

**Star Navigation Systems Group Ltd.  
Management's Discussion and Analysis  
For the three and six month periods ended December 31, 2018 and  
December 31, 2017**

**Date – March 1, 2019**

The following management 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 six month periods ended December 31, 2018 and December 31, 2017 and should be read in conjunction with the consolidated audited financial statements for the years ended June 30, 2018 and June 30, 2017. 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 March 1, 2019.

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 subject to business, economic and competitive uncertainties. Results could differ materially from those projected in forward-looking statements. Aside from its efforts locally in the United States and Canada as well as in Europe, the Company continues to pursue sales and marketing efforts for its main STAR-A.D.S. ® System, STAR-ISAMM™, STAR-LSAMM™, and STAR M.M.I.™ Division products and variants, either directly or through joint arrangements in North America, the Middle East, South East Asia and developing countries. The Company focusses on airlines, MEDEVAC operators (both land and air) and on avionics integrators. The Company is of the opinion that these geographical areas represent very significant current and future growth potential in terms of passenger miles flown and therefore, demand from operators for technology which will offer enhanced safety and efficiency to their operations. In addition, advances in emergency medical transportation are rapidly evolving and the Company is committed to being a significant part of that evolution.

However, the Company accepts the fact that pursuing opportunities in areas outside North America and Europe 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 sales agents and coordinated marketing and travel arrangements. 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, research and development and financing initiatives and whether such initiatives will yield the expected benefits.

In addition, the ability of the STAR-A.D.S. ® 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](http://www.sedar.com).

## **GENERAL DEVELOPMENT 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. It is also listed on the OTCQB under the symbol “SNAVF”

Star Navigation Systems Group Ltd. is a leading-edge Canadian publicly owned technology company. It focuses on providing aerospace and transportation solutions—hardware and software platforms—that assist aviation and other transport related operators worldwide. Headquartered in Toronto, Ontario, Star has developed the STAR-ISMS® In-Flight Safety Monitoring System, an aircraft computer that is at the heart of the STAR airborne data service (“STAR-A.D.S.®”). It is the first system in the world that 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-ISMS® G3 computer was tested and certified for airworthiness by major aviation regulatory authorities including Transport Canada (“TC”) and the U.S. Federal Aviation Authority (“FAA”). Star owns the resulting certifications for installations on commercial and business aircraft (e.g.: A320, A340, A310, B737, Learjet 45.) as well as other certifications for previous applications to older aircraft. Star owns the worldwide exclusive license to this patented technology and is actively developing new applications for in-flight medical monitoring, environmental monitoring, and ground-based systems. 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 GSM communications, providing maximum flexibility and cost-effectiveness to the users.

## **GENERAL DEVELOPMENT OF THE BUSINESS (Cont'd)**

The STAR-M.M.I.<sup>™</sup> Division was created in April 2014. The Division designs, manufactures, repairs and sells high performance flat panel displays for defence and commercial aviation industries, and has been an important revenue generator within Star. STAR- M.M.I.<sup>™</sup> serves major avionics integrators and system manufacturers worldwide.

All operations of the Company are consolidated for accounting purposes and thus are not segregated by division.

## **OVERVIEW OF ACTIVITIES AND STAR PRODUCTS**

### **STAR-A.D.S. ®**

The STAR-ISMS® patented 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.

### **STAR-T.T.T.<sup>™</sup> / STAR-V-trk<sup>™</sup> / STAR-ISAMM<sup>™</sup>/ STAR-LSAMM<sup>™</sup>**

The Company has refined and expanded the manner in which the STAR-A.D.S. ® System is marketed and sold. The efforts of its Research and Development team to enhance the capabilities of the STAR-A.D.S. ® System, as well as the rest of the Star product line, has resulted in three additional differentiated products coming online:

- Recognizing the requirement for a smaller and reduced version of the full STAR-A.D.S.® System, Star has introduced STAR-T.T.T.<sup>™</sup> (TALK, TRACK, TEXT), which will be utilized by small aircraft and land vehicles. Our Chinese partner, Chengdu Spaceon Technology Ltd. ("Spaceon"), has initiated the development in China of the STAR-T.T.T.<sup>™</sup> under STAR specifications. Star Navigation has designed the environment qualification tests for both the Chinese and the Canadian Authorities. STAR-T.T.T.<sup>™</sup> has potential applications for land vehicle applications as well.
- Star has developed another product, known as STAR-V-trk<sup>™</sup>, which is a small, economical unit with several variants, starting with a worldwide tracker, and adding incremental options for monitoring various functionalities. The product has received strong interest as a multi-purpose tool from the small aircraft and helicopter community. Its specifications have been updated, taking into account the requirements and comments received.

## **STAR-T.T.T.<sup>TM</sup> / STAR-V-trk<sup>TM</sup> / STAR-ISAMM<sup>TM</sup>/ STAR-LSAMM<sup>TM</sup> - (Cont'd)**

- The development of the STAR-ISAMM<sup>TM</sup> system is almost complete

The STAR-ISAMM<sup>TM</sup> will bring to Helicopter and fixed-wing aircraft EMS services an advanced, multi-purpose platform. A variant of the STAR-A.D.S.® System, which is already certified in the commercial airline world, it collects, processes and channels to the ground patient information from the bio medical monitors on-board, while the aircraft is in flight.

The capabilities of the system will greatly improve the overall patient management and medical decision-making. The overall quality and the efficiency of EMS services will be enhanced. The system has recently been show-cased to various interested parties in Canada. Final regulatory approvals are underway in both Canada and the U.S.A.

The **STAR-LSAMM<sup>TM</sup>** is a variant of the **STAR-ISAMM<sup>TM</sup>** and addresses the specific requirements of ground ambulances. It has already been show-cased to some provincial operators in the US and in Canada.

### **STAR-M.M.I.<sup>TM</sup>**

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

STAR-M.M.I.<sup>TM</sup> has full capability, in-house, to design, manufacture and offer customer support. Its products have already been delivered to various major system avionics integrators worldwide, all of them appearing in the Fortune 500 listing.

### **OPERATIONAL MILESTONE UPDATES**

During the period ended December 31, 2018, the Company made the following progress towards achieving its strategic growth objectives:

- Star and its major STAR-M.M.I.<sup>TM</sup> customer in the USA, have implemented and are working under their long-term maintenance agreement for specific displays for the P3 maritime patrol aircraft. The agreement covers activities up to 2021. A proposal has been accepted by a Japanese prospect for the development of an LCD based variant of a legacy multi-function control panel for helicopter use. The definition works and the prototyping are expected to be launched for April 2019.
- Star has continued development of its relationship with a Maintenance and Repair Operation (“MRO”) company based in France and in Switzerland under the existing agreement. The MRO brings logistics and repair capabilities already recognized in the commercial avionics field in Europe, with an extension to the Middle East through the MRO’s rapid expansion.

- Star continues its cooperation with Spaceon, a Chinese aerospace corporation with expertise and experience in airborne avionics and data communications equipment. Spaceon is Star's development partner for the STAR-T.T.T.<sup>™</sup> equipment, for which qualification against Transport Canada criteria being completed. The final product specifications have been agreed on between the partners.
- Spaceon has developed and will manufacture the STAR-T.T.T.<sup>™</sup> under Star specifications. Spaceon, in the meantime, is working on its efforts to market, sell and support both the STAR-T.T.T.<sup>™</sup> and potentially the STAR-A.D.S.® System in China. STAR will offer the STAR-T.T.T.<sup>™</sup> equipment and solution, along with the STAR-A.D.S.® System, to the rest of the world.
- STAR has a cooperation and distribution agreement with Zhonglian Tiantong Space Technology (ZLT) in Tianjin China, to distribute and support the STAR- V-*trk*<sup>™</sup> equipment, which is a spin-off under a smaller form factor of the STAR- A.D.S.®. The STAR- V-*trk*<sup>™</sup> will better meet the requirements of small aircraft and helicopter operators, with less on-board real estate requirements. STAR is proceeding with the final development and tests of the STAR- V-*trk*<sup>™</sup> in Canada and will sell the equipment to ZLT for their marketing efforts in China. ZLT has started demonstrating the STAR- V-*trk*<sup>™</sup> in China. STAR will pursue the STAR- V-*trk*<sup>™</sup> marketing and sales in the rest of the world.
- Star had concluded a cooperation agreement with SOLUTIONS ISONEO INC, a leading European engineering and development corporation, recently established in Canada, to jointly conduct new R&D projects specifically in the domains of Medevac applications of the STAR- A.D.S.® System. Subsequently, Star purchased a controlling interest in ISONEO and expects to more efficiently utilize its experience and expertise.
- A consortium led by Bombardier Aerospace has been provided with a modified STAR- A.D.S.® System for a Government of Canada funded Research project that will check and analyze high altitude radiation levels during flights. The System has been installed on-board a flight test aircraft and has been performing its data collection and analysis since late 2017. The study is feeding a subsequent European and Canadian research program in the same field. Both companies are demonstrating the flexibility and the adaptability of a STAR- A.D.S.® platform to accommodate various kinds of data and to transmit them to the ground. The first period of the data collection campaign was completed on the Bombardier G7500 flight test aircraft #3. The system is now transferred to another flight test aircraft from Bombardier for another data collection period that will span until Q4 of 2019.
- The STAR- A.D.S. ® Gen 3 has passed all qualification tests for on-board use, and received certification from Transport Canada, and by the US Federal Aviation Administration ("FAA"). Subsequently, the dual certification has been validated by the Kingdom of Saudi Arabia Civil Aviation Authorities.
- STAR- A.D.S. ® Gen 3 has been selected by ALMASRIA universal Airlines to equip its fleet of 5 aircraft (Airbus A320 and Boeing B737) starting in 2019.

- Star has received additional orders for maintenance services of LCD displays from a U.S. based maintenance provider for military equipment. These orders consist of the trouble-shooting, repair and tests of legacy equipment that was designed and produced by Luxell Technologies, before Luxell's assets were purchased by STAR in 2014.
- Star has presented the STAR-ISAMM™ system, live, to potential prospects and to representatives of the National Research Council, in Montreal. The presentations included all of the already certified elements of the system and demonstrated the complete bio-data transmission link from a simulated patient with actual bio monitors to the hospital workstation through Iridium satellite transmission and GSM.
- Star has moved its Head Office and Operations Center to Brampton, Ontario. The new premises will offer the Company more efficient and economical premises and close access to Pearson International Airport.
- Star successfully attained AS 9100 Rev. "D" certification. The AS9100 Revision D Quality Management System includes updated requirements for Aviation, Space and Defense Organizations.
- In December, shareholders at the Annual General Meeting of the Company, expanded the Board of Directors from three to five, welcoming Ms. Mary Meffe and Mr. David Tsubouchi to the Board and thereby increasing the percentage of Independent directors to 80%.

## **OUTLOOK - STRATEGIC OBJECTIVES FOR FY2019 AND BEYOND**

Star's management is working to achieve the following objectives over the next 12 months and beyond:

- Star will continue to execute the commercialization of the STAR-A.D.S.® System, STAR-T.T.T.™, STAR *V-trk*™ and now STAR-ISAMM™/ STAR-LSAMM™ products and services with a focus on:
  - Specific airlines and operators using the legacy A320, B737 and Learjet business jets to leverage on Star's existing STC's and first installation experience.
  - Completing the dual certification of the STAR-T.T.T.™ in China and in Canada and commencing its entry into markets for Talk, Track and Text requirements.
  - Completing the STAR-ISAMM™/ STAR-LSAMM™ certification by Health Canada and the FDA in the U.S.A. while accelerating its discussions with first sales prospects after the successful live presentations in Montreal.

## OUTLOOK - STRATEGIC OBJECTIVES FOR FY2019 AND BEYOND (Cont'd)

- Implementing the joint sales and marketing plan objectives with our Chinese partners (Spaceon and ZLT) after delivery of the first two units to ZLT. Supporting ZLT in accelerating the STAR- *V-trk*<sup>™</sup> promotion and sales in China and in the rest of the world, having already replied to several requests for Information on that equipment. ZLT is preparing new orders pending the final completion of tests by STAR.
  - Finalizing the qualification and Transport Canada certification of the STAR *V-trk*<sup>™</sup> for small platforms and for ground transport, to bring it into the market. There are three main geographical markets considered: Canada, China, and Europe.
  - Continuing to develop and exploit new applications of existing Star technology in the areas of land and marine transportation.
  - Developing its efforts in R&D with the provincial and federal authorities to quickly prepare evolutions and new applications of its lines of products in the aerospace field.
  - Working closely in support of the efforts of its distributors and rationalizing the distribution system.
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- Further developing the capability and marketability of its data management services through further value-added services, either in-house or in a tight partnership, offering applications directed towards flight safety, direct analysis by the operator of their operational data, and other services that allow the operator to save time and resources in the collection, formatting and analysis of data.
  - In conjunction with Stars' strategic partners, developing new and refining existing medical monitoring aspects of the STAR-ISMS<sup>®</sup> technology. A representative prototype of the Emergency Medical Evacuation application using the STAR-A.D.S. <sup>®</sup> System, transmitting the bio data of a patient directly from the aircraft in flight to the receiving medical dispatch center, in real time, has been developed. Applications are designed to enhance EMS and Military capabilities, as well as supporting passenger airlines and highway ambulances. The prototypes of the STAR-ISAMM<sup>™</sup>/ STAR-LSAMM<sup>™</sup> Systems have been completed and tested successfully and live presentations of the pre-production systems have been successfully performed.
  - STAR is proposing a further R&D program to the Federal Government for FY 2019 and FY2020, with additional capabilities in augmented reality. The objective is to lighten the on-board paramedic workload and to facilitate the decision-making process of the doctors on the ground. The system resulting from MEDEVAC phase 1 prototype has already shown and demonstrated to Emergency Medical Services operators.

## **OUTLOOK - STRATEGIC OBJECTIVES FOR FY2019 AND BEYOND (Cont'd)**

- In FY2019, continuing to develop additional STAR-M.M.I.™ Division products (e.g. retrofits for commercial aircraft and helicopters in particular for military aircraft) and capabilities through distribution and support agreements with complementary companies.
- Promoting its product lines at selected airshows and attending focused industry conferences in coordination with Star partners, to demonstrate Star's products and expand branding visibility.
- Strengthening the depth of management through selected hiring and re-allocation of responsibilities.
- Implementation of the three-year R&D plan for the STAR-A.D.S.® System, STAR-T.T.T.™, Star *V-trk*™, STAR-ISAMM™/ STAR-LSAMM™ and STAR-M.M.I.™ lines of products to structure and to support development efforts and to ensure increased product offerings.
- This plan will address:
  - Development of specific new application services for the STAR-A.D.S.® System to offer to customers.
  - Increase of STAR-M.M.I.™ capabilities for obsolescence replacement solutions to the market (defense and commercial). STAR-M.M.I.™ is proposing, for instance, to replace legacy CRT or TEFL based instruments in displays with LCD based specialized modules (less power requirement, less weight, increased life-time, less obsolescence in the long run).

## **SELECTED FINANCIAL INFORMATION AND MANAGEMENT'S DISCUSSION AND ANALYSIS**

### **General Financial Information at December 31, 2018**

The Company completed several financing initiatives during FY 2018 and completed a further Equity raise in Sept of 2018 which raised \$2.105 million dollars. This equity raise along with warrant exercises executed by Shareholders in November 2018 will carry the Company well into FY2019 and enable it achieve its strategic goals.

The Company will continue to require debt and/or equity financing until it is able to generate sustainable revenues from operations on a consistent basis. The Company is looking at all available financing options. There can be no assurance that the Company will be successful in obtaining further financing.

## SELECTED FINANCIAL INFORMATION AND MANAGEMENT'S DISCUSSION AND ANALYSIS (Cont'd)

### General Financial Information at December 31, 2018 (Cont'd)

The Company's STAR-M.M.I.™ Division ("Man Machine Interface") has generated the majority of revenues for the Company since April 2014. However, the Company has experienced large fluctuations in revenues from year to year since. Contract complications occurring between Star's major customer and the U.S. government have been a problem.

The outcome of this problem was the re-negotiation and execution of a multiple year repair and maintenance agreement with Star's customer to cover activities up to the year 2021. STAR-M.M.I.™ revenue for the year-ended December 31, 2018 was \$77,796 vs. \$Nil in the same period of 2017. The Company is looking to a return to regular sales levels with this customer in FY2019 but there can be no guarantee of this as evidenced by FY2018 results.

Accounts receivable are collected on a regular basis. The balance of accounts receivables outstanding at December 31, 2018 is \$289,837.

Assets have increased in this fiscal period from December 31, 2017 due to the change in cash position in September 2018.

Inventories have remained relatively at the same level as at year-end. Other assets are up marginally.

Capital and intangible assets have changed due to asset additions and normal depreciation and amortization charges taken in 2018.

Accounts payable and accrued liabilities continue to decrease as the Company now has an increased cash balance. Payroll remittances for FY2019 are current and the Company has paid down its payroll arrears to \$93,260 as of the date of this MD&A.

Due to Related party balances also decreased since December 31, 2017. The Company's only material debt continues to be the amount due to the CEO and Chairman of the Company which amounted to \$1,797,991 at December 31, 2018.

### 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 \$)

	2018	2018	2018	2018
Period Ending	December 31	September 30	June 30	March 31
Revenue	223,241	77,796	19,979	150,588
Working Capital/(Deficit)	(1,007,522)	(1,302,007)	(2,715,645)	(2,801,729)
Expenses	717,110	773,328	640,334	507,923
Net Loss	(493,869)	(695,532)	(620,355)	(357,335)
EBITDA	(464,357)	(664,889)	(638,695)	(287,420)
Net Loss (per Share)	(0.001)	(0.001)	(0.001)	(0.001)

## SUMMARY OF QUARTERLY RESULTS (Cont'd)

	2017	2017	2017	2017
Period Ending	December 31	September 30	June 30	March 31
Revenue	-	4,520	110,242	133,562
Working Capital/(Deficit)	(2,454,496)	(2,017,089)	(4,603,856)	(3,111,925)
Expenses	613,572	919,023	833,500	515,057
Net Loss	(613,572)	(914,503)	(723,258)	(381,495)
EBITDA	(574,541)	(878,798)	(655,559)	(335,016)
Net Loss (per Share)	(0.001)	(0.002)	(0.002)	(0.001)

## RESULTS OF OPERATIONS

### Comparison of the three-month periods ended December 31, 2018 and December 31, 2017

The Company sustained a loss of \$493,869 for the three-month period ended December 31, 2018 vs. a loss of \$613,572 for the same period ended December 31, 2017. The decrease in loss is due to increases in Revenues and decreases in General & Administrative, Sales & Marketing and Research & Development costs.

#### Revenues:

	Three months ended December 31,		
	2018	2017	Variance
<b>Total Revenues</b>	<b>223,241</b>	<b>-</b>	<b>223,241</b>
<b>Star ISMS</b>	<b>223,241</b>	<b>-</b>	<b>223,241</b>

Revenues for the period ending December 31, 2018 have increased by \$223,241 over the same period of 2017 due to the completion of work for Al Atheer airlines. Billing was completed in October 2018.

There were no STAR-M.M.I.™ sales in this quarter. The program has generally generated consistent revenues since the first sale in September of 2014 but has struggled in FY2019 and recent years due to stoppages in programs that are beyond the control of the company. The Company completed and billed several MMI projects in Q1 of FY2019.

#### Cost of Inventory Consumed:

	Three months ended December 31,		
	2018	2017	Variance
<b>Total Cost of Inventory Consumed</b>	<b>48,831</b>	<b>7,009</b>	<b>41,822</b>
<b>Star ISMS</b>	<b>48,831</b>	<b>4,738</b>	<b>44,093</b>
<b>Star MMI</b>	<b>-</b>	<b>2,271</b>	<b>(2,271)</b>

## RESULTS OF OPERATIONS (Cont'd)

### Comparison of the three-month periods ended December 31, 2018 and December 31, 2017 (Cont'd)

#### Cost of Inventory Consumed (Cont'd)

Cost of inventory consumed for the period-ended December 31, 2018 increased over 2017 because of sales generated in Q1 on the Star ISMS program. Al Atheer airlines installation was completed and work in progress was reallocated to Cost of Sales.

#### General and Administrative:

	Three months ended December 31,		
	2018	2017	Variance
<b>Total G&amp;A expenses</b>	<b>296,166</b>	<b>290,409</b>	<b>5,757</b>
<b>Accounting fees</b>	<b>8,000</b>	<b>6,000</b>	<b>2,000</b>
<b>Bank charges &amp; interest</b>	<b>(707)</b>	<b>1,036</b>	<b>(1,743)</b>
<b>Board and Committee fees</b>	<b>15,000</b>	<b>18,000</b>	<b>(3,000)</b>
<b>Insurance</b>	<b>14,885</b>	<b>19,933</b>	<b>(5,048)</b>
<b>Other</b>	<b>101,089</b>	<b>71,765</b>	<b>29,324</b>
<b>Professional fees</b>	<b>23,000</b>	<b>7,050</b>	<b>15,950</b>
<b>Rent</b>	<b>-</b>	<b>36,000</b>	<b>(36,000)</b>
<b>Wages</b>	<b>142,899</b>	<b>136,625</b>	<b>6,274</b>

Board and Committee fees are down this year as the Company had less directors than what it had in 2017 in the same period.

Insurance costs continue to drop in 2017. The Company has been able to negotiate lower rates for its commercial and liability insurance. Group insurance costs are the largest component of insurance costs.

Wage expense has increased marginally this period over 2017 due to the additions of new employees.

Professional fees increased as the Company has paid legal fees with regards to the acquisition of ISONEO. (See subsequent events)

Rent expense decreased as the Company moved to a new location in November of 2018 and received free rent for November and December 2018.

## RESULTS OF OPERATIONS (Cont'd)

### Comparison of the three-month periods ended December 31, 2018 and December 31, 2017 (Cont'd)

#### Marketing and Promotion

	Three months ended December 31,		
	2018	2017	Variance
<b>Total M&amp;P expenses</b>	<b>139,390</b>	<b>95,094</b>	<b>44,296</b>
<b>Consultant costs</b>	<b>106,500</b>	<b>50,000</b>	<b>56,500</b>
<b>Investor relations</b>	<b>31,880</b>	<b>24,000</b>	<b>7,880</b>
<b>Travel costs</b>	<b>1,010</b>	<b>21,094</b>	<b>(20,084)</b>

Marketing and promotion costs have increased substantially over the same period of 2017.

Consulting costs are up as the Company entered an agreement in October 2018 with a Company.

Investor relations costs are up slightly this period.

#### Research and Development:

	Three months ended December 31,		
	2018	2017	Variance
<b>Total R&amp;D expenses</b>	<b>208,144</b>	<b>201,601</b>	<b>6,543</b>
<b>Amortization expense</b>	<b>4,933</b>	<b>17,664</b>	<b>(12,731)</b>
<b>R&amp;D costs</b>	<b>75,099</b>	<b>36,858</b>	<b>38,241</b>
<b>Travel costs</b>	<b>10,711</b>	<b>4,327</b>	<b>6,384</b>
<b>Wages</b>	<b>117,401</b>	<b>142,752</b>	<b>(25,351)</b>

Amortization expense has decreased in 2018 over 2017 as assets continue to age.

R&D costs have increased as the company has increased spending on its LSAMM and ISAMM programs.

Wages are down in this period as the Company has less employees than in the same period of December 2017.

**Comparison of the six-month periods ended December 31, 2018 and December 31, 2017**

The Company sustained a loss of \$1,180,402 for the six-month period ended December 31, 2018 vs. a loss of \$1,528,075 for the same period ended December 31, 2017. The decrease in loss is due to increases in Revenues and decreases in Sales & Marketing and Research & Development costs.

**Revenues:**

	<b>Six months ended December 31,</b>		
	<b>2018</b>	<b>2017</b>	<b>Variance</b>
<b>Total Revenues</b>	<b>301,037</b>	<b>4,520</b>	<b>296,517</b>
<b>Star ISMS</b>	<b>223,241</b>	<b>-</b>	<b>223,241</b>
<b>Star MMI</b>	<b>77,796</b>	<b>4,520</b>	<b>73,276</b>

Revenues for the period ending December 31, 2018 have increased by \$296,517 over the same period of 2017.

STAR-M.M.I.™ sales have outpaced 2017 at this point in time. However, the program has generated consistent revenues since the first sale in September of 2014 but struggled in FY2018 and recent years due to stoppages in programs that are beyond the control of the company. The Company completed and billed several MMI projects in Q1 of FY2019.

**Cost of Inventory Consumed:**

	<b>Six months ended December 31,</b>		
	<b>2018</b>	<b>2017</b>	<b>Variance</b>
<b>Total Cost of Inventory Consumed</b>	<b>77,817</b>	<b>9,403</b>	<b>68,414</b>
<b>Star ISMS</b>	<b>62,405</b>	<b>4,738</b>	<b>57,667</b>
<b>Star MMI</b>	<b>15,412</b>	<b>4,665</b>	<b>10,747</b>

Cost of inventory consumed for the period-ended December 31, 2018 increased over 2017 because of sales generated in Q1 on the Star ISMS program. The AI Atheer airlines installation was completed and work in progress was reallocated to Cost of Sales.

## RESULTS OF OPERATIONS (Cont'd)

### Comparison of the six-month periods ended December 31, 2018 and December 31, 2017 (Cont'd)

#### General and Administrative:

	Six months ended December 31,		
	2018	2017	Variance
<b>Total G&amp;A expenses</b>	<b>584,555</b>	<b>587,960</b>	<b>(3,405)</b>
<b>Bank charges &amp; interest</b>	<b>2,516</b>	<b>2,967</b>	<b>(451)</b>
<b>Board and Committee fees</b>	<b>30,000</b>	<b>36,000</b>	<b>(6,000)</b>
<b>Insurance</b>	<b>39,961</b>	<b>30,046</b>	<b>9,915</b>
<b>Other</b>	<b>134,869</b>	<b>129,889</b>	<b>4,980</b>
<b>Professional fees</b>	<b>59,099</b>	<b>14,214</b>	<b>44,885</b>
<b>Rent</b>	<b>36,000</b>	<b>72,000</b>	<b>(36,000)</b>
<b>Wages</b>	<b>282,110</b>	<b>302,844</b>	<b>(20,734)</b>

Board and Committee fees are down this year as the Company had two fewer directors than what it had in 2017 in the same period.

Insurance costs are up on a year to date basis as the Company has switched providers for its employee benefits program. Group insurance costs are the largest component of insurance. The Company has been able to negotiate lower rates for its commercial and liability insurance.

Rent expense decreased as the Company moved to a new location in November of 2018 and received free rent for November and December 2018.

Professional fees are up due to legal costs associated with the purchase of ISONEO (see Subsequent events)

Wage expense decreased marginally this period over 2017 due to the CEO being on leave for part of Q1.

#### Marketing and Promotion

	Six months ended December 31,		
	2018	2017	Variance
<b>Total M&amp;P expenses</b>	<b>344,355</b>	<b>363,022</b>	<b>(18,667)</b>
<b>Consultant costs</b>	<b>273,642</b>	<b>264,315</b>	<b>9,327</b>
<b>Investor relations</b>	<b>40,880</b>	<b>60,000</b>	<b>(19,120)</b>
<b>Travel costs</b>	<b>29,833</b>	<b>38,707</b>	<b>(8,874)</b>

## RESULTS OF OPERATIONS (Cont'd)

### Comparison of the six-month periods ended December 31, 2018 and December 31, 2017 (Cont'd)

#### Marketing and Promotion (Cont'd)

Marketing and promotion costs have decreased slightly over the same period of 2017.

Travel costs and Consultant costs are similar to 2017

Investor relations costs have dropped.

#### Research and Development:

	Six months ended December 31,		
	2018	2017	Variance
<b>Total R&amp;D expenses</b>	<b>423,600</b>	<b>532,991</b>	<b>(109,391)</b>
<b>Amortization expense</b>	<b>9,102</b>	<b>34,117</b>	<b>(25,015)</b>
<b>R&amp;D costs</b>	<b>102,267</b>	<b>159,497</b>	<b>(57,230)</b>
<b>Travel costs</b>	<b>12,507</b>	<b>5,234</b>	<b>7,273</b>
<b>Wages</b>	<b>299,724</b>	<b>334,143</b>	<b>(34,419)</b>

Amortization expense has decreased in 2018 over 2017 as assets continue to age.

R&D costs have decreased as the company has just started to spend money on its LSAMM and ISAMM projects.

Wages are down due to less staff at this time.

#### 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 period in which they occur.

## FOREIGN EXCHANGE GAIN/LOSS (Cont'd)

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

	<b>December 31, 2018 (Unaudited)</b>	June 30, 2018 (Audited)
Cash	\$ 581	\$ 829
Accounts receivable	194,820	26,562
Accounts payable	(56,074)	(56,074)
	<b>\$ 139,327</b>	<b>\$ (28,683)</b>

Based on the Company's net exposure to US dollar denominated instruments at December 31, 2018 and June 30, 2018, a sensitivity analysis has not been presented as it would be immaterial.

## LIQUIDITY AND CAPITAL RESOURCES

The Company had cash of \$967,038 at December 31, 2018 compared to a cash indebtedness balance of \$59,956 at June 30, 2018 resulting in an increase of \$1,026,994. The Company has a working capital deficiency of \$1,007,522 at December 31, 2018 compared to a working capital deficiency of \$2,715,645 at June 30, 2018. The decreased working capital deficiency is due to the Company increasing in its cash reserves due to the closing of a non-brokered private placement in September of 2018 and warrant exercises by Shareholders that raised a further \$2.8 million dollars.

The Company will continue to need more funding either through private placements, exercise of warrants and options or other financing options to sustain operations until revenues from the STAR-M.M.I.™ and STAR-A.D.S.® programs generate adequate cash flows.

The Company continues to monitor its monthly spending as it plans for the current fiscal year.

The Company has borrowed from private investors at various times in prior years but these loans were settled in the shares for debt exchange completed in July 2017 by the Company.

For the period ending December 31, 2018, cash flow used in operating activities was \$1,918,353 as compared to \$1,661,942 at December 31, 2017. The small increase was due in large part debt to minimal changes in non-cash working capital accounts. The Company's average monthly cash burn has now stabilized but the Company continuously looks for further ways to reduce costs until revenues have increased adequately to reduce the need to borrow/raise funds.

## LIQUIDITY AND CAPITAL RESOURCES (Cont'd)

Management is currently evaluating various financing options for the Company's short and long-term obligations. The financing alternatives can include debt and/or equity financings, asset sales and rights offerings to existing shareholders. There is no assurance that future funding will be available on favorable terms to the Company, or at all

The Company has depended in the past on the support of its shareholders for financing. This will continue to be the case until revenues from both the STAR-A.D.S.®, STAR-TTT™, STAR *V-trk*™ and STAR-M.M.I.™ products are able to cover the monthly costs.

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

## OFF BALANCE SHEET ARRANGEMENTS

As at December 31, 2018 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	513,044,175
Share Purchase Warrants	110,142,176 (exercise prices ranging from \$0.05 cents to \$0.07)
Stock Options	3,820,000 (exercise prices ranging from \$0.05 to \$0.15 with expiry dates up to March 1, 2021 and various graded vesting provisions).

## RECENT ACCOUNTING PRONOUNCEMENTS ISSUED AND NOT YET APPLIED

### Future IFRS changes

Certain pronouncements were issued by the IASB or the IFRIC that are mandatory for accounting periods after December 31, 2018 or later periods. Many are not applicable or do not have a significant impact to the Company. The following have not yet been adopted and are being evaluated to determine the resultant impact on the Company.

### Financial Instruments - IFRS 9

Financial Instruments - IFRS 9 was issued by the IASB in July 2014 and will replace IAS 39 Financial Instruments: Recognition and Measurement. IFRS 9 uses a single approach to determine whether a financial asset is measured at amortized cost or fair value, replacing the multiple rules in IAS 39. The approach in IFRS 9 is based on how an entity manages its financial instruments in the context of its business model and the contractual cash flow characteristics of the financial assets. Most of the requirements in IAS 39 for classification and measurement of financial liabilities were carried forward unchanged to IFRS 9. The new standard also requires a single impairment method to be used, replacing the multiple impairment methods in IAS 39.

## **RECENT ACCOUNTING PRONOUNCEMENTS ISSUED AND NOT YET APPLIED** (Cont'd)

### Financial Instruments - IFRS 9 (Cont'd)

A new hedge accounting model is introduced and represents a substantial overhaul of hedge accounting which will allow entities to better reflect their risk management activities in the financial statements. Effective for annual periods beginning on or after January 1, 2018. Earlier application is permitted.

### Financial Instruments: Disclosure – IFRS 7

IFRS 7, Financial instruments: Disclosure, was amended to require additional disclosures on transition from IAS 39 to IFRS 9. IFRS 7 is effective on adoption of IFRS 9, which is effective for annual periods commencing on or after January 1, 2018. The Company intends to adopt the amendments to IFRS 7 on August 1, 2018 and does not expect the implementation will result in a significant effect to the financial statements.

### Revenue from Contracts with Customers - IFRS 15

On May 28, 2014 the IASB issued IFRS 15, Revenue from Contracts with Customers. IFRS 15 will replace IAS 18, Revenue, among other standards. The standard contains a single model that applies to contracts with customers and two approaches to recognizing revenue: at a point in time or over time. The model features a contract-based five-step analysis of transactions to determine whether, how much and when revenue is recognized. New estimates and judgmental thresholds have been introduced, which may affect the amount and/or timing of revenue recognized. The new standard applies to contracts with customers. The new standard is effective for fiscal years beginning on or after January 1, 2018 and is available for early adoption.

The Company has not yet assessed the impact of adoption of IFRS 15 and does not intend to early adopt IFRS 15 in its consolidated financial statements.

### Leases – IFRS 16

Leases (‘IFRS 16’) replaces IAS 17, Leases (“IAS 17”). The new model requires the recognition of almost all lease contracts on a lessee’s statement of financial position as a lease liability reflecting future lease payments and a ‘right-of-use asset’ with exceptions for certain short-term leases and leases of low-value assets. In addition, the lease payments are required to be presented on the statement of cash flow within operating and financing activities for the interest and principal portions, respectively.

IFRS 16 is effective for annual periods beginning on or after January 1, 2019, with early adoption permitted if IFRS 15, Revenue from Contracts with Customers, is also applied. The Company is still evaluating the impact of the adoption of IFRS 16.

## **RECENT ACCOUNTING PRONOUNCEMENTS ISSUED AND NOT YET APPLIED** (Cont'd)

### Share-based Payments – IFRS 2

IFRS 2, Share-based Payments (“IFRS 2”) - In September 2016, the IASB issued final amendments to IFRS 2, which clarifies how to account for certain types of share-based payment transactions. The amendments provide requirements on the accounting for: (i) the effect of vesting and non-vesting conditions on the measurement of cash-settled share-based payments; (ii) share-based payment transactions with a net settlement feature for withholding tax obligations; and (iii) a modification to the terms and conditions of a share-based payment that changes the classifications of the transaction from cash-settled to equity settled. The amendments are effective for annual periods beginning on or after January 1, 2018, with early adoption permitted. The Company is currently assessing the impact of adopting these amendments on its consolidated financial statements.

## **ACCOUNTING ESTIMATES AND JUDGMENTS**

The preparation of the interim condensed 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 period. 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 expected life of property and equipment and intangible assets; inventory valuation; valuation of deferred income tax amounts; impairment testing on intangible assets; the calculation of stock-based compensation; and the valuation of options and warrants granted.

The most significant judgments are net realizable value of inventory, allowance for doubtful accounts, useful lives and impairment of capital assets and intangible assets, stock-based compensation expense, valuation of warrants, going concern uncertainty and realization of deferred tax assets.

## **RELATED PARTY TRANSACTIONS**

The Company has accrued and carries a significant balance on its consolidated financial statements of amounts due to related parties. The amounts represent compensation accrued with respect to salary compensation for its officers, and monthly compensation accrued for its directors and committee chairpersons that has accumulated over the past several years.

The Company’s Board of Directors are compensated at the rate of \$2,000 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 and any other material information deemed necessary.

## RELATED PARTY TRANSACTIONS (Cont'd)

One half of such amounts are accrued. Committee Chairpersons are selected from amongst the Directors of the Company to lead the Audit, Compensation/Corporate Governance and Strategic Planning/Human Resources committees. Chairpersons are remunerated at the following rates; Audit Chairman - \$1,000 per month, Compensation/Corporate Governance Chairman - \$1,000 per month, Strategic Planning / Human Resources Chairman - \$1,000 per month. All of the above amounts are recognized in the consolidated financial statements of the Company.

The terms for payment of the amounts accrued to the various Board and Committee members are restricted. These amounts can only be settled when individuals wish to exercise options that have been granted to them by the Company or to participate in a private placement being offered by the Company. Such amounts are non-interest bearing and unsecured.

The Company has an exclusive license agreement in place with a company owned and controlled by its CEO and Chairman of the Board regarding the use of patents related to the STAR-ISMS® technology. There were no license payments made or required to be made for the years ended December 31, 2018 and December 31, 2017.

The Company has an employment agreement in place with its CEO and Chairman of the Board regarding royalties to be paid upon future sales of the Company's STAR-ISMS® technology products which becomes effective under certain conditions on the termination of the CEO from the Company (Note 18(b)).

The amount due to related parties at December 31, 2018 is \$2,061,915 (June 30, 2018 - \$1,995,990) and is comprised of the following:

	<b>December 31, 2018</b>	June 30, 2018
Due to Directors	\$ 72,000	\$ 48,000
Due to Committee Chairpersons	18,000	12,000
Due to Chief Executive Officer – Viraf Kapadia <sup>(a)</sup>	1,797,991	1,706,546
Due to Chief Operating Officer – Jean-Louis Larmor	173,924	224,924
Due to Chief Financial Officer – Randy Koroll	-	4,520
<b>Total at December 31, 2018</b>	<b>\$ 2,061,915</b>	<b>\$ 1,995,990</b>

(i) \$1,988,147 (June 30, 2018 - \$1,644,663) of the balance bears interest at 5% per annum; \$61,883 (June 30, 2018 - \$61,883) of the balance is non-interest bearing. Interest accrued on the loan payable to the CEO for the period ended December 31, 2018 was \$51,053 (December 31, 2017 – \$40,488).

The Company also owes \$9,313 (June 30, 2018 - \$7,550) in credit card debt that is guaranteed by the CEO and Chairman of the Board in accounts payables and accrued liabilities.

## RELATED PARTY TRANSACTIONS (Cont'd)

Key management personnel cost included in the consolidated statement of comprehensive loss as of December 31, 2018 is \$324,803 (December 31, 2017 - \$354,238). These amounts which are included in general and administrative expense represent fees paid and accrued to directors and officers of the Company:

	<b>December 31, 2018</b>	December 31, 2017
Chief Executive Officer	<b>\$ 129,750</b>	\$ 141,000
Chief Operating Officer	<b>93,000</b>	123,750
Chief Financial Officer	<b>21,000</b>	12,000
Board of Director fees	<b>24,000</b>	24,000
Committee Chairperson fees	<b>6,000</b>	12,000
Interest on loan to Chief Executive Officer	<b>51,053</b>	41,488
<b>Total at December 31, 2018</b>	<b>\$ 324,803</b>	\$ 354,238

## 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.

## SUBSEQUENT EVENTS

On January 21, 2019, the Company announced the appointment of Mr. Michael Homer, P.Eng. ICD.D as Chief Operating Officer of the Company, effective January 14, 2019. He has held senior leadership positions including Executive Vice-President Breconridge, electronics manufacturing services (EMS), President of Americas Operations for Celestica, and Vice President, Honeywell Aerospace Airframe Systems. Along with this role he was also President, Honeywell Canada. He was a member of the Aerospace Association of Canada's (AIAC) Board of Directors, where he represented Honeywell Canada as a Canadian workshare partner on NATO programs. Before joining Honeywell, Mr. Homer had an 11-year career in the automotive industry with Ford Electronics Manufacturing Corporation. Mr. Homer is a Professional Engineer, certified by the Association of Professional Engineers of Ontario and a Certified Director by the Institute of Corporate Directors.

In January 2019, the Company acquired a majority controlling interest in SOLUTIONS ISONEO INC. ("ISONEO") from Finances Gestion & Développement SAS ("FGD"), a French Holding company. ISONEO is a specialised software subsidiary of FGD, developing complex solutions in engineering, simulation and development for Canadian customers. ISONEO was already working closely with Star in the development of Stars' MEDEVAC (STAR-ISAMM™ and STAR- LSAMM™) applications of the patented STAR-A.D.S. ® technology, and on Star's current R&D program with Bombardier. ISONEO be located in Star's new Montreal offices.

## **SUBSEQUENT EVENTS (Cont'd)**

The Company has entered into a ten-year lease for new premises located in Brampton, Ontario. The move has taken place and setup is proceeding as scheduled.

## **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.

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 period to period. 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 STAR-M.M.I.™ Division activities has been relatively stable on an annualized basis but 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.

Operating expenses are generally stable but will vary depending on required staffing levels, equipment update and replacement, sales activity and required R&D activities. These expense items are pre-revenue in nature. As the Company now offers a fully developed STAR-A.D.S.® System to the commercial aviation world, the demands upon its R&D department are increasing, resulting in the need to hire additional staff in this area. STAR-M.M.I.™ R&D expenses are relatively low at this point.

The Company's target clients for the flagship STAR-A.D.S.® System, and its variant applications, are mainly commercial airlines, helicopters and EMS operators. 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-T.T.T.™, STAR-V-*trk*™ and STAR-M.M.I.™ represent a much larger group which should require a shorter sales and installation cycle.

## **RISK FACTORS AND RISK MANAGEMENT (Cont'd)**

Also, as the Company is determined to protect its Intellectual Property, cases of potential infringement of patent are not predictable and the legal costs involved can be substantial.

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 makes 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.

In order to maintain and enhance its current competitive position, the research and development department of the Company is continually working to upgrade the existing functionality, size, weight and price point of the STAR-ISMS® G3 hardware, the capabilities of the STAR-A.D.S.® System as a whole and the ease of use and functionality of information available through the date management centre. Development of the next generation G3 system is complete.

Although the Company's exclusive world-wide license to the patented technology underlying the STAR-ISMS® unit provides a large measure of security, advances in technology are possible.

Regulatory matters can delay the sales process to varying degrees. The Company relies upon entities such as Transport Canada ("TC") to issue approvals such as Supplemental Type certificates ("STC's"), 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 Issuer's Annual and Interim Filings ("NI 52-109"), the CEO and CFO file a Venture Issuer Basic Certificate with respect to the financial information contained in the financial statements and accompanying Management's Discussion and Analysis. The Venture Issuer Basic Certificate 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 period ended December 31, 2018.