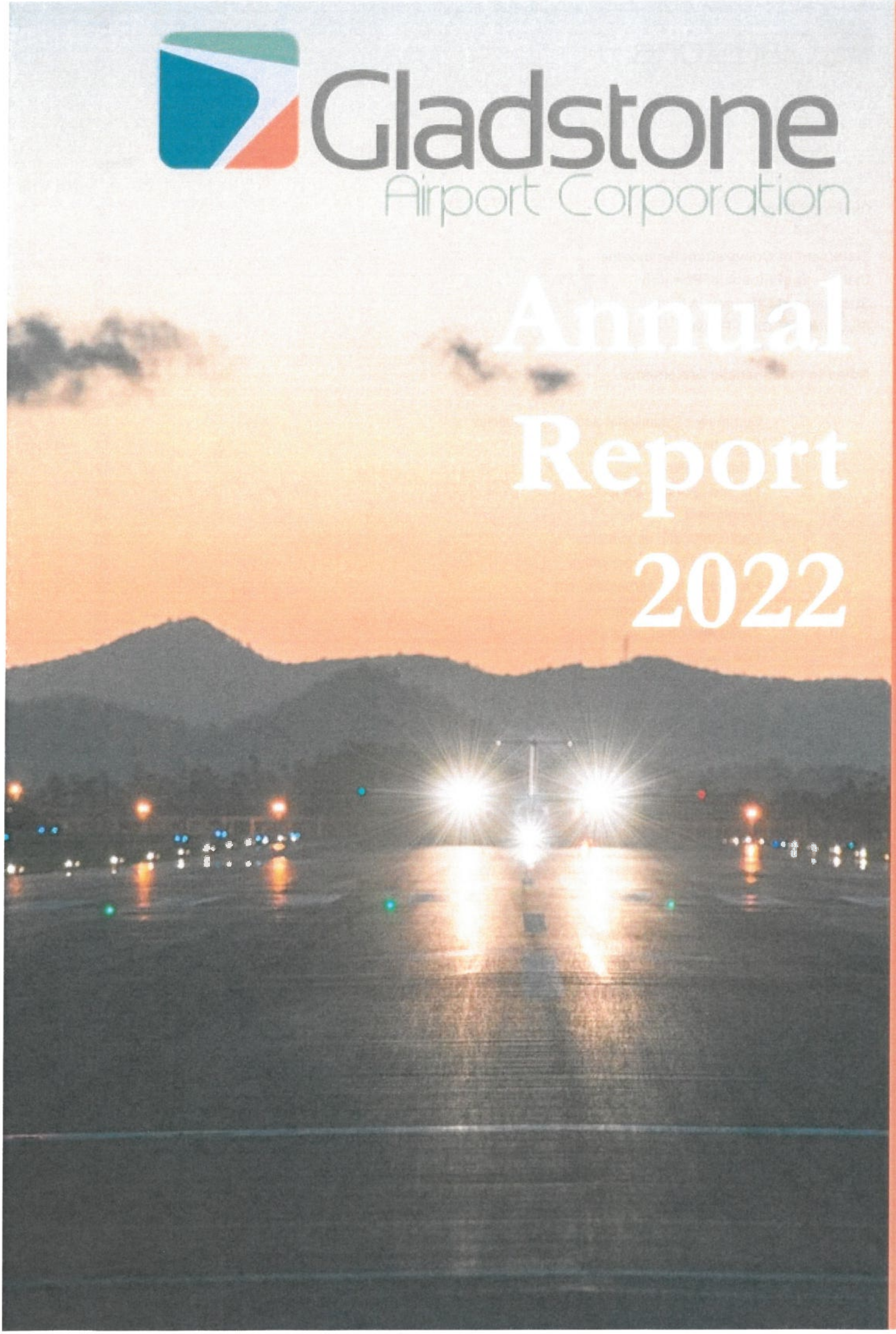
Gladstone
Airport Corporation

Annual Report 2022



Gladstone Airport Corporation

Gladstone Airport Corporation

DIRECTORS' REPORT

The Directors present their report, together with the financial statements, on Gladstone Airport Corporation for the financial year ended 30 June 2022.

Directors

The names of the Directors in office during the financial year and up to the date of this report were:

Mrs Adrienne Ward (Chairperson)	Mrs Leigh Zimmerlie (ceased 2022)	Cr Richard A Hansen
Dr Bradley D Bowes	Mrs Tina Zawila	Mr Graeme Kanofski

Review of Operations

Gladstone Airport Corporation (GAC) is wholly owned by Gladstone Regional Council (GRC). GAC has operated since 1 July 2012 upon transfer of assets and liabilities and operational responsibilities for the ongoing conduct of the business at Gladstone Airport from GRC.

As Gladstone Airport Corporation embarks on its 10th Anniversary of Corporatisation it is with positivity and optimism that we present the financial results for 2022.

After what has been another challenging year for the Aviation Industry, the Corporation incurred positive cash flows of $148,000 and total comprehensive income for the year of $1,989,000.

With the easing of travel restrictions and reopening of the country's borders earlier in the year, the Corporation has begun to see a recovery in passenger movements through the airport. Whilst GAC is hopeful of a strong recovery over the next 18 months, our outlook remains conservative.

GAC also continues to seek Government Grant Funding to support its continued capital expenditure and investment in the future of Gladstone and its community.

Significant Changes in the State of Affairs

There have been no circumstances or events outside what has already been disclosed in this annual report that have significantly affected, or may significantly affect the entity's operations or the results of those operations in the future financial years.

Principal Activities

The principal activities of GAC during the financial year were ownership and operation of the Gladstone Airport and its related facilities and services. No significant change in the nature of these activities occurred during the year.

Events Subsequent to the End of the Reporting Period

There have been no circumstances or events, outside what has already been disclosed in this annual report, that has significantly affected, or may significantly affect the entity's operations or the results of those operations in future financial years.

Environmental Regulation

GAC strives to minimise its environmental impact and implement sustainable business practices. In accomplishing this, it works diligently to continually improve its awareness and management of environmental risks and promotes the open exchange of environmental information with its customers, suppliers and the community to obtain feedback on its environmental performance. GAC ensures that environmental best practice is encouraged and integrated into its business and its work practices, promoting waste minimisation, water conservation and energy conservation in its daily operations.

Gladstone Airport Corporation

DIRECTORS' REPORT (continued)

Environmental Regulation (continued)

GAC is regulated by significant environmental regulations under laws of the Commonwealth and/or State.

GAC will comply with relevant environmental legislation, regulation and licence standards in all its operations and environmentally sensitive activities. Relevant environmental regulations and polices include:

Environmental Protection Act 1994
Environmental Protection Regulation 2019
Environmental Protection (Air) Policy 2019
Environmental Protection (Noise) Policy 2019
Environmental Protection (Water and Wetland Biodiversity) Policy 2019
State Planning Policy 1/02: Development in the Vicinity of Certain Airports and Aviation Facilities
Nature Conservation Act 1992
Nature Conservation (Animals) Regulation 2020
National Greenhouse and Energy Reporting Act 2007

Dividends

There was no dividend paid during the year (2021: Nil).

Directors

The Directors during the financial year were:

Adrienne Ward

Adrienne was appointed to the Board of Directors of Gladstone Airport Corporation on 20 September 2016.

Adrienne has an extensive background in Corporate and Government Strategy. Along with her husband, she currently owns a number of businesses in Gladstone and has previously worked in State and National roles within organisations such as Accenture, Westpac Banking Corporation and Leighton Contractors.

Adrienne is a passionate advocate and contributor to both Gladstone and Queensland. Her current roles include Non-Executive Director - RACQ Capricorn Helicopter Rescue Service and Chairman - Safety Governance Foundation.

Adrienne is also a member of the Public Transport Fares Advisory Panel - DTMR Qld, Advisory Member - Australian Institute of Company Directors (AICD) CQld and Ambassador for The Women in Business Awards of Australia.

Adrienne was also awarded The Centenary Medal in 2003 for Distinguished Service and Achievement in Business and Commerce and is a former Telstra Businesswoman of the Year.

Dr Bradley D Bowes

Brad was appointed to the Board of Directors of Gladstone Airport Corporation on 1 July 2012.

He is a senior executive with many years' experience in a range of commercial, operational, and corporate roles in airport management and development.

His aviation career includes company secretary and head of governance, risk, compliance and legal services for the Brisbane Airport Corporation from 1997 to 2010.

Prior to that he was a senior manager with significant commercial and operational roles at the Federal Airports Corporation before leading the strategic planning and privatisation processes at Brisbane Airport.

Brad has also held senior roles in a large statutory authority in the transport sector.

He is currently Group Company Secretary at RACQ.

Brad also chairs the Gladstone Airport Corporation Risk and Compliance Committee.

DIRECTORS' REPORT (continued)

Directors (continued)

Cr Richard Hansen

Cr Rick Hansen was elected to Gladstone City Council in 2006 and in turn to the Gladstone Regional Council in 2008.

He was appointed as a Director of Gladstone Airport Corporation on 5 April 2016 and sits on the GAC Finance and Audit Committee and the GAC Risk and Compliance Committee.

Rick has been involved in the community extensively having worked in major industry for over 20 years, owned and managed a small business for over 20 years and represented the community in Council for the past 14 years.

He has considerable experience in the business of Council from Planning to Community and Finance, has held the Engineering Services and Corporate and Governance portfolios and has been a member of Council's Business Improvement Committee.

Tina Zawila

Tina was appointed to the Board of Directors of Gladstone Airport Corporation on 1 July 2017. She chairs the Finance and Audit Committee and is a member of the Nominations and Remuneration Committee.

As a Director of UHY Haines Norton CQ Pty Ltd and Coaching for Results (Qld) Pty Ltd, Tina is passionate about empowering people and organisations to achieve their goals, objectives and financial success. Tina has over 35 years' experience in the finance industry as a Chartered Accountant, Financial Planner and Business Advisor.

Tina is a Non-Executive Director of the Central Queensland Hospital and Health Board and is the Chair of the Finance and Performance Committee and holds positions on two other Committees. She was also appointed as a Non-Executive Director of the Gladstone Area Water Board in December 2021.

An active member of our local community, Tina holds various voluntary roles in not-for-profit organisations, including her current role as the first female board member, Non-Executive Director, Deputy Chair and Company Secretary of Gladstone Area Group Apprentices Limited. Tina is also the Chair of the EQIP Business, Industry and Tourism Skills Centre Advisory Committee and is a Non-Executive Director of Clava Pty Ltd trading as Yaralla Sports Club.

Tina holds a Bachelor of Business (Accounting) with Distinction and Diploma of Financial Planning. She has completed the Australian Institute of Company Directors course and is a Fellow of the Institute of Managers and Leaders.

Graeme Kanofski

Graeme was appointed to the Board of Directors of Gladstone Airport Corporation on 1 July 2017.

Graeme has had a 45-year career in Local Government with seven Councils in Queensland.

Graeme held the position of Chief Executive Officer of the Gladstone/Calliope Aerodrome Board between 1981 and the amalgamations of 2008. The Board administered the Gladstone Airport on a commercial basis. He retired from the role of Chief Executive Officer of Gladstone Regional Council in July 2011.

Since that time Graeme was appointed to the role of Transfer Manager overseeing the de-amalgamation of Livingstone Council and is a former Deputy Chair of the Central Qld Hospital Board. He is currently Chair of the Flinders Shire Internal Audit Committee.

He holds a Bachelor of Business Degree as well as an Australian Institute of Company Directors Diploma.

DIRECTORS' REPORT (continued)

Directors (continued)

Leigh Zimmerlie

Leigh Zimmerlie, fellow Board Director passed away 10 March 2022.

Leigh dedicated much of her life to promote and grow the Gladstone region, serving in key roles with tourism and community organisations, sitting on various boards and her contribution to regional arts through her role as president of Creative Gladstone Regions Inc.

Leigh was a beautiful, kind and caring soul that shone bright with confidence, energy and positivity and had the best interests of the community at the centre of everything she did. Leigh will be greatly missed.

The number of Directors' meetings (including meetings of Committees of Directors) and the number of meetings attended by each of the Directors of GAC during the financial year were:

Director	Board Meetings		Finance & Audit		Risk & Compliance		Nomination, Remuneration & Human Resources	
	A	B	A	B	A	B	A	B
Mrs A Ward	6	6	4	3	-	-	1	1
Dr B Bowes	6	5	-	-	3	3	-	-
Cr R A Hansen	6	6	4	4	3	3	-	-
Mrs L Zimmerlie	6	3	-	-	3	1	1	1
Mrs T Zawila	6	6	4	4	-	-	1	1
Mr G Kanofski	6	6	-	-	3	3	-	-

A - Number of meetings attended.
B - The number of meetings held during the time the Director held office during the year, reduced by approved leave of absence.

The current chairperson for each of the committees mentioned above are listed below:

Finance and Audit	Mrs T Zawila
Risk and Compliance	Dr B Bowes
Nominations, Remuneration and Human Resources	Mrs A Ward

DIRECTORS' REPORT (continued)

Indemnification of Officers

GAC has paid insurance premiums during the year in respect of Directors' and Officers' liability for Directors and Officers of GAC. The insurance premiums relate to:

- costs and expenses incurred by relevant officers in defending proceedings, whether civil or criminal whatever their outcome; and
- other liabilities that may arise from their position, with the exception of conduct involving a wilful breach of duty or improper use of information or position to gain a personal advantage.

GAC has entered into a Deed of Indemnity, Insurance and Access with Directors and Officers. Pursuant to the Deed, GAC undertakes to:

- maintain certain documents and to provide Directors and Officers access to those documents;
- indemnify the Directors and Officers for certain liabilities; and
- maintain an insurance policy covering the Directors and Officers.

No other indemnities have been given or insurance premiums paid for indemnities for any person who is or has been an Officer or Auditor of GAC.

Proceedings on Behalf of Corporation

No person has applied for leave of Court to bring proceedings on behalf of GAC or intervene in any proceedings to which GAC is a party for the purpose of taking responsibility on behalf of GAC for all or any part of those proceedings.

GAC was not a party to any such proceedings during the year.

This Directors' Report is signed in accordance with a resolution of the Board of Directors.

Mrs A Ward
Chair

Dated this 10th day of October 2022

Gladstone Airport Corporation

Statement of Comprehensive Income
For the year ended 30 June 2022

	Note	2022 $'000	2021 $'000
Revenue from continuing operations			
Operating revenue	2	7,630	6,036
Interest		75	94
Grant revenue		152	30
Other income		-	59
Total revenue		**7,857**	**6,219**
Expenses from continuing operations			
Auditor's remuneration		56	59
Employee and other benefits		1,925	1,982
Services and utilities		759	682
Repairs and maintenance		352	380
Administration, marketing and other expenses		1,449	1,070
Finance costs	3	1,673	2,307
Depreciation	8,19	1,047	846
Revaluation of property, plant and equipment	8	(939)	(1,212)
Impairment of plant and equipment	5,8	-	1,663
Loss on disposal of fixed assets		686	-
Total expenses		**7,009**	**7,777**
Net profit (loss) before income tax equivalents		**848**	**(1,558)**
Income tax equivalent expense	4	1,136	(827)
Net profit (loss) after income tax equivalents		**1,984**	**(2,385)**
Other comprehensive income			
Revaluation of property, plant and equipment	8	6	54
Income tax equivalents	4	(1)	(14)
Change in tax rates on opening asset revaluation surplus		-	-
Total other comprehensive income		**5**	**40**
Total comprehensive income for the year		**1,989**	**(2,345)**

The Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

Statement of Financial Position
As at 30 June 2022

	Note	2022 $'000	2021 $'000
Assets			
Current assets			
Cash and cash equivalents	6	12,435	12,287
Trade and other receivables	7	1,612	1,249
Prepayments		260	231
Income tax equivalent assets	4	-	1
Total current assets		**14,307**	**13,768**
Non- current assets			
Right of use assets	19	-	45
Property, plant and equipment	8	36,577	34,754
Deferred tax equivalent assets	4	3,538	2,403
Total non-current assets		**40,115**	**37,202**
Total assets		**54,422**	**50,970**
Liabilities			
Current liabilities			
Trade and other payables	10	2,201	555
Provisions - long service leave		52	67
Deferred income - infrastructure grants		172	156
Lease liabilities		-	48
Borrowings	11	720	-
Total current liabilities		**3,145**	**826**
Non-current liabilities			
Provisions - long service leave		35	28
Borrowings	11	31,296	33,716
Deferred income - infrastructure grants		1,828	1,279
Total non-current liabilities		**33,159**	**35,023**
Total liabilities		**36,304**	**35,849**
Net assets		**18,118**	**15,121**
Equity			
Contributed capital	15	70,801	69,793
Asset revaluation surplus		143	138
Accumulated losses		(52,826)	(54,810)
Total equity		**18,118**	**15,121**

The Statement of Financial Position should be read in conjunction with the accompanying notes.

Statement of Changes in Equity

For the year ended 30 June 2022

	Contributed capital	Asset revaluation surplus	Accumulated losses	Total
	$'000	$,000	$'000	$'000
Balance as at 1 July 2020	**69,793**	**98**	**(52,425)**	**17,466**
Net loss after income tax equivalents	-	-	(2,385)	(2,385)
Other comprehensive income for the year	-	40	-	40
Balance as at 30 June 2021	**69,793**	**138**	**(54,810)**	**15,121**
Net profit after income tax equivalents			1,984	1,984
Other comprehensive income for the year				
Asset Revaluation Adjustments	-	5	-	5
Return of Capital (Note 15)	1,008	-	-	1,008
Balance as at 30 June 2022	**70,801**	**143**	**(52,826)**	**18,118**

The Statement of Changes in Equity should be read in conjunction with the accompanying notes.

Gladstone Airport Corporation

Statement of Cash flows
For the year ended 30 June 2022

	Note	2022 $'000	2021 $'000
Cash flows from operating activities			
Receipts from customers and grants		8,598	6,575
Interest received		75	94
Payments to suppliers and employees		(3,603)	(5,148)
Interest paid		(1,353)	(2,049)
Income tax equivalents received		1	71
Competitive neutrality fees paid		(242)	(196)
Net cash flows from (used in) operating activities	20	**3,476**	**(653)**
Cash flows from investing activities			
Payments for property, plant and equipment		(2,646)	(1,224)
Proceeds on sale of property, plant and equipment		57	-
Net cash flows used in investing activities		**(2,589)**	**(1,224)**
Cash flows from financing activities			
Lease repayments		(27)	(49)
Repayment of borrowing		(713)	
Net cash used in financing activities		**(740)**	**(49)**
Net increase (decrease) in cash and cash equivalents held		148	(1,926)
Cash and cash equivalents at beginning of reporting period		12,287	14,213
Cash and cash equivalents at end of reporting period	6	**12,435**	**12,287**

The Statement of Cash Flows should be read in conjunction with the accompanying notes.

1 Summary of significant accounting policies

(a) Basis of preparation

These general-purpose financial statements are for the period 1 July 2021 to 30 June 2022 and have been prepared in compliance with the requirements of the *Local Government Act 2009* and the *Local Government Regulation 2012*. Consequently, these financial statements have been prepared in accordance with all Australian Accounting Standards, Australian Accounting Interpretations and other authoritative pronouncements issued by the Australian Accounting Standards Board.

(b) Going concern

The financial statements have been prepared on the going concern basis, which contemplates the continuity of normal business activity and the realisation of assets and the settlement of liabilities in the normal course of business.

The corporation has taken steps to mitigate the impact of the COVID-19 pandemic on its operations and results including cost containment measures.

(c) Basis of measurement

The financial statements have been prepared under the historical cost convention, except for the following material items:

- freehold land, buildings and runways, taxiways and infrastructure - refer to Note 1(i); and
- DOGIT land - refer to Note 1(i)

GAC uses the Australian Dollar as its functional currency and its presentation currency.

(d) Use of estimates and judgements

The Directors evaluate estimates and judgements incorporated into the financial statements based on historical knowledge and best available current information that is considered to be relevant. Estimates assume a reasonable expectation of future events and are based on current trends and economic data, obtained both externally and in consultation with the parent entity, GRC, where applicable.

Estimates and assumptions that have a potential significant effect are outlined in the following accounting policies:

Trade and other receivables – Note 1(g)
Valuation, Depreciation and Impairment of Property, plant & equipment – Note 1(i), 1(j), 9, 8 and 5
Employee benefits – Note 1(o)
Deferred income tax equivalent assets – Note 1(n), 4

(e) Rounding

The amounts presented in the financial statements have been rounded to the nearest thousand dollars or, where that amount is $500 or less, to zero, unless disclosure of the full amount is specifically required.

(f) Cash and cash equivalents

Cash and cash equivalents include cash on hand, deposits held at call with financial institutions, other short term, highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

1 **Summary of significant accounting policies (continued)**

(g) Trade and other receivables

Trade and other receivables are initially recognised at fair value and subsequently measured at amortised cost less any allowance for expected credit losses. Settlement of these amounts is required within 30 days from invoice date.

The corporation has applied the simplified approach to measuring the expected credit losses, which used a lifetime expected loss allowance. To measure the expected credit losses, trade receivables have been grouped based on days overdue.

(h) Capital work-in-progress

The cost of property, plant and equipment which is constructed by GAC includes the cost of the purchased services, materials and direct labour. Upon completion of a capital project, all associated costs are transferred from capital work-in-progress to its appropriate classification as a non-current asset in the Statement of Financial Position.

(i) Property, plant and equipment

Acquisition of Assets

Acquisition of assets are initially recorded at cost. Cost is determined as the fair value of assets given as consideration plus costs incidental to the acquisition, including all other costs in getting the assets ready for use.

Valuation

(i) Land, buildings, runways, taxiways, aprons and other infrastructure assets

Land Buildings are measured at fair value, in accordance with AASB 116 *Property, Plant and Equipment* and AASB 13 *Fair Value Measurement*. Runways, taxiways, aprons and other infrastructure assets are measured at fair value from 2022.

An external, independent valuation company, having an appropriate recognised professional qualification and recent experience in the location and category of the property being valued, values the portfolio not less than once every three years. In the years between valuations, the fair values are assessed with reference to appropriate indices to ensure they have not materially changed.

Freehold land is carried at fair value (being the amount for which an asset could be exchanged between knowledgeable willing parties in an arm's length transaction). The market value of the freehold land for GAC has been arrived at using the current zoning of airport use to arrive at the valuation.

DOGIT land is land which is provided under a deed of trusteeship. This land is provided to GAC with a defined purpose of use. This use is currently defined for airport purposes. The deed contains a number of specific covenants which cover issues such as tenure, use of land and the circumstances in which the use of this land can be terminated. The valuation methodology of DOGIT Land is in line with the valuation of Land, however is adjusted for the specific covenant above.

By definition a "Deed of Grant of Land in Trust" (DOGIT) is:

(a) Land granted in fee simple in trust by the State; or
(b) Documentary evidence of a grant, including an indefeasible title under the *Land Title Act 1994.*

Buildings are carried at fair value. The current replacement cost of buildings has been determined after consideration of physical, and economic obsolescence.

Runways, taxiways, aprons and other infrastructure assets are carried at fair value from 2022. The current replacement cost of runways, taxiways, aprons and other infrastructure assets has been determined after consideration of physical, and economic obsolescence.

Increases in the carrying amount arising on revaluation of land, buildings and infrastructure assets are credited to other comprehensive income and recognised in equity as a revaluation surplus. Decreases that offset previous increases of the same asset are recognised against the revaluation surplus.

1 Summary of significant accounting policies (continued)

(i) Property, plant and equipment (continued)

(ii) Plant and equipment, runways, taxiways, aprons and other infrastructure

Plant and equipment are stated at cost less accumulated depreciation and impairment.

Runways, taxiways, aprons and other infrastructure were stated at cost less accumulated depreciation and impairment in 2021. This asset class is now stated at fair value from 2022.

Historical costs include expenditure that is directly attributable to the acquisition of the items.

Depreciation

The depreciable amount of all property, plant and equipment including buildings and infrastructure but excluding freehold land, is depreciated on a straight-line basis or diminishing value basis over the asset's useful life to GAC.

Assets are depreciated from the date of acquisition or from the time the asset is held ready for use in respect of internally constructed assets. Depreciation commences from the time the asset is completed and commissioned ready for use.

The depreciation rates used for each class of depreciable assets are:

Class of Fixed Asset	Depreciation Rate
Runways, taxiways and aprons	1% - 20%
Infrastructure	2% - 17%
Buildings	2.5% - 14.5%
Plant and equipment	6.25% - 50%

The assets' residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

Asset thresholds

Assets have predetermined thresholds for recognition purposes, which are in line with the parent entity. Amounts which exceed these thresholds are recognised as assets for financial reporting purposes in the year of acquisition:

Runways, taxiways, aprons & other infrastructure	$10,000
Buildings	$10,000
Plant & equipment	$5,000
Land	$1

Items with a lesser value are expensed in the year of acquisition.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains or losses are recognised in the Statement of Comprehensive Income when the item is derecognised. When revalued assets are sold, amounts included in the revaluation surplus relating to that asset are transferred to accumulated losses.

(j) Impairment of non-current assets

Each non-current asset and group of assets is assessed for indicators of impairment annually. If an indicator of possible impairment exists, management, with the Directors, determine the recoverable amount. Any amount by which the asset's carrying amount exceeds the recoverable amount is recorded as an impairment loss.

The recoverable amount of an asset is the higher of its fair value less costs of disposal and its value in use.

An impairment loss is recognised immediately in the Statement of Comprehensive Income unless that asset is carried at a revalued amount. When the asset is measured at a revalued amount, the impairment loss is offset against the asset revaluation surplus of the relevant asset to the extent available.

1 Summary of significant accounting policies (continued)

(j) Impairment of non-current assets (continued)

Where an impairment loss subsequently reverses, the carrying amount of the asset is increased to the revised estimate of its recoverable amount, but so that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised for the asset in prior years.

A reversal of an impairment loss is recognised as income, unless the asset is carried at a revalued amount, in which case the reversal of the impairment loss is treated as an increase to the asset revaluation surplus.

The increase in market interest rates, emphasised the need for the corporation to undertake an impairment assessment which resulted in no impairment adjustment being required in 2022. Additional information detailing the assessment and the outcome is provided in Note 5.

(k) Trade and other payables

Trade and other payables are stated at their amortised cost. Trade payables are non-interest bearing, recognised as a current liability and are normally settled within 30 days of invoice receipt.

(l) Borrowing costs

Borrowing costs are expensed as incurred unless they relate to qualifying assets. Qualifying assets are assets which generally take more than twelve months to get ready for their intended use or sale. In these circumstances, borrowing costs are capitalised to the cost of the asset. Where funds are borrowed specifically for the acquisition, construction or production of a qualifying asset, the amount of borrowing costs incurred are capitalised to that component of borrowing, net of any interest earned on those borrowings.

(m) Asset revaluation surplus

This reserve includes changes in the fair value of non-current assets, net of tax.

(n) Taxation

GAC is a State Body as defined in the *Income Tax Assessment Act 1936* and is exempt from Commonwealth income tax, but not from other Commonwealth and State taxes such as Fringe Benefits Tax (FBT), Goods & Services Tax (GST), income tax equivalents and payroll tax.

(i) Goods and Services Tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of the amount of GST receivable or payable. The net amount of GST recoverable from or payable to the ATO is included with other receivables or payables in the Statement of Financial Position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities, which are recoverable from or payable to the ATO, are presented as operating cash flows included in receipts from customers or payments to suppliers.

(ii) Income tax equivalents

Although exempt from Commonwealth income tax, GAC provides for taxation under the income tax rules in accordance with the Local Government Tax Equivalents Regime (LGTER). The LGTER is a Queensland Government tax revenue model that advocates the National Competition Policy Reforms, designed to encourage a better use of Australia's resources by enhancing efficiency through competition. The resulting tax is payable to the GRC rather than to the ATO.

The income tax equivalent expense/(benefit) for the year comprises current income tax and deferred tax expense. Current income tax expense charged to profit or loss is the tax payable on taxable income. Current tax liabilities/(assets) are measured at the amounts expected to be paid to (recovered from) the GRC under the LGTER. Deferred income tax equivalent expense reflects movements in deferred tax asset and deferred tax liability balances during the year as well as unused tax losses.

Current and deferred income tax equivalent expense/(benefit) is charged or credited outside the Statement of Comprehensive Income when the tax relates to items that are recognised outside that statement.

1 **Summary of significant accounting policies (continued)**

(n) **Taxation (continued)**

(ii) Income tax equivalents (continued)

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. No deferred income tax is recognised from the initial recognition of assets or liabilities in a transaction that is not a business combination, where there is no effect on accounting or taxable profit or loss.

Deferred tax assets and liabilities are calculated at the tax rates that are expected to apply to the period when the asset is realised or the liability is settled and their measurement also reflects the manner in which management expects to recover or settle the carrying amount of the related asset or liability. With respect to non-depreciable items of property, plant and equipment measured at fair value, the related deferred tax liability or deferred tax asset is measured on the basis that the carrying amount of the asset will be recovered entirely through sale.

Deferred tax assets relating to temporary differences and unused tax losses are recognised only to the extent that it is probable that future taxable profits will be available against which the benefits of the deferred tax asset can be utilised. Deferred tax assets are reduced to the extent that it is no longer probable that the related tax benefit will be realised.

(o) **Employee benefits**

Short-term employee benefits

Liabilities for wages and salaries, including non-monetary benefits, vesting personal leave, time off in lieu, annual leave and long service leave expected to be settled within 12 months of the reporting date are recognised in current liabilities in respect of employees' services up to the reporting date and are measured at the amounts expected to be paid when the liabilities are settled.

Other long-term employee benefits

The liability for annual leave, vesting personal leave, time off in lieu and long service leave not expected to be settled within 12 months of the reporting date are recognised in non-current liabilities, provided there is an unconditional right to defer settlement of the liability. The liability is measured as the present value of the expected future payments to be made in respect of services provided by employees up to the reporting date. Consideration is given to expected future wage and salary levels, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on bonds with terms to maturity and currency that match, as closely as possible, the estimated future cash outflows.

(p) **Provisions**

Provisions are recognised when GAC has a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

(q) **Revenue and other income**

Revenues are recognised at the time of sale or service delivery and at the value of the consideration received, net of the amount of the Goods & Services Tax (GST) payable to the Australian Taxation Office (ATO).

(i) Aeronautical revenue

The revenue comprises runway and terminal charges. Aeronautical revenue is charged on the basis of number of arriving and departing airline passengers and maximum take-off weight of landing scheduled and chartered airline aircraft at Gladstone Airport. General aviation is charged based on the maximum take-off weight of aircraft on landings only.

Recovery of the cost of Government mandated security measures in respect of passenger and baggage screening, is also included in aeronautical revenue.

Revenue of this nature is recognised upon receipt as all performance obligations are satisfied at this point in time.

1 Summary of significant accounting policies (continued)

(q) Revenue and other income (continued)

(ii) Property revenue

This revenue is received from the rental of areas including advertising space within the terminal, buildings and other leased assets.

It includes revenues received from the use of airport car parks, and revenue from concessionaires based on their turnover.

(iii) Grant revenue

Grant revenue in relation to infrastructure projects is recognised as deferred income in the Statement of Financial Position and amortised over the useful life of the assets to which they relate.

(r) Maintenance

Costs incurred on surfacing of runways, taxiways and aprons are capitalised and are written off over the period between resurfacing projects. This recognises that the benefit is to future periods and also apportions the cost over the period of the related benefit.

Airport pavements, roads, leasehold improvements, plant and machinery of GAC are required to be maintained on a regular basis. This is managed as part of an ongoing major cyclical maintenance program. The costs of this maintenance are charged as expenses as incurred. Other routine operating maintenance, repair and minor renewal costs are expensed as incurred.

(s) Financial Instruments

(i) Initial recognition

Financial assets and financial liabilities are recognised in the Statement of Financial Position when GAC becomes a party to the contractual provisions of the instrument.

(ii) Classification and subsequent measurement

Financial instruments are classified and measured as follows:
- Cash and cash equivalents - at fair value through profit or loss
- Receivables - at amortised cost
- Payables - at amortised cost
- Borrowings - at amortised cost

GAC does not enter into transactions for speculative purposes. GAC has a fixed rate loan from GRC but otherwise undertakes no hedging.

All other disclosures relating to the measurement and financial risk management of financial instruments held by GAC are included in Note 14.

(t) New accounting standards

In the current year GAC adopted all of the new and revised Standards and Interpretations issued by the Australian Accounting Standards Board (AASB) that are relevant to its operations and effective for the current reporting period. These did not have a material impact on GAC.

(u) New accounting standards for application in future periods

GAC has not applied any Australian Accounting Standards and Interpretations that have been issued but are not yet effective. GAC applies standards and interpretations in accordance with their respective commencement dates.

1 **Summary of significant accounting policies (continued)**

(v) **Impacts of COVID-19**

The Aviation Industry has been significantly impacted by the COVID-19 situation in recent years with periods of interstate and intrastate travel restrictions causing passenger numbers through the Gladstone Airport to significantly reduce during this time. In 2022 passenger numbers have increased by 22% compared to 2021.

	2022	2021
	$'000	$'000
2 Operating revenue		
Aeronautical revenue	5,958	4,632
Retail revenue	214	187
Property revenue	1,458	1,217
	7,630	**6,036**
3 Finance costs		
GRC Loan Interest	1,353	2,043
Loan administration fees on-charged by GRC	48	39
Competitive neutrality margin payable to GRC	242	196
Bank charges	29	23
Interest on leases	1	6
	1,673	**2,307**
4 Income tax equivalents		
Prima facie tax benefit on loss from ordinary activities before Tax at 25% (2021: 26%)	212	(405)
Add tax effect of:		
Long service leave	-	4
Entertainment (non-deductible)	-	1
Loan interest	94	-
Temporary differences (recognised) not recognised	(1,530)	1,059
Less tax effect of:		
Long service leave	(4)	(9)
Change in tax rate	92	177
	(1,136)	**827**
Income tax equivalent (assets) liabilities		
(Receivable from) payable to GRC	-	**(1)**

4 Income tax equivalents (continued)

Tax equivalent assets

Deferred tax equivalent assets are attributable to the following:

	2022 $'000	2021 $'000
Property, plant and equipment	3,832	3,567
Employee benefits	55	50
Deferred income	500	373
Tax losses	660	-
Other	52	49
	5,099	**4,039**

Deferred tax equivalent liabilities are attributable to the following:

	2022 $'000	2021 $'000
Property, plant and equipment	(1,560)	(1,622)
Other	(1)	(14)
	(1,561)	**(1,636)**
Net deferred tax equivalent assets	**3,538**	**2,403**
Balance as at 1 July	2,403	3,244
Current year's deferred tax equivalent expense	1,136	(827)
Current year's deferred tax equivalent expense recognised through equity	(1)	(14)
Balance at 30 June	**3,538**	**2,403**

Deferred tax assets relating to unused tax losses and property, plant and equipment amounting to $12,763,777 (2021: $14,866,982) were not recognised in GAC's statement of financial position at 30 June 2022. GAC has recognised deferred tax assets to the extent they are estimated to be recoverable.

5 Impairment

The increase in market interest rates, (as detailed in Note 1(j)) served as an indicator of impairment in the current year. On this basis, the Corporation sought valuations from an external expert to determine the recoverable amount of its assets. A valuation was undertaken by Marsh and McLennan as at 30 June 2022 to determine the recoverable amount of buildings, runways, taxiways, aprons and other infrastructure.

The 2020 impairment for buildings, runways, taxiways, aprons and other infrastructure were applied to the fair values determined by Marsh and McLennan in arriving at the impaired value of these assets in 2022.

The buildings class (and runways, taxiways, aprons and infrastructure from 2022) is held at fair value, and therefore the treatment of the valuation adjustments relating to these assets is detailed in Note 8 (a fair value adjustment against both the asset revaluation surplus and Statement of Comprehensive Income).

All adjustments are reflected against the relevant classes in the property, plant and equipment note (Note 8).

A value-in-use calculation was also undertaken for the total cash-generating unit.

As the individual assets do not generate cash inflows largely independent of one another, they are combined to form a cash-generating unit (CGU).

5 Impairment (continued)

The recoverable amount of the CGU was determined based on value-in-use calculations which require the use of assumptions. The calculations use cash flow projections based on financial budgets approved by management covering a 10-year period. The recoverable amount of the CGU was calculated to be $42.799M. The following key assumptions were used within the value-in-use model:

- Terminal growth rate 2.5%
- Discount rate 8.0%
- Recovery to pre-COVID-19 ordinary operations by the year ending 30 June 2026 (4 years)
- The assumption of a 4-year recovery is based on the projection that passenger numbers through the Gladstone Airport will return to the same level as the year ended 30 June 2019 (247,017)

The effect of a change in each key assumption is as follows:

Impact on recoverable amount of -1% in discount rate	Impact on recoverable amount of +1% in discount rate	Impact on recoverable amount of +1-year post-COVID recovery time	Impact on recoverable amount of -0.5% pax growth rate	Impact on recoverable amount of +0.5% pax growth rate
$'000	$'000	$'000	$'000	$'000
6,809	(5,877)	(1,670)	(4,383)	4,541

The valuation resulted in an implied equity value at 30 June 2022 of $23.218M as calculated below:

	$'000
Value in use (recoverable amount)	42,799
Add: Cash and cash equivalents	12,435
Less: Borrowings	32,016
Implied equity value	23,218

Despite the implied equity value and value in use being higher than the net assets of GAC, these have not been taken into consideration in reversing prior period impairment charges. This is because GAC is still in the early stages of recovery post COVID-19 and facing challenges around meeting budgets with reduced passenger throughput. As a result, GAC will wait until a period of sustained positive growth is in effect before booking any impairment reversals.

	2022 $'000	2021 $'000
6 Cash and cash equivalents		
Cash on hand	-	-
Short-term bank deposits	12,435	12,287
	12,435	**12,287**
A change in interest rate of 1% (100 basis points) would impact cash by:	124	123
7 Trade and other receivables		
Trade debtors	1,739	1,213
Less: Allowance for expected credit losses	(146)	(81)
	1,593	1,132
Accrued income	19	117
	1,612	**1,249**

	Within 1 Year $'000	1 to 5 Years $'000	Over 5 Years $'000	Total $'000
2022				
Financial Assets				
Trade and other receivables	1,758	-	-	1,758
2021				
Financial Assets				
Trade and other receivables	1,330	-	-	1,330

Contracted cash flows in relation to future lease rentals which are not recorded in the statement of financial position, are disclosed in Note 19.

8 Property, plant and equipment

(a) Movements in carrying amounts

Movements in the carrying amounts for each class of property, plant and equipment between the beginning and the end of the current financial year.

	Freehold land	DOGIT land	Buildings	Runways, taxiways, aprons and infrastructure	Plant and equipment	Work in Progress	Total
Basis of measurement	F.V.	F.V.	F.V.	F.V.	Cost	Cost	
Asset values	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Opening value as at 1 July 2021	**6,793**	**799**	**10,367**	**15,529**	**737**	**529**	**34,754**
Additions	-	-	-	-	-	2,647	2,647
Disposals	-	-	-	(743)	-	-	(743)
Internal transfers	-	-	-	-	579	(579)	-
Fair value increment to asset revaluation surplus	-	-	6	-	-	-	6
Fair value increment to statement of comprehensive income	-	-	684	254	-	-	938
Impairment	-	-	-	-	-	-	-
Depreciation	-	-	(293)	(510)	(222)	-	(1,025)
Carrying amount at 30 June 2022	**6,793**	**799**	**10,764**	**14,530**	**1,094**	**2,597**	**36,577**
Opening value as at 1 July 2020	**6,582**	**774**	**7,437**	**17,142**	**426**	**2,362**	**34,724**
Additions	-	-	-	-	-	1,224	1,224
Disposals	-	-	-	-	-	-	-
Internal transfers	-	-	2,166	486	405	(3,057)	-
Fair value decrement to asset revaluation surplus	5	6	43	-	-	-	54
Fair vale decrement to statement of comprehensive income	206	19	987	-	-	-	1,212
Impairment	-	-	-	(1,663)	-	-	(1,663)
Depreciation	-	-	(266)	(436)	(94)		(796)
Carrying amount at 30 June 2021	**6,793**	**799**	**10,367**	**15,529**	**737**	**529**	**34,754**

(b) Asset revaluations

(i) Land

Land was measured at fair value on 30 June 2022 by Marsh and McLennan. Fair value was derived by reference to market based evidence including observable sales data for properties of similar nature and specification, whilst being adjusted for size, location, zoning and features. Due regard for highest and best use of each parcel of land was taken into consideration.

No fair value adjustment was processed against land in 2022.

8 Property, plant and equipment (continued)

(ii) Buildings

Buildings were measured at fair value on 30 June 2022 by Marsh and McLennan. The valuation methodology was determined by having regard to the existence of a market, the level of specialisation of the assets and the availability of sales evidence, resulting in both level 2 and level 3 valuation inputs. Due regard for highest and best use of the assets was taken into consideration.

Given the specialised nature of the main airport assets, the valuation adopted the current replacement cost approach to these assets, a level 3 assessment under AASB 13. Under this approach the cost to replace the asset is calculated and then adjusted to take into account of accumulated depreciation. The valuer disaggregated the building into different components and for each component determined a value based on the inter-relationship between a range of factors. These included asset condition, legal and commerical obsolescence and the determination of key depreciation related assumptions such as residual value and the pattern of consumption of the future economic benefit.

In determining the valuation of level 2 inputs, the valuation adopted a market value approach taking into account sales prices of comparable properties after adjusting for differences in key attributes such as property size. The most significant inputs in this valuation approach are price per square meter.

As part of the valuation undertaken by an independent external expert, a fair value adjustment was applied to the buildings asset class. This adjustment was partially processed against the asset revaluation surplus balance pertaining to buildings to the extent that the surplus existed, with the remaining amount impacting the Statement of Comprehensive Income. These adjustments are shown in Note 8(a).

(iii) Runways, taxiways, aprons and infrastructure

Runways, taxiways, aprons and infrastructure are measured at fair value from 2022. As detailed in Note 5, a valuation was undertaken by Marsh and McLennan at 30 June 2022 to arrive at a fair value.

These assets were valued using the application of unit rates. Unit rates are developed by summing each component which goes into producing a unit (be it metres, square metres, tonnes, etc) of an asset. The major components of any asset are the raw materials, plant, labour and overheads. These unit costs are then applied to known measurements of the assets to produce a replacement cost, which is then depreciated to estimate the Fair Value.

9 Fair value measurements

GAC values certain classes of assets at fair value and discloses fair value measurement in accordance with AASB 13 *Fair Value Measurement*.

Recognised fair value measurements

GAC measures and recognises the following assets at fair value on a recurring basis:

- Freehold land;
- DOGIT land;
- Buildings;
- Runways, taxiways, aprons and infrastructure (from 2022)

GAC does not measure any liabilities at fair value on a recurring basis.

The fair values of the assets are determined using valuation techniques which maximise the use of observable data, where it is available, and minimise the use of entity specific estimates. If all significant inputs required to fair value an asset are observable, the asset is included in Level 2. If one or more of the significant inputs is not based on observable market data, the asset is included in Level 3.

There were no transfers between levels of the hierarchy during the year.

9 Fair value measurements (continued)

The table presents GAC's assets measured and recognised at fair value at 30 June 2022.

		2022	2021
		$'000	$'000
Recurring fair value measurements			
Freehold land (Level 3)	8	6,793	6,793
DOGIT land (Level 3)	8	799	799
Buildings (Level 2, 3)	8	10,764	10,367
Runways, taxiways, aprons & infrastructure (Level 2,3)	8	14,530	-
		33,886	**17,959**

10 Trade and other payables

Trade payables and accrued expenses	1,871	312
GST, PAYG, payroll tax payable	196	128
Employee entitlements - annual and personal leave	134	115
	2,201	**555**

11 Borrowings

Loan secured - GRC (current)	720	-
Loan secured - GRC (non-current)	31,296	33,716

Effective 1 July 2021, GAC and GRC varied the existing loan agreement, extending the term of the loan to 30 June 2041, along with the repayment terms. This resulted in a substantial modification to the loan terms.

Accordingly, GAC measured the revised loan at fair value of $32.708M from this date. GAC and GRC agreed that the effect of the debt restructure would be treated as a contribution of equity.

As at 30 June 2022, the loan was secured by a fixed and floating charge over GAC's assets and undertakings.

12 Contingent liabilities and contingent assets

As at the date of signing these financial statements, no contingent assets or liabilities were identified.

13 Events after the reporting period

There have been no circumstances or events, outside what has already been disclosed in this annual report, that has significantly affected, or may significantly affect the entity's operations or the results of those operations in future financial years.

14 Financial instruments

Financial risk management policies

Policies are developed by committees and recommended to the Board for approval on a regular basis.

A financial instrument is any contract that gives rise to both a financial asset of one entity and a financial liability or equity instrument of another entity. GAC is exposed to various risks including liquidity, interest rate, market and credit risks. These risks are an inherent part of the operations of an airport. GAC manages these risk exposures using various financial instruments, governed by a set of policies approved by the Board. GAC's policy is not to enter, issue or hold derivative financial instruments for speculative trading purposes and the Board may consider different methods to assess and manage different types of risk to which it is exposed.

These methods include correlations between risk types, sensitivity analysis in the case of interest rates, price risks, ageing analysis and sensitivity analysis for liquidity risk and credit risk.

There have been no substantive changes in the types of risks GAC is exposed to, how these risks arise, or the Board's objectives, policies and processes for managing or measuring the risks during the reporting period.

(a) Credit risk

Credit risk is the potential loss from a transaction in the event of default by the counterparty during the term of the transaction or on settlement of the transaction. GAC conducts transactions with trade debtors - the credit risk is the recognised amount, net of any impairment losses. As at 30 June 2022, trade debtors amounted to $1,738,501 (2021: $1,213,383). GACs main credit risk is associated with airlines. Within the Aviation Industry, significant amounts of credit risk are attributable to airline operators. Whilst the Aviation Industry has been significantly impacted by COVID-19, the allowance for expected credit losses of $0.146m (2021: $0.081m) has not been impacted significantly given the key debtors remain operational, no increased credit risk has been observed for these debtors and outstanding debtors are expected to be received in full.

(b) Liquidity risk

Liquidity risk is the risk that GAC will encounter difficulty in meeting obligations associated with financial liabilities. GAC manages liquidity risk by targeting a minimum liquidity level, ensuring long-term commitments are managed with respect to forecast available cash inflows and maintaining a strong relationship with the GRC. The ability of GAC to meet its obligation to its lender is largely dependent upon cashflows generated by passenger volumes and aircraft movements.

The following table sets out the entity's remaining contractual maturity for its liquidity risk in relation to financial liabilities held by GAC. It represents the undiscounted contracted cash flows (principal and interest) of financial liabilities at the end of the reporting period, excluding the impact of netting agreements. The table includes both interest and principal cash flows and therefore these totals may differ from their carrying amount in the Statement of Financial Position.

Financial liability maturity analysis

	Within 1 Year	1 to 5 Years	Over 5 Years	Total
2022	$'000	$'000	$'000	$'000
Financial Liabilities due for payment				
Trade and other payables	2,201	-	-	2,201
Secured loan - Gladstone Regional Council	2,043	8,173	44,231	54,447
Total contractual outflows	**4,244**	**8,173**	**44,231**	**56,648**
2021				
Financial Liabilities due for payment				
Trade and other payables	555	-	-	555
Secured loan – Gladstone Regional Council	2,043	8,173	41,889	52,105
Total contractual outflows	**2,598**	**8,173**	**41,889**	**52,660**

15 Contributed capital

GRC passed a resolution on 19 June 2012 to effect corporatisation of GAC on 1 July 2012, under the Local Government (Beneficial Enterprises and Business Activities) Regulation 2010 (repealed). Equity comprised the value of net assets and liabilities contributed at 1 July 2012.

In 2014, $28,000,000 in debt was converted to equity.

In 2022, $1,008,246 in debt was converted to equity (Note 11)

	2022	**2021**
	$'000	$'000
Contributed capital	70,801	69,793
	70,801	**69,793**

16 Commitments

Operating lease commitments		
- not later than 1 year	7	8
- later than 1 year and not later than 5 years	22	25
	29	**33**
Other Commitments		
- not later than 1 year	56	55
- later than 1 year and not later than 5 years	113	**115**
	169	**170**
Capital Commitments		
Committed at the reporting date by not recognised as liabilities		
Property, plant and equipment	910	-

17 Key management personnel disclosures

Key management personal (KMP) include the Directors and CEO.
The aggregate compensation made to KMP of the company is set out below:

	2022	**2021**
	$'000	$'000
Short-term employee benefits	397	392
Post-employment benefits	40	37
	437	**429**

18 Related party transactions

	2022 $'000	2021 $'000
GRC charged GAC the following amounts throughout the year:		
Administration and IT services*	59	49
Loan administration services (Note 3)*	48	39
Competitive neutrality expenses (Note 3)	242	196
Loan repayments (principle and interest)	2,043	2,043
Income tax equivalents expense (Note 4)	-	-
Rates, water and cleansing charges	85	89

* These charges are levied on a cost-recovery basis by GRC.

GRC does not provide any services to GAC at no cost.

The following payable balances to GRC are outstanding at the reporting date:

	2022 $'000	2021 $'000
Current		
Trade payables	5	-
Income tax equivalents (Note 4)	-	(1)
Competitive neutrality fee	95	-
Loan administration fee	19	-

19 Leases

Gladstone Airport Corporation as a lessee

Equipment

GAC leases computer and printing equipment associated with airline booking and passenger management as well as electronic passenger information services from SITA. The Lease ended in 2022.

Right of use assets

	Equipment $'000
Balance at 1 July 2020	94
Depreciation charge	(49)
Balance at 30 June 2021	**45**
Balance at 1 July 2021	45
Depreciation charge	(22)
Termination of Lease	(23)
Balance at 30 June 2022	-

19 Leases (continued)

Lease Liabilities

The table below shows the maturity analysis of the lease liabilities based on contractual cashflows and therefore the amounts will not be the same as the recognised lease liability in the statement of financial position.

2022

<1 year $'000	1-5 years $'000	>5 years $'000	Total $'000	Total per Statement of Financial Position $'000
-	-	-	-	-
-	**-**	**-**	**-**	**-**

2021

<1 year $'000	1-5 years $'000	>5 years $'000	Total $'000	Total per Statement of Financial Position $'000
50	-	-	50	49
50	**-**	**-**	**50**	**49**

Amounts included in the Statement of Comprehensive Income related to leases

The following amounts have been recognised in the Statement of Comprehensive Income for leases where GAC is the lessee.

	$'000
Interest on lease liabilities (Note 3)	(1)
Depreciation of right to use asset (Note 19)	(22)
Expenses relating to short-term leases	(4)
	(27)
Total cash outflows for leases	**(31)**

Gladstone Airport Corporation as a lessor

When GAC is a lessor, the lease is classified as either an operating or finance lease at inception date, based on whether substantially all of the risks and rewards incidental to ownership of the asset have been transferred to the lessee. If the risks and rewards have been transferred then the lease is classified as a finance lease, otherwise it is an operating lease.

If the lease contains any non-lease components, then the non-lease components are accounted for in accordance with AASB 15 Revenue from Contracts with Customers.

GAC does not have any finance leases. GAC's operating leases relate to the residential and other tenancies within the Airport. Rent from investment and other property is recognised as income on a periodic straight-line basis over the lease term.

There is nil unearned finance income, unguaranteed residual values accruing to the benefit of GAC, accumulated allowance for uncollected minimum lease payments receivable or contingent rents recognised as income applicable to the leases.

19 Leases (continued)

The minimum guaranteed lease receipts are as follows:

	2022 $'000	2021 $'000
Not later than one year	809	641
Between 1 and 2 years	174	614
Between 2 and 3 years	122	97
Between 3 and 4 years	78	71
Between 4 and 5 years	16	30
Later than five years	10	37
	1,209	**1,490**

20 Reconciliation of profit (loss) after income tax equivalents to net cash from operating activities

	2022 $'000	2021 $'000
Profit (loss) after income tax equivalents for the year	1,984	(2,385)
Non-cash operating items:		
Depreciation	1,047	846
Impairment of plant and equipment	-	1,663
Revaluation of land and buildings	(939)	(1,212)
Allowance for expected credit losses	65	65
Loss on disposal of property, plant and equipment	708	-
Changes in operating assets and liabilities:		
Increase in trade and other receivables	(428)	(792)
Increase in prepayments	(29)	(45)
Decrease in deferred tax assets	(1,136)	827
Increase (decrease) in trade and other payables	1,646	(319)
Decrease in provisions	(8)	(17)
Increase in deferred income	565	645
Decrease in income tax equivalent assets	1	71
Net cash flows from (used) operating activities	**3,476**	**(653)**

Gladstone
Airport Corporation

Directors' Declaration
for the year ended 30 June 2022

In the Directors' opinion:

i. the accounts have been prepared pursuant to the requirements of the *Local Government Act 2009* (the Act) and the *Local Government Regulation 2012* (the Regulation) and comply with the prescribed requirements of the Act and the Regulation for the establishment and keeping of accounts;

ii. the attached financial statements and notes thereto give a true and fair view of GAC's financial position as at 30 June 2022 and of its performance for the financial year ended on that date; and

iii. there are reasonable grounds to believe that GAC will be able to pay its debts as and when they become due and payable.

Signed in accordance with a resolution of the Directors.

Mrs A Ward
Chair

Dated this 10th day of October 2022

Queensland Audit Office
Better public services

INDEPENDENT AUDITOR'S REPORT

To the Members of Gladstone Airport Corporation

Report on the audit of the financial report

Opinion

I have audited the accompanying financial report of Gladstone Airport Corporation (the corporation).

In my opinion, the financial report:

a) gives a true and fair view of the corporation's financial position as at 30 June 2022, and its financial performance and cash flows for the year then ended

b) complies with the *Local Government Act 2009*, the Local Government Regulation 2012 and Australian Accounting Standards.

The financial report comprises the statement of financial position as at 30 June 2022, the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, notes to the financial statements including summaries of significant accounting policies and other explanatory information, and the directors' declaration.

Basis for opinion

I conducted my audit in accordance with the *Auditor-General Auditing Standards*, which incorporate the Australian Auditing Standards. My responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of my report.

I am independent of the corporation in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* (the Code) that are relevant to my audit of the financial report in Australia. I have also fulfilled my other ethical responsibilities in accordance with the Code and the *Auditor-General Auditing Standards*.

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

Other information

Other information comprises the information included in the directors' report for the year ended 30 June 2022, but does not include the financial report and my auditor's report thereon.

The directors are responsible for the other information.

My opinion on the financial report does not cover the other information and accordingly I do not express any form of assurance conclusion thereon.

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

If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact.

I have nothing to report in this regard.

Responsibilities of the corporation for the financial report

The corporation's directors are responsible for the preparation of the financial report that gives a true and fair view in accordance with the prescribed accouting requirements identified in the *Local Government Act 2009* including compliance with Australian Accounting Standards, and for such internal control as the corporation's directors determine is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

The corporation's directors are also responsible for assessing the corporation's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless management either intends to liquidate the corporation or to cease operations, or has no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial report

My objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian 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 aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with the Australian Auditing Standards, I exercise professional judgement and maintain professional scepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the financial report, 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 my 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 expressing an opinion on the effectiveness of the corporation's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the corporation.
- Conclude on the appropriateness of the corporation'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 corporation's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify my opinion. I base my conclusions on the audit evidence obtained up to the date of my

auditor's report. However, future events or conditions may cause the company to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

I communicate with the corporation's directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

11 October 2022

Sri Narasimhan
as delegate of the Auditor-General

Queensland Audit Office
Brisbane