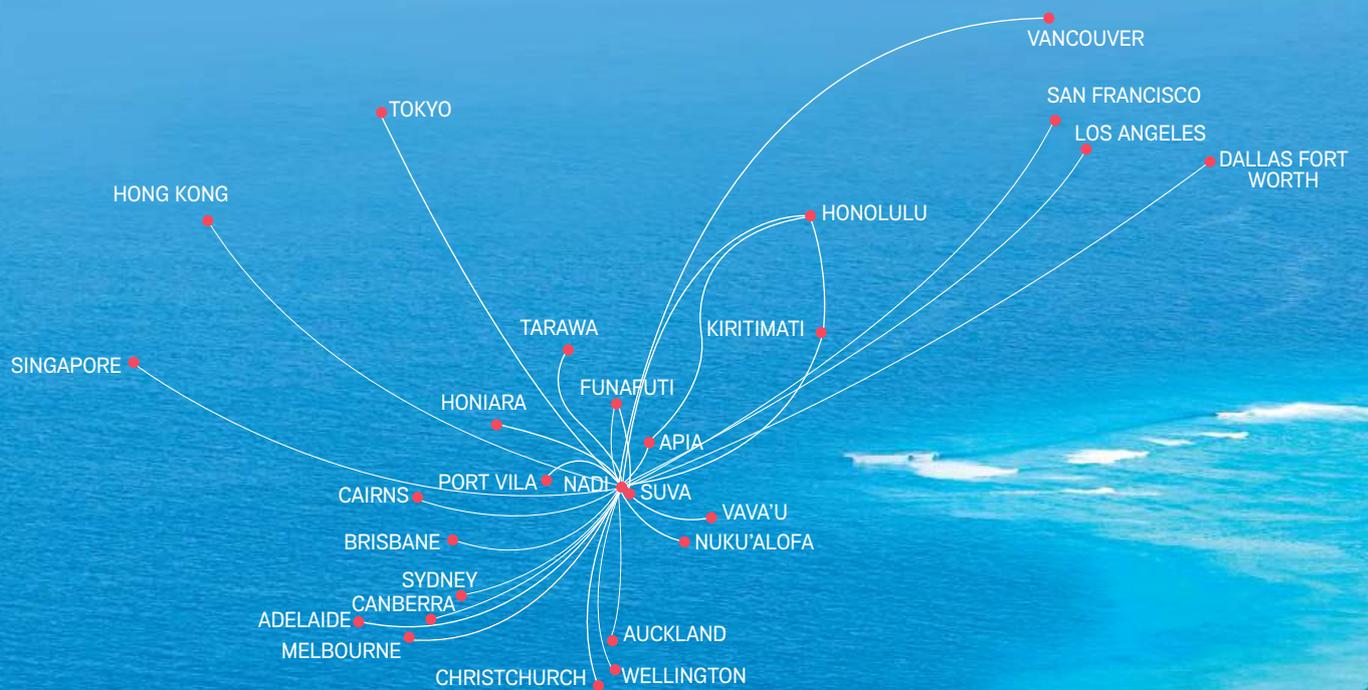


SCAN HERE
For More





OUR DESTINATIONS



FIJIAIRWAYS.COM



MOTIF: YAVUYAVU
House foundation, story or lesson.

FIJIAIRWAYS.COM