

**MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE
A.B. WON PAT INTERNATIONAL AIRPORT AUTHORITY, GUAM
Monday, February 28, 2022, 3:00 p.m.
GIAA CONFERENCE ROOMS 1 & 2**

1. CALL TO ORDER AND ATTENDANCE

The February 28 regular meeting of the Board of Directors of the A.B. Won Pat International Airport Authority, Guam ("GIAA" or the "Authority") was called to order by Chairman Bamba at 3:09 p.m. at the GIAA Terminal Conference Room #3, 355 Chalan Pasaheru, Tamuning, Guam, 96913.

Directors Present:

Brian J. Bamba
Gurvinder Sobti
Donald I. Weakley
Rosie R. Tainatongo

Offices or positions:

Chairman
Vice Chairman
Board Secretary

Directors Absent:

Lucy M. Alcorn (Excused)
Doyon A. Morato (Excused)

GIAA Officials:

Artemio R. Hernandez, Ph.D.
Jean M. Arriola
Juan Reyes
Antoniette Bautista
Raymond Quintanilla
Ken McDonald
Victor Cruz
Austin Grant

Deputy Executive Manager
Airport Services Manager
Air Terminal Manager
Accounting Supervisor
Operations Superintendent
Properties & Facilities Superintendent
Engineering Supervisor
Executive Secretary

William Brennan (Via VTC)
Frank R. Santos

Arriola Law Firm, GIAA Legal Counsel
TMG, GIAA Consultant

Chairman Bamba welcomed Airport tenants, stakeholders, and members of the public who are noted in a sign-in sheet attached to these minutes.

2. APPROVAL OF AGENDA

On motion duly made by Secretary Weakley, seconded by Director Tainatongo, the following resolution was unanimously passed via roll call vote:

Resolution No. 22-20

The Board hereby approves the agenda of the February 28, 2022 regular meeting, as presented.

3. APPROVAL OF MINUTES

A. January 31, 2022 - Regular Meeting

On motion duly made by Director Tainatongo, seconded by Vice Chairman Sobti, the following resolution was unanimously passed via roll vote:

Resolution No. 22-21

The Board hereby approves the minutes of the January 31, 2022 regular meeting, subject to corrections.

4. CORRESPONDENCE

Deputy Executive Manager Hernandez advised there was no Correspondence to report.

5. OLD BUSINESS

A. Performance Review - Executive Manager (June 2020 - December 2021)

Director Tainatongo suggested to table the Performance Review for GIAA Executive Manager, John M. Quinata, until the next regular Board meeting. The Board had no objection.

After further discussion, on motion duly made by Director Tainatongo, seconded by Chairman Bamba, the following resolution was unanimously approved via roll call vote:

Resolution No. 22-22

The Board hereby tabled the Performance Review of Executive Manager, John M. Quinata for the period of June 2020 to December 2021.

6. NEW BUSINESS

A. Acceptance of FY21 Financial Audit Report

Deputy Executive Manager Hernandez announced that as a result of an incomplete audit conducted by the Department of Administration (DOA) that impacts all Government of Guam agency audits, Management requests that the Board table the Acceptance of FY21 financial Audit Report until the next Board meeting.

Chairman Bamba inquired of the DOA audit has a target date. Deputy Executive Manager Hernandez advised that it is DOA's responsibility to complete the referenced audit, and those numbers impact GIAA's audit. Once completed, GIAA can complete its financial statements.

After further discussion, on motion duly made by Secretary Weakley, seconded by Director Tainatongo, the following resolution was unanimously approved via roll call vote:

Resolution No. 22-23

The Board hereby tabled the Acceptance of FY21 Financial Audit Report until the next Board meeting, under Old Business.

7. REPORT OF THE EXECUTIVE MANAGER

Reference is made to the Executive Manager's Report included as part of the Board's packet, which was presented by Deputy Executive Manager Hernandez. The report included brief updates on Airport operations, CIPs and Regulatory updates.

8. REPORT OF THE COMPTROLLER

Ms. Antoniette Bautista, Acting Comptroller reported on the revenues and expenses of the Authority as of **January 31, 2022**. Ms. Bautistareported that year-to-date Total Signatory Revenues are below budgeted revenues by **61.8%**, year-to-date Total Concession Revenues and Passenger Facility Charges are below budget by **50.0%** and **78.8%**, respectively. Year-to-date Total Other Revenues, inclusive of non-signatory and non-airline revenues are belowthe budget estimate by**23.9%**. Year-to-date Total Operating Revenues Actual of **\$9.4M** is **49.7%** below the budget estimate of **\$18.7M**. Year-to-date Total Operating Expenses are below budget by **22.1%**. Components of this line item include a **16.4%** decrease in Personnel Service, a **25.9%** decrease in Contractual Services, a**40.5%** decrease in Materials & Supplies and a **100.0%** decrease in Equipment/Furnishings from budgeted amounts for these respective categories. The actual year-to-date Net Revenues from Operations of **-\$2.7M** reflects a decrease of **182.3%** over the year-to-date budgeted amount of **\$3.2M**. Ms. Bautistareported that the year-to-date Debt Service Coverage is at **0.30** versus the requirement of **1.25**.

Deputy Executive Manager Hernandez informed the Board that the airport is expecting a portion of the \$15M ARPA funding to assist in offsetting revenue shortfalls. Brief discussion ensued.

At this time, Chairman Bamba announced the presence of Mr. Jesse Garcia, newly confirmed GIAA Board member. Mr. Garcia is attending the meeting as an observer, as he is awaiting his swearing in ceremony.

9. EXECUTIVE SESSION

Upon written recommendation of counsel, on motion duly made by Secretary Weakley, seconded by Vice Chairman Sobti, and unanimously approved, the Board recessed to convene into Executive Session at 3:34 p.m.

- A.** Litigation matters to which GIAA is currently a party: Office of Public Accountability Procurement Appeal Case Number OPA-PA-21-010 JMI Edison v.

Guam International Airport Authority, and CV0095-22; JohnDel International, Inc. dba JMI Edison vs. Office of Public Accountability, Guam International Airport Authority and Aircraft Service International, Inc. dba Menzies Aviation.

The Board convened into Executive Session at 3:36 p.m. to discuss Office of Public Accountability Procurement Appeal Case Number OPA-PA-21-010 JMI Edison v. Guam International Airport Authority, and CV0095-22; JohnDel International, Inc. dba JMI Edison vs. Office of Public Accountability, Guam International Airport Authority and Aircraft Service International, Inc. dba Menzies Aviation. Attending Executive Session were Directors Bamba, Sobti, Weakley, Tainatongo, Executive Manager Quinata, and Legal Counsel, William Brennan. Also present was the court reporter who will prepare a transcript of the Executive Session.

B. DFS Guam L.P. related litigation to which GIAA is or may be a party.

Calvo Fisher & Jacob, LLP advised prior to the Board meeting that recommendation of counsel requesting executive session was cancelled.

Executive Session adjourned at 3:59 p.m., at which time the Board returned to regular session.

10. PUBLIC COMMENTS

There were no Public Comments.

11. ADJOURNMENT

Motion to adjourn duly made by Secretary Weakley, seconded by Director Tainatongo; motion unanimously passed. The meeting was adjourned at 4:00 p.m.

Dated this 31st, day of March, 2022.



Brian J. Bamba
Chairman

Attest:



Donald I. Weakley
Board Secretary

Prepared and Submitted By:



Amanda O'Brien
Corresponding Secretary

BOARD OF DIRECTORS REGULAR MEETING

3:00 p.m., Monday, February 28, 2022

GIAA CONFERENCE ROOMS 1 & 2

Videoconference and Live Streamed via: <https://www.guamairport.com> or

<https://www.guamairport.com/corporate/about-our-airport/board-of-directors/airport-board-meeting>

Public Notice

First Notice:

Pacific Daily News – February 21, 2022

Notice to Media – February 21, 2022

Second Notice:

Pacific Daily News – February 24, 2022

Notice to Media – February 24, 2022

AGENDA

1. Call to Order and Attendance
2. Approval of Agenda
3. Approval of Minutes
 - A. January 31, 2022 Regular Meeting
4. Correspondence - None
5. Old Business
 - A. Performance Review – Executive Manager (June 2020 – December 2021)
6. New Business
 - A. Acceptance of FY21 Financial Audit Report
7. Report of Executive Manager
8. Report of the Comptroller
9. Executive Session
 - A. Litigation matters to which GIAA is currently a party: Office of Public Accountability Procurement Appeal Case Number OPA-PA-21-010 JMI Edison v. Guam International Airport Authority, and CV0095-22; Johndel International, Inc. dba JMI Edison vs. Office of Public Accountability, Guam International Airport Authority and Aircraft Service International, Inc. dba Menzies Aviation.
 - B. DFS Guam L.P. related litigation to which GIAA is or may be a party.
10. Public Comments
11. Adjournment



A.B. WON PAT INTERNATIONAL AIRPORT AUTHORITY, GUAM
Board of Directors Regular Meeting
3:00 p.m., Monday, February, 28, 2022
GIAA Terminal Conference Rooms 1 & 2

	<u>PRINT NAME</u>	<u>SIGN-IN SHEET COMPANY/AGENCY</u>	<u>CONTACT NO./EMAIL</u>
1.	FRANK SANTO	TMG	
2.	ANN BAUTISTA	GIAA	484-6874
3.	JUAN RIVERA	"	642-4450
4.	Jim A.	LI	646-0500
5.	Greg Mayer	AECOM	631-707-6281
6.	ELLIOTT LINDGREN	AECOM	215-207-1374
7.	Raymond Quirfania	GIAA	686 8211
8.	VICTOR J. CIZUL	GIAA	642-4438
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20.			

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 Find a new job
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**Homes
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 Discover your
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 Turn here for
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Stuff
 Household,
 Furniture,
 Pets & Stuff

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 For all categories except employment and real estate.
 There are no line limits

Good: Text only. 3 days in print/7 days online **\$35**
Better: Text with border. 5 days in print/10 days online **\$45**
Best: Text with border & image. 8 days in print/14 days online **\$60**

CATEGORIES
Animals for Sale: Livestock / Pets • **Automotive:** Cars/
 Motorcycles/Pickups and SUVs • **Celebrations • Fundraisers**
 • **Goods for Sale:** Auto Parts/Baby Items/Computers/Electronics/
 Exercise Equipment/Furniture/Household Goods/Miscellaneous/
 Musical Instruments/Sports and Outdoors Equipment/Tool • **Lost
 and Found • Heavy Equipment • Repairs and Installation:** Air
 Conditioning/Appliances/Cellphones/Computers/Electrical/Electronics/
 Plumbing/Repair and Installation Services Needed • **Services:** Child
 and Elderly Care/Educational/Lawn Care or Yardwork/Other Services/
 Therapeutic Massage/Tutoring/Cleaning Services • **Wanted to Buy**
 • **Watercraft:** Boats/Personal Water Craft

**EMPLOYMENT CLASSIFIED
 PACKAGES**
 There are no line limits

Good: Text only. 3 days in print and 7 days online **\$99**
Better: Text with border. 5 days in print/10 days online **\$114**
Best: Text with border & image. 8 days in print/14 days online **\$120**

CATEGORIES
Help Wanted Full Time • Help Wanted Part Time

**REAL ESTATE CLASSIFIED
 PACKAGES**
 There are no line limits

Good: Text only. 3 days in print / 7 days online **\$81**
Better: Text with border. 5 days in print / 10 days online **\$96**
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CATEGORIES
Businesses for sale • For Lease Land • For Rent Commercial
 • **For Rent Residential • For Sale Commercial • For Sale
 Residential • For Sale Land • Rooms for Rent**

OPEN RATE LINERS
 Priced per line
 All liners come with digital. There are no Print Only options.

Private Party Open Rate Liners
 ** Applies to all categories except for Employment and Real Estate
\$14.45 per line/per day for print and 3 days online.
\$50 5 days online – No Line Limit

Employment Open Liners
\$16.50 per line/per day for print and 3 days online.
\$75 5 days online – No Line Limit

Real Estate Open Liners
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\$85 5 days online – No Line Limit

Optional Adds for Open Liners
 • **Bold: \$2** • **Border: \$7** • **Image: \$7**

All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The Pacific Daily News/Pacific Sunday News reserves the right to edit, refuse, reject, classify or cancel any ad at any time. Errors must be reported in the first day publication. The Pacific Daily News/Pacific Sunday News shall not be liable for any loss or expense that results from an error in or omission of an advertisement. No refunds for early cancellation of order.

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 best deal for you...

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2013 BMW \$14000 X5 OBO
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 new beginnings...

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 BEN LUJAN TOWING,
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 Residential**
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 3BR/1BA
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Wanted to Buy

Are you in Financial Trouble?
 Need FAST CASH? I buy
 on/off island houses,
 lot, condos. I take over
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**REGULAR
 MONTHLY
 BOARD MEETING**
 Monday, February 28, 2022 at
 3:00 PM in Terminal
 Conference Rooms 1 & 2 and
 by Videoconference and Live
 Streamed via GIAA website:
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 10. Public Comments
 11. Adjournment
 Parking is available in the Public Parking Lot. Call the Board Office at 642-4717/18 for special accommodations.
 This ad is paid for by GIAA.

GUAM DEPARTMENT OF EDUCATION
 Office of Supply Management
 501 Mariner Avenue, Suite 116
 Barrigada, Guam 96913-1608
 Tel: 671-475-0438
 Fax: 671-472-5001
 Website: www.gdoe.net

JON J. FERNANDEZ
 Superintendent of Education

CARMEN T. CHARFAUROS
 Supply Management Administrator

INVITATION FOR BID
GDOE IFB 009-2022
Handwashing Sinks, Bottle Filling Stations and Accessories

SUBMISSION DATE: Monday, March 14, 2022 at 10:00 a.m. CHST

Note: It is solely the Bidders responsibility to review the website on a daily basis for the issuance of Amendments/Clarifications for any possible changes to the IFB.

IFB packages are available for download on the GDOE website at **www.gdoe.net/District/Department/12-Office-of-Supply-Management**.

*A hard copy may also be picked up at the GDOE Office of Supply Management at **501 Mariner Avenue, Suite 116 Barrigada, Guam 96913-1608.**

*A non-refundable fee of \$10.00 (cash only) is required upon hard copy pick-up.

This activity is administered by the Guam Department of Education (GDOE) - Federal Programs Division/Grants Office and funded by the U.S. Department of Education, Education Stabilization Fund II - State Educational Agency (ESF II-SEA)

/s/CARMEN T. CHARFAUROS
 SUPPLY MANAGEMENT ADMINISTRATOR
 For: JON J.P. FERNANDEZ
 SUPERINTENDENT OF EDUCATION

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**Homes
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new home

Auto
Turn here for
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Stuff
Household,
Furniture,
Pets & Stuff

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Wheels**
best deal for you...

Cars

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OBO
(671) 482-1818

**Careers
Jobs**
new beginnings...

Help Wanted Full Time

HIRING

ADMINISTRATIVE
ASSISTANT/ACCT.
CLERK

MUST BE COMPUTER
LITERATE/
QUICKBOOKS
KNOWLEDGABLE

BEN LUJAN TOWING,
INC.

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IT WORKS!**

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Real Estate**
starting fresh...

For Rent Residential

MAITE APT 4BR/2BA &
3BR/1BA
NEW RENO INCL ALL
APPL SEC 8 OK
4774239 7881119

Wanted to Buy

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Are you in Financial Trouble?
Need FAST CASH? I buy
on/off island houses,
lot, condos. I take over
payments. Up to 200k.
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**Assorted
Stuff**
all kinds of things...

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FOR SALE

R30 Cal Semi-Rifle
Rem with scope, sling.
Extra 5.56

Rifle barrel and 30 cal
ammo and 5.56 ammo
\$700.00

Call 671-987-1150

REGULAR MONTHLY BOARD MEETING

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by Videoconference and Live
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- Parking is available in the Public Parking Lot. Call the Board Office at 642-4717/18 for special accommodations.
This ad is paid for by GIAA.



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Individual will be responsible to provide technical support to system users at all company levels. This includes help desk, system setups, troubleshooting, maintenance, and monitoring, as well as assisting the Network Systems Administrator with various programs. This position requires minimum 2 years general IT & Systems experience. Ability to read and interpret documents such as safety rules, operating and maintenance instructions, and procedure manuals. Ability to use proper judgement to comply with local and federal regulations. Candidate must have a valid Guam drivers' license and have reliable transportation.

Please submit resume via email to recruitment@sppcorp.com or complete an application between 9 AM thru 4 PM, Monday thru Friday at our main office EVA Building across from St. John's School in Upper Tumon. Deadline for submission is March 18th, 2022.

South Pacific Petroleum Corporation
816 N Marine Corps Dr. FL 2
Tamuning, Guam 96913-4431
ATTN: HRO Recruitment

SPPC IS AN EQUAL OPPORTUNITY EMPLOYER



RETAIL SITE SUPERVISOR TRAINEE

Candidates must be well organized and detailed oriented, possess strong verbal and written communication skills, with the ability to manage and complete multiple tasks. As well as, exercise excellent interpersonal skills when dealing directly with customers, vendors and employees of the organization. While promoting strong customer service relationships in a fast paced, team environment. Previous Managerial and/or Supervisory experience with 3 years' experience in Retail business. Must have a valid Guam drivers' license and have reliable transportation. Current Health Certificate for Food Establishment is required. Ability to obtain a Food Serve Safe certification & Alcohol Beverage Control license. Must be proficient with Microsoft Office.

Please submit resume via email to recruitment@sppcorp.com or complete an application between 9 AM thru 4 PM, Monday thru Friday at our main office EVA Building across from St. John's School in Upper Tumon. Deadline for submission is March 18th, 2022.

South Pacific Petroleum Corporation
816 N Marine Corps Dr. FL 2
Tamuning, Guam 96913-4431
ATTN: HRO Recruitment

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Lucy M. Alcorn (Via VTC)
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Juan Reyes
Antoniette Bautista

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Deputy Executive Manager
Airport Services Manager
Air Terminal Manager
Acting Comptroller

William Brennan (Via VTC)
Frank R. Santos

Arriola Law Firm, GIAA Legal Counsel
TMG, GIAA Consultant

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Resolution No. 22-13

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3. APPROVAL OF MINUTES

A. December 16, 2021 - Regular Meeting

On motion duly made by Director Weakley, seconded by Director Tainatongo, the following resolution was unanimously passed via roll vote:

Resolution No. 22-14

The Board hereby approves the minutes of the December 16, 2021 regular meeting, subject to corrections.

4. CORRESPONDENCE

Executive Manager Quinata advised there was no Correspondence to report.

5. OLD BUSINESS

Executive Manager Quinata advised that Mr. Frank Santos, GIAA Consultant, will present the Old Business items for the Boards consideration.

A. Rehabilitate Runway 6L/24R Phases 1a and 1b – Change Order No. 4

Mr. Santos informed the Board that the referenced change order is in connection with contract No. GIAA-20-02 (C), with Hawaiian Rock Products Corporation in the amount of \$219,042.94. Said change order will compensate the Contractor for the overhead cost due to a concrete slab over a waterline under the runway. In addition to overhead costs, there will be a time extension of eighty-one (81) days, bringing the completion date to April 22, 2022. Change Order No. 4 is subject to FAA approval.

Chairman Bamba inquired if GIAA was able to foresee the waterline issue. Mr. Santos replied that the impact of the waterline was not known until the demolition portion of the project, which then required the designer of record to revisit the project. In addition to the impact of the waterline, COVID-19 exposures also contributed to the delay in the construction schedule.

After further discussion, on motion duly made by Secretary Weakley, seconded by Director Tainatongo, the following resolution was unanimously approved via roll call vote:

Resolution No. 22-15

The Board hereby approves Change Order No. 4, for Rehabilitate Runway 6L/24R Phases 1a and 1b, in the amount of \$219,042.94, and a time extension of eighty-one (81) calendar days to Hawaiian Rock Products Corporation, subject to FAA approval.

B. Rehabilitate Runway 6L/24R Phases 1a and 1b – Work Order No. 5

Mr. Santos informed the Board that the referenced work order is in connection with change Order No. 4. Due to the time extension referenced under Change Order No. 4, extension of CM Services contract with SSFM International, Inc. is also presented for Board consideration. Said

Work Order No. 5 is in the amount of \$530,000.00, and subject to FAA concurrence. The time extension for CM Services coincides with construction schedule of four (4) months, with an additional one (1) month for post-construction work.

After further discussion, on motion duly made by Secretary Weakley, seconded by Vice Chairman Sobti, the following resolution was unanimously approved via roll call vote:

Resolution No. 22-16

The Board hereby approves Work Order No. 5 for Construction Management Services for Rehabilitate Runway 6L/24R Phases 1a and 1b, in the amount of \$530,000.00 to SSFM International, Inc., subject to FAA approval.

C. International Arrivals Corridor – Supplemental Agreement No. 2

Mr. Santos presented Supplemental Agreement No. 2 relative to the Terminal Building Structural Upgrade and Concourse Isolation project, and contract with Black Construction Corporation (Contractor). The referenced Agreement is based on Change Order No. 19, previously approved by the Board of Directors at the March 25, 2021 Board meeting. As a condition of Contract Change Order No. 19, the Contractor's Overhead fees in the amount of \$8,812,530.00 shall be executed as a modification to the Contract subject to availability of funds.

Pursuant to referenced Supplemental agreement, the amount of \$8,812,530.00 will be identified by GIAA for project closure. Chairman Bamba asked for confirmation on conclusion of project. Mr. Santos assured the Board that no further modifications shall be made to this contract.

Ms. Antoniette Bautista informed the Board that the funding source identified is Unrestricted Reserves.

After further discussion, on motion duly made by Secretary Weakley, seconded by Director Alcorn, the following resolution was unanimously approved via roll call vote:

Resolution No. 22-17

The Board hereby authorizes Management to execute Supplemental Agreement No. 2 for the Contractor's Extended Overhead Claim under Terminal Building Structural Upgrade and Concourse Isolation Project, in the amount of \$8,812,530.0, from Unrestricted Reserves as a funding source.

6. NEW BUSINESS

A. Ratification of FAA Grant Agreement No. 115 – Concessions Rent Relief Airport Rescue Grant

Deputy Executive Manager Hernandez presented FAA Grant Agreement No. 115, Concessions Rent Relief Airport Rescue Grant for ratification by the Board. The Grant Agreement is reimbursable in the amount of \$1,585,676.00. Discussion followed relative to the utilization of

the funds, with the Deputy Executive Manager stating that the funds will reimburse GIAA for the relief that was provided to MAG tenants due to COVID-19.

After further discussion, on motion duly made by Secretary Weakley, seconded by Director Tainatongo, the following resolution was unanimously approved via roll call vote:

Resolution No. 22-18

The Board hereby ratifies the Executive Manager and Legal Counsel's execution, and acceptance of the FAA Grant Agreement, Concessions Rent Relief Airport Rescue Grant – 3-66-0001-115-2022, in the amount of \$1,585,676.00.

B. Approval of Legal Invoices – Calvo Fisher & Jacob, LLP: DFS Guam L.P. – For the Month of November 2021

The next item discussed was invoices from Calvo Fisher & Jacob, LLP (CFJ) relative to legal services incurred in November, 2021. Pursuant to GIAA's legal services contract with CFJ, services relating to general matters that exceed a monthly amount \$10,000.00, Board approval is required. Deputy Executive Manager Hernandez informed the Board that GIAA received invoices from CFJ for general matters in the amount of \$13,788.98 for the month of November, 2021.

After further discussion, on motion duly made by Secretary Weakley, seconded by Director Alcorn, the following resolution was unanimously approved via roll call vote:

Resolution No. 22-19

The Board hereby authorizes the Authority to issue payment to Calvo Fisher & Jacob, LLP for legal fees incurred in November 2021 pertaining to general matters that exceed the monthly cap of \$10,000.00, in the amount of \$3,788.98.

7. REPORT OF THE EXECUTIVE MANAGER

Reference is made to the Executive Manager's Report included as part of the Board's packet, which was presented by Executive Manager Quinata. The report included brief updates on Airport operations, CIPs and Regulatory updates.

Secretary Weakley requested that Management provide numbers of enplaned passengers. Executive Manager announced that numbers declined.

Chairman Bamba congratulated Management on a successful ribbon cutting for the International Arrivals Corridor. The Chairman went on to announce the departure of Director Belanger from the Board of Directors and the nomination of Mr. Jesse Garcia to the GIAA Board of Directors.

The Chairman recognized the hard the work of Ms. Antoniette Bautista, taking on the Acting Comptroller role, after the retirement of Mr. John Rios.

Chairman Bamba congratulated all employees that received awards at the recent employee recognition event, and thanked Management for their stewardship and dedication to development of employees. Director Alcorn and Director Tainatongo congratulated the awardees.

8. REPORT OF THE COMPTROLLER

Ms. Antoniette Bautista, Acting Comptroller reported on the revenues and expenses of the Authority as of **December 31, 2021**. Ms. Bautista reported that year-to-date Total Signatory Revenues are below budgeted revenues by **58.8%**, year-to-date Total Concession Revenues and Passenger Facility Charges are below budget by **65.5%** and **79.0%**, respectively. Year-to-date Total Other Revenues, inclusive of non-signatory and non-airline revenues are below the budget estimate by **23.0%**. Year-to-date Total Operating Revenues Actual of **\$6.4M** is **52.8%** below the budget estimate of **\$13.5M**. Year-to-date Total Operating Expenses are below budget by **20.7%**. Components of this line item include a **18.7%** decrease in Personnel Service, a **22.7%** decrease in Contractual Services, a **25.8%** decrease in Materials & Supplies and a **100.0%** decrease in Equipment/Furnishings from budgeted amounts for these respective categories. The actual year-to-date Net Revenues from Operations of **\$-2.7M** reflects a decrease of **228.5%** over the year-to-date budgeted amount of **\$2.1M**. Ms. Bautista reported that the year-to-date Debt Service Coverage is at **0.35** versus the requirement of **1.25**.

A brief discussion on an increase in enplanements, and expenditures then took place. Chairman Bamba inquired on the \$15M ARPA funding. Deputy Executive Manager Hernandez replied that the funding is anticipated to be received February 2022.

Deputy Executive Manager Hernandez added, that the Audit should be expected at the next Board meeting.

9. EXECUTIVE SESSION

There was no Executive Session.

10. PUBLIC COMMENTS

There were no Public Comments.

11. ADJOURNMENT

Motion to adjourn duly made by Director Alcorn, seconded by Director Tainatongo; motion unanimously passed. The meeting was adjourned at 3:52 p.m.

Dated this _____, day of _____, 2022.

Attest:

Brian J. Bamba
Chairman

Donald I. Weakley
Board Secretary

Prepared and Submitted By:

Amanda O'Brien
Corresponding Secretary

EXECUTIVE MANAGER'S REPORT

GIAA BOARD OF DIRECTORS MEETING

February 28, 2022

AIRLINE UPDATES

March 2022 Scheduled Flights

		CARRIERS									
		UA	PR	LJ	JL	KE	7C	CI	TW	RS	BX
DESTINATIONS	HNL	7x weekly									
	NRT	7x weekly			Suspended thruMay 31,2022						
	KIX										
	MNL	7x weekly	4x weekly								
	SPN	7x weekly									
	ROR	2x weekly									
	PNI	1x weekly									
	YAP	1x monthly									
	TKK	1x weekly									
	ICN			2x weekly		2x weekly	Suspended Through March 2022		2 x weekly	2x monthly	Suspended through March
	PUS										
	TPE							Suspended through March 2022			

Air Service Snapshot:

	December 2021	January 2022	February 2022	March 2022
Weekly flights	53	45	39	43
Weekly Seat Capacity	10,824	9,521	7,979	7,926
# of Destinations Served	8	9	9	9
# of Airlines Operating	8	7	6	6
# of Enplaned Passengers	21,180	17,140		

JAL Pilot Training and Continued Suspension of NRT Route

JAL will be conducting pilot training on its B737-800 from February 27 – March 7, 2022 and April 1 through 9, 2022. JAL also announced continued suspension of its Guam service through May 31, 2022.

MASTER PLAN UPDATE

AECOM and EM Chen & Associates began their site inspections and assessments to inventory property and assess facility conditions throughout the terminal, airfield, support facilities and south ramp areas from February 21 – 26, 2022. Visioning Sessions with identified groups of stakeholders are planned for March 2, at 9:30am and at 1:30pm and an internal team review on



EXECUTIVE MANAGER'S REPORT

GIAA BOARD OF DIRECTORS MEETING

February 28, 2022

Friday, March 4, 2022 at 9:00 am.

REGULATORY UPDATES

FAA UDO Review

The monthly FAAUDO meeting will be held on March 3, 2022 to brief and discuss status of the various CIP projects and funding.

FAA Part 139 Inspection

The annual FAR Part 139 facility inspection for Guam is tentatively scheduled for March 21 – 23, 2022.

USCBP Biometric Entry/Exit Briefing

The USCBP Program Manager for Biometric Entry-Exit Passenger Programs, Jonathan D. Prescott, will be providing an update on Biometric Entry system already in place and operation in our facility, and a briefing to the airport and airline stakeholders on the Exit portion of the program on March 9, 2022 @ 9:30am.

EMPLOYEE DEVELOPMENT:

DPHSS Pandemic Plan Writing Retreat

GIAA Personnel, Operations Superintendent Ray Quintanilla, Assistant Fire Chief Ray Santos, and Lt. Dean Delgado participated in DPHSS's Pandemic Plan Writing Retreat held February 22 – 24, 2022. Workshop participants were identified and comprised of various organizations and agencies who have a key role in response to a pandemic and are made up of individuals that can represent the agency with the authority to update and make changes to agency response as outlined in the 2008 Guam Pandemic Plan.

Hazardous Waste Training

Thirty-eight (38) personnel from various sections and divisions completed the Hazardous Waste Operations and Emergency Response Standard training on February 9th & 22nd, as outlined in OSHA 29 CFR 1910.120. This course is for employees who complete tasks involving removing hazardous waste, exposure or potentially exposed to hazardous substances and exposure to health hazards. Certified training was provided by Safety Administrator Anthony Quidachay, providing invaluable cost savings to the organization.

ANNOUNCEMENTS:

- The Guam International Airport has commenced **with re-accreditation efforts under the Airports Health Accreditation Program**, which expires April 6, 2022. To be re-accredited, GIAA must submit evidence how their health measures are aligned with the ACI Airport Operations and COVID-19: Business Recovery guidelines and ICAO Council Aviation Restart Task Force recommendations along with industry best practices.



EXECUTIVE MANAGER'S REPORT

GIAA BOARD OF DIRECTORS MEETING

February 28, 2022

Evidence is submitted through a 100+questionnaire that will be reviewed and assessed by an ACI and ICAO health evaluation committee.

- The Guam International Airport successfully completed support functions as a staging and operational site for **Cope North 22' Exercises** held February 4 –11, 2022. Two US Navy fighter jets, a small detachment of approximately 30 personnel and required support equipment to safely conduct simulated fighter and air-refueling flight operations 4 sorties daily utilized Guam Airport facilities throughout the duration of the exercise. GIAA conducted an After-Action briefing, with no issues and zero incidents reported throughout the exercise. GIAA support also included light carts, portable fire extinguishing bottles, and apron protection barriers.
- The Guam International Airport will serve as a support location for the upcoming **USN Parachute Drop Training** scheduled for March 5 – 11, 2022. Two USN C2 aircraft with 25 personnel and logistics are anticipated to be staged at the South Ramp, with drops to take place off airport property.
- FAA's Western Pacific Division released its Year in Review Newsletter which prominently featured Guam's contribution, "**Transitioning from Construction to Operations in the new International Arrivals Corridor**". Copy attached for reference.
- GVB has resumed its free PCR testing program for visitors returning home, effective February 28 through March 31, 2022. GVB will cover the cost of one PCR test per person, per week. Participating clinics will provide test results and necessary health documentation within 48 hours to the patient. Access to this program is available through GVB's website visitguam.com/pcr.



AWP– Airports Division, Safety and Standards Branch Year in Review

Federal Aviation Administration

February 2022

Thank You

Charlotte Jones
Lead, Airport Certification Safety Inspector

Western-Pacific Region has the best airports and airport operators in the country. Thank you for the steadfast hard work you do to prove this each and every day. I've said many times that the average airport user does not know or see all the behind the scene efforts it takes to operate and maintain an airport. For most of them, they simply want to show up, check in, clear security, board their aircraft, and arrive safely at their destination. We in Airports Division know first hand all the planning and programming it takes to maintain an airport of any size. We also understand the commitments airport operators make to safety and cannot thank you enough.

Your cooperation this past fiscal year (FY) personified teamwork in the best way possible and we appreciate you for being so accommodating with the new approach to conducting the Part 139 inspections. In spite of COVID and with your compliant attitude, in FY 21, we were able to complete 36 Part 139 inspections. The amended inspection format, while not ideal, was effective.

The administrative inspection afforded the Airport Certification Safety Inspectors (ACSI) the opportunity to review the records and training programs more thoroughly. Uploading the records was a tedious undertaking on your part and we appreciate all the time spent to ensure all required documents were received. As we moved from one inspection to the next, it is my hope that the process was improved.

The physical inspection, which included the airfield, the aircraft rescue and firefighting facility and equipment, a timed response drill, and the fuel farm and mobile fuelers afforded us to focus all of our attention on the outside. While it is impossible to find every non-compliant issue during our limited time at the airport, the separation of the physical inspection from the administrative inspection afforded the ACSI to focus solely on these areas.

Your assigned ACSI may choose to conduct the FY 22 Part 139 inspection as we did in FY 21 or as we did prior to COVID. At any rate, he/she will communicate this to you ahead of time and plan accordingly.

Not only were you Rock Stars during the inspections, you excelled at every short notice request for information asked of you. As you are aware, all of our airports are not in the same time zone. Yet, when a quick turnaround was needed, you answered the call. From the Airport Crisis Response Reporting Tool implementation to the Aircraft Rescue and Firefighting Input-Based Testing Systems request and NFPA 407 Fueling Standard request (just to name a few), you answered the data call without delay and proved we make things happen. Again, you are the best and we say **THANK YOU!**

The Western-Pacific Region Airports Division oversees airport development, certification, and safety in the following states and territories:

- Arizona
- California
- Hawaii
- Nevada
- American Samoa
- Guam
- Commonwealth of the Northern Mariana Islands



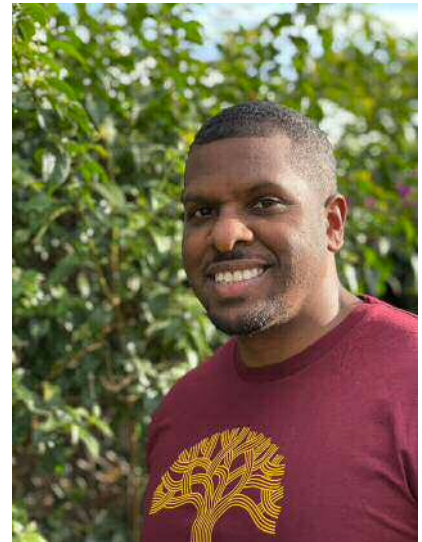
In This Issue

- 620 Spot Light
- Bishop Airport, New Certificated Airport
- LAS 2021 Full Scale Exercise
- LAX: Returning to (the New) Normal — Maintaining Airport Operations, Airfield Facilities and Building for the Future
- GUM: Transitioning from Construction to Operations in the new International Arrivals Corridor
- Reminders:
 - ◆ UAS Response Plan Training for AEPs
 - ◆ ARFF Communication Procedures at Part 139 Airports During ATC-0
 - ◆ Airport Crisis Response Reporting Tool
 - ◆ Airport Contacts

620 Spotlight: Mr. Christopher Phillips

Mr. Christopher Phillips joined the Federal Aviation Administration (FAA) as an Airport Certification Safety Inspector (ACSI) in April 2019. Despite the COVID Pandemic interrupting the pace of his training in 2020, we are pleased to announce that Chris successfully completed all credentialing criteria in May 2021. A few of these requirements includes completion of:

- ◆ Aircraft Rescue and Firefighting (ARFF) Training
- ◆ Compliance and Enforcement Course
- ◆ GCR 5010-1 Airport Master Record and Electronic Reporting Course
- ◆ eLMS ACSI Computer Based Instruction Modules
- ◆ FAA Academy Course #06045, Airport Planning and Design Course
- ◆ Basic Aircraft Accident Investigation Course



As an ACSI, Chris is responsible for conducting periodic and surveillance inspection at Part 139 airports, in addition to working collaboratively with the Airports District Offices (ADO) and other FAA divisions such as Runway Safety Office, Flight Standards (FS), and Air Traffic and airports to improve surface safety by mitigating and eliminating runway incursions and aircraft excursions. His duties also includes but is not limited to:

- ◆ Reviewing Construction Safety Phasing Plans to ensure operational safety during construction.
- ◆ Conducting reviews and approvals of wildlife hazard assessments and wildlife hazard management plans at Part 139 airports and works closely with airports, ADOs, Wildlife Biologists and other technical experts and stakeholders on mitigating animal damage control on and in the vicinity of airports.
- ◆ Working with Part 139 Airport Operators to ensure compliance in the areas of ARFF, operational safety during construction, airport winter safety operations, wildlife hazard management, airport fueling safety, marking, lighting and signage on airports, and airport pavement and safety area compliance.
- ◆ Conducting investigations and ensures the 14 CFR Part 139 program is carried out in accordance with the FAA's Compliance and Enforcement Program.
- ◆ Investigating potential regulatory violations and recommending enforcement actions. Investigating incidents and accidents on airports and works closely as directed with National Transportation Safety Board and FS as directed.

Chris is from the great state of California and was introduced to aviation at an early age. He started flying at the age of 14, soloed on his 16th birthday, and received his private pilot's license a few days after his 17th birthday. He has 11 years of airport operations and administration work experience.

Prior to joining the FAA, Chris worked at several airports including Bob Hope (BUR), Los Angeles International (LAX), and San Francisco International (SFO). While at BUR, he worked as an intern in Landside Operations, Airside Operations, IT, Engineering, and Environmental. At LAX, he worked as an Airport Superintendent of Operations where he led Airfield and Terminal Management Operations. He performed runway and taxiway inspections, oversaw movement area closures for construction and monitored construction projects on the airfield; monitored baggage handling systems and passenger logistics; and managed the condition of parking structures and vehicles roadway in and around the airport entry and exit points. During his time at SFO, he worked as an Airfield Safety Officer performing runway and taxiway inspections, movement area closures for construction, and monitored several simultaneous construction projects on the airfield that affected movement areas, ramps, and gates.

Chris holds a Bachelors degree in Aviation Administration from San Jose State University. He loves watching football and enjoys cooking, biking, hiking, and weightlifting. We are extremely happy that Chris powered through the training constraints presented by COVID and is now fully credentialed!

Bishop Airport: New Certificated Airport

Ashley Helms, *Deputy Director, Bishop Airport*

Charlotte Jones, *Lead, Airport Certification Safety Inspector*

The authority of the Administrator to issue, deny, and revoke Airport Operating Certificates (AOC) is delegated to the Associate Administrator for Airports, Director of Airport Safety and Standards, and Regional Airports Division Managers. On September 29, 2021, Mr. Mark McClardy, Director, Airports Division, presented the Bishop Airport (BIH), also referred to as the Eastern Sierra Regional Airport, with its AOC. This was a proud moment for the Western-Pacific Region because it has been many years since we certificated a new airport. With BIH's certification, we now have 61 certificated airports in the region.



Bishop from the air

BIH is located two miles east of the City of Bishop in the Owens Valley – situated between the Sierra Nevada Mountains to the west and the White Mountains to the east. The Airport is operated by Inyo County on a land lease from the Los Angeles Department of Water and Power and was established in its current location in the 1920's. The US Army sub-leased BIH for use as a training and storage facility during World War II, greatly expanding the airfield and other facilities.

Bishop's setting is an irresistible draw to outdoor enthusiasts, artists and businesses alike. The town is world famous for its scenery, hiking, fishing, rock climbing, skiing/snowboarding, hunting, bakeries and for its mules. The Bishop Mule Days Celebration is a six-day event taking place Tuesday through Sunday the week before Memorial Day on the Tri-County Fairgrounds. The world-famous Mule Days Parade on Saturday is one of the largest non-motorized parades in the nation.



Mule Days - photo provided by Mule Days



Night Sky with Bristlecone - photo by Jude Allen

Bishop Airport Cont.

BIH provides a gateway to the broader Eastern Sierra region, which includes Death Valley National Park, Mount Whitney, the Mammoth Mountain Ski Area and the eastern entrance to Yosemite National Park. On December 19, 2021, United Express (operated by SkyWest Airlines) commenced commercial air service operations at BIH. The initial flight schedule includes daily flights to DEN, SFO and LAX.



Super moon over Mt. Whitney - photo by Mike Shaw



Bishop Creek Canyon - Lake Sabrina - photo by Witten

The journey for BIH's certification began many years ago and is truly a remarkable story. Not only did the staff have to work with two Airport District Offices (ADO) but they also endured four Airport Certification Safety Inspectors inspecting the airport, including one from another Region. Nevertheless, they did not waiver in their commitment for certification.

Date	Action
2005 - 2010	BIH is not eligible for FAA grants because the airport lease with the Department of Water and Power (DWP) is close to expiration. Inyo County works with DWP and in 2010 receives an airport easement from DWP, which guarantees the land can be used as an airport indefinitely. This allows BIH to receive AIP grants to begin making much needed facility upgrades.
2012 - 2014	Inyo County recognizes the need for reliable air service to the region to facilitate economic development. Inyo County reaches out to the FAA to discuss the potential of commercial air service at BIH. FAA recommends coordination with the Town of Mammoth Lakes (TOML) on a regional solution.
2015	Coordination between Inyo County and TOML begins. The Eastern Sierra Council of Governments (ESCOG), comprised of two Board members from Inyo County, TOML, City of Bishop, and Mono County, discusses and supports working towards a regional solution for air service. Inyo County completes FAA funded signage and lighting upgrades at BIH.
2016	ESCOG sends a letter to the FAA requesting that the LAX and SFO ADOs (and representatives from the Western Pacific Regional Office) make a visit to the two airports. FAA visit occurred in July 2016. ESCOG creates Mammoth Inyo Airport Working Group to discuss regional air service solutions. Inyo County completes FAA funded pavement rehabilitation, runway and taxiway markings and security fence project.
2017	In February Allegiant Air sends FAA a Letter of Interest in regards to potential commercial flights to BIH. Inyo County completes FAA funded apron reconstruction project.
2018	In January Inyo County and TOML adopt and sign a Statement of Intent for Flexibility and Cooperation in the Development of Infrastructure and Programs in Support of the Provision of Reliable and Expanded Commercial Air Service and sends it to the FAA. The FAA returns to visit each airport. Shortly after this visit, Rusty Gregory and Eric Clark of MMSA are quoted in The Sheet (https://thesheetnews.com/2018/02/09/tbidness-deals/) saying that they support commercial service at BIH.

Bishop Airport Cont.

Date	Action
2019	United Airlines submits a Letter of Intent to start commercial air service at BIH. The FAA revisits the airport. Monthly meetings begin with TOML, Inyo County, FAA (LAX and SFO ADOs and the Regional Office), and CALTRANS to work towards commercial service at BIH. Environmental Assessment (EA) is started. AIP grants awarded for taxiways and Runway 12-30 pavement rehabilitation projects. The runway project was one of two projects chosen in CA for the Consolidated Appropriations Act of 2018. Inyo County and TOML is awarded the Herman C. Bliss Partnership Award at the 10th Annual FAA Western-Pacific Region Airports Conference.
2020	Inyo County completes rehabilitation of all airfield taxiways and Runway 12-30. EA still ongoing.
2021	FAA visits airport. FONSI/ROD for EA, 139 Certification, and OpSpec Amendment for SkyWest Airlines operating as United Express was signed on August 12, 2021. Airport Operating Certificate became effective on October 1. The first flight occurred on December 19, 2021.

For any general aviation (GA) airport, Part 139 certification is an exciting and tremendous feat; however, the regulatory requirements can be overwhelming. Ensuring the airfield infrastructure meets standards and acquiring an aircraft rescue and firefighting (ARFF) vehicle are only half the battle. BIH also had to ensure all personnel were properly trained prior to assuming duties required under the Airport Certification Manual, (ACM) and develop an

- (1) ACM (to include the Sign and Marking Plan, Airport Emergency Plan and Snow and Ice Control Plan);
- (2) airport specific ARFF Training Program in accordance with Advisory Circular (AC)150/5210-17, *Programs for Training of Aircraft Rescue and Firefighting Personnel*;
- (3) airport specific Ground Vehicle Training Program (to include movement and non-movement areas) in accordance with AC 150/5210-20, *Ground Vehicle Operations to include Taxiing or Towing an Aircraft on Airports*; and
- (4) airport specific Self-Inspection Training Program that meets all requirements of AC 150/5200-18, *Airport Safety Self-Inspection*.

To help facilitate the process, we established a certification target date, milestone dates for required documents review, implemented monthly meetings, and worked collectively as a team to make this momentous occasion successful.

The expectation is not for a GA airport to be 139 compliant upon the initial certification inspection; after all, there are a lot of regulatory items to wrap your head around. However, we do expect a compliant attitude and that definitely exists at BIH. Led by Ms. Ashley Helms, Deputy Public Works Director, not only did Team BIH do an amazing job of addressing the airfield and administrative requirements, they worked diligently and combed through 14 CFR Part 139, the applicable ACs, and Engineering Briefs to gain knowledge and understanding of the standards.

Communication was the most crucial element in this accomplishment. While the journey may have been long, all the twists and turns along the way were worth the time and effort it took to get to today.

Well done Team BIH and welcome to our certificated airport family!



LAS 2021 Full-Scale Exercise

A.J. Cieplenski, ACE
Airport Emergency Administrator
McCarran International Airport

McCarran International Airport's (LAS), full-scale triennial exercise took place on Thursday morning, September 9, 2021, alongside local first responders and over 100 other participants. As you can imagine, preparing for a Triennial Full-Scale Exercise can be daunting, especially in the midst of a pandemic. LAS embraced this unique challenge and used the opportunity to further develop its community response plan in support of a mass casualty aircraft emergency. By taking steps such as early coordination with the Federal Aviation Administration (FAA), conducting outreach to other airports and putting extra emphasis on COVID-19 protocols, LAS was able to successfully complete the FAA's mandatory requirement for a full-scale emergency response drill once every 36 consecutive calendar months.

Even under ideal circumstances, planning for a triennial exercise begins more than a year in advance. Preparation for this year's exercise began with knowing that due to the ongoing COVID-19 situation, we needed to reduce the number of volunteers, and those volunteers would be supporting multiple victim roles. Similarly, the date of the Triennial fell during a period when Clark County, where LAS is located, was experiencing high transmission rates of COVID-19. While challenging, these circumstances presented an opportunity to explore potential solutions and innovative ways to meet the objectives of the Full-Scale Exercise. A benefit of having the exercise later in the year was having the opportunity to reach out to other airports and gain insight from how they navigated COVID-19 restrictions. Denver International Airport (DEN) in Colorado and the Tri-Cities Airport (TRI) in Tennessee were gracious in providing valuable information about what it was like to run this exercise in the midst of a pandemic and offering suggestions to make it safer for all participants through detailed mitigation measures.



Once the COVID-19 measures were worked out, LAS developed basic exercise scenario goals and objectives then integrated them into the standard planning process. Next, the emergency management team reached out to the FAA Western-Pacific Airports Division Inspector team to ensure there were no issues with the proposed scenario, simulations, and COVID-19 mitigation measures. The team also benchmarked the successes of other airport exercises using many of the creative exercise simulations.



LAS Triennial Full-Scale Exercise Cont.

There were also guidelines from various government agencies that needed to be incorporated into the execution plan. Following these directives was critical for the safety of participants. Exercise objectives were met by utilizing simulations to satisfy COVID-19 mitigation requirements. Some of these simulations included: using injury-tagged sand bags to represent decedents; recycling victim-actors to limit the number of personnel exposures; wearing facemasks inside the Emergency Operations Center (EOC); providing an ample supply of hand sanitizer; limiting victim contact with equipment and high touch points; implementing a virtual EOC with 50% of staff joining remotely; and operating a fully virtual Joint Information Center. This was a great opportunity to test new technologies and processes that may not have been considered or implemented under normal circumstances.

Thanks to some external benchmarking and communicating with the FAA Airports Division prior to the exercise, LAS met its exercise goals and objectives, receiving many compliments on the execution of the exercise. However, as with any event like this, there is always an opportunity to learn and grow. With this in mind, during the hot wash, some of the feedback and suggestions received included: consistent ICS application; implementing a more effective victim triage process to ensure a smoother flow for treating, transporting and tracking victims; syncing the various clocks to avoid minor time discrepancies in reporting; and fixing some of the communication difficulties stemming from the use of a virtual EOC. All in all, it can be said without reservation that the 2021 LAS Triennial Exercise was, an emergency preparedness training success!



Returning to (the New) Normal – Maintaining Airport Operations, Airfield Facilities and Building for the Future

Corey Schultheis and Alex Fagin
Los Angeles International Airport



The New TBIT West Gates looking to the South
Photo Credit: Los Angeles World Airports

The COVID-19 pandemic continues to challenge the meaning of the word normal. The workflow of many organizations has changed substantially with a result of the sudden transition from face-to-face interactions to telecommuting. In aviation, while many safety, security, and maintenance positions require personnel to be on site, some administrative positions provide some flexibility in their work opportunities. Alternatively, with a significant reduction in face-to-face interactions during the onset of the pandemic, business travel has significantly reduced leading to a noticeable reduction in enplanements affecting a commercial airport's bottom line. As a major worldwide player in airport initiatives and infrastructure, LAWA continues to evaluate efficiency throughout our organization while adjusting to operational challenges presented each day.

Although the pandemic continues, the introduction of vaccines and relaxed travel policies have enabled passenger growth and allowed LAX to forge a path toward normalcy. The return of flights, passengers and staff creates a new challenge: how do we leverage the events of the past to ensure our "new normal" will be the best normal possible? For instance, at LAX we no longer hold every meeting in person (old-normal), nor do we hold every meeting exclusively online (the temporary normal). Instead, we have begun combining the flexibility, technology and time savings of conference calls with the undeniable productivity, relationship building and enhanced coordination that comes from in-person meetings. While some meetings are still exclusively online, we are turning others into hybrid models that enable maximum participation and generate maximum results. The move toward hybrid meetings is just a small example of the move from pandemic operations to the new normal.

Of course, we haven't completely returned to normal and some of the challenges from 2020 continue into 2021. For instance, while overall passenger traffic is growing over 2020, our passenger traffic still has not returned to pre-pandemic levels. Just 5.3 million international passengers passed through LAX so far this year (Jan – Sep 2021), a number that pales in comparison to the 19.6 million passengers for the same period in 2019. While passenger traffic continues to climb towards normalcy, cargo volumes have skyrocketed past previous highs to create new operational challenges at LAX.

Air Cargo and Ground Service Equipment

Between 2019 and 2020, LAX saw an incredible 76% increase in cargo landed weight (7.5 and 13.2 million pounds respectively as noted in data from the FAA's Air Carrier Activity Information System (ACAIS)). This made LAX, already a

Returning to (the New) Normal Cont.

major passenger hub, also the fourth busiest airport in the country for cargo landed weight. Statistics gathered thus far only suggest that this number will be even higher in 2021. With this increase in cargo, we have also seen LAX facilities pushed to the limits. Many on-site cargo warehouses have reached and even exceeded their processing capacity. LAWA is in constant communication with a variety of our stakeholders, including ground service providers, to encourage them to continually evaluate their activities and ensure that their facilities can adequately process cargo from the time it is offloaded until the time it leaves their custody. Many warehouses have instituted innovative solutions including off site warehouses to store and process the tremendous cargo volume.

Although our tenants are required to continually evaluate their business relationships and resources, LAWA also understands that we can play a role to help our stakeholders minimize cargo disruptions. This is especially true when cargo activity temporarily spikes with little to no notice. To help, LAWA has been working with tenants to help alleviate operational disruptions and facilitate the cargo flow throughout the airport and the nation. One action LAWA has taken is to inventory and reevaluate real estate across the airport. Parcels of land that may have otherwise been utilized to store Ground Service Equipment (GSE) between flight operations, have temporarily been converted to makeshift cargo storage areas to allow the warehouses the ability to process the influx of cargo while also making alternate arrangements. This can serve as an appropriate stop-gap while onsite warehouses work to establish and receive approval for off-site warehouses to store and process their large cargo volume.

In addition to air cargo, GSE continues to be a challenge at LAX. While some airports have a vast amount of space (for instance DFW has 17,207 acres and DEN has 33,531 acres as noted on their respective 5010 forms), LAX is constrained by only having 3,445 acres including all of our Terminal and Landside facilities. To help accommodate the significant amount of GSE required to facilitate each flight (pushback tractors, baggage carts and dollies, K-Loaders and Belt Loaders, etc.) we continually work with our service providers and tenants to find opportunities for GSE parking, staging and sharing. With such a limited acreage available for aeronautical use, it is essential to utilize and maintain all available space effectively in coordination with our airfield community. Even sharing chocks and cones amongst ground service providers and airlines can have a significant effect on the footprint required to store GSE.

Maintenance and Development



FOD Walk for Runway 6L/24R on October 6, 2021 with about 50 attendees from LAX tenants and government entities.
Photo Credits: Vergil Arceo (FAA LAX ATCT) and Stephanie Sampson (LAWA Public Relations)

As noted in the 2021 Year in Review Newsletter, LAWA continues to be in the middle of a significant amount of airport construction projects. In addition to our ongoing long-term capital projects, we had numerous short term projects designed to take advantage of the reduction in flight activity. With the support of the Facilities, Maintenance and Utilities Group (FMUG), we were able to plan for extended runway closures to address current issues and help prevent future unscheduled runway downtime. Another such opportunity taken by LAWA was to institute a Runway FOD walk for our northernmost

Returning to (the New) Normal Cont.

Runway 6R/24L. This FOD walk included various tenants and not only helped remove FOD, but it also helped to promote a FOD Mitigation culture. The ability to coordinate additional extended runway closures was invaluable to pursuing an enhanced FOD mitigation culture and also instrumental in achieving a zero discrepancy finding in our September FAA Periodic Inspection.

Although LAWA is very proud of our zero-discrepancy inspection, the strong cross divisional partnerships forged during the pandemic are important in continuing this momentum. LAWA Operations, Maintenance and Engineering continue to meet bi-weekly in a Part 139 Working Group to discuss ongoing maintenance projects, potential concerns, and potential capital projects. The group is instrumental in ensuring that maintenance projects are prioritized and the appropriate resources are allocated. In addition, our Regulatory Compliance and Construction Office also meets regularly with the maintenance superintendents responsible for various airfield assets such as pavement, safety areas, markings, signage, and lighting to further build on these relationships and help preserve our airfield's compliance.

With \$14.5 billion in ongoing construction at LAX, construction has become part of our new norm. Infrastructure projects are interconnected and touch all aspects of the airport from airside to landside and the terminals. Landside projects, such as the \$5.5-billion Landside Access Modernization Program (LAMP), not only have landside but also terminal and airside impacts. With the careful coordination and the appropriate use of nearly 4,000 NOTAMS in the last year, LAX was able to continue large scale construction while keeping LAX safe and in compliance. This allows the LAMP components such as the Automated People Mover, Intermodal facilities, roadway improvements and, once completed, the largest consolidated rental car facility (ConRAC) to be built while keeping the airport open 24/7.



Returning to (the New) Normal Cont.



The Landside Access Management Program (LAMP)/Terminal 2 and 3 progress between 2020 and 2021
Photo Credit: LAWA Public Relations

The Airside arena has also seen significant construction activities during the pandemic. Over the last year, the new north/south Taxiway P opened which facilitated additional air traffic flow between the north and south complexes. The West Gates at Tom Bradley International Terminal also opened with 15 gates and a city-controlled Ramp Control Tower. Now, significant planning is underway to implement an accelerated pavement rehabilitation project on our heavily utilized Taxiways B, C and D. The delicate balance of maintaining operations while changing the way the airport functions takes extensive coordination and a dedicated staff to continually engage stakeholders and maintain the organizational message that construction will lead to a better future.

Looking to the Future

LAWA continues to leverage our available resources to operate efficiently in this new operational climate. Our personnel have worked hard to ensure that we can adapt to the new leaner environment while keeping LAX safe and secure. With the recent lifting of federal restrictions on foreign travelers from 30 countries, LAX expects to receive substantially more international guests in the upcoming months. We are excited to welcome these guests and the world back to the improved Los Angeles International Airport!



Looking to the East from the LAWA "City" Ramp Tower with Taxilanes L, K and K2 and the new Ramp Tower pictured
Photo Credit: Steven Duker (LAX Airport Operations) and LAWA Public Relations

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Transitioning from Construction to Operations in the new International Arrivals Corridor

Rolenda L. Faasumalie
Airport Marketing Administrator
A.B. Won Pat International Airport Authority, Guam

The A.B. Won Pat International Airport Authority, Guam (GIAA) is in the final month of its second largest terminal expansion of its history. The International Arrivals Corridor (IAC) is a \$150.8M capital improvement project that adds a third floor, sterile corridor on top of Guam's current terminal. Upon completion, the IAC provides direct routing for international passengers to the United States Customs and Border Protection (USCBP) Hall, completely separating all arriving from departing passengers in what is now a shared concourse. Having broken ground on construction in July 2017, funding for the project was acquired through the sale of 2013 GIAA Revenue bonds, FAA entitlement grants and GIAA's Capital Improvement Fund.

"Now that we are close to the end of construction, it is the operational preparation amongst GIAA, airlines, regulatory agencies, service contractors and vendors that is now in full swing. Synergy is required amongst all stakeholders and users of new technology, processes, policies, and added responsibilities for when the IAC comes into operational play", stated John M. Quinata, Executive Manager. "We are four years into this project, and so close to transition of arriving passengers utilizing the IAC - there will be a transformative change to all our operations, and we have been actively engaged with all entities to be ready for that transition."



Welcome Sign on East International Arrivals Corridor (Nov 2021)



Plaster Work to exterior of Last Pod at Gate 17 (Nov. 2021)

So how are these entities preparing to transition from the end of construction and the eventual use of the IAC? We approached key parties - GIAA's IAC project team, the Airport Police Division, the USCBP agency, United Airlines, and our retail concessionaire, Lotte Duty Free Guam, for their perspectives.

The IAC Project Team (Engineering, Business Consultants, Construction Manager and Contractors)

Key to bringing all stakeholders together is the IAC Project Team, Victor Cruz, Lead Engineer Supervisor and Ike Tambora as technical point person for this specific project, and representatives from Transportation Management Group (TMG), our designer of record, construction management teams, and primary contractor. It was this team that established synergy from the get-go.

"We are now at that bridge- stakeholder involvement is vital to transitioning into operations of the IAC," stated Victor Cruz. "From inception, the IAC project team worked collaboratively with airline partners, federal regulatory agencies, and other airport stakeholders to develop and refine the concept that is seen today. The project team provided quarterly stakeholder briefings and would hold one-on-one meetings as needed with stakeholders impacted by the project. From time to time, updates would be provided to our airline partners regarding the progress of the project during the monthly Airport Operating Committee meetings, particularly if there was an area of concern that would

Transitioning from Construction Cont.

impact their operations. Management was always accessible to discuss any issues or concerns regarding this project."

Mr. Tambora touched on the type of systems installed in the space to meet safety and security, and operational requirements of the IAC. *"In addition to the finished corridors and pods, additional infrastructure such as passenger conveyance, fire protection, IT, HVAC, mechanical, electrical, lighting, and security access systems, along with the piping, conduits, ducting, and other construction and finishes as required by building code were also installed as part of the overall construction project."* For full integration of these systems into the IAC, we had to consult with users and operators on the multiple options and come to a final decision, a platform on which all these systems are integrated for maximized and efficient use. *"Preparing for system integration and operational functionality for one of GIAA's largest projects actually expanded the skill set and knowledge of Airport engineers, IT personnel, administrative personnel, accounting personnel, contract management personnel and all end users. This particular project had several architectural, engineering, regulatory, and operational challenges that one can expect for a project of this magnitude. Our engineers, along with other GIAA employees, and those of our stakeholders, rose to the occasion and met these challenges head-on, on a daily basis. The 3rd Floor IAC not only added capacity to our terminal, it built capacity within our personnel to manage any task they are given to carry out,"* he continued.



GIAA Engineers and Black Construction discuss fire suppression systems integration (Nov. 2021)

Safety and Security (Airport Police and Federal Regulatory Authorities)

The safety and security components of protecting people, infrastructure and data ran parallel in importance to the A/E issues of construction and building.

Airport Police Chief Vicente Naputi stated: *"The security plan for this project was a living, dynamic document, requiring constant discussion with our regulatory officials on new or additional amendments identified through frequent security threat assessments during the multi phases of construction for their review and approval."*

Ken Quenga, acting Airport Police Assistant Chief, conveyed issues relating to the new Security Access System (SACS) impacted badging of all employees working at the Airport. *"The new SACS system servicing the terminal and the International Arrivals Corridor not only requires re-badging all personnel prior to the opening of the IAC, but a considerable training effort for those who require access to the IAC that include passenger service agents, airline support service providers, first responders, etc."*

Giving his perspective on additional preparation required for operating the IAC, Chief Naputi stated, *"Although the IAC resolves the TSA concern of arriving passengers commingling with departing TSA screened passengers, the APD security responsibility has increased tremendously by having to patrol, respond and handle security/criminal related incidents that occur in the IAC. We are walking, talking and training our personnel and stakeholders on IAC safety and security issues. I'm confident, working collaboratively with all stakeholders, safety and security of the travelling public is assured."*

US Custom and Border Protection

Out of all stakeholders operating at the Guam International Airport, it is the USCBP who was most impacted during construction, as all square feet of the IAC converges and descends directly into the USCBP Hall by direct routing from the aircraft. Gerald Aeevermann, USCBP Port Director for Guam, has taken particular stake in the construction

Transitioning from Construction Cont.

occurring in and around their area, and the impact encountered a few challenges. Aside from the many safety precautions needed and the noise of construction, the CBP F.I.S. lost floor space taken by the need of hoarding walls. These walls significantly reduced the footprint of the F.I.S. which caused traveler backflow into the concourse area. CBP worked with GIAA to discuss and implement plans to make the traveler experience as comfortable as possible during these times.”

Despite the challenges, Port Director Aevermann said, “With passengers entering the F.I.S. directly from the aircraft, we expect to see efficiency in processing times. USCBP Guam had also deployed technology to allow for more efficient passenger processing. CBP in Guam has deployed the use of Simplified Arrival which uses biometric facial recognition. This technology in addition to electronic forms such as ESTA and the I-94 arrival form, are expected to minimize processing time while enhancing air traveler security.”



Arriving passengers wait for their turn for passage during construction (Jan.2020)

United Airlines

Guam’s dominant carrier, United Airlines, shared their thoughts on the IAC and the upcoming transition from construction to operation of the IAC. “Construction has had direct impact on our operations and required relocation to a temporary location pending final completion. In addition, we encountered a loss of space in gate areas due to the added corridors.”

United, and other airline partners experienced passenger congestion with IAC construction in full swing, and temporary, progressive phased closures of gates unavailable for use during Guam’s upswing in arrivals in 2018 and

2019. Inbound passengers were affected as they had to wait their turn to pass certain areas on the concourse for other flights to clear. Construction on a sub-project of the IAC – the expansion of the TSA screening area and addition of two inspection lanes, impacted floor space for outbound passenger processing. Sam Shinohara, United’s Managing Director for Airport operations Asia Pacific looks ahead to completion of the IAC, stating, “We look forward to improving the customer experience for both arriving and departing customers with safety and security at the forefront. Staying in sync with our airline partners is key at this point in time and there has been continuous dialogue between the IAC project team and all airline partners. The airlines expect efficiencies in passenger processing, and United is also keen on staying ahead of issues that may impact the passenger experience, particularly for those transiting through Guam. Shinohara stated, “All international arrivals whether transiting or terminating on Guam must clear all USCBP, Guam Customs and Quarantine and TSA formalities, so we are looking forward to expediting connecting customer processing times and ease of congestion with the new IAC.”

LOTTE Duty Free Guam - Primary Concessionaire

The IAC construction project impacted Lotte Duty Free Guam’s operations and challenged them with phased closures of storefront space housing specialty boutiques and temporary stops of passenger traffic affecting dwell time and access to retail for departing passengers. “The most challenging part was the safety of our employees and passengers since the construction directly impacted operating concessions. Fortunately, not a single incident occurred, thanks to the close cooperation between Lotte and GIAA,” stated Daewoong Chen, CEO for Lotte Duty Free Guam.

However, Lotte is looking forward to IAC project completion, as Mr. Chen indicated “First of all, it would be a great exposure and visibility for Lotte that incoming passengers can overlook our stores through the IAC on their arrival, especially for those whose flights arrive at the West concourse gates.” He continued, “It will make them aware



Lines form outside of the USCBP with temporary hoarding in the federal inspection area during construction (Jan 2020)

Transitioning from Construction Cont.

that Lotte Duty Free is in the airport and can help them to plan their shopping in the concourse on their departure and would be beneficial to all concessionaires. Also, departing passengers can have better experience while they are coming through the departure concourse since the IAC will improve traffic flow-and alleviate the complexity/density problems we had."



Temporary Walls and Passenger re-routing takes up storefront space and limits access to retail core during construction (March 2020)

GIAA - Transition through Phases to Final Completion

Executive Manager Quinata surmised: *"Throughout the project, there was a tremendous amount of temporary barricades, scaffolding and rerouting of passengers to move them safely to their gates and to services and amenities. Transitioning through each phase with our stakeholders was and still is extremely important to complete the things we need to do to transform this facility into a new customer experience. Arriving passengers will avail of the new IAC, while departing passengers will notice the expansive space and have full access to the departure level concourse. More importantly, we will have a permanent solution to the federal mandate to separate TSA and non-TSA screened passengers, and finally remove the temporary grey partitions we have been using since 2005."*

Executive Manager Quinata concluded, *"I want to recognize that the ability to work collaboratively, remain flexible, and adaptable in a turbulent and dynamic business environment that was exacerbated by the COVID Pandemic, is testament to the resiliency and the quality of all employees, contractors, and all support services working at Guam's only commercial airport, a key essential facility to the island's tourism-driven economy."*



Upon IAC project completion, temporary partitions used to separate TSA and non-TSA screened will be removed, enhancing service access to amenities such as the food court and retail core and improves concourse aesthetics for departing passengers.



The IAC, highlighted in green, sits atop the current terminal, and will provide direct routing of arriving passengers to passenger inspection points when complete.

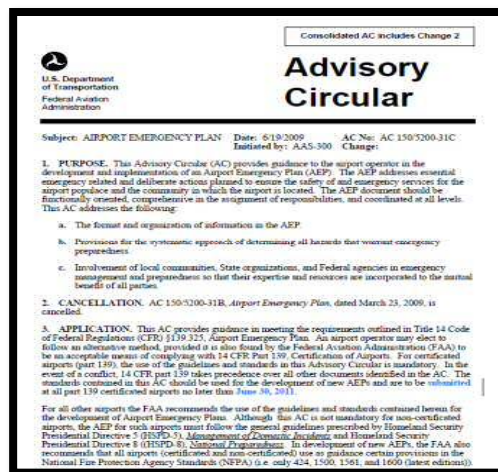
Reminders

UAS Response Plan Training for AEPs

As outlined in CertAlert 21-04, airports certificated under 14 CFR Part 139 will need to develop and submit an addition to the Airport Emergency Plan (AEP), relative to Unmanned Aircraft System (UAS) response to the FAA for approval.

The UAS response plan is a required component for responding to *unlawful interference with operations*, in accordance with [§139.325 \(b\)\(7\)](#). The plan should address the airport operator's response similar to how the *unlawful interference* incidents of sabotage and hijacking are already described in the AEP. The development of your plan must be coordinated with local law enforcement, the Transportation Security Administration, and most specifically the Airport Traffic Control Tower (or the ATC facility having airspace jurisdiction for your airport). You should also coordinate with other federal/state/local organizations you deem necessary.

All Part 139 airport operators must [submit the coordinated plan](#) to the assigned Airport Certification Safety Inspector (ACSI) prior to [April 30, 2022](#).



ARFF Communication Procedures at Part 139 Airports During ATC-0

If aircraft rescue and firefighting (ARFF) is not available during unscheduled tower closures, there must be defined procedures in place [at every towered Part 139 airport](#) on how the airport is managing ARFF communication during air carrier operations. The potential for communication lapses could occur if there are not defined procedures in place between the airport operator and local air traffic control facility.

Please take the following actions and contact your assigned ACSI if you have any questions:

1. Identify the local procedure and designated frequency for unplanned closures for ARFF notification. This procedure must also include issuance of a NOTAM that designates ARFF is monitoring _____ frequency.
2. Verify the procedure is documented in the Airport Certification Manual (ACM). If not, update Section [§139.319](#) and coordinate an ACM revision with your assigned ACSI.
3. If there are no official procedures established between the airport and air traffic control tower, contact the local tower to establish procedures and identify the frequency that will be used for air carriers to communicate with ARFF during unplanned closures.

Reminders Cont.

Airport Crisis Response Reporting Tool

We have implemented the Airport Crisis Response Reporting (ACRR) tool to expedite critical national airspace airport status details to the Federal Aviation Administration (FAA) and other government recovery agencies during natural or manmade disasters. The system provides both computer and mobile device reporting options providing airports extra flexibility when updating airport status.

This tool requires participating Part 139 airports to have an account with the FAA's external Knowledge Services Network (KSN) system. Accounts have been established for all personnel identified as Airport Users.

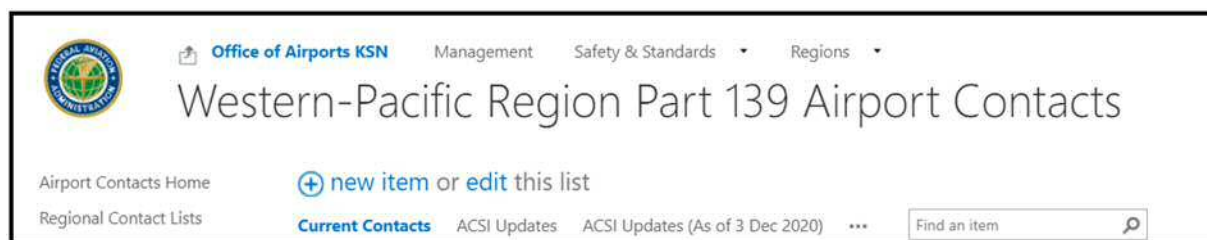
Each airport is limited to five reporting accounts. Report all personnel changes to your assigned Airport Certification Safety Inspector. Please include the name and email address of the individual to add or delete.



ACRR automatically generates emails when KSN accounts are created, airport ACRR account information changes, the FAA requests airport condition reports, or the FAA cancels requests for condition reports.

Airport Contacts List

In AWP, we strive to ensure we have a consolidated and accurate list of all key airport personnel. To achieve this, we use the Airports Contact Database which allows us to not only keep a detailed list of airport personnel but also allows us to send mass emails to airport contacts.



Previously, this list was updated during the Part 139 inspection; however, we do not want to limit your ability to make changes. Now, we ask that you provide updates to your assigned ACSI any time there are personnel changes.

February 25, 2022

MEMORANDUM

To: Mr. Brian Bamba
Chairman
GIAA Board of Directors

From: Antoniette L. Bautista
Acting Comptroller

Subject: Operating Results – Revenues and Expenses as of January 31, 2022

Attached herewith is GIAA's Operating Results Report for the month ending January 31, 2022. This report summarizes the Budgeted versus Actual Revenues and Expenses for the month and year-to-date results ended January 31, 2022.

The key operating results for 4 month(s) of FY2022 ending January 31, 2022 – (in \$000's) are

CATEGORY	Actual FY22 Current Month	YEAR-TO-DATE			FORECAST FOR FULL YEAR- FY22	
		Budget FY22 Y-T-D	Actual FY22 Y-T-D	% Variance Budget vs. Actual	Actual/Est	% Variance Budget vs. Actual
				Y-T-D Current Month		
Total Signatory Revenues	\$ 665.3	\$ 7,177.8	\$ 2,740.3	-61.8%	\$ 20,361.2	-17.9%
Total Concession Revenues	\$ 1,377.9	\$ 5,668.7	\$ 2,834.5	-50.0%	\$ 14,530.8	-16.3%
Total PFC's	\$ 78.0	\$ 1,137.0	\$ 241.4	-78.8%	\$ 3,290.2	-21.4%
Total Other Revenues	\$ 883.3	\$ 4,705.9	\$ 3,582.6	-23.9%	\$ 13,411.4	-7.7%
Total Operating Revenues	\$ 3,004.5	\$ 18,689.3	\$ 9,398.8	-49.7%	\$ 51,593.7	-15.3%
Total Operating Expenses	\$ 3,002.8	\$ 15,467.6	\$ 12,051.6	-22.1%	\$ 43,907.6	-7.2%
Net Revenues from Operations	\$ 1.7	\$ 3,221.8	\$ (2,652.8)	-182.3%	\$ 7,686.1	-43.3%
Non-Operating Expenses	\$ 62.6	\$ 520.0	\$ 250.2	-51.9%	\$ 530.2	-33.7%
Other Available Moneys/Other Sources of Funds	\$ 210.4	\$ 8,569.4	\$ 3,669.1	-57.2%	\$ 5,281.5	-48.1%
Net Debt Service Coverage	0.15	4.27	0.30	-93.0%	1.51	-48.4%

Year-to-date Total Signatory Revenues for the month ending January 31, 2022 are below Budgeted revenues by **61.8%**. Signatory revenue estimates are based on projections submitted by Signatory airlines and adopted in the annual budget.

Year-to-date Total Concession Revenues are **50.0%** below budget while Passenger Facility Charges are below the budget estimate by **78.8%**.

Year-to-date Total Other Revenues, inclusive of non-signatory and non-airlines revenues, are below the budget estimate by **23.9%**.

Year-to-date Total Operating Revenues actual of **\$9.4M** is **49.7%** below the budget estimate of **\$18.7M**.

Year-to-date Total Operating Expenses are below budget by **22.1%**. Components of this line item include a **16.4%** decrease in Personnel Service, a **25.9%** decrease in Contractual Services, a **40.5%** decrease in Materials & Supplies and a **100.0%** decrease in Equipment/Furnishings from budgeted amounts for these respective categories.

The actual year-to-date Net Revenues from Operations of **\$-2.7M** represents a **182.3%** decrease over the year-to-date budgeted amount of **\$3.2M**.

Finally, our year-to-date results for Debt Service Coverage is at **0.30** versus the requirement of **1.25**.

Should you have any questions, please contact me at your convenience.

Attachments

Cc: Board of Directors
Executive Manager
Deputy Executive Manager
Airport Services Manager

GUAM INTERNATIONAL AIRPORT AUTHORITY
KEY OPERATING RESULTS (\$000's)
as of January 31, 2022

	CURRENT MONTH				Budget Full Year	YEAR - TO - DATE				FULL YEAR FORECAST	
	Actual FY2021	Budget FY2022	Actual FY2022	%Var Bud Vs Act'l		Actual FY2021	Budget FY2022	Actual FY2022	%Var Bud Vs Act'l	Actual/Est	%Var Bud Vs Act'l
I. Signatory Airline Rents & Fees											
Terminal Bldg Rentals	232.9	204.7	201.1	-1.8%	2,456.8	931.8	818.9	815.3	-0.4%	2,453.2	-0.1%
Departure Fees	33.0	611.1	102.0	-83.3%	7,099.4	141.8	1,928.5	436.6	-77.4%	5,607.6	-21.0%
Arrival Fees	35.8	456.9	70.8	-84.5%	5,322.8	97.6	1,446.5	281.5	-80.5%	4,157.9	-21.9%
Immigration Inspection Fees	5.9	178.6	16.2	-90.9%	2,090.4	16.6	562.8	62.4	-88.9%	1,590.0	-23.9%
Common Use Ticket Counter Fees	0.3	63.1	2.0	-96.8%	704.3	1.9	208.5	13.0	-93.7%	508.8	-27.8%
Loading Bridge Use Fees	95.5	276.1	86.0	-68.9%	3,112.5	477.9	952.5	346.4	-63.6%	2,506.5	-19.5%
Apron Use Fees	19.6	254.9	137.5	-46.0%	2,907.3	105.6	913.1	578.0	-36.7%	2,572.2	-11.5%
Landing Fees	61.4	96.9	49.7	-48.7%	1,105.1	341.4	347.1	207.0	-40.3%	965.1	-12.7%
Total Signatory Revenue	484.4	2,142.3	665.3	-68.9%	24,798.7	2,114.7	7,177.8	2,740.3	-61.8%	20,361.2	-17.9%
Enplaned Signatory Pax	5,700	102,591	17,117	-83.3%	1,191,858	24,497	323,753	73,259	-77.4%	941,365	-21.0%
Cost per Enplaned Pax	\$84.98	\$20.88	\$38.87	86.1%	\$20.81	\$86.32	\$22.17	\$37.41	68.7%	\$21.63	4.0%
Revenues from Sources other than Signatory Airlines Rents & Fees											
Concession Revenues											
Gen Mdse	368.4	1,237.9	1,263.3	2.1%	14,854.3	1,473.7	4,951.4	2,394.1	-51.6%	12,297.0	-17.2%
In-flight Catering	18.1	48.5	24.7	-49.1%	563.0	80.9	152.9	99.5	-34.9%	509.6	-9.5%
Food & Beverage	5.6	59.0	25.4	-57.0%	685.3	23.9	186.1	84.2	-54.8%	583.3	-14.9%
Rental Cars	14.9	71.6	54.3	-24.1%	869.7	70.5	283.5	214.1	-24.5%	800.3	-8.0%
Other Concession Rev	13.6	28.4	10.2	-64.3%	392.7	49.2	94.7	42.6	-55.0%	340.6	-13.3%
Total Concession Revenues	420.6	1,445.3	1,377.9	-4.7%	17,365.0	1,698.2	5,668.7	2,834.5	-50.0%	14,530.8	-16.3%
Passenger Facility Charges	-58.5	360.3	78.0	-78.3%	4,185.8	14.4	1,137.0	241.4	-78.8%	3,290.2	-21.4%
Other Revenue	922.3	1,215.4	883.3	-27.3%	14,534.7	4,211.3	4,705.9	3,582.6	-23.9%	13,411.4	-7.7%
Total Operating Revenue	1,768.8	5,163.3	3,004.5	-41.8%	60,884.2	8,038.5	18,689.3	9,398.8	-49.7%	51,593.7	-15.3%
II. Operating Expenses:											
Personnel Services	1,595.1	1,712.9	1,573.7	-8.1%	22,267.3	6,619.5	7,707.9	6,446.5	-16.4%	21,005.9	-5.7%
Contractual Services	1,180.9	2,014.4	1,338.9	-33.5%	22,669.5	4,852.9	7,292.9	5,403.4	-25.9%	20,780.0	-8.3%
Materials & Supplies	78.2	188.6	90.2	-52.2%	1,804.3	153.7	338.9	201.7	-40.5%	1,667.1	-7.6%
Equipment/Furnishings	0.0	114.5	0.0	-100.0%	582.5	0.0	127.9	0.0	-100.0%	454.6	-22.0%
Total Operating Expenses	2,854.2	4,030.3	3,002.8	-25.5%	47,323.5	11,626.0	15,467.6	12,051.6	-22.1%	43,907.6	-7.2%
Net Revenues from Operations	-1,085.5	1,133.0	1.7	-99.8%	13,560.7	-3,587.5	3,221.8	-2,652.8	-182.3%	7,686.1	-43.3%

GUAM INTERNATIONAL AIRPORT AUTHORITY
KEY OPERATING RESULTS (\$000's)
as of January 31, 2022

	CURRENT MONTH				Budget Full Year	YEAR - TO - DATE				FULL YEAR FORECAST	
	Actual FY2021	Budget FY2022	Actual FY2022	%Var Bud Vs Act'l		Actual FY2021	Budget FY2022	Actual FY2022	%Var Bud Vs Act'l	Actual/Est	%Var Bud Vs Act'l
III. Other Revenues and Expenses											
Less: Non-operating /Non-recurring Expense (Post Employment/Emergency)	63.4	0.0	62.6	0.0%	800.0	253.7	520.0	250.2	-51.9%	530.2	-33.7%
Add: Interest on Investments	39.9	54.0	39.5	-26.9%	648.3	209.4	216.1	223.0	3.2%	655.2	1.1%
Net Revenues	-1,109.0	1,187.0	-21.3	-101.8%	13,409.0	-3,631.9	2,917.9	-2,680.0	-191.8%	7,811.1	-41.7%
Add: Other sources of Funds (Federal Reimb)	21.0	33.3	42.2	26.6%	8,163.3	6,112.6	7,896.6	2,996.2	-62.1%	3,262.9	-60.0%
Add: Other available moneys	286.5	168.2	168.2	0.0%	2,018.6	1,146.2	672.9	672.9	0.0%	2,018.6	0.0%
Net Revenues and Other Available Moneys	-801.4	1,388.5	189.1	-86.4%	23,590.8	3,626.8	11,487.3	989.1	-91.4%	13,092.6	-44.5%
Debt Service payments	1,276.8	672.9	1,276.8	89.8%	8,074.2	4,407.0	2,691.4	3,295.4	22.4%	8,678.2	7.5%
Debt Service Coverage	-0.63	2.06	0.15	-92.8%	2.92	0.82	4.27	0.30	-93.0%	1.51	-48.4%
Debt Service Requirement	1.25	1.25	1.25		1.25	1.25	1.25	1.25		1.25	

February 16, 2022

VIA BOARD SECRETARY

Mr. Brian J. Bamba, Chairman
Members of the Board of Directors
A.B. Won Pat International Airport Guam
355 Chalan Pasaheru
Tamuning, Guam 96913

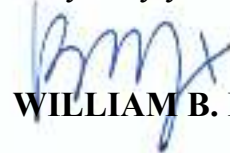
***RE: Recommendation to go into Executive Session at
Regular Board Meeting for February 28, 2022***

Dear Mr. Chairman and Members of the GIAA Board of Directors,

This is to recommend and advise, pursuant to 5 G.C.A. § 8111(c)(1), of the need to go into executive session at the regular board meeting for the GIAA Board of Directors on February 28, 2022 to discuss the following litigation matters to which GIAA is currently a Party: Office of Public Accountability Procurement Appeal Case Number OPA-PA-21-010 JMI Edison v. Guam International Airport Authority, and CV0095-22; Johndel International, Inc. dba JMI Edison vs. Office of Public Accountability, Guam International Airport Authority and Aircraft Service International, Inc. dba Menzies Aviation.

This recommendation is subject to approval by an affirmative vote of a majority of the members of the GIAA Board of Directors.

Very truly yours,



WILLIAM B. BRENNAN

cc: Mr. John M. Quinata
Executive Manager

Mr. Ricky Hernandez
Deputy Executive Manager

Email: [wbrennan@arriolafirm.com](mailto:w Brennan@arriolafirm.com)

259 MARTYR STREET, SUITE 201, HAGATNA, GUAM 96910


TEL: 671-477-9730/33 FAX: 671-477-9734 EMAIL: ATTORNEYS@ARRIOLAFIRM.COM

FOUNDED BY JOAQUIN C. ARRIOLA, RETIRED

RECOMMENDATION OF COUNSEL

TO: Board of Directors
ANTONIO B. WON PAT INTERNATIONAL
AIRPORT AUTHORITY, GUAM

CC: Mr. John M. Quinata
Executive Manager
ANTONIO B. WON PAT INTERNATIONAL
AIRPORT AUTHORITY, GUAM

FROM: Janalynn Cruz Damian 
CALVO FISHER & JACOB LLP

DATE: February 17, 2022

SUBJECT: Executive Session

Pursuant to 5 GCA § 8111(c)(1), I hereby recommend that the Board of Directors of GIAA conduct an Executive Session at the next regular scheduled Board meeting to discuss DFS Guam L.P. related litigation to which GIAA is or may be a party.

**BEFORE THE ANTONIO B. WON PAT INTERNATIONAL
AIRPORT AUTHORITY**

WILLIAM B. BRENNAN declares:

1. I am an Associate Attorney at the Arriola Law Firm, which is general legal counsel for the Antonio B. Won Pat Guam International Airport Authority (“GIAA”). I make this Declaration in compliance with 5 G.C.A. § 8111(5), the Guam Open Government Law. I have personal knowledge of the facts contained herein and if called as a witness I could and would testify competently thereto.

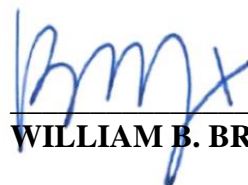
2. I attended the GIAA regular Board of Directors meeting held at Conference Rooms 1 and 2 at the airport, via video teleconference on February 28, 2022, at 3 p.m.

3. The Board of Directors adjourned the regular board meeting at 3:34 p.m and voted unanimously to go into executive session. Executive session commenced at 3:36 p.m. and was adjourned at 3:59 p.m. I attended this executive session via video teleconference.

4. I confirm that the matters discussed in executive session on February 28, 2022 were Litigation matters to which GIAA is a party: Office of Public Accountability Procurement Appeal Case Number OPA-PA-21-010 JMI Edison v. Guam International Airport Authority, and CV0095-22; Johndel International, Inc. dba JMI Edison vs. Office of Public Accountability, Guam International Airport Authority and Aircraft Service International, Inc. dba Menzies Aviation.

5. I declare under penalty of perjury under the laws of Guam that the foregoing is true and correct.

Dated this 29th day of March, 2022.



WILLIAM B. BRENNAN