

*Report on Compliance and Internal Control and Schedule of
Passenger Facility Charges Collected and Expended*

**Antonio B. Won Pat International Airport
Authority, Guam**

(A Component Unit of the Government of Guam)

Year ended September 30, 2021



Antonio B. Won Pat International Airport Authority, Guam
(A Component Unit of the Government of Guam)

Report on Compliance and Internal Control and
Schedule of Passenger Facility Charges Collected and Expended

Year ended September 30, 2021

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Report of Independent Auditors on Compliance with Requirements Applicable to the Passenger Facility Charge Program and on Internal Control Over Compliance and Report on Schedule of Passenger Facility Charges Collected and Expended Required by the Federal Aviation Administration

Management and the Board of Directors
Antonio B. Won Pat International Airport Authority, Guam

Report on Compliance for the Passenger Facility Charge Program

We have audited the Antonio B. Won Pat International Airport Authority, Guam's (the Authority) compliance with the types of compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration (the Guide) that could have a direct and material effect on the Authority's passenger facility charge program for the year ended September 30, 2021.

Management's Responsibility

Management is responsible for compliance with the requirements of federal statutes, regulations and the terms and conditions of projects applicable to the passenger facility charge program.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for the Authority's passenger facility charge program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States and the Guide. Those standards and the Guide require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the passenger facility charge program. However, our audit does not provide a legal determination of the Authority's compliance.

Opinion on the Passenger Facility Charge Program

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the Authority's passenger facility charge program for the year ended September 30, 2021.

Other Matters

The results of our auditing procedures disclosed instances of noncompliance that are required to be reported in accordance with the Guide, and which is described in the accompanying schedule of finding and questioned cost as item 2021-001. Our opinion on the passenger facility charge program is not modified with respect to these matters.

The Authority's response to the noncompliance finding identified in our audit is described in the accompanying management's response and corrective action plan. The Authority's response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the responses.

Report on Internal Control over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on the passenger facility charge program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the passenger facility charge program and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the passenger facility charge program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the passenger facility charge program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance with a type of compliance requirement of the passenger facility charge program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, we identified certain deficiency in internal control over compliance, as described in the accompanying schedule of finding and questioned cost as item 2021-001 that we consider to be a significant deficiency.

The Authority's response to the internal control over compliance finding identified in our audit is described in the accompanying schedule of findings and questioned costs and corrective action plan. The Authority's response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Guide. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Passenger Facility Charges Collected and Expended

We have audited the financial statements of the Authority as of and for the year ended September 30, 2021, and have issued our report thereon dated March 16, 2022, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of passenger facility charges collected and expended is presented for purposes of additional analysis as required by the Guide and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the audited procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States. In our opinion, the schedule of passenger facility charges collected and expended is fairly stated, in all material respects, in relation to the financial statements as a whole.

Ernst + Young LLP

March 16, 2022

Antonio B. Won Pat International Airport Authority, Guam
(A Component Unit of the Government of Guam)

Schedule of Passenger Facility Charges Collected and Expended

Each Quarter and for the Year Ended September 30, 2021

<u>Description</u>	Beginning Balance Unliquidated PFC	PFC Revenues (1)	Investment Earnings	Total Expenditures	Ending Balance Unliquidated PFC
Cash receipts and disbursements, quarter ended December 31, 2020	\$ 3,707	\$ 14,940	\$ ---	\$(16,900)	\$1,747
Cash receipts and disbursements, quarter ended March 31, 2021	1,747	8,430	---	(8,500)	1,677
Cash receipts and disbursements, quarter ended June 30, 2021	1,677	10,555	---	(10,000)	2,232
Cash receipts and disbursements, quarter ended September 30, 2021	2,232	<u>160,120</u>	<u>---</u>	<u>(158,000)</u>	4,352
Total		<u>\$194,045</u>	<u>\$ ---</u>	<u>\$(193,400)</u>	

(1) PFC revenues are prepared on the cash-basis method of accounting.

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Notes to Schedule of Passenger Facility Charges Collected and Expended

Year Ended September 30, 2021

1. Description of the Program

In 1990, the United States (U.S.) Congress enacted the Aviation Safety and Capacity Expansion Act of 1990, which allows public agencies controlling commercial service airports to charge eligible enplaning passengers at the airport a \$1, \$2 or \$3 passenger facility charge (PFC). In 2000, the U.S. Congress passed the Aviation Investment and Reform Act for the 21st Century, which allowed airports to levy a PFC of \$4.00 or \$4.50 per eligible enplaned passenger.

Effective February 1, 1993, Antonio B. Won Pat International Airport Authority, Guam (the Authority) began the assessment of a \$3.00 PFC which increased to \$4.50 in November 1, 2002. The charge is collected by all carriers and remitted to the Authority, less \$0.11 for the air carriers for compensation for collecting, handling and remitting the PFC revenue. The proceeds of the PFC are restricted for use by the Authority for certain FAA- approved capital improvement projects and debt payments. PFC revenues are reflected as non-operating revenues when collected by the Airlines. As of September 30, 2021, the Authority has an approved open application for terminal renovation or construction and airport access road reconfiguration. Under such application, the Authority is authorized to collect \$257,802,097 of PFC revenue until March 1, 2025.

2. Significant Accounting Policy

The schedule of passenger facility charges collected and expended is prepared using the cash basis of accounting. Receipts and income are recorded when cash is received and expenditures are recorded when cash is disbursed.

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Passenger Facility Charge Program Schedule of Findings and Questioned Costs

Year Ended September 30, 2021

Finding No.: 2021-001
Area: Remittance of PFCs
Questioned Costs: None

Criteria:

In accordance with 14 Code of Federal Regulations (CFR) Part 158.51, PFCs collected by carriers shall be remitted to the public agency on a monthly basis. PFC revenue recorded in the accounting system of the carrier, shall be remitted to the public agency no later than the last day of the following calendar month (or if that date falls on a weekend or holiday, the first business day thereafter).

Condition:

During the year ended September 30, 2021, three carriers remitted collections to the Authority later than the last day of the following calendar month in which the collection was received.

Context:

We randomly selected monthly remittances made by airlines and tested the timelines of the payments.

Effect:

The Authority received late monthly remittances from three out of five air carriers and, accordingly, the Authority is not in compliance with Section 158.51 of 14 CFR Part 158.

Cause:

Despite the Authority's efforts to communicate the due dates of monthly PFC revenue remittances with the air carriers, certain air carriers continue to make late payments, especially during the COVID-19 pandemic when business operations were limited and certain air carriers had more PFC revenue refunds than PFC revenue collections.

Recommendation:

The Authority should continue to send a written notice to air carriers reminding them of their requirement to submit PFC remittances by the due date.

Views of Responsible Officials and Corrective Actions:

Management agrees. Please refer to the separate corrective action plan.