
2022 ANNUAL REPORT



GREATER MONCTON INTERNATIONAL
AIRPORT AUTHORITY INC.

DIRECTION DE L'AÉROPORT INTERNATIONAL
DU GRAND MONCTON INC.

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chair's MESSAGE

Like most industries, 2022 was a year of recovery for us at the Greater Moncton Roméo LeBlanc International Airport (YQM). While we are well on the path to recovery, we have not yet returned to our pre-pandemic levels.

Looking back on the past year, it was a challenging time to take on the ambitious task of chairing the Greater Moncton International Airport Authority Inc. (GMIAA) Board. While it may have been the case, I like to think of it as a time full of opportunities.

Though the past years have hit us hard, I am proud to say that we have made a strong recovery in 2022. For example, we welcomed **more than double the passengers than we had in 2021**. We are confident that this growth will continue and accelerate in 2023 and into subsequent years. Thanks to infrastructure funding from the Federal Government, we accomplished various infrastructure projects such as purchasing an Aircraft Rescue Fire Fighting (ARFF) vehicle.

A new strategic direction

Working with the Vantage Airport Group and GMIAA leadership teams, the Board developed a new strategic direction. We reflected on the needs of our region and identified opportunities that will continue to position YQM as a pillar of our region's economic development.

One of our key objectives as a Board in 2023 will be to further our commitment to diversity, equity and inclusion. The Board and I will focus on strengthening our diversity efforts and creating an inclusive and equitable culture on our Board.

Renewal of our leadership team

In 2022, Bernard LeBlanc retired. We would like to thank him for all his service and setting a path forward for YQM into the future. In 2022 we therefore welcomed a new CEO. Last May, Courtney Burns accepted the challenge of leading our airport towards recovery and future growth through expansion and development to secure its future in these times of turmoil in the industry.

In 2022 we also completed an amendment to our Management and Support Services agreement with the Vantage Airport Group, extending the agreement for another 15 years. Vantage Airport Group continues to be an important partner in our airport's success.

I would like to thank our GMIAA team, airport partners, and Board members who all work tirelessly for the well-being and advancement of YQM. I give special thanks to Board members Diane Allain, who completed her term on the Board and Roland Cormier who stepped down this past year. Of course, I cannot forget the outgoing Board Chair, Nancy Whipp, who led the Board for the past three years. To all of them, I would like to thank you for your dedication and hard work over the years.

In 2022, we also welcomed two new Board members Camilla Cormier and Réjean Després. With this new wind in our sails, the Board and I want to reach new heights of diversity, inclusion, and representation for all within YQM, so that both team members and passengers feel welcome.

I cannot thank the airport staff enough for all their hard work and dedication to our mission and goals. You are the key to the daily success of YQM, and it shines through you. I would also like to thank our community for their continued support.

Lastly, I pledge to lead the Board of Directors towards new growth and opportunities and to work hand in hand with all other parties who play a role in the well-being of the Greater Moncton Roméo LeBlanc International Airport.



A stylized, handwritten signature in blue ink, appearing to read 'Luc Elsliger'.

Luc Elsliger
GMIAA Board Chair



president and ceo's **MESSAGE**

2022 was a challenging yet quite interesting year at YQM, as it was for several industries and businesses. We had what could be called a changing of the guard; I accepted the CEO position after the retirement of Bernard LeBlanc, who worked hard for many years to ensure the continuous development of our airport and our region. I love a good challenge, and stepping into this role after Bernard's tremendous work and impact did not disappoint.

At the same time, the Board also welcomed a new chair, as Nancy Whipp stepped down and was replaced by Luc Elsliger. We had to quickly find our way of working together; COVID-19 recovery would not pause for us.

Beyond our expectations

Although COVID-19 restrictions were still in place at the beginning of the year, the return to normalcy exceeded our expectations in 2022. Indeed, the summer season ended with more airlines flying to more destinations than were recorded in the summer of 2019. Of note is the arrival of Swoop Airlines and the addition of direct flight by Porter Airlines to Billy Bishop Airport in downtown Toronto.

These successes give us confidence that YQM will return to its pre-pandemic passenger levels in late 2023 or early 2024, a full year ahead of what we anticipated.

What the future holds

We enter 2023 with confidence and optimism. We aim to achieve 90% of the 2019 level of passenger traffic.

Winter 2023 will also see the return of our Sun Destination charter season with Air Transat and Sunwing. Lovers of the warmth of the south will surely be delighted since these flights were not offered in 2021 and 2022.

Significant infrastructure work will also be carried out, notably the passenger boarding and deplaning apron (Apron VIII) and de-icing pad, to increase capacity and facilitate growth.



The Board of Directors and the leadership team have developed a new strategic plan to guide our development and decisions for the next 2-3 years. The thinking, research, and discussions that led to the plan have been intense and engaging. As a result, we know that we have a reliable tool to continue our success.

Our people - the source of our success

GMIAA owes much of its success to people you rarely see. They work on the runways, in the offices, and behind the scenes, and they all do so with high professionalism and commitment. To all our team members, I want to offer my sincere thanks.

In 2022, we entered a 4-year labour agreement with the Union of Canadian Transportation Employees of the Public Service Alliance of Canada. Finalizing the agreement allows us to collectively focus on the recovery and growth of the airport in the next 4 years.

2022 was marked by the departure of key players and the arrival of new people to our team. I want to thank the people who have given so many years and energy to our organization. To those who have joined us, thank you for your commitment and openness.

I also want to thank the Board of Directors and the Vantage Airport Group for their confidence and support. My tenure came at an extraordinary time in the history of our airport. Together, we have proven that our airport and all stakeholders and individuals who work here are resilient, courageous, and committed to seeing it grow.

Finally, the greatest of thanks to our community. Our work is meaningful because of you.



A handwritten signature in blue ink, appearing to read 'C Burns'.

Courtney Burns, CPA, CA
President & CEO, GMIAA

year in review

Passenger Services

We always strive to offer the best to New Brunswickers and our region, and 2022 was no different.

This past year, YQM welcomed **Swoop Airlines** to provide passengers with new routes to Hamilton (year round) and Edmonton (summer 2022) and Porter added a new **nonstop direct route** to Billy Bishop Toronto City Airport to give passengers more options for planning their next trip.

As of 2022, we are thrilled to have reached 70% of our pre-COVID-19 passenger count and to have more than doubled the numbers of 2021.

We thank our partner airlines for their efforts to get our passengers back in the air. To Air Canada, WestJet, Porter, PAL, and Swoop, thank you for your commitment to our airport and our region.

Year	Passenger Count
2019	674,406
2020	173,404
2021	177,040
2022	468,841



Passenger experience - at the heart of our actions

Food and beverage services began slowly resuming operations during the summer of 2022. With the ever-increasing passenger volumes, we can continually extend service hours to better meet the needs and expectations of our passengers.

YQM is an essential player in the economic development of our region, and that shows in many ways. For example, this year, we welcomed Aaron's Coffee House, a local coffee shop that offers products from Greater Moncton's own Down East Coffee. It's proof that our impact on the community goes far beyond transportation.

An airport is a unique ecosystem where many businesses, organizations, and groups work together to enable people and goods to use air transportation and the services that come with an airport. Our successes are the result of the work of various people, and our strength lies in our ability to share common goals and support each other through difficult times.



Air Cargo

Cargo shipments are an important part of our economy and a crucial way to keep New Brunswick on the map. This year, 20,500 metric tons (MT) were shipped from YQM, which is 1% less than in 2021.

While there was a noticeable growth in domestic cargo, the COVID-19 restrictions in China and the overall market conditions did make for a substantial dip in international cargo activity. That being said, we expect international cargo activity to make a strong recovery in 2023 and are already planning for it. The world will be able to enjoy our amazing products, namely our famous Maritime lobster. There is no better way to shine abroad!

We want to thank the cargo airlines that have chosen YQM in 2022, namely CargoJet, EVAS, Morningstar (FedEx), WestJet Cargo, PAL Cargo, and Kalitta Air, and we hope that these collaborations will continue for a long time to come.



Projects

Bettering our infrastructure for both safety and business development is a big component of our day-to-day work. Our team efforts paid off in 2022, as YQM saw many improvement projects take place.



SAFETY

Our team and visitors' safety is our top priority. Thanks to funding support from Transport Canada's Airports Capital Assistance Program (ACAP), here are some upgraded safety projects that were added to our infrastructure in 2022:

- We installed Runway End Safety Areas (RESA) to reduce the severity of damage to aircraft overshooting or undershooting the runway.
- We have acquired a new Aircraft Rescue Fire Fighting (ARFF) vehicle to allow our Emergency Response Team to respond to emergencies efficiently and to keep our passengers, our airport team, and our flight crews safe.
- A new Snow Blower was also purchased to help keep the runways and airside surfaces clear during the winter.
- A variety of Airfield Electrical projects were also initiated and will be completed in 2023.



INFRASTRUCTURE

With the collaboration of Transport Canada and its National Trade Corridors Fund (NTCF), we added a new cargo road connecting Xtreme Cold Storage to the Airfield for smoother, more efficient transportation and better service to our business clients.

The upper portion of the parking lot was resurfaced, and our parking payment system was upgraded to make your arrival and departure as smooth as possible.



Our people

We have welcomed several new members to GMIAA, and some of our current members have taken on new responsibilities within the organization. The GMIAA team is very pleased to have these new members join us in 2022 and look forward to what the future will bring.

- Pat Meagher, Manager of Airside Operations
- Gilles Légère, Fleet Technician Lead
- Jason Johnson, Seasonal Fleet Technician
- Monique Babineau, EA and Board Secretary
- Colleen Richard, Seasonal Airfield Specialist
- Patrick Gallant, Seasonal Airfield Specialist
- Carl Arsenault, Seasonal Airfield Specialist
- Dollard Cormier, Seasonal Airfield Specialist

Also joining us in the first quarter of 2023 as a Seasonal Airfield Specialist are Jeffrey Lirette and Darrell Bartlett. We also welcomed three additional members to our Management Team.

- Jennifer Langille as Director of Finance and Administration
- Denis LeBlanc as Manager of Engineering and Operations
- Susy Campos as Director of Commercial Development

The YQM team wishes to give very special thanks to long-term employees Wilson Gear (Fire Captain) and Michael Garland (Firefighter), who retired in 2022 after over 35 years each with the organization.



board of directors

The role of the Board of Directors is to provide overall direction of the organization. The Greater Moncton International Airport Authority Inc. (GMIAA) Board's governance is to oversee policy issues, while the President and CEO is responsible for management and operational matters.



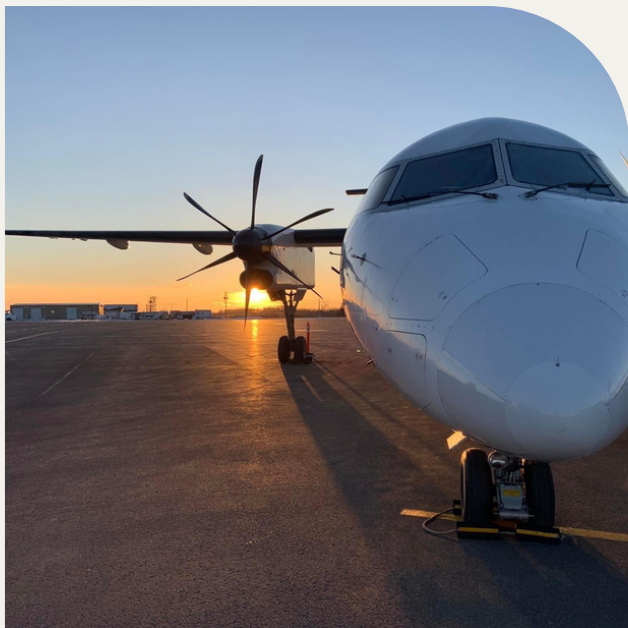
Six standing Board committees met on a regular basis throughout 2022. These committees are:

- Audit Committee
- Governance Committee
- Human Resources Committee
- Nominating Committee
- Risk Management Committee
- Strategic Planning Committee

Directors' Compensation

Annual Retainer

Chair	\$10,000
Vice-Chair	\$5,000
Secretary-Treasurer	\$8,000
Directors	\$3,500



Diane Allain*	\$3,281
Arthur Allan	\$12,500
Camilla Cormier**	\$4,487
Roland Cormier	\$9,500
Jean Corriveau	\$10,400
Réjean Després**	\$4,787
Luc Elsliger	\$18,685
Ian Franklin	\$8,900
Patrick Grew	\$8,300
Scott Lewis	\$8,000
Janice Lirette Evers	\$12,800
James Lockyer	\$13,965
Michael Magee	\$9,200
Peter McIntyre	\$10,100
Linda Schofield	\$8,900
Nancy Whipp*	\$10,531

* Term ended prior to year-end 2022

** Started in Q2

Board Accountability

The GMIAA Inc. Board of Directors was in compliance with its Code of Conduct and Ethics for Directors policy in 2022.

financial review

The Greater Moncton International Airport Authority Inc. (GMIAA) was incorporated as a corporation without share capital on June 22, 1995, under Part II of the Canada Corporations Act. The GMIAA Inc. is exempt from income tax according to the Airport Transfer (Miscellaneous Matters) Act. All earnings are retained and reinvested in airport operations and development. In meeting ground lease requirements, the GMIAA has been paying rent to the Government of Canada since 2016. On March 21, 2020 the Government of Canada announced a rent waiver for March 2020 to December 2020 as part of its COVID-19 Economic Response Plan. On December 30, 2020 the Government of Canada confirmed an extension of the rent waiver until the end of 2023 as a COVID-19 Pandemic Relief.

The GMIAA is committed to doing business locally and in a competitive fashion. All projects with a value in excess of \$75,000 (1997 dollars) adjusted to the Consumer Price Index (CPI) require a public tender or request for proposal. To that end, the GMIAA sought competitive bids on all such contracts in 2022 except for the conveyor VFD & PLC upgrades (Glidepath Systems Limited) which cost \$167,174 and parking equipment in the amount of \$126,140 (WPS Canada) sole sourced due to integration compatibility with the existing equipment.

Highlights

- The 2022 year began in lockdown, but by March 14, 2022, the government of New Brunswick lifted all remaining COVID-19 mandatory measures. The airport saw a strong improvement in passenger activity correlated with New Brunswick's easing of travel restrictions. The summer season we saw an average of 94% of pre-COVID passenger volumes. Total passengers at YQM in 2022 totaled 468,821, a 165% increase from 2021 (177,040), representing 70% recovery compared to pre-pandemic activity (686,818).



70%
passenger
recovery

165%
passenger
increase from
2021

- With the increased demand for travel, the airport was able to increase aircraft revenue and airport revenue to \$9.6M, up by 53% from 2021.
- The increase in passengers grew revenue from the Airport Improvement Fee (AIF) by 67% compared to 2021 to \$6.2M. GMIAA reinvests these funds in the airport infrastructure.
- GMIAA received \$306K from the Federal Wage subsidy program for COVID-19 relief funding in 2022. All subsidies assisting with relief funding have now ceased.
- Cost containment continued to be a key focus for GMIAA in 2022 with operating expenses in line with the budget for the year.
- GMIAA's excess of revenues over expenses, or net gain, in 2022 was \$0.8M.
- Capital spending in 2022 totaled \$6.8M with the largest initiative being the Runway End Safety Areas project at a total cost of \$3.2M. The project was 50% funded by the Airports Capital Assistance Program (ACAP).
- GMIAA received additional funding from ACAP in 2022 for an Aircraft Rescue Fire Fighting Vehicle costing \$1.0M which was 100% funded and a snow blower costing \$640k which was 50% funded. \$9K was received in 2022 for an Airfield Lighting and Electrical Rehabilitation project which will be completed in 2023 that is being funded at 50% up to \$456K. \$5k was received in 2022 as the final funding reimbursement for the 2021 Runway Rehabilitation and Taxiway Hold signs project which cost \$8.4M and was 50% funded by ACAP.
- GMIAA completed a Cargo Road in 2022, one of four phases in its Eliminating Bottlenecks and Enabling Growth project that is 50% funded by The National Trade Corridors Fund. This phase of the project cost \$735K.
- No new financing was accessed in 2022. Bank financing outstanding at the end of 2022 was \$25.3M.



Photos credit in Annual Report: Peter Collette, Paul L. Cormier and GMIAA

2022 Actual vs Business Plan (in \$ millions)				
	Actual	Plan	Difference	Explanation
Revenue	\$15.8	\$13.8	\$2.0	With total passengers of 468,841 over budget by 33.3% the Airport Improvement Fees (AIF) exceeded budget by \$1.6M or 31%. This assisted in offsetting the aircraft revenue that was under budget by \$0.5M as activity in the first quarter of the year was reduced versus plan. Non-Aeronautical revenues exceeded budget by \$1.3M or 41% stemming from increased passenger activity.
Government Assistance	\$0.3	\$-	\$0.3	The Airport received \$0.3M from the Tourism and Hospitality Recovery Program in 2022.
Expenses	\$15.7	\$15.6	\$(0.1)	A focus on cost mitigation continued in 2022. Expenses performed in line with budget with some cost overruns in the winter due to significant and prolonged snow events.
Capital Expenditures	\$6.8	\$8.6	\$1.8	Capital was under budget by \$1.8. This variance was primarily driven from The Runway End Safety Areas (RESA) project coming in under budget by \$1.4M.
Business Plan Objectives	<ul style="list-style-type: none"> In 2022 GMIAA was successful in its active pursuit of funding support and in its cost mitigation and cash preservation objectives. GMIAA received \$3.2M in Federal government assistance toward capital projects from both the Airports Capital Assistance Program (ACAP) and the National Trade Corridors Fund (NTCF). The Collective Agreement was successfully ratified in 2022. A new CEO was successfully recruited. Passenger volumes increased to 70% of pre-covid. 			

Note: Revenue above includes net Airport Improvement Fees and change in fair value of Financial Instruments

Business Plan Forecast 2023-2026 (in \$ millions)					
	2023	2024	2025	2026	2027
Revenue	19.5	22.5	23.0	23.4	23.7
Expenses	17.5	19.5	20.0	20.5	20.8
Capital Expenditures	16.2	14.4	12.7	5.8	5.4
Objectives	<ul style="list-style-type: none"> Rebuild the workforce to facilitate recovery and growth Deliver major airport infrastructure projects Enhance the passenger experience Revenue growth opportunities Relaunch award winning YQM Customer Excellence Program 				

FINANCIAL STATEMENTS

GREATER MONCTON INTERNATIONAL AIRPORT AUTHORITY INC.
DECEMBER 31, 2022



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Independent auditor's report

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To the Members of the Greater Moncton International Airport Authority Inc / Direction de l'Aéroport international du Grand Moncton Inc.

Opinion

We have audited the financial statements of Greater Moncton International Airport Authority Inc / Direction de l'Aéroport international du Grand Moncton Inc. ("the Authority"), which comprise the statement of financial position as at December 31, 2022, and the statements of operations, changes in net assets and cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Authority as at December 31, 2022, and its results of operations and its cash flows for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the Organization in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian accounting standards for not-for-profit organizations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Organization's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Organization or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Organization's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Organization's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Organization's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Organization to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Moncton, Canada
April 14, 2023

Grant Thornton LLP
Chartered Professional Accountants

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport International du Grand Moncton Inc.

Statements of Operations and Changes in Net Assets

Year ended December 31

2022

2021

Revenues

Aircraft (Page 34)	\$ 4,869,577	\$ 3,788,538
Airport (Page 34)	4,689,177	2,438,789
Government assistance (Page 34)	306,436	7,598,008

9,865,190 13,825,335

AIR Fund revenues, net of expenses (Note 11)

6,245,199 2,342,950

16,110,389 16,168,285

Expenditures

Salaries and employee benefits (Page 35)	3,001,150	2,508,022
Other operating and administration expenses (Page 35)	6,753,661	5,099,702
Amortization	5,104,743	6,205,593
Interest on bank financing	808,628	785,454

15,668,182 14,598,771

Excess of revenue over expenditures before other income

\$ **442,207** \$ 1,569,514

Other income

Change in fair value of financial instruments (Note 8)

362,686 92,857

Excess of revenue over expenditures

\$ **804,893** 1,662,371

Net assets, beginning of year

\$ **33,082,715** \$ 31,460,344

Excess of revenue over expenditures

804,893 1,662,371

Remeasurement in actuarial losses

(314,000) (40,000)

Net assets, end of year

\$ **33,573,608** \$ 33,082,715

See accompanying notes and schedules to the financial statements.

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport International du Grand Moncton Inc.

Statement of Financial Position

December 31

2022

2021

Assets

Current

Cash and cash equivalents	\$ 8,697,244	\$ 9,801,508
Receivables	1,683,376	1,151,112
Discretionary grants and contributions receivable	318,573	191,829
Materials and supplies	341,229	169,584
Prepaid expenses	266,142	184,502

11,306,564 11,498,535

Restricted cash (Note 3)	741,288	-
Pension surplus (Note 4)	2,923,000	3,190,000
Capital assets (Note 5)	46,216,07	47,822,556
Financial instruments asset (Note 8)	455,543	92,857
	\$ 61,642,472	\$ 62,603,948

Liabilities

Current

Payables (Note 6)		
Trade	\$ 1,253,756	\$ 1,156,341
Capital	836,289	142,263
Unearned revenue	76,416	46,945
Refundable deposits	179,323	179,323
Bank financing due within one year (Note 7)	2,287,698	2,274,607

4,633,482 3,799,479
23,009,526 25,217,842

27,643,008 29,017,321

Long-term

Severance liabilities	425,856	503,912
	425,856	503,912

28,068,864 29,521,233

Net assets

	33,573,608	33,082,715
	\$ 61,642,472	\$ 62,603,948

Commitments (Note 10)

On behalf of the board:



Luc Elsliger, Director



Janice Lirette Evers, Director

See accompanying notes and schedules to the financial statements.

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport International du Grand Moncton Inc.

Statement of Cash Flows

Year Ended December 31

2022

2021

Increase (decrease) in cash and cash equivalents

Operating

Excess of revenues over expenditures	\$ 804,893	\$ 1,662,371
Items not affecting cash		
Amortization	5,104,743	6,205,593
Gain on disposal	(18,981)	-
Change in fair value of financial instruments	(362,686)	(92,857)
Pension expense (Note 4)	(48,000)	(25,000)
	5,479,969	7,750,107
Change in non-cash working capital items (Note 9)	(736,719)	187,289
Pension payments (Note 4)	1,000	2,000
	4,744,250	7,939,396

Financing

Repayment of bank financing	(2,195,225)	(1,675,000)
Proceeds from new financing	-	5,945,465
Change in capital payables	694,020	(3,586,131)
	(1,501,205)	684,334

Investing

Change in restricted cash, net	(741,288)	-
Proceeds on disposition of assets	20,000	-
Motor vehicles	(1,622,968)	(149,047)
Equipment	(206,001)	(37,942)
Groundside Infrastructure	(507,587)	-
Airside Infrastructure	(4,185,763)	(8,620,879)
Assets Under Construction	(2,233)	-
New ATB	(313,463)	(134,249)
Discretionary grants and contributions	3,211,994	5,942,309
	(4,347,309)	(2,999,808)

(Decrease) increase in cash and cash equivalents

(1,104,264) 5,623,922

Cash and cash equivalents

Beginning of year	9,801,508	4,177,586
End of year	\$ 8,697,244	\$ 9,801,508

See accompanying notes and schedules to the financial statements.

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport International du Grand Moncton Inc.

Notes to the Financial Statements

December 31, 2022

1. Nature of operations

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport international du Grand Moncton Inc. ("GMIAA") was incorporated as a corporation without share capital on June 22, 1995, under Part II of the Canada Corporations Act. GMIAA is exempt from income tax according to the Airport Transfer (Miscellaneous Matters) Act. All earnings of GMIAA are retained and reinvested in airport operations and development.

GMIAA is governed by a Board of Directors whose members are nominated by the Municipality of Moncton, the Municipality of Riverview, the Municipality of Dieppe, the Federal and Provincial Governments, the Chamber of Commerce for Greater Moncton, the 3Plus Corporation and the Board of GMIAA, in accordance with the qualifications set out in the by-laws.

The GMIAA entered into a management services agreement with the Greater Moncton Airport Services Ltd. and Vantage Airport Group Ltd. ("Vantage") which is dated August 31, 2001 (Note 10(c)).

2. Summary of significant accounting policies

These financial statements have been prepared in accordance with Part III, Canadian accounting standards for not-for-profit organizations (ASNPO). The following are the accounting policies selected by GMIAA and applied to these financial statements.

Fund accounting

GMIAA follows the restricted fund method of accounting for revenues and expenses. All the operations are accounted in the general fund.

Revenue recognition

Landing fees, terminal fees and parking revenue are recognized as the airport facilities are utilized. Concession revenues are recognized on the accrual basis and calculated using agreed percentages of reported concessionaire sales, with specified minimum rent guarantees. Rental (and license) revenues are recognized over the lives of respective leases, licenses and permits. Airport Improvement Fees (AIF), net of collection expenses, are recognized monthly based on reported travel.

Government assistance

GMIAA recognizes government assistance toward current expenses in the Statement of Operations. When government assistance is specified to relate to future expenses, GMIAA defers the assistance and recognized it in the Statement of Operations as the related expenses are incurred. When government assistance relates to the acquisition of capital assets, GMIAA deducts the assistance from the cost of the related capital asset.

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport International du Grand Moncton Inc.

Notes to the Financial Statements

December 31, 2022

2. Summary of significant accounting policies (continued)

In 2019 GMIAA entered into a multi-year contribution agreement with the Federal government ("Government") represented by the Minister of Transport for an eliminating bottleneck and enabling growth project under the National Trade Corridors program. The agreement commenced December 12, 2019, and has been amended March 5, 2021, and March 7, 2023 and with a revised contribution agreement end date of July 31, 2025. Claims for reimbursement under the agreement are submitted to the Government once the related invoice has been paid. The contribution agreement funds 50% of eligible expenditures to a maximum of \$10,843,152. GMIAA has received a total of \$366,799.93 in federal funding for the 2022 calendar year, with a total of \$4,046,489.04 on the multi-year project to December 31, 2022, as a reduction to the cost of the related capital asset. At December 31, 2022 all claims have been paid and there are no outstanding receivables

On April 28, 2021 and amended on May 27, 2021 GMIAA entered into a contribution agreement with the Government represented by the Minister of Transport for a Runway rehabilitation and Taxiway Hold Signs project under the Airports Capital Assistance Program. Claims for reimbursement under the agreement are submitted to the Government once the related invoice has been incurred. The contribution agreement funds 50% of eligible expenditures to a maximum of \$4,438,727. GMIAA had no additional claims in 2022. At December 31, 2022 GMIAA received the outstanding \$5,163 and project is considered closed.

On April 16, 2021 GMIAA entered into a contribution agreement with the Government represented by the Minister of Transport for an Aircraft Rescue and Fire Fighting Vehicle under the Airports Capital Assistance Program. Claims for reimbursement under the agreement are submitted to the Government once the vehicle has been received and invoiced. The contribution agreement funds 100% of eligible expenditures to a maximum of \$1,096,600. GMIAA has recorded funding of \$896,921 at December 31, 2022 with a total of \$1,045,969 as at December 31, 2022 as a reduction to the cost of the related capital asset. At December 31, 2022 GMIAA has no outstanding receivables and project is considered closed.

On December 21, 2021, GMIAA entered into a contribution agreement with the Government represented by the Minister of Transport for the construction of 3 runway end safety areas under the Airports Capital Assistance Program. Claims for reimbursement under the agreement are submitted to the Government once the related invoice has been incurred. The contribution agreement funds 50% of eligible expenditures to a maximum of \$4,931,753. GMIAA has recorded funding of \$1,564,362 at December 31, 2022 as a reduction to the cost of the related capital asset. At December 31, 2022 GMIAA has one claim of \$172,193 outstanding receivables.

On December 21, 2021, GMIAA entered into a contribution agreement with the Government represented by the Minister of Transport for Airfield Lighting and Electrical Rehabilitation under the Airports Capital Assistance Program. Claims for reimbursement under the agreement are submitted to the Government once the related invoice has been incurred. The contribution agreement funds 50% of eligible expenditures to a maximum of \$287,740 which was amended on June 20, 2022, to a maximum of \$455,738. GMIAA has recorded funding of \$9,050 on December 31, 2022 as a reduction to the cost of the related capital asset. On December 31, 2022, GMIAA has no outstanding receivables.

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Notes to the Financial Statements

December 31, 2022

2. Summary of significant accounting policies (continued)

On December 21, 2021, GMIAA entered into a contribution agreement with the Government represented by the Minister of Transport for a large snow blower under the Airports Capital Assistance Program. Claims for reimbursement under the agreement are submitted to the Government once the related invoice has been incurred. The contribution agreement funds 50% of eligible expenditures to a maximum of \$660,000. GMIAA has recorded funding of \$320,103 on December 31, 2022 as a reduction to the cost of the related capital asset. On December 31, 2022, GMIAA has no outstanding receivables and project is considered closed.

Cash and cash equivalents

For the purpose of the statement of cash flows, GMIAA considers cash on hand and balances with banks, net of overdrafts, and highly liquid temporary money market instruments with original maturities of three months or less as cash or cash equivalents. Bank borrowings and restricted cash are considered to be financing activities.

Materials and supplies

Materials and supplies are recorded at the lower of cost and net realizable value and represents items used to maintain the runways and equipment. The cost is determined on a first-in, first-out basis.

Capital assets

Capital assets are recorded at cost and amortized on a straight-line basis over their estimated useful lives based on the following rates:

Airside infrastructure	5% - 33.33%
Equipment	10% - 33.33%
Grounside infrastructure	2.5% - 10%
Motor vehicle	5% - 10%
New ATB	2.5% - 33.33%
Old ATB renovations	10% - 33.33%

Capital assets are recorded net of any grants identified for capital purposes.

Employee future benefits

The GMIAA uses the immediate recognition approach to account for its defined benefit pension plans. The accrued benefit obligations are determined using the projected benefit method prorated on services, which incorporates management's best estimate of future salary levels, other cost escalation, retirement ages of employees and other actuarial factors. The accrued benefit obligations are determined using the most recent actuarial valuation report prepared for funding purposes.

Plan assets are measured at fair value.

The GMIAA recognizes the plan's funded surplus, which is the net amount of the accrued benefit obligations and the fair value of plan assets, on the balance sheet. A valuation allowance is recognized to limit the defined benefit asset recognized on the balance sheet for any excess of the plan surplus over the expected future benefit the GMIAA expects to realize from the plan surplus.

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Notes to the Financial Statements

December 31, 2022

Use of estimates

The preparation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets, liabilities, commitments, and contingencies at the date of the financial statements, and the reported amounts of revenues and expenses during the reporting period. Examples of such estimations and assumptions include the appropriateness of the going concern assumption, useful lives and recoverability of long-lived assets, valuation adjustments, provisions for contingencies, assumptions related to pension plan, interest rate swaps, severance liabilities and allowance for doubtful accounts. Actual results could differ from those estimates. Adjustments, if any, will be reflected in operations in the period of settlement.

Derivative financial instruments

GMIAA's interest rate risk exposure arises from fluctuations in interest rates. GMIAA uses derivative instruments, such as interest rate swaps, to reduce its exposure to interest risk relating to its bank financing with variable interest rates. The agreements have the effect of converting the floating rate of interest to a fixed rate. The derivative financial instrument effective October 1, 2021 (see Note 7) is recorded on the statement of financial position at fair value. Changes in the fair value of the derivative financial instrument is recognized in the statement of operations. GMIAA has designated each of its remaining interest rate swaps as a cash flow hedge adopting hedge accounting to record the interest rate swaps in accordance with ASNPO, and as such, GMIAA is not required to record the fair value of the interest rate swap derivative. The interest rate swap agreements involve the periodic exchange of payments without the exchange of the notional principal amount upon which the payments are based and are recorded as an adjustment of interest expense on the hedge debt instrument. The related amount payable to or receivable from counter parties is included as an adjustment to accrued interest.

3. Restricted Cash	2022	2021
AIR Fund for capital purposes	\$ 741,288	\$ -

4. Pension surplus

GMIAA is a participating employer in the Canadian Airports Council Pension Plan, (the "CAC Plan"), a multi-employer pension plan. The CAC Plan provides defined benefits to those employees who transferred their employment from the Government of Canada. The CAC Plan also provides a defined contribution plan to all other employees of GMIAA.

The Government of Canada remains liable for all pension benefits accrued prior to the transfer date of September 1, 1997. The CAC Plan is responsible for providing all pensions accrued since the transfer date. The valuation allowance for 2022 was calculated as the difference between the plan's defined benefit asset and a limit based on the expected future benefit projected to be available to the GMIAA.

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Notes to the Financial Statements

December 31, 2022

4. Pension surplus (continued)

Information about the CAC defined benefit plan follows:

	<u>2022</u>	<u>2021</u>
Accrued benefit obligation	\$ (6,397,000)	\$ (6,802,000)
Fair market value of plan assets	9,320,000	11,372,000
Funded status – pension surplus	\$ 2,923,000	\$ 4,570,000
Valuation allowance	-	(1,380,000)
	<u>\$ 2,923,000</u>	<u>\$ 3,190,000</u>

The pension plan is required to complete solvency valuations as part of the normal regulatory compliance. As a result of the January 1, 2022, solvency valuation, the pension plan had a statutory solvency excess. The Income Tax Act requires that any excess surplus first be applied to reduce or eliminate the contribution requirements for GMIAA. For 2022 GMIAA solvency excess was sufficient to offset the full year current service cost and no special payment were required for 2022.

	<u>2022</u>	<u>2021</u>
Net pension expense		
Employer contributions	\$ 48,000	\$ (25,000)
Employee contributions	-	(2,000)
Benefits paid	12,000	14,000
	682,000	290,000

The significant actuarial assumptions adopted in measuring GMIAA's accrued benefit obligations are as follows:

	<u>2022</u>	<u>2021</u>
Discount rate	4.5%	4.5%
Rate of compensation increase	2.5%	2.5%
Rate of inflation	2.0%	2.0%
Mortality table	CPM	CPM

The actuarial present value of accumulated plan benefits for the 2022 fiscal year is based on an extrapolation provided by the actuaries. The last formal actuarial valuation performed was effective January 1, 2022. The actuaries believe the financial results would not differ materially from the extrapolation if a formal valuation was performed as at December 31, 2022. The next valuation report is due from the actuaries effective January 1, 2023.

Defined benefit plan assets consist of:	<u>2022</u>	<u>2021</u>
Equity securities	58.5%	63.1%
Debt securities	29.1%	33.1%
Other	12.4%	3.8%
	<u>100.0%</u>	<u>100.0%</u>

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Notes to the Financial Statements

December 31, 2022

4. Pension surplus (continued)

In addition, GMIAA contributed \$130,913 (2021 - \$116,906) to a defined contribution plan for employees during the year.

5. Capital assets

	Cost	Discretionary grants and contributions applied	Accumulated Amortization	2022 Net Book Value
Airside infrastructure**	68,742,506	(24,812,775)	(23,176,915)	20,752,816
Equipment	2,666,360	(186,921)	(2,146,268)	333,171
Grounside infrastructure**	23,166,338	(4,598,957)	(6,903,821)	11,663,560
Motor vehicle	9,595,519	(1,502,623)	(6,488,341)	1,604,555
New ATB**	33,064,075	(6,924,302)	(14,279,025)	11,860,748
Old ATB renovations**	1,277,204	(495,356)	(781,738)	110
Assets under construction	2,233	(1,116)	-	1,117
	\$ 138,514,235	\$ (38,522,050)	\$ (53,776,108)	\$ 46,216,077

	Cost	Discretionary grants and contributions applied	Accumulated Amortization	2021 Net Book Value
Airside infrastructure**	64,282,052	(22,718,430)	(19,840,280)	21,723,342
Equipment	2,473,141	(186,921)	(2,061,512)	224,708
Grounside infrastructure**	21,200,473	(4,599,257)	(4,895,803)	11,705,413
Motor vehicle	7,867,500	(136,552)	(6,078,342)	1,652,606
New ATB**	34,483,583	(6,898,050)	(15,074,593)	12,510,940
Old ATB renovations**	1,277,204	(495,356)	(776,301)	5,547
Assets under construction	149,047	(149,047)	-	-
	\$ 131,733,000	\$ (35,183,613)	\$ (48,726,831)	\$ 47,822,556

**These assets are considered leasehold improvements based on the sixty-year ground lease with the Government of Canada.

6. Payables

Government remittances of \$3,848 (2021 - \$3,393) for worker's compensation and nil (2021 - \$30,292) for HST are included in payables. At December 31, 2022, HST was in a receivable position of \$11,551.

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Notes to the Financial Statements

December 31, 2022

7. Bank financing	2022	2021
CIBC demand loan, amortized to September 2032 at bankers acceptance plus 0.45% per annum renewed every 30 days. There is an interest rate swap with a fixed rate of 1.66% per annum (original amount \$11.0 million). Principal repayments are quarterly instalments of \$137,500.	5,225,000	5,775,000
CIBC demand loan, amortized to December 2032 at bankers acceptance plus 0.45% per annum renewed every 30 days. There is an interest rate swap with a fixed rate of 2.66% per annum (original amount \$11.0 million). Principal repayments are quarterly instalments of \$137,500.	5,912,500	6,462,500
CIBC demand loan, amortized to December 2034 at bankers acceptance plus 0.45% per annum renewed every 30 days. There is an interest rate swap with a fixed rate of 3.05% per annum (original amount \$11.5 million). Principal repayments are quarterly instalments of \$143,750.	6,756,250	7,331,250
CIBC demand loan, amortized to December 2036 at bankers acceptance plus 0.45% per annum renewed every 30 days. There is an interest rate swap with a fixed rate of 1.52% per annum (original amount \$3.5 million). Principal repayments are quarterly installments \$60,702.	3,399,284	3,642,090
CIBC demand loan, amortized to December 2033 at bankers acceptance plus 0.45% per annum renewed every 30 days. Interest is variable which fluctuates with Prime Rate. Principal repayments are quarterly instalments of \$92,473.	4,004,190	4,281,609
Less current portion	25,297,224	27,492,449
Less callable portion	2,287,698	2,274,607
Due beyond one year	23,009,526	25,217,842
	\$ -	\$ -

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport International du Grand Moncton Inc.

Notes to the Financial Statements

December 31, 2022

7. Bank financing (continued)

As security for the CIBC term loans, GMIAA has provided the Leasehold Mortgage of the ground lease between GMIAA and His Majesty the King in Right of Canada, represented by the Minister of Transport dated September 1, 1997, a general security agreement over all assets of the GMIAA.

Estimated principal repayments are as follows:

2023	\$	2,287,698
2024		2,287,698
2025		2,287,698
2026		2,287,698
2027		2,287,698

8. Financial instruments asset

The GMIAA entered into an interest rate swap effective October 1, 2021 which converts the variable bankers acceptance rate on its CIBC demand loan with a December 31, 2022 value of \$3,399,284 (December 31, 2021 of \$3,642,090) into a fixed rate of 1.52%. The change in fair value is recorded in other income "change in fair value of financial instruments", in the statement of operations, which was \$362,686 (2021 - \$92,857). The notional amount of the derivative financial instrument at December 31, 2022 was \$3,399,284 (2021 - \$3,642,090).

The GMIAA has three other interest rate swaps with a total notional amount of \$17,893,750 (December 31, 2021 - \$19,568,750). The GMIAA has elected to apply hedge accounting to these instruments (see Note 2 "Derivative financial instruments"). At December 31, 2022 interest rate swaps were valued at \$1,032,229 (December 31, 2021 - (\$911,817)).

9. Change in non-cash working capital items

	2022	2021
Receivables	\$ (532,264)	\$ 75,597
Materials and supplies	(171,645)	(16,182)
Prepaid expenses	(81,640)	(38,415)
Payables - trade	97,415	149,449
Unearned revenue	29,471	11,044
Severance liabilities	(78,056)	5,796
	<u>\$ (736,719)</u>	<u>\$ 187,289</u>

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport International du Grand Moncton Inc.

Notes to the Financial Statements

December 31, 2022

10. Commitments

- (a) On September 1, 1997, GMIAA signed an agreement with the Government of Canada to transfer control of the Moncton airport to GMIAA. Effective that date GMIAA signed a ground lease agreement with the Government of Canada (the "Landlord") which provides that GMIAA will lease the airport facilities for an initial term of sixty years. A twenty-year renewal option may be exercised, but at the end of the renewal term, unless otherwise extended, GMIAA is obligated to return control of the Moncton airport to the Government of Canada.

The lease agreement provided GMIAA a rent-free period until December 31, 2015. Starting January 1, 2016, the Airport is required to make annual rent payments to the Landlord utilizing a formula reflecting annual gross revenues as per the lease agreement. On March 31, 2020, the Government of Canada announced a rent waiver for March 2020 to December 2020 as a part of the Government of Canada's COVID-19 Economic Response Plan. On December 30, 2020, the Government of Canada confirmed an additional rent waiver for the 2021, 2022 and 2023 lease years as a COVID-19 Pandemic Relief.

- (b) An environmental site assessment on the Greater Moncton airport property was carried out in August 1995 by the Government of Canada and the report that was issued is referred to as the Environmental Baseline Study Report. This report was to identify the extent of the hazardous substances that existed as of August 1995, and extended to the September 1, 1997 transfer date. Article 37 of the Head Lease for the airport will govern responsibility for any remedial work, if necessary.

The responsibility for any liability that may arise in the future relating to the existence of a hazardous substance, originating before the transfer on September 1, 1997, to GMIAA, rests with the Government of Canada. GMIAA has responsibility for any environmental liabilities that arise from hazardous substance problems that occur subsequent to the transfer date.

- (c) The GMIAA entered into a management services agreement with the Greater Moncton Airport Services Ltd. and Vantage Airport Group Ltd. ("Vantage") which is dated August 31, 2001. The contract was amended on September 30, 2022, which amends and restates an agreement amended in 2014. The term on the contract was extended to a term of 38 years. The remaining term is 15 years. The GMIAA desires to have the Airport managed and operated in a safe, secure and efficient manner while promoting and developing the airport services thus ensuring the commercial viability of the Airport in support of the overall economic development of the Greater Moncton Area. The annual "Management and Support Services" fee which includes personnel and other resources dedicated by Vantage to assist with the development of airport operations, is approved annually by the GMIAA's Board of Directors and includes an annual fee plus a performance incentive (Page 35).

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport International du Grand Moncton Inc.

Notes to the Financial Statements

11. AIR Fund results

On October 1, 1998, the Authority implemented an Airport Improvement and Reconstruction Fund (AIR Fund) charge. The purpose of the AIR Fund charge is to finance infrastructure projects such as the reconstruction of existing runways, the new terminal building and other expansionary capital projects deemed appropriate by GMIAA.

	<u>2022</u>	<u>2021</u>
Fees collected	\$ 6,702,511	\$ 2,518,730
Interest	13,985	-
	<u>6,716,496</u>	<u>2,518,730</u>
Handling fees	(471,297)	(175,780)
	<u>6,245,199</u>	<u>2,342,950</u>
Excess of revenues over expenses	\$ 6,245,199	\$ 2,342,950

12. Financial instruments

GMIAA considers any contract creating a financial asset, liability, or equity instrument as a financial instrument. GMIAA's financial instruments consist of cash and cash equivalents, receivables, restricted cash, payables, bank financing and financial instruments.

GMIAA initially measures its financial assets and liabilities at fair value adjusted for transaction costs. Transaction costs related to financial instruments subsequently measured at fair value are recorded in the statement of earnings on initial measurement. GMIAA subsequently measures all of its financial instruments at amortized cost, except for derivatives which are measured at fair value. GMIAA has a comprehensive risk management framework to monitor, evaluate and manage the principal risks assumed with financial instruments. The risks that arise from financial instruments include market risk, credit risk and liquidity risk. Unless otherwise noted it is management's opinion that the GMIAA is not exposed to other price risks arising from financial instruments.

(a) Market risk

Market risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate as a result of changes in market price. Market risk comprises three types of risk: currency risk, interest rate risk and other price risk. GMIAA is not exposed to significant currency and other price risk.

(i) Interest rate risk

Interest rate risk is the potential for financial loss arising from changes in interest rates. Financial instruments that potentially subject GMIAA to interest rate risk include bank financing with floating interest rates. GMIAA currently has a \$7.0 million dollar line of credit available, and term loans of \$25.3 million which are exposed to interest rate risk due to floating rates. The GMIAA uses interest rate swaps to manage some of the variable interest rate risk. At December 31, 2022, the notional amount related to interest rate swaps was \$21.3 million.

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport International du Grand Moncton Inc.

Notes to the Financial Statements

December 31, 2022

12. Financial instruments (continued)

(b) Credit risk

Credit risk is the risk of an unexpected loss if a customer or counter-party to a financial instrument fails to meet its contractual obligations. GMIAA's financial instruments that are exposed to credit risk include accounts receivable. GMIAA mitigates credit risk associated with its trade receivables through establishing credit approval policies and a regular monitoring process. GMIAA generally considers the credit quality of its financial assets that are neither past due or impaired to be solid. Credit risk is mitigated due to the small number of customers.

Allowance for doubtful accounts is reviewed on a quarterly basis. GMIAA updates its estimates of allowances for doubtful accounts based on customer history.

(c) Liquidity risk

Liquidity risk is the risk that GMIAA may not have cash available to satisfy financial liabilities as they come due. GMIAA actively maintains a credit facility to ensure that it has sufficient available funds to meet current and foreseeable future financial requirements at a reasonable cost.

13. Line of credit

GMIAA has available an operating line of credit of \$7.0 million, bearing interest at prime minus 1%, and as security GMIAA provides the Leasehold Mortgage of the ground lease between GMIAA and His Majesty the King in Right of Canada, represented by the Minister of Transport dated September 1, 1997.

14. COVID-19

On March 11, 2020, the COVID-19 outbreak was declared a pandemic by the World Health Organization, which resulted in governments worldwide, including the Canadian and provincial governments, enacting emergency measures to combat the spread of the virus. These measures, which included the implementation of travel bans, self-imposed quarantine periods and physical distancing, caused material disruption to businesses globally and in Canada, resulting in an economic slowdown. As a result of the pandemic, GMIAA experienced a significant decrease in revenues. GMIAA received \$306,436 (2021 - \$912,008) from the Tourism and Hospitality Recovery Program from the Government of Canada in the form of federal wage subsidies and \$6.7 million in 2021 in other Government COVID-19 supports (see page 34). The impact on operating cash flows, working capital levels and/or debt balances, which may also have a direct impact on GMIAA's operating results and financial position in the future, will depend on when operations can resume to pre-pandemic levels. The situation is dynamic and the ultimate duration and magnitude of the impact on the economy and the financial effect on the Authority is continuing to be uncertain. As of 2022, the subsidies have ceased, however the airport finished with achieving 70% of 2019 passenger levels.

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Schedules to the Financial Statements

Year ended December 31

Aircraft revenues

	2022	2021
Landing fees	\$ 3,571,649	\$ 2,935,911
Terminal fees	1,011,184	465,330
Other aircraft fees and services	286,744	387,297
	<u>\$ 4,869,577</u>	<u>\$ 3,788,538</u>

Airport revenues

	2022	2021
Concessions	\$ 1,397,908	\$ 559,565
Gain on disposal of assets	18,981	-
Interest	243,179	50,627
Miscellaneous	33,541	28,344
Parking	1,770,577	702,534
Recovery of expenses from tenants	243,739	169,281
Recovery of property taxes from tenants	338,513	345,710
Rent from tenants	642,739	582,728
	<u>\$ 4,689,177</u>	<u>\$ 2,438,789</u>

Government assistance

	2022	2021
Airport Relief Fund	\$ -	1,886,000
Regional Air Transportation Initiative	-	4,800,000
Wage related subsidies	306,436	912,008
	<u>\$ 306,436</u>	<u>7,598,008</u>

Greater Moncton International Airport Authority Inc. / Direction de l'Aéroport International du Grand Moncton Inc.

Schedules to the Financial Statements

Year ended December 31

Salaries and employee benefits

	2022	2021
Employee benefits	\$ 385,496	\$ 346,763
Salaries and wages	2,615,654	2,161,25
	<u>\$ 3,001,150</u>	<u>\$ 2,508,022</u>

Schedule of other operating and administration expenses

	2022	2021
Advertising and marketing	\$ 76,079	\$ 49,913
Board administration	205,663	129,102
Communications - telephone/cellular	55,426	57,749
Contract and special services	338,785	267,814
Electricity	509,644	485,563
Fuel	462,873	296,587
Insurance	264,108	229,117
Interest and bank charges	106,782	60,820
Janitorial services	270,599	260,541
Management and support services	1,059,511	800,624
Materials and supplies	292,044	261,382
Miscellaneous	214,565	111,237
Office supplies	5,402	2,849
Professional and consulting services	220,766	80,397
Property taxes	829,221	791,006
Repairs and maintenance - Equipment	401,257	276,521
Repairs and maintenance - Infrastructure	595,411	247,232
Security services	741,013	619,916
Travel	24,166	14,643
Water and sewer	80,346	56,690
	<u>\$ 6,753,661</u>	<u>\$ 5,099,702</u>