

Star Navigation Systems Group Ltd.
Management's Discussion and Analysis
For the three and nine months ended March 31, 2025 and 2024

The following management's discussion and analysis ("MD&A") is a review of operations, current financial position and outlook for Star Navigation Systems Group Ltd. (the Company" or "Star") for the three and nine month periods ended March 31, 2025 and 2024 and should be read in conjunction with the consolidated audited financial statements for the years ended June 30, 2024 and 2023. Amounts are reported in Canadian dollars based upon the financial statements prepared in accordance with International Financial Reporting Standards ("IFRS"). Information contained herein is presented as at May 30, 2025.

Certain information in this MD&A or incorporated by reference, and in other public announcements by the Company is forward-looking and is subject to important risks and uncertainties. Words such as "may", "will", "believe", "expect", "anticipate", "estimate" and similar expressions identify forward-looking statements. Forward-looking statements may be found in the General Development of the Business, Overview of Products, Operational Milestones, Outlook, Selected Financial Information, Results of Operations, Liquidity and Capital Resources and Overview sections of this MD&A. Forward-looking information includes information concerning the Company's future financial performance, business strategy, plans, goals and objectives. Forward-looking statements are necessarily based upon estimates and assumptions considered reasonable by management but which are 5subject to business, economic and competitive uncertainties. Results could differ materially from those projected in forward-looking statements. Aside from its efforts locally n the United States, Canada, as well as in Europe, the Company continues to pursue sales and marketing efforts for its main Star Airborne Data System ("STAR-A.D.S.®") and Star Man, Machine, Interface ("STAR M.M.I.™") Division products and variants, either directly or through joint arrangements in North America, the Middle East, South-East Asia, Africa and developing countries. Star focuses on developing tracking, monitoring and analytics solutions for airlines, land and marine vehicles. The current geographical sales and marketing focus has been in the African continent, South-East Asia and the Middle East. The Company is of the opinion that these geographical areas represent very significant current and future growth potential in terms of both passenger miles flown and vehicle tracking systems in general. There is increasing demand for technology from airline operators and other transportation providers seeking enhanced safety and efficiency for their operations.

However, the Company accepts the fact that pursuing opportunities in areas outside North America potentially subjects it to risks involving political unrest, cultural differences, differing legal environments and business practices, and the significant added expense of travel and accommodation for Company personnel required to be onsite for sales, testing and installation duties. The Company endeavors to mitigate these risks as much as reasonably possible through the judicious use of secure financial instruments, experienced local and international sales agents and coordinated marketing and travel arrangements.

While continuing its efforts in North America and Europe, the Company's current marketing focus for its STAR-A.D.S.® System and its other tracking solutions is on sales to smaller new or restructured markets in areas outside the traditional North American and European large carrier market. This results in large part from the rapid increase in passenger volumes over the past few years in many countries in the Middle East, South-East Asia and Africa.

Prior to COVID-19, new airlines were looking for ways in which to both comply with changing regulatory requirements while at the same time, maintaining strict maintenance and financial control over their operations. The Company's business is based in large part in providing solutions to those issues, amongst others.

Operations in developing and emerging markets require both caution and knowledge of local conditions and customs. The Company relies heavily on the experience, commitment and integrity of its local agents and partners to represent the Company in a businesslike and ethical manner, target potential customers, understand their individual requirements, present proposals and provide after-sales support. While care is taken in the agent/partner selection process, things can change, and it is not possible for the Company's management in Canada to stay fully abreast of the daily actions of its agents and partners abroad. Frequent contact and updates are essential and helpful but complete control is not possible.

With any sale, but especially in the developing and emerging market areas, the Company makes every effort to structure and document the agreement of the parties in such a way as to protect the interests of the Company and to ensure that the transaction is profitable. However, legal systems and cultures vary widely around the World and the enforcement of legal obligations where there is a problem such as payment can be expensive, time consuming and often unsuccessful. In addition, local political influence can be a factor, as can change of local government. The Company could be barred from operating in a jurisdiction, or payments due to the Company could be frozen or prohibited. From a cultural standpoint, in many parts of the developing and emerging world, (and, to a lesser extent, in parts of the First World as well) bribery is an accepted and normal practice. The Company has a strict written Bribery Policy, which is provided to all directors, officers, employees, consultants and agents. Still, fines and penalties could be imposed on the Company if there is a policy breach by one of the Company's agents or partners.

In addition, the airline business itself has inherent risks, and newer airlines are generally more susceptible to many of these risks. The Company's revenue comes from both hardware sales and ongoing monthly service fees. In the event that a customer ceases or restricts operations, the Company's revenues can be impacted.

The Board of Directors of the Company has determined, that despite the demonstrable risks of operating in developing and emerging markets, careful planning, deal structure, the use of Export Development Corporation assistance where possible and the employment of experienced and careful agents and partners, can mitigate the risks to the Company's business operations.

The airline industry has returned to pre-pandemic status, but there are still significant challenges facing airlines such as staffing and route suspensions and the continuing rise in the cost of jet fuel.

Factors which could cause actual results to differ materially from current expectations include, among other things, the ability of the Company to successfully implement its strategic, sales and financing initiatives and whether such initiatives will yield the expected benefits.

In addition, the ability of the STAR-A.D.S.®, STAR-V-TRK and STAR- M.M.I.™ Divisions to successfully promote and sell products and services is critical. Competitive conditions in the business in which the Company participates, supply chain interruptions, general economic conditions and normal business uncertainty, fluctuations in foreign currency exchange rates and changes in laws, rules and regulations applicable to the Company in the jurisdictions in which the Company operates are all factors to be taken into consideration.

The Company undertakes no obligation to update publicly or otherwise revise any forward-looking statements, whether as a result of new information, or future events or otherwise, except as may be required by law.

Readers are cautioned that forward-looking statements are not guarantees of future performance.

Further information relating to Star is available on SEDAR at www.sedar.com.

EVOLUTION OF THE BUSINESS

Star Navigation Systems Group Ltd. commenced its operations in May 2000 and is listed on the Canadian Securities Exchange (the “CSE”) under the symbol “SNA”.

Star Navigation Systems Group Ltd. is a Canadian publicly owned technology company. It focuses on providing aerospace and transportation data services solutions along with hardware and software platforms that assist aviation and other transport related operators worldwide. Headquartered in Brampton, Ontario, Star has developed the In-Flight Safety Monitoring System (“STAR-ISMS®”), an aircraft computer that is at the heart of the Star Airborne Data System (“STAR-A.D.S.®”). The Star system combines in-flight data monitoring, diagnostics and data analysis with real-time secure connections between the aircraft and the ground, using real-time satellite transmission.

The STAR-A.D.S.® System provides real-time monitoring, data analysis, aircraft health and flight operation status, and real-time position (tracking) information, all of which contribute to aviation safety, reduction of fuel usage and maintenance costs, reduction of carbon footprint, and provides the opportunity for enhanced return on investment for airlines.

The STAR-A.D.S.® G3 computer has been certified for airworthiness (Supplemental Type Certificate (“STC”)) on aircraft type A310 by Transport Canada (“TC”) and the U.S. Federal Aviation Authority (“FAA”). The Company received its full operational STC for aircraft type A320 in September 2023. The third generation (“G3”) computer combines, in one unit, several updated air-to-ground communications means. In particular, the G3 unit adds the ability to switch from satellite communications to Global System for Mobiles (“GSM”) communications, providing maximum flexibility and cost-effectiveness to the users.

The Star Man, Machine, Interface (“STAR-M.M.I.™”) Division was created in April 2014. The Division repairs high performance flat panel displays for defence and commercial aviation industries and has been an important revenue generator within Star. STAR-M.M.I.™ serves major avionics integrators and system manufacturers worldwide.

The STAR-V-TRK system is Star’s small-scale tracking and monitoring system that can be installed on smaller vehicles such as boats, marine, trains, trucks, etc.

OVERVIEW OF PRODUCTS AND PROGRAMS

STAR-A.D.S.®

The STAR-ISMS® technology is the heart of the STAR-A.D.S.® System. The System provides airlines/operators with a cost effective, end-to-end solution, allowing the automated capture and delivery of the results of real-time, in-flight analysis of an agreed set of parameters. This offers the capability of real-time monitoring of the aircrafts' performance, its status and location, and provides instant and secure access to essential aircraft information from a PC based web connection. The STAR-A.D.S.® System delivers high value, streamlined operational information with minimum impact to the airline's internal processes and procedures. It uses a Graphical User Interface ("GUI") providing the operator with fast, convenient visibility of information from any location, within minutes of the data being generated on an aircraft data bus, in flight, anywhere in the world.

The STAR-A.D.S.® System is currently certified by TC and the U.S. FAA. The system can be installed on any aircraft irrespective of aircraft type for which the Company has both an installation and operational STC.

The Company is currently focussing on sales processes and marketing initiatives enhancing the product brand awareness and global coverage for selling as all commercial passenger aircraft will soon require this type of technology.

STAR-M.M.I.™

The STAR-M.M.I.™ Division, repairs, performs qualification tests on, and supports on-board LCD flat screen displays. These high-performance LCD displays and control panels from are used in the cockpits of fixed wing aircraft and helicopters for both civilian and military applications.

A key client for this program is U.S. Defence Contractor Lockheed Martin, whose customer is the United States Department of Defence. Star has an extended contract with Lockheed Martin that runs up until 2026 for all the repairs and maintenance required to service those units. Expenses are incurred at the time a repair is received for this program and the Company subsequently invoices the customer.

The contract is in good standing with the customer and the Company continues servicing the contract for repair and maintenance on the customer equipment. The Company's obligations are to repair the units as needed and it has all the resources in house such as the qualified technicians and quality control personnel to be in full compliance/obligation with the agreement.

STAR – TTT™ (Talk, Text & Track)

Our partner on this project was Chengdu Aerospace in China. Given the current state of relations between Canada and China, and the fact that the product requires financial resources to get certified before it can go on board an aircraft, the project has been put on hold by the Company at this time.

STAR – V – TRK™

The development of the STAR-V-TRK project has been given a fresh start with the receipt of the Letter of Intent from the Kenyan Government for the LAPSSET Program which requires tracking, monitoring and analytics for their land and marine fleet.

The product requires certification to be installed on any aircraft but will not require any certifications for land based and marine based units. Variants of the STAR-V-TRK can be installed on marine vessels, trucks and trains.

STAR – AI

In December 2023, Star announced a shift in the trajectory of the Company, embracing the transformative power of Generative Artificial Intelligence (“AI”). This strategic move, approved by the Company’s Board of Directors, helps position Star at the forefront of innovation leading to advances in its STAR-A.D.S.® System, as well as opening new global vertical markets for exponential growth using AI technology. In line with this strategic shift, Star will allocate resources as they become available to research and development initiatives focused on advancing Generative AI technologies. This shift will not only strengthen the company's internal capabilities but also foster collaborations with key players in the dynamic Metaverse ecosystem

SALES & MARKETING STRATEGY

Star has shifted and improved its Sales and Marketing strategy. Star has been diligently focusing its sales efforts in Africa by hosting and inviting stakeholders to Aviation Accident Prevention conferences, which attract aviation industry leaders and airlines. The conferences gave Star excellent media exposure and market awareness as well as direct access to potential customers and their decision makers.

The importance of having a physical presence in these target territories cannot be understated and Star understands that an investment in marketing in Africa will eventually pay off. Hosting and attending industry conferences focusing on aviation safety and sustainability such as the “African Airlines Association” (“AFRAA”) has allowed Star to market itself as the innovative technology solution partner that can enhance airlines and its stakeholders. Marketing and building a brand is a continuous process and Star will continue to build its presence on the African continent.

At a recent AFRAA conference held in Addis Ababa, Ethiopia, Star hosted a masterclass on its patent-pending technology ‘The Digital Twin’. This masterclass was attended by airline decision makers, industry stakeholders, and other technology providers interested in Star’s technology. The purpose of the masterclass was to educate and showcase the value of real-time data and the power of data analysis technology towards enhancing safety and optimizing operations.

The Company is focusing on its core value of ‘Innovation’ and continuing to create innovative solutions for the aviation industry and its current customers, by leveraging real time data. During a recent trip to Saudi Arabia, Star’s sales and engineering team gained positive feedback and further insights for technology enhancements that will help position Star at the forefront of digital transformation solutions for the aviation industry.

SALES & MARKETING STRATEGY (Cont'd)

These solutions will build actionable artificial intelligence solutions under the patent-pending technology of 'The Digital Twin'.

'The Digital Twin' provides a real time virtual window into the operations of an airborne aircraft through its onboard edge computing hardware, the "Star Server Unit" ("STAR-SSU"). The STAR-SSU can monitor and analyze aircraft data inflight and transmit key parameters and alerts in real time through Iridium Satellites, providing operators on the ground with a 'Connected Aircraft'.

The ability to visualize streamed data from an airborne aircraft in real-time gives operators an advantage to leverage insights that can enhance safety, decrease unplanned maintenance, reduce Aircraft on Ground events, eliminate manual post-flight data extraction, empower operators to leverage data to derive actionable insights such as fuel savings, predictive maintenance, proactive safety, pilot training, benchmarking and many more use cases.

Star has pivoted towards a software-as-a-solution ("SAAS") service offering which has further enhanced its competitiveness in the market and generated interest from a number of operators. Star will continue to develop innovative data analytics offerings which will provide further value to Star's customers and open the market further to secure sales in the African, South American, Asian and Middle Eastern markets.

STRATEGIC SALES UPDATES

Star has several Letters of Intent ("LOI") with Airlines and other companies, mostly in Africa. It continues to pursue turning these LOI's into firm orders. The following is a summary of these LOI's signed.

- Star has an LOI from the LAPSSSET Corridor Development Authority ("LCDA") respecting the purchase of Star Navigation's tracking and monitoring technology to track Marine, Train and Land assets for the LAPSSSET Corridor Program. The project is currently trying to obtain additional new funding from the World Bank to complete the project and Star looks forward to receiving an order once funding has been secured.

Star has a signed LOI with Renegade Air in Kenya to purchase nine (9) units of the Star A.D.S ® system. Renegade Air was founded in 2012 and is headquartered in Nairobi. Apart from regularly scheduled passenger services, they also offer private charters, ACMI Leasing, Evacuation and Relief services. They operate a fleet of DASH 8 Q300, DASH 8 Q200, Cessna Caravans, Fokker 50 & Fokker 70 aircraft. This agreement is still being worked on at this time.

STRATEGIC SALES UPDATES (Cont'd)

- In August 2023 Star was invited by AlAtheer (a current customer) to Riyadh, Saudi Arabia to meet with AlAtheer's management for the discussion of obtaining two more aircraft for their STAR-ISMS®. They also met with FlyNas, Alpha Aviation, GACA, and other airlines and regulatory authorities for the region.
- In November 2023 Star participated and exhibited at the Dubai Air Show. participated in the prestigious Dubai Air Show for the second time. The Company's innovative solutions and the potential they hold for transforming aviation operations attracted significant interest, leading to an invitation for further in-person discussions with both the Pakistan Air Force and Pakistan Airlines in Karachi and Islamabad. These meetings represent a pivotal opportunity to explore collaborative efforts to enhance the operational capabilities of both military and commercial.

Star received an official letter of invitation from the Nigerian Military's Director of Procurement, based in Abuja, Nigeria. This invitation led to discussions on digital transformation solutions for aircraft operated by the Nigerian Air Force and Navy. The visit was further enriched by meetings with small VIP operators, government offices with small fleet operations, and major airlines including Air Peace, Dana Air, and Arik Air.

- In December 2023, Star completed a surveillance audit of its AS9100 Rev "D" Quality Systems certification. These audits happen every other year. Star completed a successful renewal Audit. The renewal of its AS9100 certification reaffirms its commitment to the rigorous standards of the aerospace industry and ensures that Star products are manufactured and installed at the highest quality levels.
- Star announced in January 2024 it has signed a new joint venture agreement with FlightPath International ("FPI") for five years for the purposes of managing Star's Aviation division which will include leading sales initiatives and training future customers on leveraging maximum business insights from the Star A.D.S® products and data services. This agreement between Star and FPI includes both cost sharing and profit-sharing components between the two companies. Both parties have agreed to defer implementation of the Joint Venture agreement until such time as both parties agree that it is warranted due to impending sales of the Star A.D.S®.

STRATEGIC SALES UPDATES (Cont'd)

Shortly after this signing, FlightPath EVP, Jonathan Kordich went to Abuja, Nigeria, on the invite by the Minister of Aviation and Aero Space (“MAA”) under the New Administration of Nigeria, for review of the previous developments in establishing a Western Standard Airline Training Centre with multiple state-of-the-art Full Level IV Flight Simulators for Commercial Airline Pilot and Engineering Training, that has a project investment totalling over \$70M USD.

Follow up meetings were requested by the MAA to include the Permanent Secretary, Director General Nigerian Civil Aviation Authorities, Commissioner Accident Investigation Board of Nigeria, and various Governors and Senators of multiple Nigerian States.

This Nigerian Ministry of Aviation has expressed a tangible interest in procuring the requirements to Mandate the STAR-ISMS® for the Nigerian Commercial Airlines and Helicopter Operators.

- In February 2024 Star signed a binding Letter of Intent with S3iai Co. (“S3iai”), a high-tech Generative Artificial Intelligence (“AI”) company.

By leveraging the immense potential of Generative AI, Star aims to help redefine the aviation industry. S3iai brings its unparalleled expertise in high-performance computing and a comprehensive suite of AI capabilities to the table, creating a powerful synergy. S3iai’s innovative AI platform, built with ultra-modern technology, empowers it to support diverse clients across various industries. Their platform offers intuitive, immersive, and real-time interactions. S3iai is excited to partner with Star to develop exclusive AI solutions, starting in aviation and expanding into other global markets.

On November 13, 2024, Star decided to not pursue the financial opportunity with S3iai due to financial considerations and constraints. Star will continue to seek support from S3iai to enhance its STAR ISMS® technology.

- On May 9, 2024 Star held its Annual and Special General Meeting of shareholders. The meeting was held in person at Star’s offices in Brampton, Ontario. All resolutions submitted to the shareholders were passed. Details of the resolutions passed can be found on SEDAR. The following directors were elected, Mr. Gurdip Panaich, Mr. Randy Koroll, Ms. Pawandeep Athwal, Mr. Alessandro Cunsolo and Ms. Amanpreet Kaur-Purewal.
- On October 28, 2024, Mr. Gurdip Panaich, Chairman of the Board of Directors resigned as a Board member. The Board appointed Mr. Allwyn Mendonca and Mr. Harmeet Gill to the Board.

- On December 10, 2024 Star and ProAce Business Solutions Inc. provided an update by issuing a press release on their creation of a joint venture called PROACE STAR INDIA PRIVATE LIMITED ("ProAce-Star"). The joint venture is aimed at transforming the aviation and railway sectors in India by providing enhanced technology to the sectors and making them more efficient.
- On February 25, 2025, Mrs. Pawandeep Athwal resigned as a Board member.
- In February 2025 the Company completed a shares for debt transaction. The transaction resulted in the issuance of 89,505,600 units in the capital of the Company ("Units") at a purchase price of \$0.005 per Unit for a total reduction of debt of \$447,528. Each Unit consists of one common share in the capital of the Company and one warrant. Each of the warrants acquired entitles the holder to purchase one (1) additional common share of the Company at five (\$0.05) cents per warrant exercised. The warrants are exercisable during the five (5) year period from the date of issue.

SELECTED FINANCIAL INFORMATION ANALYSIS

General Financial Information update at March 31, 2025

Star continues to build its operations to generate sustainable revenues on a consistent basis. The Company is revamping its approach to selling its products. It is also looking at all available financing options to help sustain operations on a daily basis. However, it still requires debt and/or equity financing to sustain its operations. There can be no assurance that the Company will be successful in obtaining further financing.

Star had cash at March 31, 2025 of \$5,196 (June 30, 2024 - \$152,954).

Accounts receivable are billed and collected on a regular basis.

	March 31, 2025 (Unaudited)	June 30, 2024 (Audited)
Opening balance	\$ 21,171	\$ 78,004
Less: Allowance for expected credit losses	-	-
Balance	<u>\$ 21,171</u>	<u>\$ 78,004</u>

The current aging of the accounts receivables outstanding at March 31, 2025 is \$21,171 (June 30, 2024 - \$78,004).

	Current	1 - 30	31 - 60	61 - 90	91+	Total
	\$	\$	\$	\$	\$	\$
TOTAL	3,293	1,867	3,767	2,248	9,996	21,171

SELECTED FINANCIAL INFORMATION ANALYSIS (Cont'd)
General Financial Information at March 31, 2025 (Cont'd)

The Company mitigates non-collection of accounts receivables through its assessment of customers prior to sales being made and managing customers with a hands-on approach after sale to keep on top of any customer concerns or problems that may lead to non-payment. Receivables are only written off after all avenues of reconciliation have been attempted with its customers.

Prepaid expenses have remained the same since June 30, 2024.

Capital and Right of Use assets have changed due to minor asset additions and normal depreciation and amortization charges taken during the year.

Accounts payable and accrued liabilities have increased slightly since June 30, 2024 due to increase in accrued liabilities in Directors Fees

		March 31, 2025 (Unaudited)		June 30, 2024 (Audited)
Trade payables (a)	\$	292,460	\$	301,407
Accrued liabilities (b)		2,194,802		2,081,105
	\$	2,487,262	\$	2,382,512

(a) Trade payables are amounts incurred in the normal everyday operation of the business.

(b) Accrued liabilities include amounts for CRA payroll deductions of \$905,148 (June 30, 2024 - \$825,087) with other accruals making up the balance.

Due to Related parties has increased in the since June 30, 2024 due to Director fees being accrued during the year and not paid out in cash.

On February 24, 2021, The Honourable Mr. Justice Cavanagh of The Ontario Superior Court of Justice (Commercial Court) granted an order approving the Proposal put forward by the Company on January 24, 2020 and as approved by the creditors on February 14, 2020. The proposal provides for \$90,000 for unsecured creditor claims as at January 24, 2020 and \$65,223 for secured creditors claims. The Trustee for the Company paid out the unsecured creditors and secured creditor partially in October 2023.

As part of the approval there is an amount due the unsecured creditors of \$900,000. Of the amount owing, \$614,700 was paid out in the form of common stock of the Company after the Ontario Securities Commission ("OSC") revoked the Company's failure to file cease trade order ("FFCTO"). The remaining shares will be distributed at a later date. The price of common shares to be distributed was determined to be five cents.

The Company received a total of \$120,000 in the form of the Canadian Emergency Business account ("CEBA") loans from the Government of Canada in February 2023. These loans are interest free loans with no principal payments until June 30, 2024. If the Company repays \$80,000 of the total loan prior to June 30, 2024 then the balance of \$40,000 will be forgiven. If the balance is not paid by March 18, 2024 then the balance of

the loan is converted to a three (3) year term loan with interest at 5% starting on January 1, 2024. The balance of the loan must be paid no later than June 30, 2026.

SUMMARY OF QUARTERLY RESULTS

The following table sets out selected financial information, presented in Canadian dollars and prepared in accordance with IFRS. The information contained herein is drawn from interim financial statements of the Company for each of the aforementioned eight quarters. (Expressed in \$)

	2025	2024	2024	2024
Period Ending	March 31	December 31	September 30	June 30
Revenue	5,160	7,940	6,305	108,599
Working Capital/(Deficit)	(4,041,552)	(3,698,569)	(3,007,248)	(3,017,184)
Expenses	774,879	697,902	455,182	2,057,942
Net Loss from Operations	(769,718)	(689,962)	(448,877)	(1,949,341)
Net Loss (per Share)	(0.001)	(0.001)	(0.0004)	(0.05)

	2024	2023	2023	2023
Period Ending	March 31	December 31	September 30	June 30
Revenue	5,729	5,674	7,678	5,311
Working Capital/(Deficit)	(441,429)	(1,708,175)	(1,078,548)	(608,118)
Expenses	2,167,315	1,020,587	705,498	2,667,377
Net Loss from Operations	(2,161,587)	(1,014,914)	(697,819)	(2,665,096)
Net Loss (per Share)	(0.002)	(0.001)	(0.001)	(0.006)

REVENUES:

Star revenues have been consistent from quarter to quarter with the exception of periods that contain orders received on its STAR-M.M.I.™ division, other than those, the revenues have come from one customer.

EXPENSES:

The Company has is consistent in its' spending over these eight quarters with fluctuations in spending coming with year-end adjustments and cash flow issues.

The Company spending in Q3 of FY2025 increased compared to Q2 of FY2025 due to general and administrative expenses increasing. Star has not been able to report a Net profit from Operations with the exception of March 2023 when due to the Company emerging from the NOI process, it was able to record Net Income after other items because of the NOI process.

RESULTS OF OPERATIONS

Comparison of the three months ended March 31, 2025 and 2024

The Company had a net loss of \$786,631 for the three-month period ended March 31, 2025 vs. a loss of \$2,161,587 for the same period ended March 31, 2024.

RESULTS OF OPERATIONS (Cont'd)**Comparison of the three months ended March 31, 2025 and 2024 (Cont'd)****Revenues:**

	2025	March 31, 2024	Variance
Total Revenues	5,160	5,729	(569)
Star-A.D.S.®	5,160	5,729	(569)
Star-MMI	-	-	-

Star revenues in Q3 were down for the period ended March 31, 2025 over the same period in 2024.

STAR-A.D.S.® revenues are dependent on an airlines' flying hours and these fluctuate on a month-to-month basis. There were no STAR-A.D.S.® hardware revenues generated in either 2025 or 2024.

The Company continues to try and get its STAR-A.D.S.® System recognized globally by the Airline industry. The Company has shifted its sales focus to the countries of Africa and along with its partnership with Operators in Africa is working diligently to gain orders from those airlines.

Cost of Inventory Consumed:

	2025	March 31, 2024	Variance
Cost of Inventory Consumed	4,057	3,789	268
Star ISMS	4,057	3,789	268
Star MMI	-	-	-

Cost of inventory consumed for three-month period ended March 31, 2025 is up marginally over FY2024 costs.

Airtime costs which the Company incurs each month increase/(decrease) depending on how much flight time the customer consumes. These costs were relatively the same from year to year.

RESULTS OF OPERATIONS (Cont'd)**Comparison of the three months ended March 31, 2025 and 2024 (Cont'd)****General and Administrative:**

	March 31,		
	2025	2024	Variance
Total G&A expenses	423,786	677,182	(253,397)
Amortization-Right of use assets	26,516	26,515	1
Board and Committee fees	277,000	66,000	211,000
Filing fees	6,380	4,985	1,395
Insurance	11,371	10,684	687
Professional fees	33,768	28,407	5,361
Office and general	-	3,088	(3,088)
Wages	68,751	537,502	(468,751)

Board and Committee fees are up this period.

Filing fees are up compared to the FY2024 results as the Company filed more press releases in this period. Filing fees consist of CSE regulatory fees, transfer agent fees and press release fees and Annual General meeting fees.

Insurance costs have increased this year due to increases in group and commercial insurance coverage.

Office and general expenses are down in FY2025 over FY2024 due to decreased spending overall by the Company.

Wages expense has decreased over FY2024 as there was both a CEO and CFO of the Company last year at this time.

Marketing and Promotion

	March 31,		
	2025	2024	Variance
Total M&P expenses	247,935	1,097,866	(849,931)
Consultant costs	247,000	986,264	(739,264)
Investor relations	-	-	-
Salaries and benefits	-	112,000	(112,000)
Travel costs	935	(398)	1,333

Investor relations fees in FY2025 have decreased over FY2024 as the Company has terminated its relationship with Stockhouse.

Consultant costs are down significantly in the period due to cost cutbacks by the Company due to a lack of sales activities.

RESULTS OF OPERATIONS (Cont'd)**Comparison of the three months ended March 31, 2025 and 2024 (Cont'd)**

Travel costs have dropped as the Company severed its relationship with a Sales agent who was responsible for the bulk of the travel costs. The Company has started using in-country sales personnel at a lesser cost when necessary.

Salaries and benefits decreased as the Company had more employees for the FY2024 period.

Product Maintenance & Operating costs:

	2025	March 31, 2024	Variance
Total Maintenance expenses	98,405	142,435	(44,030)
Amortization expense	3,427	3,525	(98)
Maintenance costs	4,118	3,725	393
Wages	90,860	135,185	(44,325)

Maintenance costs have decreased over the FY2024 period due to the decrease in wages.

For the three month period ended March 31, 2024 total Maintenance costs relate only to the STAR-A.D.S.®. The STAR-A.D.S.® is the only program that the Company is actively working on currently. For FY2025 the STAR-A.D.S.® program accounted for all of the expenditures. There were no LSAMM and ISAMM costs in the three month period ended March 31, 2025.

Wages have decreased this period as the Company has cut back on staff until it receives new orders.

Comparison of the nine months ended March 31, 2025 and 2024

The Company had a net loss of \$1,925,471 for the nine-month period ended March 31, 2025 vs. a loss of \$3,874,319 for the same period ended March 31, 2024. Contributing factors for the decreased loss are a drop in marketing and promotional costs as well as product maintenance costs.

Revenues:

	2025	March 31, 2024	Variance
Total Revenues	19,404	19,081	323
Star-A.D.S.®	19,404	19,081	323
Star-MMI	-	-	-

RESULTS OF OPERATIONS (Cont'd)**Comparison of the nine months ended March 31, 2025 and 2024 (Cont'd)**

Star revenues were up slightly for the nine-month period ended March 31, 2025.

STAR-A.D.S.® revenues are consistent with 2024 results and are dependent on an airlines' flying hours and these fluctuate on a month-to-month basis. There were no STAR-A.D.S.® hardware revenues generated in either 2024 or 2023.

The Company continues to try and get its STAR-A.D.S.® System recognized globally by the Airline industry. The Company has shifted its sales focus to the countries of Africa and along with its partnership with Operators in Africa is working diligently to gain orders from those airlines.

Cost of Inventory Consumed:

	2025	March 31, 2024	Variance
Cost of Inventory Consumed	12,529	11,111	1,418
Star ISMS	12,529	11,111	1,418
Star MMI	-	-	-

Cost of inventory consumed for nine-month period ended March 31, 2025 is comparable to FY2024 costs.

Airtime costs which the Company incurs each month increase/(decrease) depending on how much flight time the customer consumes. These costs were relatively the same from year to year.

General and Administrative:

	2025	March 31, 2024	Variance
Total G&A expenses	1,042,936	1,259,778	(216,842)
Amortization-Right of use assets	79,548	79,549	(1)
Board and Committee fees	598,000	198,000	400,000
Filing fees	22,659	16,872	5,787
Insurance	40,332	32,872	7,460
Office and general	83,624	116,895	(33,271)
Professional fees	12,520	3,088	9,432
Wages	206,253	812,502	(606,249)

Board and Committee fees are up this period.

Filing fees are up compared to the FY2024 results as the Company filed a more press releases in this period and fees were paid for the filing of the Company's annual audit and MD&A. Filing fees consist of CSE regulatory fees, transfer agent fees and press release fees and Annual General meeting fees.

RESULTS OF OPERATIONS (Cont'd)**Comparison of the nine months ended March 31, 2025 and 2024 (Cont'd)**

Insurance costs have increased this year due to increases in group and commercial coverage.

Professional fees went up in FY2025 as legal fees increased as the Company commenced work on some corporate projects such as the joint venture with ProAce.

Office and general expenses are down in FY2025 over FY2024 due to decreased costs in several areas.

Wages expense has decreased over FY2024 as there was both a CEO and CFO of the Company last year at this time.

Marketing and Promotion

	2025	March 31, 2024	Variance
Total M&P expenses	544,685	1,859,420	(1,314,735)
Consultant costs			
Investor relations	537,500	1,532,013	(994,513)
Salaries and benefits	-	81,500	(81,500)
Travel Cost	6,250	160,661	(154,411)

Investor relations fees in FY2025 have decreased over FY2024 as the Company has terminated its relationship with Stockhouse.

Consultant costs are down in the year due to cost cutting measures implemented by the Company.

Travel costs have dropped as the Company severed its relationship with a Sales agent who was responsible for the bulk of the travel costs. The Company has started using in-country sales personnel at a lesser cost when necessary.

Salaries and benefits decreased as the Company had more employees for the FY2024 period.

Product Maintenance & Operating costs:

	2025	March 31, 2024	Variance
Total Maintenance expenses	293,031	454,109	(161,078)
Amortization expense	10,280	10,575	(295)
Maintenance costs	7,998	41,067	(33,069)
Wages	274,753	402,467	(127,714)

RESULTS OF OPERATIONS (Cont'd)

Comparison of the nine months ended March 31, 2025 and 2024 (Cont'd)

Maintenance costs have decreased significantly over the FY2024 period due to the decrease in wages.

For the nine-month period ended March 31, 2025 total Maintenance costs relate only to the STAR-A.D.S.®. The STAR-A.D.S.® is the only program that the Company is actively working on currently. For FY2025 the STAR-A.D.S.® program accounted for all of the expenditures. There were no LSAMM and ISAMM costs in the nine-month period ended March 31, 2024.

Wages have decreased this period as the Company has cut back on staff until it receives new orders.

FOREIGN EXCHANGE GAIN/LOSS:

Monetary assets and liabilities denominated in foreign currencies are translated at the year-end exchange rate. Non-monetary assets and liabilities as well as revenue and expense transactions denominated in foreign currencies are translated at the rate prevailing at the time of the transaction. Translation gain or loss adjustments are recognized in the year in which they occur.

The Company is exposed to fluctuations in the value of the following financial instruments which are denominated in US dollars:

	March 31, 2025 (Unaudited)	June 30, 2024 (Audited)
Cash	\$ 198	\$ 198
Accounts receivable	21,171	28,004
Accounts payable	(36,999)	(23,626)
	\$ (15,630)	\$ 4,576

Based on the Company's net exposure to US dollar denominated instruments at March 31, 2025 and June 30, 2024, a sensitivity analysis has not been presented as it would be immaterial.

LIQUIDITY AND CAPITAL RESOURCES

The Company had cash of \$5,196 at March 31, 2025 compared to \$152,942 at June 30, 2024. The Company has a working capital deficiency of \$4,041,552 at March 31, 2025 compared to a deficiency of \$3,017,183 at June 30, 2024.

The Company continues to depend on the support of its shareholders for financing and funds operations through private equity placements and shares for debt transactions until a regular income stream can be obtained from sales. Revenues from STAR-M.M.I.™ and STAR-A.D.S.® are not consistent nor enough to cover monthly expenses which leads to constant working capital deficiencies.

LIQUIDITY AND CAPITAL RESOURCES (Cont'd)

This does not allow the Company to plan any long-range projects such as inventory fulfillment which would alleviate last minute rush purchases which generally cost the Company more money.

The Company is exploring other transactions and partnerships (See Strategic Sales Update above). The FPI partnership and its cost-sharing/profit sharing component is just one of the ways that the Company is looking to reduce its monthly cash burn until revenue can be generated.

The Company will continue to need funding in FY2025 unless sales efforts improve. The Company is currently initiating a private equity round of fund raising and completing some Shares for Debt transactions at this point in time.

The Company is subject to the risks generally associated with high-technology companies, which include fluctuations in operating expenses and revenues.

In FY2025 and FY2024 the Company completed the following equity transactions;

FY2025:

In February 2025, the Company completed a Shares for Debt transaction and converted \$447,528 of outstanding debt (the "Debt Conversion") into 89,505,600 units (the "Debt Conversion Units"). Each Debt Conversion Unit was issued at One cents (\$0.01) per Debt Conversion Unit and consists of one (1) common share of the Company and one (1) warrant. Each of the warrants acquired entitles the holder to purchase one (1) additional common share of the Company at five (\$0.05) cents per warrant exercised. The warrants are exercisable during the one (1) year period from the date of issue. All securities issued in the Offering and any shares issued upon exercise of warrants were subject to a four-month statutory hold period from the date of issuance.

In September 2024, the Company completed a Shares for Debt transaction and converted \$480,250 of outstanding debt (the "Debt Conversion") into 48,025,000 units (the "Debt Conversion Units"). Each Debt Conversion Unit was issued at four cents (\$0.01) per Debt Conversion Unit and consists of one (1) common share of the Company and one (1) warrant. Each of the warrants acquired entitles the holder to purchase one (1) additional common share of the Company at five (\$0.05) cents per warrant exercised. The warrants are exercisable during the one (1) year period from the date of issue. All securities issued in the Offering and any shares issued upon exercise of warrants were subject to a four-month statutory hold period from the date of issuance.

FY2024:

On July 19, 2023, the Company completed a Shares for Debt transaction and converted \$113,000 of outstanding debt (the "Debt Conversion") into 2,260,000 units (the "Debt Conversion Units"). Each Debt Conversion Unit was issued at four cents (\$0.05) per Debt Conversion Unit and consists of one (1) common share of the Company and one (1) warrant.

LIQUIDITY AND CAPITAL RESOURCES (Cont'd)

On August 30, 2023, the Company issued shares for finders' fees as part of the Private placement transaction completed on April 1, 2023. The total number of shares issued was 4,747,500 at a price of \$0.04 per common share.

In August 2023, the Company completed a Shares for Debt transaction initiated on April 15, 2023 and converted \$254,628 of outstanding debt (the "Debt Conversion") into 6,365,709 units (the "Debt Conversion Units"). Each Debt Conversion Unit was issued at four cents (\$0.04) per Debt Conversion Unit and consists of one (1) common share of the Company and one (1) warrant. Each of the warrants acquired entitles the holder to purchase one (1) additional common share of the Company at five (\$0.05) cents per warrant exercised. The warrants are exercisable during the one (1) year period from the date of issue.

In November 2023, the Company completed a Shares for Debt transaction and converted \$387,000 of outstanding debt (the "Debt Conversion") into 19,350,000 units (the "Debt Conversion Units"). Each Debt Conversion Unit was issued at two cents (\$0.02) per Debt Conversion Unit and consists of one (1) common share of the Company and one (1) warrant. Each of the warrants acquired entitles the holder to purchase one (1) additional common share of the Company at five (\$0.05) cents per warrant exercised. The warrants are exercisable during the one (1) year period from the date of issue.

During the year ended June 30, 2024 shareholders exercised a total of 13,000,000 warrants held at a price of \$0.05 per warrant for a total of \$650,000 worth of common shares of the Company

On February 26, 2024, the Company closed a non-brokered private placement of 66,216,666 units in the capital of the Company ("Units") at a purchase price of \$0.015 per Unit for total gross proceeds of \$993,250. Each Unit consists of one common share in the capital of the Company and one warrant. Each of the warrants acquired entitles the holder to purchase one (1) additional common share of the Company at five (\$0.05) cents per warrant exercised. The warrants are exercisable during the one (1) year period from the date of issue.

In February 2024, the Company completed a Shares for Debt transaction and converted \$1,014,800 of outstanding debt (the "Debt Conversion") into 50,740,000 units (the "Debt Conversion Units"). Each Debt Conversion Unit was issued at four cents (\$0.02) per Debt Conversion Unit and consists of one (1) common share of the Company and one (1) warrant. Each of the warrants acquired entitles the holder to purchase one (1) additional common share of the Company at five (\$0.05) cents per warrant exercised. The warrants are exercisable during the one (1) year period from the date of issue.

During the year ended June 30, 2025 the Company extended the expiration date of some warrants that had been issued. The extension resulted in a modification to the fair value of the warrants totalling \$230,520. The adjustment was an equity adjustment to common shares and contributed surplus.

For the nine-month period ended March 31, 2025 cash flow used by operating activities was (\$926,754) as compared to (\$3,436,619) at March 31, 2024.

OFF BALANCE SHEET ARRANGEMENTS

As at March 31, 2025 the Company had no off balance sheet arrangements such as guaranteed contracts, contingent interests in assets transferred to an entity, derivative instrument obligations or any instruments that could trigger financing, market or credit risk to the Company.

OUTSTANDING SHARE DATA

Series I First Preferred Shares	615,000
Common Shares	1,361,965,929
Share Purchase Warrants	586,872,368 (exercise price of \$0.05)
Shares to be issued	5,900
Stock Options	55,500,000 (exercise price of \$0.05-\$0.08 with expiry dates up to January 15, 2029).

ACCOUNTING ESTIMATES AND JUDGMENTS

The preparation of the consolidated financial statements requires management to make judgments and estimates and form assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and reported amounts of revenues and expenses during the reporting year. Estimates and underlying assumptions are reviewed on an ongoing basis. Actual outcomes may differ from these estimates under different assumptions and conditions.

The most significant estimates relate to the determination of the useful lives and impairment of property and equipment, intangible assets and right-of-use assets, net realizable value of inventory and the valuation of warrants granted and stock-based compensation.

The most significant area of judgments are going concern and deferred tax assets.

RELATED PARTY TRANSACTIONS

The Company has accrued amounts due to related parties. The Company's Board of Directors are compensated at the rate of \$3,000 per month for performing duties such as providing guidance to management in areas such as corporate governance, reviewing strategic plans, budgeting, material contracts or joint ventures. Committee Chairpersons are remunerated at the rates of \$1,000 per month.

- (a) amounts due to related parties at March 31, 2025 is \$1,263,224 (June 30, 2024 - \$1,004,286) and is comprised of the following:

	March 31, 2025 (Unaudited)	June 30, 2024 (Audited)
Due to Directors – (included in Due to Related parties)	\$ 1,150,000	\$ 579,000
Due to Directors – (included in Accounts payables and accrued liabilities)	-	339,062
Due to Committee Chairpersons – (included in Due to Related parties)	98,000	71,000
Due to Former Chief Executive Officer (included in Due to Related parties)	15,224	15,224
	\$ 1,263,224	\$ 1,004,286

- (b) Compensation to key management personnel, directors and committee chairpersons included in the unaudited interim consolidated statement of loss and comprehensive loss was as follows for the period ended March 31, 2024:

	March 31, 2025 (Unaudited)			March 31, 2024 (Unaudited)		
	Officers	Directors	Total	Officers	Directors	Total
	\$	\$	\$	\$	\$	\$
Salaries	206,253	-	206,253	275,000	-	275,000
Directors fees	-	571,000	571,000	-	132,000	132,000
	206,253	571,000	777,253	275,000	132,000	407,000

CORRECTION OF ERROR

The Company restated its consolidated statements of financial position, consolidated statements of loss and comprehensive loss, changes in shareholders' deficiency, and consolidated statements of cash flows for the year ended June 30, 2023. The correction of the error related to stock-based compensation expense in the amount of \$322,400 not recorded on the granting of stock options during the year ended June 30, 2023 and the recognition of \$142,000 in interest and penalties related to employee wage deductions.

The impact of these changes on the consolidated financial statements for the year ended June 30, 2023 are set out as follows:

	As previously reported June 30, 2023	Correction of error	As restated June 30, 2023
Balance sheet			
Accounts payable	\$ 1,147,492	\$ 142,000	\$ 1,289,492
Shareholders Deficiency			
Contributed surplus	\$ 26,474,955	\$ 322,400	\$ 26,797,355
Net loss	\$ 4,992,583	\$ 464,400	\$ 5,456,983
Deficit	\$ 73,027,757	\$ 464,400	\$ 73,492,157
Consolidated statement of Comprehensive loss			
General & Administrative	\$ 1,714,204	\$ 142,000	\$ 1,856,204
Stock-based compensation	\$ Nil	\$ 322,400	\$ 322,400

CONTINGENCY

In the ordinary course of business activities, the Company may be contingently liable for litigation and claims with customers, vendors and former employees. Management believes that adequate provisions have been recorded in the accounts where required.

LITIGATIONS

Lawsuits

All lawsuits filed on behalf of certain employees by the CNESST (commission on workplace standards, fairness, health and safety) in Quebec, Canada, which resulted in a civil action against the Company and one of its subsidiaries, Star-Isoneo Inc. before the Superior Court in Montreal, Quebec have now been settled and no further litigation remains before the Courts as of the date of this writing.

RISK FACTORS AND RISK MANAGEMENT

Although management is working diligently towards generating revenue, improving cost containment and achieving profitable operations, the Company is subject to the risks generally associated with high-technology companies. These risks include fluctuations in operating expenses, lengthy sales cycles, the pace of technological change, human resource costs of necessary additional research and development, competition, regulatory approvals and permitting, and the need to secure further equity or debt financing and/or funding.

The Company is also subject to the risk of competition in a fast-moving high technology industry. Protection of the Company's intellectual property carries the risk of expensive litigation. Retention of highly skilled key personnel, fluctuation of input costs, travel costs and general economic conditions may impact the Company's performance.

Economic Dependence

The Company essentially has two customer groups at the present time. One is the STAR-A.D.S.® In flight safety monitoring System. This is marketed to commercial airlines of which two airlines are currently customers and revenue generating. The second customer group relates to maintenance support of equipment installed on the P-3 Orion aircraft operated by various military organizations, with maintenance support sub-contracted to the Company by Lockheed Martin. Requests for service are on an “as required” basis and cannot be predicted with certainty.

While the loss of any business would cause difficulties for the Company, the loss of one customer such as Lockheed Martin would not materially alter the viability of the Company.

Operations in Foreign Jurisdictions:

The Company’s operations offshore have historically been concentrated in India and the Middle East, primarily due to the local experience and contacts of various senior executives of the Company, and the number and rate of expansion of commercial airlines in that area. The Company has now shifted its focus to Africa due to its agreement with Flightpath International.

While sales to a smaller and perhaps more innovative airlines can often be more easily accomplished, the Company is from time to time obliged to offer terms that potentially expose it to issues such as payment problems and the difficulty and expense inherent in enforcing contractual obligations in a foreign jurisdiction. In addition, the expense of servicing or repairing equipment, whether onsite or at the Company’s premises in Ontario, can be troubling.

Overseas sales can also be made more difficult due to local culture and business practices. The Company has had a Bribery Policy in place for many years and ensures, to the best of its ability, that all of its officers, employees, consultants and agents are fully aware of the policy and agree to abide by it. Having said that, the Company faces the same challenges in this regard as are faced by all North American companies operating in those jurisdictions.”

The Company’s revenues depend mainly upon three factors: hardware sales, ongoing monthly monitoring charges and airtime and STAR-M.M.I.™ repair activities. Revenues from hardware are normally a one-time event and are dependent upon sales. Therefore, these revenues will vary from year to year. Revenue from a customer from ongoing monthly monitoring is relatively stable, but can vary depending upon usage and, in rare cases, upon the financial health of the customer.

Revenue from the STAR-M.M.I.™ Division activities has been non-existent on an annualized basis for the past two years. When it occurs it can and does vary throughout the year, as has been noted earlier in this MD&A.

The Company is working diligently to increase the level of sales across its product suite, carefully monitors the payment records of its customers, and sets its pricing models to reflect risk and return realities.

RISK FACTORS AND RISK MANAGEMENT (Cont'd)

Operating expenses are generally stable but will vary depending on required staffing levels, equipment update and replacement, sales activity and required engineering activities. These expense items are pre-revenue in nature. The Company now offers a fully developed STAR-A.D.S.® System to the commercial aviation world.

The Company's target clients for the flagship STAR-A.D.S.® System, and its variant applications, are mainly commercial airlines. As is the case with high technology sales to any large commercial operation operating on slim margins in a competitive environment, the sales cycle is generally a lengthy one, involving multiple varied sales presentations to several different departments and stakeholders, including engineering, finance, operations and the executive. The target clients for STAR-M.M.I.™ represent a much larger group which should require a shorter sales and installation cycle.

A large percentage of the Company's sales initiatives prior to STAR-A.D.S.® involved non-North American customers, with the attendant travel and time requirements.

Amongst other initiatives, the Company is continuing to review and reorganize its sales process. Where possible, it tries to make greater use of video conferencing, although face to face meetings are required with respect to already well defined and prepared prospects and opportunities.

It is also refocusing its efforts to provide an enhanced emphasis on potential North American customers, while maintaining its existing initiatives overseas.

Regulatory matters can delay the sales process to varying degrees. The Company relies upon entities such as Transport Canada to issue approvals such as Supplemental Type Certificates, required whenever the Company is installing equipment aboard an aircraft.

Until revenues exceed expenses, the Company raises the necessary capital through private placements and other financing tools. There can be no assurance that management will be successful in raising the necessary capital required to fund ongoing activities.

As noted herein, there are a number of risks inherent in the business of the Company. As a result of those risks, and its present stage of development, an investment in the Company should be considered highly speculative.

INTERNAL CONTROLS OVER FINANCIAL REPORTING AND DISCLOSURE CONTROLS AND PROCEDURES

In accordance with National Instrument 52-109, Certification of Disclosure in Company's Annual and Interim Filings ("NI 52-109"), the CEO and CFO file a Venture Company Basic Certificate with respect to the financial information contained in the financial statements and accompanying Management's Discussion and Analysis. The Venture Company Basic Certification includes a "Note to Reader" stating that the CEO and CFO do not make any representations relating to the establishment and maintenance of disclosure controls and procedures ("DC&P") and internal controls over financial reporting ("ICFR"), as defined in NI 52-109.

As part of our corporate governance practices, ICFR and DC&P have been designed. There has been no formal evaluation of the operation of these controls. The Company has designed its ICFR to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance IFRS.

Management works to mitigate the risk of a material misstatement in financial reporting; however, a control system, no matter how well conceived or operated, can provide only reasonable, not absolute, assurance that the objectives of the control system are met.

The Company's DC&P have been designed to ensure that information required to be disclosed by Star is accumulated and communicated to the Company's management as appropriate to allow timely decisions regarding required disclosure.

It should be noted that while the Company's CEO and CFO believe that the Company's DC&P provide a reasonable level of assurance that they are effective, they do not expect that the DC&P or ICFR will prevent all errors or fraud. There have been no material changes to the internal controls of the Company for the nine-month period ended March 31, 2025.