A.B. WON PAT INTERNATIONAL
AIRPORT GUAM
ATURIDAT PUETTON BATKON AIREN GUAHAN ENTENASIONAT

CITIZEN-CENTRIC REPORTING
CCR
AGA

CITIZEN-CENTRIC REPORT

FISCAL YEAR 2025
OCT 2024 – SEPT 2025

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ABOUT THE AIRPORT

The Antonio B. Won Pat International Airport Authority, Guam (GIAA) was created by Public Law 13-57, as amended, as an autonomous agency of the Government of Guam to own, maintain, operate, and develop airport facilities and properties. The GIAA took over operations from the Department of Commerce in January of 1976 and is Guam's only commercial airport supporting domestic and international air services for passengers and cargo on the island of Guam.

OUR MISSION

We strive to ensure the safety and security of the traveling public, to maintain a superior and reliable level of airport services for our island residents and tourists, and we are committed to supporting the development of airport facilities, services and air linkages which are integral to the current and future economic growth of the island of Guam.

OUR VISION

To be the standard of excellence as the premier world-class aviation hub and airport in our part of the world founded on the values of integrity and commitment to excellence!

OUR WORK FORCE

227 GIAA PERSONNEL
277 AIRLINE CONTRACTORS
307 GROUND HANDLERS
104 FOOD & BEVERAGE PERSONNEL
1,103 AIRLINE PERSONNEL
509 CONTRACTORS
320 LAW ENFORCEMENT OFFICERS
1,402 OTHER TENANTS/USERS/VENDORS

4,286 TOTAL

OUR FLIGHT NETWORK

UNITED AIRLINES
JAPAN AIRLINES
Philippine Airlines
t'way
JEJUair
KOREAN AIR
JINAIR
AIR BUSAN
AIR SEOUL
CHINA AIRLINES
STAR Marianas Air

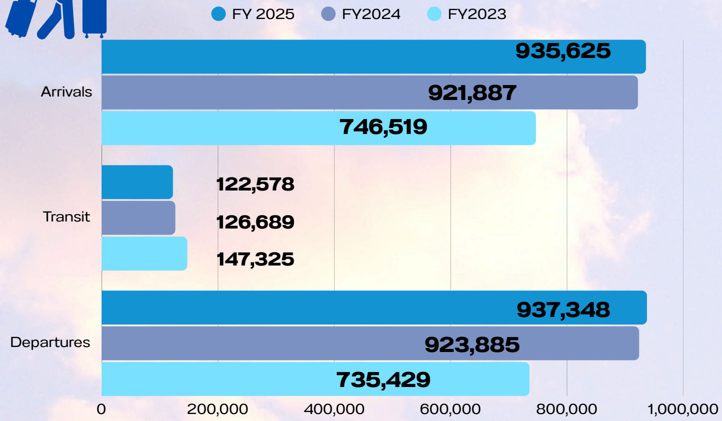
UPS
ASIA PACIFIC AIRLINES
FedEx

OUR BOARD & MANAGEMENT

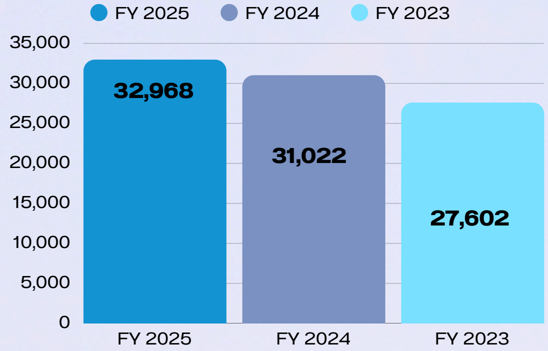
FY 2025 OPERATIONAL PERFORMANCE

FY 2025 reflected continued stabilization in Guam's travel market, with the total number of passengers remaining relatively consistent at 1,995,551 up 1.2% from 1,972,462 movements in FY 2024. Aircraft operations increased by 6.3% with 32,968 flights in FY 2025 compared to 31,022 flights posted in the prior year. Enplanements (departing and transit passengers) exceeded one million passengers for the second consecutive year, totaling 1,059,926, while origin and destination passengers increased 1.5% to 1,872,973 from the prior year. In terms of cargo, airline partners transported 14,357 metric tons of cargo and 13,760 metric tons of mail in FY 2025.

Passengers

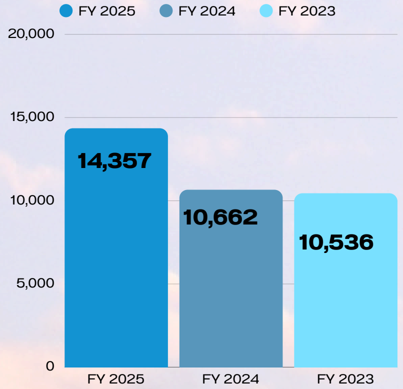


Number of Flights



Air Cargo

*in Metric Tons

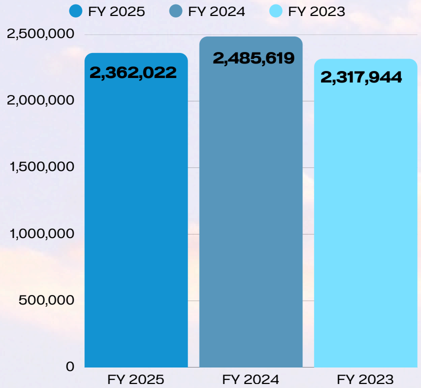


Mail

*in Metric Tons

Gross Take-Off Weight

*in 1,000 lbs.



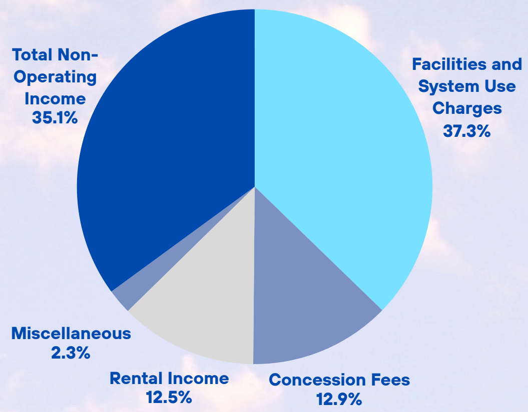
FY 2025 FINANCIAL PERFORMANCE

Airport Revenues

Operating revenues decreased by approximately $1.5 million or 2.4% during FY 2025, attributable to a $3.3 million reduction in miscellaneous revenues, which declined from $4,028,687 in FY 2024 to $728,603 in FY 2025. The higher miscellaneous revenues reported in FY 2024 were largely due to the reversal of aviation fuel tax allowance. Excluding this impact, operating revenues remained relatively stable and reflected continued demand for airport services, supported by the consistency of passenger traffic in FY 2025 to the prior year, and the 6.3% increase of flight activity in FY 2025 over FY 2024.

Revenues	FY 2025	2025 % of Total	FY 2024	2024 % of Total
Facilities and Systems Usage Charges	$35,007,504	37.3%	$32,556,975	39.3%
Concession Fees	$12,091,475	12.9%	$12,862,403	15.5%
Rental Income	$11,755,058	12.5%	$11,411,484	13.8%
Miscellaneous	$2,148,800	2.3%	$5,657,996	6.8%
Total Operating Revenue	$61,002,837	64.9%	$62,488,858	75.4%
Total Non-Operating Revenue	$32,947,767	35.1%	$20,419,197	24.6%
TOTAL REVENUES	$93,950,604	100%	$82,908,055	100%

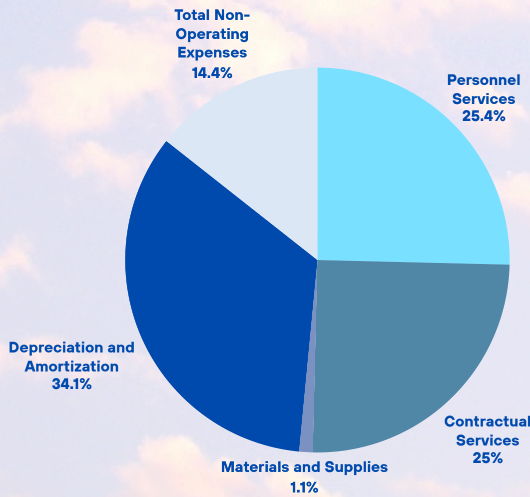
2025
% of Total Revenues



Airport Expenses

Total expenses for FY 2025 reached $92.9M, representing a 5.2% decrease over FY 2024, primarily due to reductions in operating expenses and depreciation and amortization. Operating expenses, accounting for 51.5% of total expenses, decreased by 5.8% to $47.9 million during FY 2025, driven by lower personnel costs, contractual services and materials and supplies.

2025
% of Total Expenses



Expenses	FY 2025	2025 % of Total	FY 2024	2024 % of Total
Personnel Services	$23,574,979	25.4%	$24,603,833	25.1%
Contractual Services	$23,215,736	25.0%	$24,677,751	25.2%
Materials & Supplies	$1,063,663	1.1%	$1,493,444	1.5%
Total Operating Expenses	$47,854,378	51.5%	$50,775,028	51.8%
Depreciation and Amortization	$31,659,675	34.1%	$33,380,989	34.1%
Total Non-Operating Expenses	$13,360,097	14.4%	$13,838,752	14.1%
TOTAL EXPENSES	$92,874,150	100%	$97,994,769	100%

The FY 2025 Audit: EY rendered an unmodified (clean) opinion on GIAA's FY 2025 financial statements. You may view the audit in its entirety by clicking here.

CHALLENGES

In FY 2025, GIAA faced several major hurdles which impacted our opportunity for growth in our travel markets and hindered revenue growth throughout the fiscal year.

The continued currency fluctuation and travel demand from our key markets of Japan and Korea was a key inhibitor from bringing mass waves of tourists to Guam's shores. The strength of the US Dollar made Guam a significantly more expensive destination in comparison to similar sun and sand destinations in South East Asia. Coupled with global aircraft and fleet shortages from our carriers and prospective operators, our opportunity for capacity growth flatlined in FY 2025.

Seat capacities and flight frequency were reduced due to flight suspension, such as direct service to Fukuoka in October 2024, and reduced flight frequencies, particularly, daily service to Nagoya reduced to two times weekly in March 2025 and T'ways intermittent suspensions of its daily service to Incheon in June, July and September 2025.

Subsequent to the challenges in tourist arrivals, non aeronautical revenue from concessions also stalled, as concessionaires continued their recovery from the lingering effects of the COVID pandemic and Typhoon Mawar.

LOOK AHEAD

GIAA expects FY 2026 to reflect continued operational stability and measured growth in air travel demand, supported by the ongoing push by the Guam Visitors Bureau for recovery of regional tourism and expanded air service. While economic, geopolitical and policy uncertainties may create volatility in travel demand and airline capacity, GIAA remains committed to strengthening Guam's role as a regional hub and connecting the island and broader region to global markets. Guam's evolving regional position is also expected to influence airport operations, infrastructure needs, and air traffic patterns as the military buildup progresses.

To support GIAA's mission, management will continue strengthening financial resilience through revenue diversification, prudent expense management, and strategic capital investments that enhance safety and security, increase capacity, improve accessibility, ensure resiliency, and support long-term sustainability.

Through these efforts, GIAA will continue advancing Guam's connectivity and supporting the island's economic growth.

CONNECT WITH US!

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