



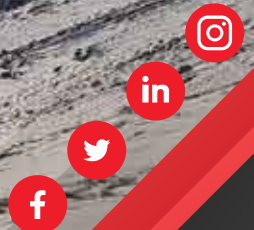
AMS

S.A. RED CROSS AIR MERCY SERVICE

CHANGING LIVES. SAVING LIVES.



ANNUAL REPORT 2021





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Our commitment to changing lives and saving lives knows no boundaries. The AMS will provide help whenever and wherever it is needed.

About US

The SA Red Cross Air Mercy Service Trust (AMS) is a non-profit aero-medical rescue organisation working in partnership with the various Provincial Departments of Health in South Africa to ensure that the National Health System is strengthened through the provision of rescue, air ambulance and rural health outreach services. The mission of AMS is to facilitate access to healthcare to those rendered most vulnerable by geographical, social or economic inequity and in so doing, reduce vulnerability of at-risk communities and judiciously improve the quality of life. We work closely with Provincials Departments of Health and health workers in the communities to assess needs and implement appropriate healthcare programmes.

The AMS was established in 1966 by The South African Red Cross Society and formed into an Independent Trust in 1994. The AMS has grown into a comprehensive aero-medical service with a unique service delivery model, utilising volunteers, professionals, strong partnerships with the Departments of Health, not-for-profit organisations and the private sector to facilitate access to appropriate healthcare services for both the critically ill or injured persons and those requiring specialist medical expertise, especially from remote rural communities. The AMS is the only aero-medical operator in Southern Africa which offers a complete package of air-ambulance, health outreach and rescue services, using a mix of fixed-wing and rotor-wing aircraft and ground vehicles. The service has expanded to include Night Vision Systems (NVG's) into the organisation's helicopter operation. The extension of the programme is to ensure that the community has access to the helicopter 24 hours a day.

Our commitment to changing lives and saving lives knows no boundaries. The AMS will provide help whenever and wherever it is needed.

Purpose

Facilitate pluriversal access to healthcare to those rendered most vulnerable by geographical, social or economic inequity, and in so doing, reduce vulnerability of at-risk communities and judiciously improve the quality of life.

Mission

In support of state-run programmes, AMS will innovatively render rural outreach programmes, clinical training and development for stakeholders and emergency aero-medical / rescue services.

Strategy

Position AMS in collaboration with government as the civil-society provider of choice in the attainment of pluriversal access to quality emergency care in the pre-hospital environment and the rendering of outreach services.

Strategic Goals



AMS CORE VALUES

Our values are based on humanitarian principles, this is achieved by:

1. Compassion
2. Integrity
3. Professionalism

Overview from the BOARD OF TRUSTEES



Grant Duncan Smith

The COVID-19 pandemic wreaked havoc on the global economy, forcing many businesses to close their doors. We are grateful that we are still able to provide a world-class aero-medical service to the most vulnerable, albeit at a reduced level compared to years gone by. We must thank our management team for having the foresight to move beyond our traditional areas of service delivery to explore new horizons.

The nature of our services is to collaborate with Health Departments in the Provinces to provide high-quality medical care to the people of this country. We believe that with our advanced technical equipment and expertise at our disposal we remain best positioned to assist people in rural areas by extending the reach of the Health Departments in the various Provinces. We are pleased that, for the first time in the history of AMS we were afforded the opportunity to provide critical emergency air ambulance services to the community of the Eastern Cape, although it was only for a relatively short period of time. During our tenure in the Province, we were able to operate from three bases within the province to provide a helicopter emergency medical service to the community. Our focus on development and training has also seen our team provide specialised rescue training to the Provincial Department of Health Emergency Medical Services personnel.



Mr. Gideon Sam (Chairman)

It has become crucial that we adjust to the new world order especially in the light of where the economic landscape is tilting to. The Trustees are cognisant of these challenges and have urged management to explore new ways of doing business to ensure that

we continue to build a national asset for our country. Further details are mentioned in the management reports included in this annual report.

The Board of Trustees would like to take this opportunity to thank Mr. Lwazi Mboyi and Mr. Alan Marshall who have resigned from the Board, for their time that they selflessly served as Trustees of the AMS. Their expertise and knowledge in guiding the organisation throughout the years to ensure that we fulfill our mandate of providing a service of excellence to South Africa has stood us in good stead.

We remain indebted to our CEO Dr Philip Erasmus and his team for not only continuing to serve our patients and support to the Department of Health, but to use the opportunity presented by the pandemic to develop digitised in-house systems in preparation for the "new normal" where administrative agility will be a key contributor. The number of demands being made on an organisation like ours are huge. The team has persevered to continue to render a valuable service under these exceptionally trying circumstances. The Board is encouraged by the plans

for growth and further technical development that the organisation will be focusing on. The formation of new strategic partnerships will form an important part of our future strategy.

On behalf of the Board, we would like to express our gratitude to the management team and all of our organisation's supporters for their support. We are confident that when 'normality' returns, we will be stronger than before.

Corporate GOVERNANCE

The Board of Trustees governs and oversees the activities of the organisation. The Board consists of individuals with varied backgrounds, all of whom are non-remunerated volunteers that are able to offer the organisation the necessary guidelines and expertise to continue to support the National Health System by ensuring access to healthcare for all South Africans.



Mr. Gideon Sam (Chairman)

The CEO is responsible for the day to day management of the organisation and reports to the Board of Trustees. Medical and aviation decisions are taken in consultation with the Management Committee (MANCO) and the Quality and Safety Committee. Day-to-day financial administration is handled by management staff in accordance with the budget approved by the Trustees. All meetings are minuted and conform strictly to the acceptable standards of corporate governance practice.

This committee comprises of Trustees nominated and appointed by the Board. The committee's role is to assist the Board of Trustees in overseeing and assessing the organisation's risk management process, legal and regulatory



Prof. Lineo Tanga

compliance, financial reporting, financial controls and internal and external audit processes and to liaise between the Board of Trustees and the external auditors. The Committee makes a recommendation to the Board of Trustees for approval of the audited financial statements and signs the audited financial statements on behalf of the Board of Trustees.

Human Resources and Remuneration Committee: The committee comprises of Trustees nominated by the Board of Trustees. The committee assists the Board of Trustees to establish Human Resources strategies and policies as well as to ensure compliance with all applicable legislation and best practices.

Management Committee (MANCO): MANCO is a statutory



Prof. Shepherd Mayatula



Mr. Ray ka Msengana

meeting chaired by the CEO. The committee aims to improve the communication flow and keep everyone abreast of developments in the organisation. MANCO is also a sounding board for the CEO.

Quality and Safety Committee: The Q & S Committee address all matters pertaining to safety and quality of services.



Adv. Adila Hassim



Mr. René de Wet



Mr. Geoffrey Qhena



Rob Fenenga

Message from OUR CEO

Every year when we reflect on the year under review, the first word that comes to mind is that it has been challenging. The 2020/2021 financial year was off course no different, only exceptionally so. Dominated by the devastating COVID-19 global pandemic, we have seen the best and the worst of human beings. From the incredible commitment of our country's healthcare workers and communities to those who resorted to corruption and looting of precious resources in order to fight the impact of the pandemic on the most vulnerable. At AMS we have been and continue to be blessed with colleagues who are unbelievably committed and have managed to continue providing emergency air ambulance and rescue services despite the extremely challenging conditions posed by the pandemic and our government's response to control its impact.

At no stage were we forced to stop rendering our critical lifesaving services due to non-availability of staff as a result of them contracting COVID or because they were subjected to quarantine procedures as a result of unprotected contact with infected patients or people. This is an enormous feat given the nature of this pandemic and the challenges associated with treating patients in a confined environment of a small aircraft using Personal Protective Equipment (PPE) and other infection prevention practices to mitigate infection risks. It is not only our medical and aviation crews that managed to persevere. Despite daily challenges and fears for and by their families as a result of this largely unknown devastating pandemic, our aircraft engineering and maintenance crews, administrative and



Dr. Philip Erasmus
(Chief Executive Officer)

other support staff have shown equal commitment to pull us through to serve our patients in need. The pandemic and its associated organisational challenges once again emphasised the value of committed colleagues, adaptability, innovation and resilience that will always stand any organisation in good stead. We have focused on

digitising our administrative systems and have made huge strides in this regard. Our policies and procedures were constantly adjusted as the pandemic unfolded and to accommodate the Government's ever-changing responses and other coping mechanisms to mitigate risks. In order to ensure the safety of our healthcare workers and provide the best possible care to our patients, we changed the interiors of our helicopters to install dividers between air-and medical crew/patient and introduced an isolation pod system in our fixed wing aircraft. We also experienced significant increases in operating costs as a result of scarcity and inflated acquisition costs of Personal Protective Equipment (PPE) and increased requirements for Nasal Continuous Positive Airway Pressure (nCPAP) ventilation of patients.

There were other positive aspects during this COVID-ravaged year. We managed several food and other disaster relief flights for communities in KwaZulu-Natal, transporting tons of food and emergency supplies via our fixed wing aircraft to isolated communities due to shut down measures. Our Oudtshoorn based helicopter flight crews were trained on Night Vision Systems (NVG) similar to those systems currently being used at our Cape Town and Durban bases. Due to a legal battle post a shambolic award of an aero-medical contract in the Eastern Cape, the AMS were requested during December 2020 to assist. We managed to set-up and operationalise three helicopter bases based in East London, Gqeberha and Mthatha from nothing in record time. This included the training of a multitude of Provincial emergency medical

crews on our operational systems and helicopter rescue platforms. Unfortunately, the world-wide clamp down on most commercial activities and development of technology as well as the freezing of services by the South African Civil Aviation Authority (SACAA) resulted in the AMS not being able to introduce our plans with Unmanned Aerial Vehicle (UAV's /drones) in support of our aero-medical and rescue systems. This will no doubt be a focus in the immediate future. It has also been very unfortunate that the Department of Health in KwaZulu-Natal terminated the highly successful health outreach programme for no explainable reason with no alternative for those patients and institutions affected.

During this challenging year, it has been heartwarming to see the inspiring approach from our younger colleagues. We should not be overly concerned about the future. The younger generation who are breaking through on a variety of levels are well equipped and are taking challenges head on. We are in the safe hands of people who are striving to make the world a better place.

Thank you to all our staff, volunteers, Trustees, health-care colleagues and funders for your unwavering support and commitment for the ultimate benefit of our patients and marginalised communities in our country. I would also like to extend a word of appreciation to all the families of our frontline healthcare workers for their support and sacrifices to enable them to be of service to our citizens.

My heartfelt condolences to all who have lost a loved one or dear friend during this time. May we all find the strength and courage to overcome the pandemic's hardships and continue to serve our country.



Rob Fenenga

Corporate DEVELOPMENT

Simone Theunissen

No one could have imagined how drastically and quickly our lives and everything we knew as 'normal' would change in March 2020. The COVID-19 pandemic threw us into the deep end and forced us to swim or sink. With AMS operations required to remain at the forefront of fighting the pandemic, lockdown measures necessitated innovative thinking from management in terms of equipping administrative personnel to work from home as well as accelerating the organisations' digitalisation and automation processes. We had already begun certain digitalisation projects prior to COVID, our attention thus quickly shifted to fast-track these as well as to include various other processes and systems that needed to be included in the broader transition towards a digitalised platform.

To manage and mitigate risks associated with these developments, a project office was established. The organisation began implementing an end-to-end integration process with projects running concurrently and overseen through a collaborative effort of senior members of the team.

The organisation swiftly adopted Microsoft Teams as its platform for meetings, sharing of documents and general audio-visual communication. Even as we transition to a more hybrid work environment in the coming months, it is clear that online meetings are here to stay, and the AMS has successfully integrated MS Teams into its suite of tools for this purpose.

Dynamics 365 was also introduced as a tool for integrating multiple intelligent applications through a single portal, thus optimising operations, Human Resources (HR), Training and the Protection of



Farhaad Haffejee
(Corporate Development Manager)

Personal Information Act (POPIA) requirements. Sage VIP has been adopted to digitise HR processes such as leave, claims and their associated audit trails. All of this along with continues investment in Information Technology (IT) infrastructure and a migration to cloud-based solutions means that the AMS is steadily progressing towards a Fourth Industrial Revolution (4IR) future with confidence and enthusiasm.

On the training and skills development side, COVID again forced us to implement online and hybrid learning models for courses that the organisation runs. In addition, continuous training for medics (to ensure that they are at the cutting edge of new developments) has been formalised via a multi-year agreement with a training partner. This will also include upskilling some AMS medics to become instructors in various areas of specialised training. Pilot training on simulators and on aircraft is a continuous process and, despite the loss of contracts, two pilots have been recruited for the AMS's unique Cadet Development Programme.

AMS continues to explore different platforms of transferring and sharing knowledge through our internship and learnership programmes, as well as improving and creating opportunities to allow internal and external persons to develop themselves.

On the service delivery front, we have been engaging other Non-Governmental Organisations (NGO) s and social enterprises, who share the same values, principles and ideals as the AMS, about possible partnerships to amplify the humanitarian, life-saving, life-changing work that we all do. This 'social impact coalition' could not only prove to be a significant provider of services to our country's most needy but will also be beneficial for all partners to ensure their continued growth and sustainability.

It has been an honour to continue to serve our people during this past year despite the many challenges and obstacles that were encountered. Not only have all our employees and volunteers risen to the challenge and continued to ensure that the organisations services continued uninterrupted, but they have also been there to assist when the AMS was asked to go beyond the call of duty. This included carrying out humanitarian flights to deliver supplies to hard-to-reach locations during the hard lockdown, and assisting with similar aid during the unrest in KwaZulu-Natal.

As we venture into a future where "new normals" are rapidly evolving, the AMS continues to embrace these changes with a positive outlook in the understanding that challenges and change also brings opportunity.

Thank you to all who continue to walk this incredible journey with the AMS.

Role and SERVICES

OUR ROLE

Our focus is on creating effective, efficient and sustainable aero-medical and ground resources in support of health systems. Our role is:

1. To manage and act as the overall coordinator of the aero-medical, emergency rescue service and rural health outreach in the various provinces in terms of assessing the needs, planning, day to day operations, monitoring and feedback to Provincial and National Health Authorities.
2. To access the volunteer network (aero-medical) of the AMS to support the Provincial Departments of Health by supplementing the skills pool.
3. To source funding to support the development and expansion of the service.



Deidre Cloete

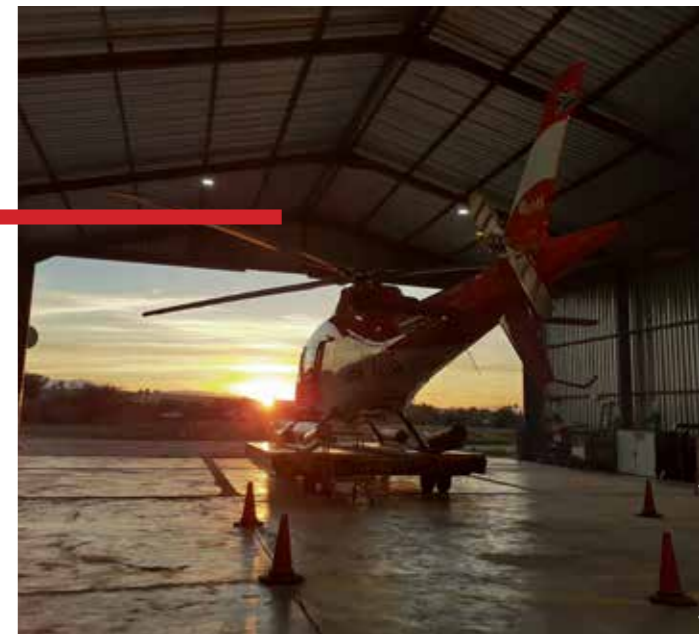
OUR SERVICES

The Air Ambulance Service

The AMS conducts aero-medical services in terms of the aviation regulatory framework. This service complements the local road ambulance service by providing rapid emergency aero-medical transportation of patients who are critically ill or injured.

The Rescue Service

The AMS provides air-sea and air-mountain rescue services by helicopter with more than a decade of rescue experience working with Department of Health EMS, Wilderness Search and Rescue (WSAR) and its many affiliates including Surf-Life Saving South Africa and the National Sea Rescue Institute (NSRI). Our stringent training programmes for hoist operators are focused around safety and efficiency and have been developed taking the international and local (military) best practices into account. AMS brings extensive experience, strong local knowledge and a strong record of flight and rescue operational safety to the rescue service. Our partnership with the Departments of Health and other local rescue organisations has resulted in the most effective civilian air-rescue service in Africa.



Simone Theunissen

The Flying Doctor and Rural Health Outreach Service

- Provides delivery of appropriate and effective healthcare to rural communities, by flying specialists many of whom are volunteers, as well as support personnel to outlying hospitals.
- Provides specialist support to district and secondary hospitals.
- Decreases elective referrals from district hospitals to higher level facilities.
- Addresses acute backlogs at district hospitals for patients in need of specialist care.
- Addresses important community primary healthcare needs.
- Improves rural skills by training local and medical personnel.
- The KwaZulu-Natal service has been extended to include ground support units to access areas that has limited access by aircraft. The ground support vehicles are also used to get to hospitals which are in close proximity to the supply of doctors.



Yusuf Vahed

Our FLEET

Services are provided via a fleet of helicopters and fixed wing aircraft. The AMS conducts aero-medical services in terms of the aviation regulatory framework. The AMS is licensed by the South African Civil Aviation Authority (SACAA) for air ambulance and charter operations.

The AMS provides 24-hour advanced life support fixed wing and helicopter air ambulance services as well helicopter rescue services. These aircraft are fitted with custom designed intensive care medical interiors.

The fleet is regularly upgraded with new technology and advances in aviation and the aero-medical industry. AMS introduced night-vision goggles (NVG's) into the helicopter air ambulance service. This facilitates access to rural hospitals and clinics that were previously unreachable at night by helicopter.



Rob Fenenga

Pilatus PC-12 Fixed Wing (single turbine):

Fully equipped, 24-hour Air Ambulance, with a dedicated, medical intensive care-type interior.

Nine seater with a capacity of up to three stretcher patients.

Pressurised cabin.

Cruises at 450km/hr, can reach altitude of 30 000 ft, ideal operating range > 250km.

Perfect for short strip-landings.

Utilised for transporting personnel on the outreach service.



Simone Theunissen

AgustaWestland 119Ke & Kx Rotor Wing (single engine):

Air Ambulance and Rescue

Fully equipped with a dedicated, medical intensive care-type interior, with sling, winch capacity and emergency floatation gear for operations over the sea.

The Kx range is more specialised for NVG operations.

Cruises at 250km/hr, operating radius of 200km, but can be utilised for further distances.

Has the capacity for two pilots, three crew members and one stretcher.

Utilised for mountain and surf rescues, as well as inter-hospital transfers and primary calls.

National Operations REVIEW



Simon McDonnell

The operational year under review was extremely challenging since operations had to deal with managing COVID-19 in the workplace. We were dealing as with most organisations, with a pandemic that we were still struggling to understand, and the regulations seemed to be changing all the time as we learned more about this virus.

Despite the massive impact of COVID-19 on frontline healthcare workers, I want to salute and thank our staff, volunteers and all associated personnel for ensuring a continued world class service to the sick and injured in the face of this danger. There were also humanitarian food relief flights undertaken. Thank you to all involved. You are the true heroes.

The pandemic also allowed the AMS to offer value added services in a time of need, like the IsoArk project. This entailed acquiring an isolation pod to transport infectious patients such as those infected with COVID -19 whilst also protecting the medical crew from exposure at the same time. This is especially important in the aero-medical environment.

The AMS had the pleasure of delivering services to the community of the Eastern Cape. It was indeed a pleasure to work with the Eastern Cape EMS staff. We were well on our way to jointly develop a world-class helicopter rescue system in the province when our services was unfortunately terminated. We wish the Eastern Cape community well and hope to return some day to save many more lives.

Following the Department of Health's termination of AMS services in KwaZulu-Natal in September 2019, the AMS decided to retain a

Helicopter Air Ambulance in the province primarily to service the private market. There was initially very slow uptake of services by the private sector, but this situation changed when the Department of Health started to use the AMS to service their patient transport requirements as well.

After consulting with various stakeholders in the province (both private and public sector) we embarked on starting up a fixed wing service in the province. This service is now licensed by the Department of Health and we are working on a marketing strategy for this.

The probable client base for this operation is the Eastern Cape and KwaZulu-Natal from a government perspective and off course the private sector who have indicated interest. Private sector stakeholders have indicated that there could be some service requests for international flights primarily from Mozambique and Botswana.

Thank you to the senior management team and Trustees for the support on the operations thus far. Be assured that the operations team is working extremely hard to bring these services to a sustainable level.

The AMS places a great deal of emphasis on quality clinical care. The Training Department has therefore implemented a training plan for 2022/ 23 to ensure that all

our clinicians are trained to the highest standards of clinical care so that we can continue to offer a service that is on par with world class standards. The training plan will also ensure that the AMS clinicians are fully compliant with National and Provincial Emergency Medical Services (EMS) regulations at any given time.

We thank all our staff and volunteers for the incredible support, may you be blessed.



Ashwin Krishna
(National Operations Manager)

Eastern Cape OPERATIONS

In December 2020, the AMS was granted an interim three-month Helicopter Emergency Medical Service (HEMS) contract by the Eastern Cape Provincial Department of Health. The interim contract was extended by another three months and thereafter an extension was granted on a month to month basis. The AMS was operational from bases in East London, Qqeberha and Mthatha.



“During our tenure in the Eastern Cape the AMS was able to contribute its more than five decade aero-medical experience to provide access to healthcare to the community of the Eastern Cape. It was our privilege to provide a quality aero-medical service to strengthen our national health system to ensure that healthcare reaches all communities in the deepest rural areas of our country” said Dr. Philip Erasmus, AMS CEO.

The AMS fleet of aircraft that was operational within the Province was the AgustaWestland 119Ke & Kx single engine aircraft. Although the service provided to the Province was only a daylight service (as was required by the Province), the AMS has the capability to offer a 24hour helicopter service by using Night Vision Systems (NVG’s). This facilitates access to rural hospitals and clinics that are unable to be reached at night by helicopter.

Franco Ponticelli, helicopter pilot previously based at the AMS Mthatha base has been working with the organisation since the start of the interim contract. He has worked in the aviation, tourism and surveillance operations industries. “I never truly felt like a pilot, until I started flying for the emergency services. Flying a helicopter for emergency services feels like fulfilling the purpose that helicopters were designed for” Ponticelli said. Ponticelli went on to share his experience flying for the AMS “challenging, amazing flying while being at the service of people who need it most. During my time flying for AMS in the Eastern Cape I can truly say that the AMS has touched the lives of so many, not only the lives saved but every family member that now has more time with their loved ones.”

As part of the AMS’ value added service, we were able to contribute towards building capacity within the Province by providing CAT 138 training and introduce its specialised external load operator (ELO) training programme. The AMS established a training unit for the purpose of facilitation of learning and skills development. Approximately 100 provincial emergency medical services crew members were exposed to CAT 138 training. This training is required before commencing work on a HEMS aircraft, the training entails the operation of the aircraft, the medical interior, the loading & unloading of patients and equipment as well as medical principles and industry best practice with a major emphasis on safety.



Andrew de Bruyn, helicopter pilot previously based at the AMS East London base has more than 20 years flying experience had the following to say; “I have enjoyed my time and the professionalism experienced working with the AMS. I am sad that the contract has come to an end. We have done good work during our time here, I hope AMS is able to come back one day.”

The AMS is grateful to have had the opportunity to work alongside the Eastern Cape Department of Health to ensure the continuation of aero-medical services to the community. “We hope that someday we are able to return and introduce a bouquet of comprehensive aero-medical services which includes outreach services to bring healthcare to the marginalised communities,” Erasmus concluded.

Social relief during the COVID-19 PANDEMIC

Brian Spurr



“We can change the world and make it a better place. It is in your hands to make a difference” Nelson Mandela. We are grateful that we were able to be of assistance to the community of KwaZulu-Natal together with other Non-Governmental Organisations to assist with relief supplies to the community.



Lifesaving SA

Outboard motor donated to Lifesaving SA

The AMS handed over an outboard motor to Lifesaving South Africa Cape Town which will be used on one of their Inflatable Rescue Boats (IRB). Mr. Mzi Mayedwa, Head of the LSA Drowning Prevention Committee thanked the AMS for the donation and stated that “the incidences of drownings in South Africa is a major concern due to the long coastline and the inland water areas that present a problem to lifesaving and the authorities. The motor will be shared amongst the 18 clubs that operate in the Cape Town area so that the optimum use of the boat and motor can be attained in Lifesaving South Africa’s efforts to control and reduce drowning incidents.”

“We trust that our donation will assist Lifesaving South Africa to continue with their mandate to not only contain and reduce drownings amongst the residents and visitors who make use of waterways for recreation, but also in support of their training programmes and community development work that they are involved with said Dr. Philip Erasmus, CEO of AMS.

Review from Lifesaving SA, Cape Town

The donation of the IRB Motor was most welcome to Lifesaving Cape Town. We have been able to expand our training of new crewmen and IRB Drivers for clubs to have qualified members during the off-season.

Under normal circumstances we would make use of the boat and engine to have a dedicated safety vessel in the water at competitions and as a standby vessel should a club need to send their boat in for repairs or a service.

Given the lockdown over the past year and a half, we have been severely restricted in the way that we hold competitions and our usual schedule was disrupted to the point that we could not hold normal events. However, this gave us an opportunity to train up members for duty purposes both voluntary and paid when they work for the City of Cape Town.

The IRB Drivers Award incorporates the South African Maritime Safety Authority (SAMSA) Skippers Ticket allowing the member to operate one nautical mile from shore. The lasting benefit to our members is that they are able to use the Skippers Ticket to obtain work outside of Lifesaving.

We trust that the coming season will see our movement returning to some form of normality so that our members are able to compete and hone their lifesaving skills against other club members.

We once again express our sincere thanks to The SA Red Cross Air Mercy Service Trust (AMS) for the donation of the motor.

Compiled by: Ed Schroeder



Simon McDonnell

Simon McDonnell

Simon McDonnell

WearCheck AIRCRAFT KITS

We are pleased to welcome WearCheck, Conditioning Monitoring Specialists, as a supporter of the AMS. WearCheck donated 20 G2 Aircraft Kits to AMS in continued support with conditioning and monitoring the AMS fleet of aircraft to ensure safety and serviceability remain a high priority.

"We are grateful for the donation of G2 Aircraft Kits as it will allow our in-house Aircraft Maintenance Organisation (AMO) to continue maintaining the AMS aircraft in meeting the Manufactures and Civil Aviation Authority requirements, thus ensuring that we provide a safe and efficient aero-medical service to all those in need." said Dr. Philip Erasmus, AMS CEO.

"We at WearCheck are in awe of how many lives the AMS teams have saved, and how many people are assisted by this wonderful service every single day. To help the AMS reach even more communities, WearCheck has sponsored the condition monitoring of the 11 aircraft operated by the AMS with WearCheck aircraft kits." Technical Manager for WearCheck, Steven Lumley, is delighted to help the AMS. "This gesture is in thanks for the incredible work you all do and the countless lives you save. We want to keep you airborne. We will supply aircraft test kits on an ongoing basis for the three planes and eight helicopters operated by the AMS."

"The continued support from organisations such as WearCheck will ensure that we continue to focus on the task at hand to provide quality, innovative and rapid aero-medical emergency rescue service to all communities in need. Ensuring that our aircraft are safe, serviceable and flying is a crucial cornerstone to continue to save lives by providing access to healthcare services within our country." Dr. Erasmus concluded.



Trustee THANK YOU

"There is incredible value in being of service to others."

Elizabeth Berg

Our sincere thanks and appreciation to Messrs Alan Marshall and Lwazi Mboyi for their dedication and tenacity as judicious stewards of the AMS.

Mr. Alan Marshall has been involved with the organisation for 47 years, serving as a volunteer command pilot and training instructor on the fixed wing platform since 1973 and has been instrumental in the development and expansion of the AMS. As command pilot and training instructor Mr. Marshall has flown and trained pilots on the following AMS aircraft: Piper Aztec, Piper Chieftain, Cessna Citation and Pilatus PC12, all AMS aircraft.

Mr. Marshall was the inaugural Chairperson of the AMS when it was formed into a separate Trust in 1994, and served on the AMS Board of Trustees for 25 years. Mr. Alan Marshall said, "My best wishes accompany the AMS team for the future; the organisation has contributed greatly to the benefit of society



Mr. Alan Marshall



Mr. Lwazi Mboyi

and health departments in our country."

In the true spirit of Ubuntu, Mr. Marshall's sincere engagement with all levels of staff as well as his compassion and empathy for the patients he has flown will leave a lasting legacy.

Mr. Lwazi Mboyi was a member of the AMS Board for 11 years, serving as interim Chairperson for two years before being appointed Deputy Chairman in

2017 until his resignation from the Board of Trustees.

We are grateful to the two gentlemen for devoting a significant part of their lives to the development and expansion of providing access to healthcare to all those in need. Thank you for your voluntary service as Trustees of the AMS. The capacity in which you served as Board Members has been vital to the growth of the AMS as a national aero-medical service provider ensuring that healthcare reaches all the citizens of our country.



Rayno Snyman

Nikita Werthmann

Gift of THE GIVERS



Gift of the Givers Foundation donated CSIR Lung Inspiratory Flow Enabler (L.I.F.E.) devices to the AMS during the COVID-19 pandemic. The lifesaving medical devices will be able to assist us to support patients in respiratory distress and add to the patient life support options currently available on the AMS rotor and fixed wing air ambulance platforms. The devices are used to generate Continuous Positive Airway Pressure (CPAP) to support the airways of spontaneously breathing patients, throughout the breathing cycle.



The AMS has started with evaluation for optimal use and commenced flight paramedic training on the device. "The AMS is grateful to Brimstone Investment Corporation Limited for facilitating the donation to our organisation to ensure that our patients receive the necessary care required to transport them to definitive care," said Dr. Philip Erasmus AMS CEO. Both the AMS and Gift of the Givers are beneficiaries of Brimstone's Empowerment Share Trust (BEST) programme which aims to create a more sustainable model of support to organisations by awarding them with Brimstone shares at no cost.

"These CPAP machines, a product of South African technology, have captured the imagination of doctors, nurses, paramedics and ambulance personnel nationwide. Simple to use, not requiring electricity they can deliver oxygen at low flow or intermediate flow and the positive pressure quite often achieves adequate saturation at low flow thereby conserving oxygen. The overriding comment we receiving is this machine is saving lives," said Dr. Imtiaz Sooliman, Chairman and Founder of Gift of the Givers.

Dr. Imtiaz Sooliman, Founder of Relief organisation Gift of the Givers Foundation also handed over essential personal protective equipment to the SA Red Cross Air Mercy Service (AMS).

"We are grateful for the donation of personal protective equipment (PPE) towards our operation in ensuring that access to healthcare reaches all those in need and in so doing improve the quality of life of all communities. It is through partnerships such as these that we are able to continue to serve humanity and build a national health asset for our country" said Farhaad Haffeejee, Corporate Development Manager.

"Gift of the Givers appreciates the sterling, lifesaving, timeous intervention Air Mercy Service renders to those in need of critical care especially from disadvantaged backgrounds. Supporting these frontline healthcare workers with PPE's is but a minimal acknowledgement of their selflessness" said Dr. Imtiaz Sooliman, Founder of Gift of the Givers.



In APPRECIATION

Thank you for your contribution to our healthcare system.

Our sincere appreciation to our sponsors for your continued support to allow us to deliver quality aero-medical care to the citizens of South Africa. A special thank you to our committed volunteers – pilots, paramedics, doctors, nurses, healthcare professionals and rescue crew. Thank you for your dedication and support in helping us contribute to the improvement in the quality of life of all communities. We thank you and your families for your selfless commitment to serving humanity.



Solomon Ruben and Ann Winer Educational and Benefit Trust
African Pilot Magazine
F. Lockhat
Dion Tromp - High Angle
MJ Harding



Make a Difference

While most of the operational costs are recovered from provincial departments of health and other associated medial aid organisations, the expansion and development of AMS relies heavily on corporate and public donations. These donations, whether in kind or financial are crucial for purchasing medical and aviation equipment and developing infrastructure and services. There are various ways of donating, ranging from monthly donations to once off annual contributions.

Individuals can also donate by leaving a bequest or legacy in their will. Corporates are encouraged to include the AMS in their Corporate Social Investment Programmes. Naming rights are available depending on the size of donation as well as a Section 18A tax certificate for donations received.

Donate via EFT

Banking details
Account Name: SA Red Cross Air Mercy Service Trust
Account Number: 1186115785
Bank: Nedbank
Branch code: 198765



Scan to donate using OZOW, cashless and cardless service

Thank you for your donation that will contribute towards providing healthcare to the citizens of South Africa.



Yusuf Vahed

Rayno Snyman

Audited Annual FINANCIAL STATEMENTS

THE SA RED CROSS AIR MERCY SERVICE TRUST
(Registration number T3404/94)
ANNUAL FINANCIAL STATEMENTS
FOR THE YEAR ENDED 28 FEBRUARY 2021

General Information

Country of incorporation and domicile	South Africa
Nature of business and principal activities	Service Trust
Trustees	RP de Wet RSS ka Msengana GN Sam Prof SM Mayatula MG Qhena L Tanga
Business address	General Aviation Area Cape Town International Airport 7525
Postal address	PO Box 93 Cape Town International Airport 7525
Bankers	ABSA Bank Limited Nedbank a division of Nedcor Limited
Auditors	Mazars Registered Auditor
Level of assurance	These annual financial statements have been audited in compliance with the applicable requirements of the Trust Deed.
Preparer	The annual financial statements were independently compiled by: Gerard Lategan Associate General Accountant (SA)
Issued	31 August 2021

Index

The reports and statements set out below comprise the annual financial statements presented to the trustees:

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The following supplementary information does not form part of the annual financial statements and is unaudited:

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Trustees' Responsibilities AND APPROVAL

The SA Red Cross Air Mercy Service Trust
Annual Financial Statements for the year ended 28 February 2021

The trustees are required in terms of the Trust Deed to maintain adequate accounting records and are responsible for the content and integrity of the annual financial statements and related financial information included in this report. It is their responsibility to ensure that the annual financial statements fairly present the state of affairs of the trust as at the end of the financial year and the results of its operations and cash flows for the period then ended, in conformity with the International Financial Reporting Standard for Small and Medium-sized Entities and the Financial Reporting Pronouncements as issued by the Financial Reporting Standards Council. The external auditors are engaged to express an independent opinion on the annual financial statements.

The annual financial statements are prepared in accordance with the International Financial Reporting Standard for Small and Medium-sized Entities and the Financial Reporting Pronouncements as issued by the Financial Reporting Standards Council and are based upon appropriate accounting policies consistently applied and supported by reasonable and prudent judgements and estimates.

The trustees acknowledge that they are ultimately responsible for the system of internal financial control established by the trust and place considerable importance on maintaining a strong control environment. To enable the trustees to meet these responsibilities, the board sets standards for internal control aimed at reducing the risk of error or loss in a cost effective manner. The standards include the proper delegation of responsibilities within a clearly defined framework, effective accounting procedures and adequate segregation of duties to ensure an acceptable level of risk. These controls are monitored throughout the trust and all employees are required to maintain the highest ethical standards in ensuring the trust's business is conducted in a manner that in all reasonable circumstances is above reproach. The focus of risk management in the trust is on identifying, assessing, managing and monitoring all known forms of risk across the trust. While operating risk cannot be fully eliminated, the trust endeavours to minimise it by ensuring that appropriate infrastructure, controls, systems and ethical behaviour are applied and managed within predetermined procedures and constraints.

The trustees are of the opinion, based on the information and explanations given by management, that the system of internal control provides reasonable assurance that the financial records may be relied on for the preparation of the annual financial statements. However, any system of internal financial control can provide only reasonable, and not absolute, assurance against material misstatement or loss.

The trustees have reviewed the trust's cash flow forecast for the year to 28 February 2022 and, in the light of this review and the current financial position, they are satisfied that the trust has or has access to adequate resources to continue in operational existence for the foreseeable future.

The external auditors are responsible for independently auditing and reporting on the trust's annual financial statements. The annual financial statements have been examined by the trust's external auditors and their report is presented on pages 23 to 25.

The annual financial statements set out on pages 27 to 42, which have been prepared on the going concern basis, were approved by the board on 31 August 2021 and were signed on its behalf by:



TRUSTEE



TRUSTEE

mazars Independent AUDITOR'S REPORT

To the Trustees of The SA Red Cross Air Mercy Service Trust.

Qualified opinion

We have audited the annual financial statements of The SA Red Cross Air Mercy Service Trust set out on pages 27 to 42, which comprise the statement of financial position as at 28 February 2021, and the statement of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the annual financial statements, including a summary of significant accounting policies.

In our opinion, except for the possible effect of the matter described in the basis for qualified opinion section of our report, the annual financial statements present fairly, in all material respects, the financial position of The SA Red Cross Air Mercy Service Trust as at 28 February 2021, and its financial performance and cash flows for the year then ended in accordance with International Financial Reporting Standard for Small and Medium-sized Entities and the requirements of the Trust Deed.

Basis for qualified opinion

In common with similar organisations, it was not feasible for the trust to institute adequate accounting controls over cash collections from donations and other voluntary income prior to initial entry of collections in the accounting records. Accordingly, it was impractical for us to extend our examination beyond receipts actually recorded.

The trust has not componentised aircrafts with a carrying amount of R186,833,142 (2020: R223,421,952) into various significant components and depreciated these components separately as required by International Financial Reporting Standards For Small and Medium Entities, Section 17, Property, Plant and Equipment. As a consequence we were therefore unable to determine whether any adjustments were required to the annual financial statements arising from aircraft not being componentised.

The trust does not capitalise major inspections of the aircraft as required by International Financial Reporting Standards for Small and Medium Entities, Section 17, Property, Plant and Equipment. The major inspections are also not treated as a separate component and therefore are not being capitalised to the asset. As a consequence we were therefore unable to determine whether any adjustments were required to the annual financial statements arising from aircraft major inspections that have not been capitalised or accounted for as a separate component.

The residual values of the aircrafts do not reflect the best estimate of the value that will be received on disposal of the aircrafts at the end of their useful lives, using current market conditions, as required by International Financial Reporting Standards for Small and Medium Entities, Section 17, Property, Plant and Equipment as indicated by the value received of sales of aircrafts post year-end which was significantly more than the recorded residual value for the aircraft. As a consequence we were therefore unable to determine whether any adjustments were required to the annual financial statements arising from the residual value not being in line with the IFRS for SME, Section 17.

The trust has made material provisions for repairs and maintenance which will be required on capital assets in the future. In accordance with IFRS for SMEs, Section 21, a provision may not be recognised on future repairs on capital assets. If IFRS for SME Section 21 had been correctly applied, the effect on the trust would have been a decrease in provisions on the statement of financial position by R41,672,409 (2020: R61,109,457), a decrease in operating costs by R19,434,954 (2020: R7,153,886) and an increase in opening retained income by R61,109,458 (2020: R53,955,571).

Continued-/

Independent AUDITOR'S REPORT

The SA Red Cross Air Mercy Service Trust
Annual Financial Statements for the year ended 28 February 2021

We conducted our audit in accordance with International Standards on Auditing (ISAs). 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 trust in accordance with the sections 290 and 291 of the Independent Regulatory Board for Auditors' Code of Professional Conduct for Registered Auditors (Revised January 2018), parts 1 and 3 of the Independent Regulatory Board for Auditors' Code of Professional Conduct for Registered Auditors (Revised November 2018) (together the IRBA Codes) and other independence requirements applicable to performing audits of financial statements in South Africa. We have fulfilled our other ethical responsibilities, as applicable, in accordance with the IRBA Codes and in accordance with other ethical requirements applicable to performing audits in South Africa. The IRBA Codes are consistent with the corresponding sections of the International Ethics Standards Board for Accountants' Code of Ethics for Professional Accountants and the International Ethics Standards Board for Accountants' International Code of Ethics for Professional Accountants (including International Independence Standards) respectively. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Emphasis of matter - impact of the outbreak of COVID-19 on the financial statements

In forming our opinion on the trust financial statements, which is not modified, we draw your attention to the trustees' view on the impact of the COVID-19 as disclosed in notes 3 and 4 in the Trustees' Report and the consideration in the going concern and events after reporting period in the note 20 and 21 to the financial statements.

Other information

The trustees are responsible for the other information. The other information comprises the Trustees' Report. The other information does not include the annual financial statements and our auditor's report thereon.

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

In connection with our audit of the annual financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the annual financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibilities of the trustees for the Annual Financial Statements

The trust's trustees are responsible for the preparation and fair presentation of the annual financial statements in accordance with International Financial Reporting Standard for Small and Medium-sized Entities and the requirements of the Trust Deed, and for such internal control as the trustees determine is necessary to enable the preparation of annual financial statements that are free from material misstatement, whether due to fraud or error.

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

Independent AUDITOR'S REPORT

Auditor's responsibilities for the audit of the Annual Financial Statements

Our objectives are to obtain reasonable assurance about whether the annual 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 International Standards on Auditing 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 annual financial statements.

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

- Identify and assess the risks of material misstatement of the annual 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 trust's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the trustees.
- Conclude on the appropriateness of the trustees' 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 trust'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 annual 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 trust to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the annual financial statements, including the disclosures, and whether the annual financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the trustees 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.

Mazars

Mazars
Partner: Melanie Odendaal
Registered Auditor
31 August 2021
Cape Town

mazars

Trustees' REPORT

The SA Red Cross Air Mercy Service Trust Annual Financial Statements for the year ended 28 February 2021

The trustees have pleasure in submitting their report on the annual financial statements of The SA Red Cross Air Mercy Service Trust for the year ended 28 February 2021.

1. Nature of business

The SA Red Cross Air Mercy Service Trust operates an air ambulance service, for no financial gain, for the benefit of all ill and injured people. The SA Red Cross Air Mercy Service Trust also provides medical and humanitarian services directed at preservation of life and the alleviation of human suffering, particularly within the rural areas of South Africa.

The operating results and state of affairs of the trust are fully set out in the attached annual financial statements and do not in our opinion require any further comment.

2. Trustees

The trustees in office at the date of this report are as follows:

Trustees	Nationality
RP de Wet	South African
RSS ka Msengana	South African
CN Sam	South African
Prof SM Mayatula	South African
MG Qhena	South African
L Tanga	South African

3. Events after the reporting period

Within the context of the current epidemic (COVID-19), the global picture remains uncertain and is evolving rapidly. Management has considered the current cash position and forecasts and based on this assessment, the trust will be able to service its obligations for the foreseeable future.

The trustees are not aware of any other material event which occurred after the reporting date and up to the date of this report.

4. Going concern

The trustees believe that the trust has adequate financial resources to continue in operation for the foreseeable future, including specific consideration on the risk associated with COVID-19, and accordingly the annual financial statements have been prepared on a going concern basis. The trustees have satisfied themselves that the trust is in a sound financial position and that it has access to sufficient borrowing facilities to meet its foreseeable cash requirements. The trustees are not aware of any new material changes that may adversely impact the trust. The trustees are also not aware of any material non-compliance with statutory or regulatory requirements or of any pending changes to legislation which may affect the trust.

5. Auditors

Mazars continued in office as auditors for the trust for 2021.

Statement of Financial Position AS AT 28 FEBRUARY 2021

Figures in Rand	Notes	2021	2020
Assets			
Non Current Assets			
Property, plant and equipment	2	202,383,459	240,380,909
Other financial assets	3	385,000	385,000
		202,768,459	240,765,909
Current Assets			
Inventories	4	6,016,192	6,234,678
Trade and other receivables	5	19,613,475	23,496,514
Other financial assets	3	51,667	1,103,916
Cash and cash equivalents	6	93,180,779	56,454,278
		118,862,113	87,289,386
Total Assets		321,630,572	328,055,295
EQUITY AND LIABILITIES			
Equity			
Trust capital		10,831,920	10,831,920
Asset replacement reserve	7	141,772,910	181,981,940
Retained income		87,815,408	12,189,853
		240,420,238	205,003,713
Liabilities			
Non Current Liabilities			
Other financial liabilities	8	15,520,058	33,131,601
Provisions	9	41,672,409	61,109,457
		57,192,467	94,241,058
Current Liabilities			
Trade and other payables	10	6,927,878	6,837,001
Other financial liabilities	8	17,089,989	21,973,523
		24,017,867	28,810,524
Total Liabilities		81,210,334	123,051,582
Total Equity and Liabilities		321,630,572	328,055,295

Statement of Profit or Loss and OTHER COMPREHENSIVE INCOME

The SA Red Cross Air Mercy Service Trust
Annual Financial Statements for the year ended 28 February 2021

Figures in Rand	Notes	2021	2020
Revenue	11	85,148,410	107,121,690
Other income		1,632,827	4,126,554
Finance costs	12	(2,706,544)	(5,872,496)
Other operating expenses		(92,618,959)	(127,864,726)
(Deficit) Surplus before investment income and profit on disposal of assets	13	(8,544,266)	(22,488,978)
Investment income	14	3,122,718	5,454,234
Surplus on disposal of assets		40,838,074	19,565
(Deficit) Surplus for the year		35,416,526	(17,015,179)
Other comprehensive income		-	-
Total comprehensive (deficit) surplus for the year		35,416,526	(17,015,179)

Statement of CHANGES IN EQUITY

Figures in Rand	Trust capital	Aircraft replacement reserve	Retained income	Total equity
Balance at 01 March 2019	10,831,920	181,981,940	29,205,032	222,018,892
Total comprehensive deficit for the year	-	-	(17,015,179)	(17,015,179)
Balance at 01 March 2020	10,831,920	181,981,940	12,189,853	205,003,713
Total comprehensive surplus for the year	-	-	35,416,526	35,416,526
Transfer from reserves	-	(40,209,030)	40,209,030	-
Balance at 28 February 2021	10,831,920	141,772,910	87,815,408	240,420,238
Note		7		

Statement of CASH FLOWS

Figures in Rand	Notes	2021	2020
CASH FLOWS FROM OPERATING ACTIVITIES			
Cash generated from operations	16	8,683,707	11,180,908
Interest income		3,122,718	5,454,234
Finance costs		(2,706,544)	(5,872,496)
Net cash from operating activities		9,099,881	10,762,646
CASH FLOWS FROM INVESTING ACTIVITIES			
Purchase of property, plant and equipment	2	(2,348,797)	(415,448)
Sale of property, plant and equipment	2	51,418,245	19,565
Increase (decrease) in other financial assets		1,052,249	(763,333)
Net cash from investing activities		50,121,697	(1,159,216)
CASH FLOWS FROM FINANCING ACTIVITIES			
(Repayment)/ proceeds from other financial liabilities		(22,495,077)	(20,037,125)
Net cash from financing activities		(22,495,077)	(20,037,125)
Total cash movement for the year		36,726,501	(10,433,695)
Cash at the beginning of the year		56,454,278	66,887,973
Total cash at end of the year	6	93,180,779	56,454,278

Accounting POLICIES

The SA Red Cross Air Mercy Service Trust
Annual Financial Statements for the year ended 28 February 2021

1. Significant accounting policies

The annual financial statements have been prepared on a going concern basis in accordance with the International Financial Reporting Standard for Small and Medium-sized Entities, the Trust Deed and the Financial Reporting Pronouncements as issued by the Financial Reporting Standards Council. The financial statements have been prepared on the historical cost basis, and incorporate the principal accounting policies set out below. The annual financial statements are presented in South African Rands.

These accounting policies are consistent with the previous period.

1.1 Significant judgements and sources of estimation uncertainty

The preparation of annual financial statements in conformity with the International Financial Reporting Standard for Small and Medium-sized Entities requires management, from time to time, to make judgements, estimates and assumptions that affect the application of policies and reported amounts of assets, liabilities, income and expenses. These estimates and associated assumptions are based on experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates. The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimates are revised and in any future periods affected.

Critical judgements in applying accounting policies

Trade Receivables

The trust assesses its trade receivables for impairment on an ongoing basis. In determining whether an impairment loss should be recorded in profit or loss, the trust makes judgements as to whether there is observable data indicating a measurable decrease in the estimated future cash flows of that financial asset.

Provisions

Provisions were raised by management based on the information available. Additional disclosures of these estimates of provisions are included in note 9- Provisions.

Useful lives and residual values of property, plant and equipment

The estimated useful lives as translated into depreciation rates are detailed in the property, plant and equipment policy note in the annual financial statements. These rates and the residual values of the assets are reviewed annually taking cognisance of the forecast commercial and economic realities and through benchmark accounting treatments in the industry.

1.2 Property, plant and equipment

Property, plant and equipment are tangible assets which the trust holds for its own use or for rental to others and which are expected to be used for more than one year.

An item of property, plant and equipment is recognised as an asset when it is probable that future economic benefits associated with the item will flow to the trust, and the cost of the item can be measured reliably.

Property, plant and equipment is carried at cost less accumulated depreciation and any impairment losses.

Property, plant and equipment are depreciated on the straight line basis over their expected useful lives to their estimated residual value.

Cost includes those initially to acquire or construct the item as well as borrowing costs for long-term construction projects if the recognition criteria are met. When significant parts of property, plant and equipment are required to be replaced at intervals, the trust recognises such parts as individual assets with specific useful lives and depreciation. When a major inspection is performed, its cost is also recognised in the carrying amount of property, plant and equipment as a replacement if the recognition criteria are satisfied. All other repair and maintenance costs are expenses as incurred.

Accounting POLICIES

1.2 Property, plant and equipment (continued)

The useful lives of items of property, plant and equipment have been assessed as follows:

Item	Average useful life
Aircrafts	10 years
Hangar and communication equipment	8 years
Furniture and fixtures	10 years
Motor vehicles	5-8 years
Office equipment	5 years
Computer equipment	3 years
Medical equipment	8 years
Leasehold property	5-15 years

The residual value, depreciation method and useful life of each asset are reviewed at each annual reporting period if there are indicators present that there has been a significant change from the previous estimate.

When indicators are present that the useful lives and residual values of items of property, plant and equipment have changed since the most recent annual reporting date, they are reassessed. Any changes are accounted for prospectively as a change in accounting estimate.

The depreciation charge for each year is recognised in profit or loss unless it is included in the carrying amount of another asset.

The gain or loss arising from the derecognition of an item of property, plant and equipment is included in profit or loss when the item is derecognised. The gain or loss arising from the derecognition of an item of property, plant and equipment is determined as the difference between the net disposal proceeds, if any, and the carrying amount of the item.

1.3 Financial instruments

Initial measurement

Financial instruments are initially measured at the transaction price (including transaction costs except in the initial measurement of financial assets and liabilities that are measured at fair value through profit or loss) unless the arrangement constitutes, in effect, a financing transaction in which case it is measured at the present value of the future payments discounted at a market rate of interest for a similar debt instrument.

Financial instruments at amortised cost

These include other financial assets, trade and other receivables, cash and cash equivalents, trade and other payables and other financial liabilities. Those debt instruments which meet the criteria in section 11.8(b) of the standard, are subsequently measured at amortised cost using the effective interest method. Debt instruments which are classified as current assets or current liabilities are measured at the undiscounted amount of the cash expected to be received or paid, unless the arrangement effectively constitutes a financing transaction.

At each reporting date, the carrying amounts of assets held in this category are reviewed to determine whether there is any objective evidence of impairment. If there is objective evidence, the recoverable amount is estimated and compared with the carrying amount. If the estimated recoverable amount is lower, the carrying amount is reduced to its estimated recoverable amount, and an impairment loss is recognised immediately in profit or loss.

Loans receivable are classified as current if the entity expects to receive repayment within 12 months after the reporting date. All other loans receivable are classified as non-current.

Loans payable are classified as current liabilities unless the trust has an unconditional right to defer settlement of the liability for at least 12 months after the reporting date.

Accounting POLICIES

The SA Red Cross Air Mercy Service Trust
Annual Financial Statements for the year ended 28 February 2021

1.4 Leases

A lease is classified as a finance lease if it transfers substantially all the risks and rewards incidental to ownership to the lessee. All other leases are operating leases.

Finance leases – lessee

Finance leases are recognised as assets and liabilities in the statement of financial position at amounts equal to the fair value of the leased property or, if lower, the present value of the minimum lease payments. The corresponding liability to the lessor is included in the statement of financial position as a finance lease obligation.

The discount rate used in calculating the present value of the minimum lease payments is the trust's incremental borrowing rate.

The lease payments are apportioned between the finance charge and reduction of the outstanding liability. The finance charge is allocated to each period during the lease term so as to produce a constant periodic rate on the remaining balance of the liability.

Operating leases – lessee

Operating lease payments are recognised as an expense on a straight-line basis over the lease term. The difference between the amounts recognised as an expense and the contractual payments are recognised as an operating lease liability. This liability is not discounted.

Any contingent rents are expensed in the period they are incurred.

1.5 Inventories

Inventories are measured at the lower of cost and net realisable value.

Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

The cost of inventories comprises of all costs of purchase, costs of conversion and other costs incurred in bringing the inventories to their present location and condition.

The cost of inventories is assigned using the weighted average cost formula. The same cost formula is used for all inventories having a similar nature and use to the trust.

When inventories are sold, the carrying amount of those inventories are recognised as an expense in the period in which the related revenue is recognised. The amount of any write-down of inventories to net realisable value and all losses of inventories are recognised as an expense in the period the write-down or loss occurs. The amount of any reversal of any write-down of inventories, arising from an increase in net realisable value, are recognised as a reduction in the amount of inventories recognised as an expense in the period in which the reversal occurs.

1.6 Impairment of non-financial assets

The trust assesses at each reporting date whether there is any indication that any assets may be impaired.

The recoverable amount of an asset or a cash-generating unit is the higher of its fair value less costs to sell and its value in use.

If there is any such indication that an asset may be impaired, the recoverable amount is estimated for the individual asset.

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

A reversal of impairment is recognised immediately in profit or loss.

Accounting POLICIES

1.7 Aircraft replacement reserve

This reserve has been created as the trustees would like to set aside reserves for the expected purchase of aircrafts during the next five years based on current market prices. The transfer from retained income to the aircraft replacement reserve will be limited to the available reserves in retained income.

1.8 Provisions and contingencies

A provision for future maintenance is recognised, since the trust has an obligation to overhaul their fixed wing aircrafts after a predetermined number of flying hours. The amount of the provision is calculated based on the current cost of the overhaul and the portion of the hours flown to date. The provision is utilised against any engine overhaul costs incurred.

A provision for major components is recognised on rotor wing aircrafts based on a fixed amount per hour flown. This amount is determined by management based on past experience and current estimates of costs to repair the aircraft. The provision is utilised against any rotor wing maintenance expenditure incurred.

1.9 Employee benefits

Short-term employee benefits

The cost of short-term employee benefits, (those that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the service is rendered, such as sick leave, bonuses, and non-monetary benefits such as medical care), are recognised in the period in which the service is rendered and are not discounted.

The expected cost of compensated absences is recognised as an expense as the employees render services that increase their entitlement or, in the case of non-accumulating absences, when the absence occurs.

The expected cost of profit sharing and bonus payments is recognised as an expense when there is a legal or constructive obligation to make such payments as a result of past performance.

Defined contribution plans

Payments to defined contribution retirement benefit plans are governed by the Pension Fund Act and charged as an expense as they fall due.

1.10 Provisions and contingencies

Provisions are recognised when the trust has an obligation at the reporting date as a result of a past event; it is probable that the trust will be required to transfer economic benefits in settlement; and the amount of the obligation can be estimated reliably.

Provisions are measured at the present value of the amount expected to be required to settle the obligation using a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the obligation. The increase in the provision due to the passage of time is recognised as interest expense.

Provisions are not recognised for future operating losses.

1.11 Government grants

Government grants are recognised when there is reasonable assurance that:

- the trust will comply with the conditions attaching to them; and
- the grants will be received.

Government grants are recognised as income in profit or loss immediately as and when the performance obligations are met.

Accounting POLICIES

The SA Red Cross Air Mercy Service Trust Annual Financial Statements for the year ended 28 February 2021

1.11 Government grants (continued)

A government grant that becomes receivable as compensation for expenses or losses already incurred or for the purpose of giving immediate financial support to the entity with no future related costs is recognised as income in the period in which it becomes receivable.

Government grants that have not met their performance criteria are recognised as deferred revenue.

1.12 Revenue

When the outcome of a transaction involving the rendering of services can be estimated reliably, revenue associated with the transaction is recognised by reference to the stage of completion of the transaction at the end of the reporting period. The outcome of a transaction can be estimated reliably when all the following conditions are satisfied:

- the amount of revenue can be measured reliably;
- it is probable that the economic benefits associated with the transaction will flow to the trust;
- the stage of completion of the transaction at the end of the reporting period can be measured reliably; and
- the costs incurred for the transaction and the costs to complete the transaction can be measured reliably.

When the outcome of the transaction involving the rendering of services cannot be estimated reliably, revenue shall be recognised only to the extent of the expenses recognised that are recoverable.

Revenue is measured at the fair value of the consideration received or receivable and represents the amounts receivable for goods and services provided in the normal course of business, net of trade discounts and volume rebates, and value added tax.

Interest is recognised, in profit or loss, using the effective interest rate method.

Donations and dividends are recognised, in profit or loss, when the trust's right to receive payment has been established.

1.13 Borrowing costs

All other borrowing costs are recognised as an expense in the period in which they are incurred.

1.14 Foreign exchange

Foreign currency transactions

A foreign currency transaction is recorded, on initial recognition in Rands, by applying to the foreign currency amount the spot exchange rate between the functional currency and the foreign currency at the date of the transaction.

At the end of the each reporting period:

- foreign currency monetary items are translated using the closing rate;
- non-monetary items that are measured in terms of historical cost in a foreign currency are translated using the exchange rate at the date of the transaction; and
- non-monetary items that are measured at fair value in a foreign currency are translated using the exchange rates at the date when the fair value was determined.

Exchange differences arising on the settlement of monetary items or on translating monetary items at rates different from those at which they were translated on initial recognition during the period or in previous annual financial statements are recognised in profit or loss in the period in which they arise.

When a gain or loss on a non-monetary item is recognised other comprehensive income and accumulated in equity, any exchange component of that gain or loss is recognised other comprehensive income and accumulated in equity. When a gain or loss on a non-monetary item is recognised in profit or loss, any exchange component of that gain or loss is recognised in profit or loss.

Cash flows arising from transactions in a foreign currency are recorded in Rands by applying to the foreign currency amount the exchange rate between the Rand and the foreign currency at the date of the cash flow.

Notes to the ANNUAL FINANCIAL STATEMENTS

Figures in Rand

2021

2. PROPERTY, PLANT AND EQUIPMENT

	Cost	Accumulated depreciation	Carrying value
Leasehold improvements	30,034,824	(23,520,011)	6,514,813
Aircrafts	351,902,747	(165,069,605)	186,833,142
Furniture and fixtures	1,341,627	(1,257,571)	84,056
Motor vehicles	2,753,866	(1,439,956)	1,313,910
Office equipment	348,801	(246,806)	101,995
Computer equipment	1,032,899	(830,795)	202,104
Medical equipment	18,768,324	(12,629,178)	6,139,146
Hangar and communication equipment	5,105,750	(3,911,457)	1,194,293
Total	411,288,838	(208,905,379)	202,383,459

2020

Leasehold improvements	30,034,824	(21,899,884)	8,134,940
Aircrafts	389,798,915	(166,376,963)	223,421,952
Furniture and fixtures	1,341,627	(1,225,559)	116,068
Motor vehicles	2,784,347	(1,116,833)	1,667,514
Office equipment	293,946	(214,651)	79,295
Computer equipment	901,220	(705,600)	195,620
Medical equipment	17,611,832	(12,226,610)	5,385,222
Hangar and communication equipment	4,956,956	(3,576,658)	1,380,298
Total	447,723,667	(207,342,758)	240,380,909

Notes to the ANNUAL FINANCIAL STATEMENTS

The SA Red Cross Air Mercy Service Trust
Annual Financial Statements for the year ended 28 February 2021

RECONCILIATION OF PROPERTY, PLANT AND EQUIPMENT - 2021

	Opening balance	Additions	Disposals	Depreciation	Total
Leasehold improvements	8,134,940	-	-	(1,620,127)	6,514,813
Aircrafts	223,421,952	-	(10,568,172)	(26,020,638)	186,833,142
Furniture and fixtures	116,068	-	-	(32,012)	84,056
Motor vehicles	1,667,514	-	(11,999)	(341,605)	1,313,910
Office equipment	79,295	54,855	-	(176,682)	101,995
Computer equipment	195,620	131,679	-	(125,195)	202,104
Medical equipment	5,385,222	2,013,470	-	(1,259,546)	6,139,146
Hangar and Communication Equipment	1,380,298	148,793	-	(190,271)	1,194,293
	240,380,909	2,348,797	(10,580,171)	(29,766,076)	202,383,459

RECONCILIATION OF PROPERTY, PLANT AND EQUIPMENT - 2020

	Opening balance	Additions	Depreciation	Total
Leasehold improvements	10,268,208	-	(2,133,268)	8,134,940
Aircrafts	251,877,823	-	(28,455,871)	223,421,952
Furniture and fixtures	208,180	15,770	(107,882)	116,068
Motor vehicles	2,009,567	-	(342,053)	1,667,514
Office equipment	41,161	61,498	(23,364)	79,295
Computer equipment	192,869	105,918	(103,167)	195,620
Medical equipment	7,324,095	133,648	(2,072,521)	5,385,222
Hangar and Communication Equipment	1,536,448	98,614	(254,764)	1,380,298
	273,458,351	415,448	(33,492,890)	240,380,909

ASSETS SUBJECT TO INSTALMENT SALE AGREEMENTS (NET CARRYING AMOUNT)

	Depreciation	Total
Aircrafts	155,586,864	175,232,440

Notes to the ANNUAL FINANCIAL STATEMENTS

Figures in Rand

2021 2020

3. OTHER FINANCIAL ASSETS

At fair value
Brimestone Investment Corporation Limited 385,000 385,000

At amortised cost

Forward Exchange Contract - 482,249

Dip Free CC 51,667 121,667

The loan is unsecured, interest free and is payable in equal 6 half-yearly instalments of R 60,833 over a period of 3 years.

Prince Consulting Proprietary Limited - 500,000

The loan was unsecured, interest free and was payable within 12 months. The loan was settled in the current year.

51,667 1,103,916

Total other financial assets 436,667 1,488,916

Non current assets

At fair value 385,000 385,000

Current assets

At amortised cost 51,667 1,103,916

436,667 1,488,916

4. INVENTORIES

Fuel 354,866 87,352

Uniforms 72,356 52,602

Spare parts 5,588,970 6,094,724

6,016,192 6,234,678

5. TRADE AND OTHER RECEIVABLES

Trade receivables 18,353,854 23,429,992

Prepayments 439,910 -

Deposits 20,635 19,600

Other receivables 799,076 46,922

19,613,475 23,496,514

Notes to the ANNUAL FINANCIAL STATEMENTS

The SA Red Cross Air Mercy Service Trust
Annual Financial Statements for the year ended 28 February 2021

Figures in Rand	Notes	2021	2020
6. CASH AND CASH EQUIVALENTS			
Cash and cash equivalents consist of:			
Cash on hand		88,327	87,545
Bank balances		93,092,452	56,366,733
		93,180,779	56,454,278
7. AIRCRAFT REPLACEMENT RESERVE			
Opening balance		181,981,940	181,981,940
Decrease in reserves		(40,209,030)	-
		141,772,910	181,981,940
8. OTHER FINANCIAL LIABILITIES			
At amortised cost			
Instalment sales agreements		32,610,047	55,105,124
The instalment sales agreements are secured over aircraft with a net book value of R155,586,864 (2020: R175,232,440). The liabilities bear interest from 1% below the prime bank overdraft rate and are repayable in monthly instalments of approximately R2,085,979 (2020: R2,162,205).			
Non current liabilities			
At amortised cost		15,520,058	33,131,601
Current liabilities			
At amortised cost		17,089,989	21,973,523
		32,610,047	55,105,124

9. PROVISIONS Reconciliation of provisions - 2021

Figures in Rand	Opening balance	Additions	Utilised during the year	Total
Provision for major components	35,924,029	8,281,810	(15,167,192)	29,038,647
Provision for engine overhaul	25,185,428	1,049,760	(13,601,426)	12,633,762
	61,109,457	9,331,570	(28,768,618)	41,672,409

Notes to the ANNUAL FINANCIAL STATEMENTS

Figures in Rand	Notes	2021	2020		
9. PROVISIONS					
Reconciliation of provisions - 2020					
		Opening balance	Additions	Utilised during the year	Total
Provision for major components		20,434,538	25,163,930	(9,674,439)	35,924,029
Provision for engine overhaul		33,521,033	-	(8,335,605)	25,185,428
		53,955,571	25,163,930	(18,010,044)	61,109,457

The engine overhaul and major components are raised to offset expenses which will be incurred in future to repair or replace the aircraft engines.

10. TRADE AND OTHER PAYABLES

Trade payables	3,364,016	3,156,141
Payroll accruals	693,977	578,867
Accrued leave pay	2,355,695	1,893,605
Accrued expenses	660,467	652,267
Value Added Taxation	(146,277)	556,121
	6,927,878	6,837,001

11. REVENUE

Services rendered	85,098,320	106,657,522
Donations received	50,090	464,168
	85,148,410	107,121,690

12. FINANCE COSTS

Bank overdraft	726	1,316
Late payment of tax	-	2
Instalment sale agreements	2,705,818	5,871,178
	2,706,544	5,872,496

Notes to the ANNUAL FINANCIAL STATEMENTS

The SA Red Cross Air Mercy Service Trust
Annual Financial Statements for the year ended 28 February 2021

Figures in Rand	2021	2020
13. (DEFICIT) SURPLUS BEFORE INVESTMENT INCOME AND PROFIT ON DISPOSAL OF ASSETS		
Operating surplus for the year is stated after accounting for the following:		
Employee costs		
Employee costs	36,363,241	35,476,344
Depreciation		
Depreciation on property, plant and equipment	29,766,076	33,492,890
Other		
(Profit) loss on foreign exchange	(1,049,989)	(647,055)
Insurance	10,471,105	11,051,480
Maintenance provision	(19,434,954)	7,153,887
Fuel	3,255,987	6,385,017
Repairs and maintenance	20,538,290	26,118,502
14. INVESTMENT INCOME		
Bank and other cash	3,122,718	5,454,234
15. TAXATION		
The trust has been approved as a Public Benefit Organisation (PBO) in terms of Section 30 of the Income Tax Act (the Act). The receipts and accruals of the society are exempt from income tax in terms of section 10(1)(cN) of the Act, and as a result no provision has been made for income tax.		
16. CASH GENERATED FROM OPERATIONS		
Profit before taxation	35,416,526	(17,015,179)
Adjustments for:		
Depreciation	29,766,076	33,492,890
Profit on sale of non current assets	(40,838,074)	(19,565)
Surplus on foreign exchange	-	(482,249)
Interest income	(3,122,718)	(5,454,234)
Finance costs	2,706,544	5,872,496
Movements in provisions	(19,437,048)	7,153,886
Changes in working capital:		
Inventories	218,486	(1,382,343)
Trade and other receivables	3,883,039	(9,498,802)
Trade and other payables	90,876	(458,949)
Deferred revenue	-	(1,027,043)
	8,683,707	11,180,908

Notes to the ANNUAL FINANCIAL STATEMENTS

Figures in Rand	2021	2020
17. COMMITMENTS		
Operating leases - as lessee (expense)		
Minimum lease payments due		
- within one year	-	11,984
The prior year minimum lease payments represents operating rentals payable by the trust for certain of its bases. The contractual agreements have expired during the current year and all rental arrangements are accounted for on a month to month basis. No contingent rent is payable.		
18. FINANCIAL ASSETS BY CATEGORY		
The accounting policies for financial instruments have been applied to the line items below:		
2021	Financial assets at amortised cost	Total
	Trade and other receivables	19,152,930
	Other financial assets	51,667
	Cash and cash equivalents	93,180,779
		112,385,376
2020	Financial assets at amortised cost	Total
	Trade and other receivables	23,476,914
	Other financial assets	1,103,916
	Cash and cash equivalents	56,454,278
		81,035,108

Notes to the ANNUAL FINANCIAL STATEMENTS

The SA Red Cross Air Mercy Service Trust
Annual Financial Statements for the year ended 28 February 2021

Figures in Rand	2021	2020
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19. FINANCIAL LIABILITIES BY CATEGORY

The accounting policies for financial instruments have been applied to the line items below:

2021

	Financial assets at amortised cost	Total
Other financial liabilities	32,610,047	32,610,047
Trade and other payables	4,024,483	4,024,483
	36,634,530	36,634,530

2020

	Financial assets at amortised cost	Total
Other financial liabilities	55,105,124	55,105,124
Trade and other payables	3,808,408	3,808,408
	58,913,532	58,913,532

20. GOING CONCERN

The trustees believe that the trust has adequate financial resources to continue in operation for the foreseeable future, including specific consideration on the risk associated with COVID-19, and accordingly the annual financial statements have been prepared on a going concern basis. The trustees have satisfied themselves that the trust is in a sound financial position and that it has access to sufficient borrowing facilities to meet its foreseeable cash requirements. The trustees are not aware of any new material changes that may adversely impact the trust. The trustees are also not aware of any material non-compliance with statutory or regulatory requirements or of any pending changes to legislation which may affect the trust.

21. EVENTS AFTER THE REPORTING PERIOD

Within the context of the current epidemic (COVID-19), the global picture remains uncertain and is evolving rapidly. Management has considered the current cash position and forecasts and based on this assessment, the trust will be able to service its obligations for the foreseeable future.

The trustees are not aware of any other material event which occurred after the reporting date and up to the date of this report.

Detailed INCOME STATEMENT

The supplementary information presented does not form part of the annual financial statements and is unaudited

Figures in Rand	2021	2020
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REVENUE

Sale of goods	85,098,320	106,657,522
Donations received	50,090	464,168
	85,148,410	107,121,690

COST OF SALES

Opening stock	(6,234,678)	(4,852,335)
Purchases	218,486	(1,382,343)
Closing stock	6,016,192	6,234,678
	-	-

OTHER OPERATING INCOME

Pledges received	582,838	2,452,456
Profit on sale of non-current assets	40,838,074	19,565
Profit and loss on exchange differences	1,049,989	647,055
Government grants	-	1,027,043
	42,470,901	4,146,119

EXPENSES (REFER TO PAGE 44)

	(92,618,959)	(127,864,726)
Operating surplus (deficit)	35,000,352	(16,596,917)
Investment income	3,122,718	5,454,234
Finance costs	(2,706,544)	(5,872,496)

SURPLUS (DEFICIT) FOR THE YEAR

	35,416,526	(17,015,179)
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Detailed INCOME STATEMENT

The supplementary information presented does not form part of the annual financial statements and is unaudited

Figures in Rand	2021	2020
OTHER OPERATING EXPENSES		
Advertising	(428,282)	(445,839)
Ambulance fees	(71,265)	(73,954)
Auditors remuneration	(265,480)	(157,670)
Bad debts	(4,077,536)	(1,000)
Bank charges	(79,003)	(85,229)
Cleaning	(241,586)	(126,964)
Computer expenses	(135,714)	(60,818)
Consumables	(1,628,835)	(801,953)
Delivery expenses	(159,067)	(41,859)
Depreciation	(29,766,076)	(33,492,890)
Employee costs	(36,363,241)	(35,476,344)
Fines and penalties	(430)	-
Fuel	(3,255,987)	(6,385,017)
General expenses	(150,168)	(122,463)
Hire	(648,545)	(911,069)
Insurance	(10,471,105)	(11,051,480)
Laundry and dry cleaning	(29,432)	(25,247)
Legal and consulting fees	(698,551)	(1,192,436)
Licensing fees	(66,790)	(81,059)
Maintenance provision	19,434,954	(7,153,887)
Motor vehicle expenses	(134,250)	(337,432)
Municipal expenses	(253,646)	(347,326)
Printing and stationery	(429,646)	(314,180)
Promotions	(34,290)	(402,816)
Repairs and maintenance	(20,538,290)	(26,118,502)
Staff welfare	(82,803)	(214,218)
Subscriptions	(710,759)	(617,679)
Telephone and fax	(530,241)	(627,563)
Training	(449,034)	(307,884)
Travel - local	(309,886)	(870,437)
Uniforms	(43,975)	(19,511)
	(92,618,959)	(127,864,726)

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