

**2023/2024 Income and Expenditure Accounts and  
Report of the Auditor**

Presented by Tom McRobert Acting EVPF

**SUMMARY**

Presentation of the audited Financial Statements for FY22/23

**1. INTRODUCTION**

1.1 The audit of IFATCA accounts was conducted by BCGO, of Montreal, Quebec, Canada. This audit was conducted in line with Canadian generally accepted accounting standards for non-profit organisations. BCGO are also employed as the IFATCA Accountants. Different individuals and departments conduct these functions.

1.2. All required statements, material, and information was provided, as requested, in good time by the Office Manager (OM) and the IFATCA Accountant. Any further clarification was provided by the EVPF and OM where required.

1.3. A copy of the report is attached for scrutiny.

1.4. All amounts contained or quoted, are in US Dollars, unless specifically noted otherwise.

**2. DISCUSSION**

2.1. After some debate at conference about some small changes to the draft budget presented by the Executive Board (EB) in association with FIC a motion was voted and carried by Directors at committee A. The planned budget for FY 22/23 was approved with an overspend of \$120,00 USD using some general reserves and the underspend from previous COVID years.

2.2. The overspend or spending of the general reserve funds was two-fold. One, to support the celebration of the 100 years of Air Traffic Control. Two, to restart the important ICAO work that needed to happen post-COVID.

2.3. In order to ensure that both the EB and FIC had sufficient time to examine and review the Financial Statements (FS), the audit began immediately on closure of the FY with all details passed to our Auditor.

2.4. Close collaboration between the acting EVPF, OM, and BCGO meant that any errors or misunderstandings were identified and remedied ensuring accuracy of recorded accounts of the Federation.

- 2.5. The draft package, including supporting ledgers, journals and mapping, was received by EVPF on 7th Oct 23. Consequently, it was passed onto both the EB and FIC on 07th Oct 23 for their review. After some questions from the EB about correct budget lines and none from FIC, the draft was returned to BCGO for finalising.
- 2.6. The final Financial Report package was signed on 28th Nov 23 by EVPF and PCX. The complete and thorough package was then available to the EB and FIC for further reading. No further questions, comments, or observations were forthcoming from either group.
- 2.7. The headline for the IFATCA Financial Statement for FY22/23 is the report of **a deficit of \$105779**.
- 2.8. As mentioned in this report, and highlighted in other Information Papers, reserves are healthy and are being exercised correctly. Furthermore, compliance with policy remains and no indication of fraud or criminal intent was seen.
- 2.9. **Report layout** - carrying on from the last FS, the layout continues to be clear across the whole report and reasonably easy to read.
- 2.10. While the overall report provides a reasonably large deficit, the actual spend was under the budget set out in this outlying year where some general reserves were spent. There will continue to be a more in-depth review of individual budget lines during this financial year.

### **3. CONCLUSION**

- 3.1. A deficit of income over expenditure of \$105779 was reported.
- 3.2. Draft Financial Statements were published in good time as was the final package.
- 3.3. FIC was included in the review of the Financial Statement for FY22/23 and discussion with the Auditor regarding queries took place.
- 3.4. IFATCA activities were influenced by the continued effects of the pandemic and associated restrictions.
- 3.5. Any overspends were justified and controlled.

### **4. RECOMMENDATIONS**

- 4.1. It is recommended that Directors release the Executive Board from its responsibilities concerning the 2021/20212 finances.
- 4.2.

### **5. REFERENCES**

# **INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS**

Financial Statements

May 31, 2023  
(in United States dollars)

# **INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS**

Financial Statements  
May 31, 2023  
(in United States dollars)

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## INDEPENDENT AUDITOR'S REPORT

To the Members of  
INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

### *Opinion*

We have audited the financial statements of **INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS** (the Federation), which comprise the statement of financial position as at May 31, 2023, and the statements of operations, changes in net assets and cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Federation as at May 31, 2023, and the results of its operations and its cash flows for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations.

### *Basis for Opinion*

We conducted our audit in accordance with Canadian generally accepted auditing standards. 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 Federation in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

### *Responsibilities of Management and Those Charged with Governance for the Financial Statements*

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian accounting standards for not-for-profit organizations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

## **BCGO** S.E.N.C.R.L.

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In preparing the financial statements, management is responsible for assessing the Federation'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 management either intends to liquidate the Federation or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Federation'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 Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment 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 Federation'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 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 Federation's ability to continue as a going concern. If we conclude that a 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 Federation 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.

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.

*BCGO S.E.N.C.R.L.*<sup>1</sup>

Montréal  
November 26, 2023

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<sup>1</sup> By CPA auditor, public accountancy permit No. A143968

INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS  
Statement of Operations  
Year Ended May 31  
(in United States dollars)

	2023				2022
	Budget	Actual	Allocation from reserve fund	After allocation	
<b>REVENUES</b>					
Members associations fees	\$ 446,900	\$ 427,496	\$ -	\$ 427,496	\$ 425,586
Corporate membership fees	12,000	22,015	-	22,015	6,735
Sesar contract	20,000	-	-	-	63,679
Interest	-	13,762	-	13,762	853
Reserve fund	90,000	-	90,000	90,000	-
	568,900	463,273	90,000	553,273	496,853
<b>EXPENSES</b>					
President chief executive officer (schedule A)	51,000	52,175	-	52,175	42,724
Deputy president (schedule B)	211,900	231,351	-	231,351	113,940
Executive vice president finance (schedule C)	163,000	66,255	-	66,255	33,321
Executive vice president technical (schedule D)	30,500	15,018	-	15,018	1,041
Executive vice president professional (schedule E)	28,000	11,801	-	11,801	-
Executive vice president Africa Middle East Region (schedule F)	11,000	22,675	(5,000)	17,675	1,554
Executive vice president Americas Region (schedule G)	9,500	32,032	(5,000)	27,032	6,982
Executive vice president Asia Pacific Region (schedule H)	9,000	25,920	(5,000)	20,920	-
Executive vice president European Region (schedule I)	39,000	77,826	(5,000)	72,826	62,373
International Civil Aviation Organization Air Navigation committee (schedule J)	16,000	27,234	(11,000)	16,234	2,432
	568,900	562,287	(31,000)	531,287	264,367
<b>EXCESS (DEFICIENCY) OF REVENUES OVER EXPENSES FROM OPERATIONS</b>	-	(99,014)	121,000	21,986	232,486
<b>OTHER EXPENSE</b>					
Foreign exchange loss	-	(6,765)	-	(6,765)	(112,336)
<b>EXCESS (DEFICIENCY) OF REVENUES OVER EXPENSES</b>	\$ -	\$ (105,779)	\$ 121,000	\$ 15,221	\$ 120,150



**INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS**

Changes in Net Assets

Year Ended May 31

(in United States dollars)

	Unrestricted		Restricted		2023 Total
<b>BALANCE, BEGINNING OF YEAR</b>	\$	527,185	\$	791,664	\$ 1,318,849
Deficiency of revenues over expenses		(105,779)			(105,779)
Revenue and expenses transferred from reserve fund (note 5)		121,000		(121,000)	-
Transfer between net assets (note 5)		(21,412)		21,412	-
<b>BALANCE, END OF YEAR</b>	\$	520,994	\$	692,076	\$ 1,213,070

	Unrestricted		Restricted		2022 Total
<b>BALANCE, BEGINNING OF YEAR</b>	\$	635,994	\$	562,705	\$ 1,198,699
Excess of revenues over expenses		120,150		-	120,150
Expenses transferred from reserve fund		21,041		(21,041)	-
Transfer between net assets		(250,000)		250,000	-
<b>BALANCE, END OF YEAR</b>	\$	527,185	\$	791,664	\$ 1,318,849

**INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS'  
ASSOCIATIONS**

Statement of Financial Position  
As at May 31  
(in United States dollars)

**2023**

**2022**

**ASSETS**

**CURRENT ASSETS**

Cash	<b>\$ 1,307,038</b>	\$ 1,626,476
Trade accounts receivable (note 3)	<b>6,760</b>	10,043
Prepaid expenses	<b>3,067</b>	4,144
	<b>\$ 1,316,865</b>	\$ 1,640,663

**LIABILITIES**

**CURRENT LIABILITIES**

Accounts payable and accrued liabilities	<b>\$ 103,795</b>	\$ 11,819
Deferred revenues (note 4)	<b>-</b>	309,995
	<b>103,795</b>	321,814

**NET ASSETS**

<b>UNRESTRICTED</b>	<b>520,994</b>	527,185
<b>RESTRICTED (note 5)</b>	<b>692,076</b>	791,664
	<b>1,213,070</b>	1,318,849
	<b>\$ 1,316,865</b>	\$ 1,640,663

APPROVED ON BEHALF OF THE BOARD:

\_\_\_\_\_, Director

\_\_\_\_\_, Director

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

**INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS'  
ASSOCIATIONS**

Cash Flows Year Ended May 31 (in United States dollars)	<b>2023</b>	2022
<b>OPERATING</b>		
Excess of revenues over expenses	\$ 15,221	\$ 120,150
Non-cash item:		
Revenue and expenses transferred from reserve fund	(121,000)	-
	(105,779)	120,150
Net change in non-cash items related to operating activities:		
Trade accounts receivable	3,283	12,802
Prepaid expenses	1,077	799
Accounts payable and accrued liabilities	91,976	8,422
Deferred revenues	(309,995)	(28,627)
<b>INCREASE (DECREASE) IN CASH</b>	<b>(319,438)</b>	113,546
<b>CASH, BEGINNING OF YEAR</b>	<b>1,626,476</b>	1,512,930
<b>CASH, END OF YEAR</b>	<b>\$ 1,307,038</b>	\$ 1,626,476

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

# **INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS**

Notes to Financial Statements  
May 31, 2023  
(in United States dollars)

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## **1. STATUTES AND NATURE OF ACTIVITIES**

International Federation of Air Traffic Controllers' Associations (the "Federation") was incorporated under the Canada not-for-profit Corporations Act. It is a registered not-for-profit organization under the Income Tax Act and as such is exempt from income taxes. The Federation unites the professional associations of air traffic controllers from around the world.

The Federation's purpose is to promote safety, efficiency and regularity of international air navigation, aid in the development of air traffic control systems, procedures and facilities and promote knowledge and professional efficiency among air traffic controllers.

## **2. SIGNIFICANT ACCOUNTING POLICIES**

These financial statements are expressed in US dollars and were prepared in accordance with Canadian accounting standards for not-for-profit organizations. Outlined below are those policies considered particularly significant for the Federation.

### **Use of estimates**

The preparation of financial statements in conformity with Canadian accounting standards for not-for-profit organizations requires management to make assumptions and estimates that might affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements as well as the reported amounts of revenues and expenses for the period reported. Actual results could differ from those estimates.

### **Foreign currency translation**

The financial statements are expressed in US dollars.

Monetary assets and liabilities denominated in foreign currency are translated at the rate of exchange in effect at year-end. Non-monetary assets and liabilities denominated in foreign currency are translated at the exchange rate in effect at the time of the transaction. Statement of operations items denominated in foreign currency, except amortization, which is translated using the same rate as the related asset, are translated at the rate of exchange in effect at the time of the transaction. Exchange gains and losses are included in the Statement of operations.

# INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

Notes to Financial Statements  
May 31, 2023  
(in United States dollars)

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## 2. SIGNIFICANT ACCOUNTING POLICIES (continued)

### Revenue recognition

The Federation follows the deferral method of accounting for revenues. Restricted revenues are recognized as revenue in the year in which the related expenses are incurred. Unrestricted revenues are recognized as revenue when received or receivable if the amount to be received can be reasonably estimated and collection is reasonably assured.

Member's association fees and the corporate membership fees are recognized as revenue on a straight-line basis over the contract terms provided that there is an agreement between the parties, the fees are fixed or determinable and collection is reasonably assured.

The Sesar contract is recognized as revenue in accordance with the terms of agreement between the parties, when the expenses are occurred, fees are fixed or determinable and collection is reasonably assured.

Interest income is recognized when earned.

### Contributed services

The Federation is dependent on contributed services of many individuals. These contributions should be recognized both as contributions and expenses in the statement of operations when a fair value can be reasonably estimated and when the services are used in the normal course of the Federation's operations and would otherwise have been purchased. Because of the difficulty of determining their fair value, contributed services are not recognized in the financial statements.

# INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

Notes to Financial Statements  
May 31, 2023  
(in United States dollars)

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## 2. SIGNIFICANT ACCOUNTING POLICIES (continued)

### Financial instruments

#### *Measurement of financial instruments*

The Federation measures its financial assets and financial liabilities at fair value upon initial recognition, including the following financial instruments acquired or assumed in a related party transaction: equity instruments quoted in an active market, debt instruments quoted in an active market or for which inputs to the determination of fair value are observable, and derivatives. However, financial instruments, other than the above-mentioned instruments, resulting from related party transactions not in the normal course of operations, are usually measured at cost, the cost depending on whether the instrument has repayment terms. Financial instruments resulting from related party transactions in the normal course of operations, or in certain circumstances not in the normal course of operations, are measured at the exchange amount of the consideration transferred or received.

The Federation subsequently measures its financial assets and financial liabilities at cost or amortized cost, except for investments in equity instruments that are quoted in an active market and derivative contracts, which are measured at fair value. Changes in fair value of these instruments are recorded in income.

Financial assets measured at amortized cost using the straight-line method consist of cash and trade receivables.

Financial liabilities measured at amortized cost using the straight-line method consist of accounts payable and accrued liabilities.

# INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

Notes to Financial Statements  
May 31, 2023  
(in United States dollars)

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## 2. SIGNIFICANT ACCOUNTING POLICIES (continued)

### Financial instruments (continued)

#### *Depreciation*

At the end of each reporting period, the Federation assesses whether there are any indications that financial assets measured at cost or amortized cost are impaired. When there are indications that there may be an impairment, the carrying amount of the financial asset is reduced to the highest of the three following amounts:

- the present value of the cash flows expected to be generated by holding the asset using a current market rate;
- the amount that could be realized by selling the asset;
- the amount that could be realized from collateral.

The amount of the impairment loss is recognized in income. When the extent of an impairment previously recognized decreases, the write-down is reversed and also recognized in income.

#### *Transaction costs*

Transaction costs related to financial instruments that are subsequently measured at cost or fair value are recorded in income in the period during which they are incurred. Transaction costs related to financial instruments subsequently measured at amortized cost are added to financial assets or deducted from financial liabilities.

## 3. TRADE ACCOUNTS RECEIVABLE

	<u>2023</u>	<u>2022</u>
Trade receivables	\$ 10,637	\$ 22,837
Allowance for doubtful accounts	(3,877)	(12,794)
	<u>\$ 6,760</u>	<u>\$ 10,043</u>

## INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

Notes to Financial Statements  
May 31, 2023  
(in United States dollars)

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### 4. DEFERRED REVENUES

Deferred revenues consist of members annual dues and fees which have been received in advance of the period to which the fees relate. Recognition of these amounts are deferred until the period to which the member receives the underlying benefits from their annual fees and dues. Changes in the deferred revenues are as follows:

	<u>2023</u>	<u>2022</u>
Balance, beginning of year	\$ 309,995	\$ 338,622
Amount received during the year, related to next fiscal year	-	309,995
	<u>309,995</u>	<u>648,617</u>
Less: Amount recognized as revenue during the year	<u>(309,995)</u>	<u>(338,622)</u>
Balance, end of year	<u>\$ -</u>	<u>\$ 309,995</u>



# INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

Notes to Financial Statements  
 May 31, 2023  
 (in United States dollars)

## 5. RESTRICTED NET ASSETS

Reserves are appropriated from the net assets of the year as follows:

	<u>Balance beginning of year</u>	<u>Excess (deficiency) of revenues over expenses</u>	<u>Transfer between reserves</u>	<u>Transfer between net assets</u>	<u>2023</u>
Reserve	\$ 572,687	\$ (121,000)	\$ -	\$ -	\$ 451,687
Controller magazine reserve	60,941	-	-	-	60,941
Legal contingency reserve	4,880	-	-	-	4,880
Financial circumstances reserve	39,915	-	-	10,085	50,000
Equipment reserve	1,287	-	-	-	1,287
Conference attendance reserve	45,273	-	-	4,727	50,000
Travel assistance reserve	5,000	-	-	-	5,000
ANC representative reserve	43,281	-	-	-	43,281
Regional meeting attendance reserve	15,000	-	-	-	15,000
Training reserve	3,400	-	-	6,600	10,000
	<u>\$ 791,664</u>	<u>\$ (121,000)</u>	<u>\$ -</u>	<u>\$ 21,412</u>	<u>\$ 692,076</u>

### Reserve

The appropriated net asset reserve was established as the specific membership equity account.

### Controller magazine reserve

The controller magazine reserve was established to monitor the stability of the controller magazine and will assist the executive board of directors in monitoring the financial health and viability of the magazine.

# INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

Notes to Financial Statements  
May 31, 2023  
(in United States dollars)

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## 5. RESTRICTED NET ASSETS (continued)

### **Legal contingency reserve**

The legal contingency reserve was established to assist member associations when special legal situations are warranted.

### **Financial circumstances reserve**

The financial circumstances reserve was established to assist associations in meeting their financial obligations to the Federation, when financial circumstances apply, either wholly or in part, so as to allow affiliation, or alleviate the suspension or expulsion of associations.

### **Equipment reserve**

The equipment reserve was established for the purpose of enabling the executive board to maintain and upgrade equipment.

### **Conference attendance reserve**

The conference attendance reserve was established to allow the executive board to assist member associations with financial problems to attend the annual conference.

### **Travel assistance reserve**

The travel assistance reserve was established to allow members of the executive board to assist member associations with financial problems, elected to standing committees, to travel to meetings as necessary.

# INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

Notes to Financial Statements  
May 31, 2023  
(in United States dollars)

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## 5. RESTRICTED NET ASSETS (continued)

### ANC representative reserve

The ANC representative reserve was established for the purpose of enabling the executive board to offset expenses for the IFATCA ICAO ANC representative when the operating budget will not fully support these mission critical expenditures.

### Regional meeting attendance reserve

The regional meeting attendance reserve was established to allow the executive board to assist member associations with financial problems to attend their regional meeting.

### Training reserve

The training reserve was established for the purpose of helping the executive board to plan future courses.

## 6. COMMITMENT

The commitment of the Federation under a lease agreement maturing in November 2027 aggregates to \$47,900. The instalments over the next five years are the following:

2024	\$	10,400
2025	\$	10,500
2026	\$	10,700
2027	\$	10,800
2028	\$	5,500

## 7. BUDGET INFORMATION

During the year, the Board approved its operating budget based on planned expenses relating to the current year and other current year sources of revenue. The budget balances have been attached for information purposes only and are unaudited.

# INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

Notes to Financial Statements  
May 31, 2023  
(in United States dollars)

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## 8. FINANCIAL INSTRUMENTS

### **Credit risk**

Credit risk is the risk that the Federation might incur a loss due to the failure of the counterpart to a financial instrument to meet its obligations. The Federation is exposed to credit risk mainly with regards to trade accounts receivable. The Federation grants credit to its members in the normal course of business and establishes an allowance for contingent losses when there are indications that the financial asset might be impaired. The balance receivable from four members (two in 2022) represents approximately 55% (43% in 2022) of total trade accounts receivable. These members adhere to the credit policies they are granted.

### **Liquidity risk**

Liquidity risk is the risk that the Federation will encounter difficulty in meeting its obligations associated with financial liabilities. The exposure of the Federation to liquidity risk relates mainly to accounts payable and accrued liabilities.

### **Currency risk**

The Federation enters into transactions to provide services denominated in Canadian dollars and Euro currencies. Consequently, some assets and liabilities are exposed to currency risk. As at May 31, 2023, a cash balance of \$23,465 (\$33,446 in 2022) denominated in Canadian dollars and \$788,189 (\$793,730 in 2022) denominated in Euro and accounts payable of \$39,958 (\$11,819 in 2022) denominated in Canadian dollars were converted into US dollars.

## 9. COMPARATIVE FIGURES

Certain figures for 2022 have been reclassified to conform to the presentation adopted in 2023.

## INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

Schedules

Year Ended May 31

(in United States dollars)

	2023				2022	
	Budget	Actual	Allocation from reserve fund	After allocation		
<b>SCHEDULE A</b>						
<b>PRESIDENT CHIEF EXECUTIVE OFFICER</b>						
General	\$ -	\$ 1,512	\$ -	\$ 1,512	\$ 210	
International cooperation	6,000	2,509	-	2,509	3,630	
Executive board	45,000	43,727	-	43,727	38,884	
Reserves	-	4,427	-	4,427	-	
	\$ 51,000	\$ 52,175	\$ -	\$ 52,175	\$ 42,724	
<b>SCHEDULE B</b>						
<b>DEPUTY PRESIDENT</b>						
General	\$ 3,000	\$ 2,624	\$ -	\$ 2,624	\$ -	
Administration	30,000	26,684	-	26,684	25,273	
Legal	1,000	-	-	-	1,217	
Constitution and administration committee	5,000	4,362	-	4,362	-	
Office, salary and wage levies	84,500	94,761	-	94,761	86,200	
Conference	83,900	98,892	-	98,892	-	
Communication	3,500	2,022	-	2,022	1,250	
Diversity	1,000	2,006	-	2,006	-	
	\$ 211,900	\$ 231,351	\$ -	\$ 231,351	\$ 113,940	
<b>SCHEDULE C</b>						
<b>EXECUTIVE VICE PRESIDENT FINANCE</b>						
General	\$ 500	\$ -	\$ -	\$ -	\$ -	
Finance and professional fees	27,500	39,992	-	39,992	32,093	
Finance committee	5,000	5,148	-	5,148	-	
Reserve funds	90,000	23,694	-	23,694	21,041	
Bad debts (recovery)	40,000	(2,579)	-	(2,579)	(19,813)	
	\$ 163,000	\$ 66,255	\$ -	\$ 66,255	\$ 33,321	

## INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

Schedules

Year Ended May 31

(in United States dollars)

	2023				2022
	Budget	Actual	Allocation from reserve fund	After allocation	
<b>SCHEDULE D</b>					
<b>EXECUTIVE VICE PRESIDENT TECHNICAL</b>					
Technical	\$ 2,000	\$ 1,309	\$ -	\$ 1,309	\$ 665
Technical and operations committee	24,000	13,664	-	13,664	-
IFALPA air traffic services	1,500	45	-	45	-
Remote towers task force	1,500	-	-	-	-
Drones task force	1,500	-	-	-	376
	\$ 30,500	\$ 15,018	\$ -	\$ 15,018	\$ 1,041
<b>SCHEDULE E</b>					
<b>EXECUTIVE VICE PRESIDENT PROFESSIONAL</b>					
Professional	\$ 4,000	\$ 1,613	\$ -	\$ 1,613	\$ -
Professional and legal committee	24,000	10,188	-	10,188	-
	\$ 28,000	\$ 11,801	\$ -	\$ 11,801	\$ -
<b>SCHEDULE F</b>					
<b>EXECUTIVE VICE PRESIDENT AFRICA MIDDLE EAST REGION</b>					
General	\$ 1,000	\$ 1,528	\$ -	\$ 1,528	\$ -
International Civil Aviation Organization Africa Middle East Region	5,000	-	-	-	1,554
Regional meeting (note 5)	3,000	21,147	(5,000)	16,147	-
Other organizations	2,000	-	-	-	-
	\$ 11,000	\$ 22,675	\$ (5,000)	\$ 17,675	\$ 1,554
<b>SCHEDULE G</b>					
<b>EXECUTIVE VICE PRESIDENT AMERICAS REGION</b>					
General	\$ 2,000	\$ 6,918	\$ -	\$ 6,918	\$ 136
International Civil Aviation Organization Americas Region	3,000	-	-	-	1,677
Regional meeting (note 5)	4,500	25,114	(5,000)	20,114	5,169
	\$ 9,500	\$ 32,032	\$ (5,000)	\$ 27,032	\$ 6,982

**INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS**

Schedules

Year Ended May 31

(in United States dollars)

	2023				2022	
	Budget	Actual	Allocation from reserve fund	After allocation		
<b>SCHEDULE H</b>						
<b>EXECUTIVE VICE PRESIDENT ASIA PACIFIC REGION</b>						
General	\$ 6,000	\$ 2,765	\$ -	\$ 2,765	\$ -	
International Civil Aviation Organization Asia Pacific Region	-	4,134	-	4,134	-	
Regional meeting (note 5)	3,000	19,021	(5,000)	14,021	-	
	\$ 9,000	\$ 25,920	\$ (5,000)	\$ 20,920	\$ -	
<b>SCHEDULE I</b>						
<b>EXECUTIVE VICE PRESIDENT EUROPEAN REGION</b>						
General	\$ 1,500	\$ 1,420	\$ -	\$ 1,420	\$ 3,322	
International Civil Aviation Organization European Region	1,500	-	-	-	166	
European Union Aviation Safety Agency	3,000	3,542		3,542	541	
Other meeting	5,000	17,427		17,427	15,361	
Other organizations	5,000	4,147		4,147	1,143	
Regional meeting (note 5)	3,000	27,443	(5,000)	22,443	11,486	
Sesar contract expenses	20,000	23,847		23,847	30,354	
	\$ 39,000	\$ 77,826	\$ (5,000)	\$ 72,826	\$ 62,373	
<b>SCHEDULE J</b>						
<b>INTERNATIONAL CIVIL AVIATION ORGANIZATION AIR NAVIGATION COMMITTEE</b>						
General (note 5)	\$ 1,000	\$ 4,673	\$ (3,500)	\$ 1,173	\$ 970	
Air Navigation Committee General	1,000	639	-	639	1,462	
Panels (note 5)	14,000	21,922	(7,500)	14,422	-	
	\$ 16,000	\$ 27,234	\$ (11,000)	\$ 16,234	\$ 2,432	