

Financial Statements

St. John's International Airport Authority

December 31, 2021

Independent Auditor's Report

Opinion

We have audited the financial statements of the St. John's International Airport Authority (the "Authority"), which comprise the balance sheet as at December 31, 2021, and the statement of operations and equity in capital assets and cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies (collectively referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Authority as at December 31, 2021, and the results of its operations and its cash flows for the year then ended in accordance with Canadian accounting standards for private enterprises ("ASPE").

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards ("Canadian GAAS"). 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 Authority 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 the financial statements in accordance with ASPE, 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 Authority'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 Authority or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Authority'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 GAAS 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 GAAS, 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 Authority'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 Authority'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 Authority 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.

Deloitte LLP

Chartered Professional Accountants
April 28, 2022

St. John's International Airport Authority

Balance Sheet

As at December 31, 2021
(in thousands of dollars)

	2021	2020
Assets		
Current		
Cash and cash equivalents	\$ 1,856	\$ -
Accounts receivable (note 3)	2,859	2,268
Consumable inventory	394	394
Prepaid expenses	292	402
Total current assets	5,401	3,064
Capital assets, net (note 4)	210,393	225,735
Debt service reserve fund (note 6)	2,763	2,762
Intangible assets, net	51	79
	\$ 218,608	\$ 231,640

Liabilities and Equity in Capital Assets

Current		
Bank indebtedness	\$ -	\$ 1,905
Accounts payable and accrued liabilities (note 5)	6,351	6,864
Current portion of long-term debt (note 6)	926	14,174
Total current liabilities	7,277	22,943
Long-term debt (note 6)	104,587	105,329
Deferred contributions for capital projects, net (note 7)	27,777	29,471
Equity in capital assets (note 1)	78,967	73,897
	\$ 218,608	\$ 231,640

Commitments (note 11)
See accompanying notes
On behalf of the Board:

Tom Williams, Chair

Roger Butt, Chair, Finance and Audit Committee

St. John's International Airport Authority

Statement of Operations and Equity in Capital Assets

For the year ended December 31, 2021
(in thousands of dollars)

	2021	2020
Revenues		
Landing fees	\$ 3,254	\$ 3,025
Terminal fees	2,462	2,187
Rentals	4,429	4,389
Other	2,656	1,076
Concessions	2,288	1,761
Car parking	1,298	1,220
	16,387	13,658
Airport improvement fees (note 8)	9,373	5,842
	25,760	19,500
Expenses		
Amortization	14,666	14,483
Salaries and benefits (note 14)	7,172	7,704
Operating	5,977	6,189
Interest and financing costs	5,022	5,117
Ground rent (note 11)	847	543
Municipal tax	809	559
General and administrative	698	579
Professional services	314	206
Business development	123	119
	35,628	35,499
Excess of expenses over revenues, before undernoted items	(9,868)	(15,999)
Other revenue - government assistance (note 14)	15,424	-
Impairment of tangible capital assets (note 4)	(486)	(484)
Excess of revenues over expenses (expenses over revenues), end of year	\$ 5,070	\$ (16,483)
Total equity in capital assets, beginning of year	73,897	90,380
Total equity in capital assets, end of year	\$ 78,967	\$ 73,897

See accompanying notes

St. John's International Airport Authority

Statement of Cash Flows

For the year ended December 31, 2021
(in thousands of dollars)

	2021	2020
Operating Activities		
Excess of revenues over expenses (expenses over revenues)	\$ 5,070	\$ (16,483)
Add (deduct) items not involving cash		
Amortization - capital assets, net	16,889	16,427
Amortization - deferred contributions	(2,262)	(1,983)
Amortization - intangible assets	39	39
Amortization - other	183	200
Impairment of tangible capital assets	486	484
Gain on disposal of capital assets	(49)	(38)
	20,356	(1,354)
Changes in non-cash working capital balances related to operations		
Accounts receivable	(591)	2,052
Consumable inventory	-	61
Prepaid expenses	110	145
Accounts payable and accrued liabilities	(513)	(4,528)
Cash provided by (used in) operating activities	19,362	(3,624)
Financing Activities		
(Increase) decrease in debt service reserve fund	(1)	12
Proceeds from revolving credit facility	139,449	147,799
Repayment of revolving credit facility	(152,743)	(142,490)
Repayment of revenue bond	(879)	(834)
Cash (used in) provided by financing activities	(14,174)	4,487
Investing Activities		
Additions to capital assets	(2,033)	(3,944)
Additions to deferred contributions	568	676
Additions to intangible assets	(11)	-
Proceeds from sale of capital assets	49	115
Cash used in investing activities	(1,427)	(3,153)
Net increase (decrease) in cash and cash equivalents during the year	3,761	(2,290)
(Bank indebtedness) cash and cash equivalents, beginning of year	(1,905)	385
Cash and cash equivalents (bank indebtedness), end of year	\$ 1,856	\$ (1,905)

See accompanying notes

St. John's International Airport Authority

Notes to Financial Statements

December 31, 2021

(tabular amounts expressed in thousands of dollars except where otherwise noted)

1. Organization and nature of operations:

The St. John's International Airport Authority (the "SJIAA") was incorporated on May 6, 1996 as a corporation without share capital under Part II of the *Canada Corporations Act*. The *Airport Transfers (Miscellaneous Matters) Act* exempts the corporation from paying income and large corporations tax.

On December 1, 1998, the operations and undertakings of the St. John's International Airport (the "Airport"), previously administered by Transport Canada, were transferred to the SJIAA. The SJIAA operates the Airport pursuant to the provisions of a long-term lease with the Government of Canada (the "Ground Lease"). As the principal document governing the relationship and allocating responsibilities between the SJIAA and the Government of Canada, the Ground Lease provides a formula for the calculation and payment of Ground Rent, after an initial rent-free period which ended December 31, 2005. The term of the Ground Lease is eighty years, ending 2078.

The SJIAA has all the powers and obligations of any Canadian private corporation and operates on a fully commercial basis. The SJIAA has the autonomy to set all fees and charges and does not rely on grants, donations or on contributions with restrictions imposed by the contributor.

The corporate structure ensures that the excess of revenues over expenses, or surplus from operations, is retained and reinvested in capital assets for development of the Airport. Equity in capital assets includes the net assets invested in capital assets to date and cumulative surpluses restricted for future airport infrastructure projects and associated financing costs.

2. Significant accounting policies:

Basis of presentation

The financial statements have been prepared in accordance with Canadian accounting standards for private enterprises (ASPE) as issued by the Canadian Accounting Standards Board.

Management estimates

The preparation of financial statements requires management to make estimates and assumptions that affect the reported amounts of certain assets and liabilities at the date of the financial statements and the reported amounts of certain revenues and expenses during the year. Significant estimates include the valuation of accounts receivable, useful lives of depreciable assets and completeness of accounts payable and accrued liabilities. Actual results could materially differ from those estimates.

Cash and cash equivalents

The SJIAA considers deposits in banks, certificates of deposits and short-term investments with original maturities of three months or less as cash and cash equivalents.

Ground lease

The Ground Lease is accounted for as an operating lease.

Severance pay

A liability for severance pay is recorded in the accounts for all employees who have a vested right to receive such payment.

St. John's International Airport Authority

Notes to Financial Statements

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(tabular amounts expressed in thousands of dollars except where otherwise noted)

Significant accounting policies (continued):

Capital assets

Capital assets are recorded at cost and are amortized on a straight-line basis from their in-service date over the estimated useful lives of the assets at the following annual rates:

<u>Asset</u>	<u>Rate</u>
Airport terminal building, other buildings and bridges	15 - 30 years
Leasehold improvements and improvements to leased land	15 - 30 years
Vehicles, machinery, furniture and fixtures	5 - 20 years
Computer hardware and software	3 - 15 years
Central de-icing facility	25 years

Assets under construction or development are recorded at cost and are transferred to capital assets when the projects are complete and the assets are placed into service.

Intangible assets

Intangible assets of the SJIAA include computer software and are recorded at cost and amortized on a straight-line basis over their estimated useful lives. Amortization of \$38,659 (2020 - \$39,000) is included in operating expenses for the year.

Revenue recognition

Landing fees, terminal fees, and car parking revenues are recognized as the facilities are utilized. Airport improvement fees ("AIF"), net of airline administration costs, are recognized when originating departing passengers board the respective aircraft and are subject to reconciliation with air carriers. Concessions revenue is charged on a monthly basis and is recognized based on a percentage-of-sales or specified minimum levels. Rental revenue is recognized on a straight-line basis over the duration of the respective agreements.

Contributions for capital projects, exclusive of AIF, are accounted for under the deferral method. Contributions externally restricted for the purchase of capital assets are deferred and recognized in income as the related assets are amortized.

Pension plans

In 2005, the SJIAA established a contributory defined contribution pension plan for new employees hired after March 9, 2003, whereby retirement benefits are based on the investment in the marketplace of both the employer and the employee contributions. The employees determine where their funds are invested. The SJIAA's contributions to this plan for the year ended December 31, 2021 amounted to \$348,637 (2020 - \$380,510).

The SJIAA has a contributory defined benefit pension plan for employees hired prior to March 10, 2003. Retirement benefits are based on length of service and the best six years' average earnings. The defined benefit pension cost is charged to salaries and benefits expense as employees render services.

The Authority's policies for accounting for future employee benefits for the defined benefit pension plan are as follows:

- I. The defined benefit obligation of the pension plan is measured using the most recently completed funding valuation filed with the Office of the Superintendent of Financial Institutions ("OSFI"). The cost of pensions earned by employees is actuarially determined using the projected unit credit actuarial cost method. Under this method, the accrued benefit obligation represents the pensionable service accrued

St. John's International Airport Authority

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(tabular amounts expressed in thousands of dollars except where otherwise noted)

Significant accounting policies (continued):

as at the valuation date and long-term best estimate assumptions consistent with the going concern valuation prepared for funding purposes.

- II. For the purpose of calculating expected return on plan assets, those assets are valued at market value.
- III. Actuarial gains and losses are recognized in full in the period in which they occur, in excess of revenues over expenses.

Financial instruments

The financial instruments, which include cash and cash equivalents, accounts receivable, debt service reserve fund, accounts payable and accrued liabilities and long-term debt, are recorded at amortized cost. Amortization is recorded on a straight-line basis using the effective interest rate method.

Financial assets are tested for impairment at the end of each reporting period when there are indications that the assets may be impaired.

Transaction costs related to financial instruments measured subsequent to initial recognition at fair value are expensed as incurred. Transaction costs related to other financial instruments are added to the carrying value of the asset or netted against the carrying value of the liability and are then recognized over the expected life of the instrument using the effective interest method.

Effective interest rate method

Transaction costs are included in the debt balances and are recognized as an adjustment to interest expense over the term of the debt. The SJIAA uses the effective interest rate method to recognize bond interest expense and financing costs where the amount to be recognized varies over the life of the debt based on the principal outstanding.

Consumable inventory

Inventories are valued at the lower of cost and replacement cost. For 2021, \$579,692 (2020 – \$755,337) of inventories were recognized as an expense.

3. Accounts receivable:

	2021	2020
Trade	\$1,544	\$1,181
Airport improvement fees	1,122	329
HST	0	5
Payroll advances	166	177
Other (note 14)	170	731
Allowance for doubtful accounts	(143)	(155)
	\$2,859	\$2,268

St. John's International Airport Authority

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(tabular amounts expressed in thousands of dollars except where otherwise noted)

4. Capital assets:

			2021	2020
	Cost	Accumulated Amortization	Net book Value	Net book Value
Airport terminal building, other buildings and bridges	\$155,166	\$62,038	\$93,128	\$99,110
Leasehold improvements and improvements to leased land	127,159	48,328	78,831	85,022
Vehicles, machinery, furniture and fixtures	44,991	18,482	26,509	27,577
Computer hardware and software	2,023	1,205	818	1,083
Central de-icing facility	14,344	8,349	5,995	6,564
Assets under construction or development	5,112	-	5,112	6,379
	\$348,795	\$138,402	\$210,393	\$225,735

Assets under construction or development in 2021 were not being amortized and consisted of the Airport Terminal Building West Expansion and the Taxiway H & J Rehabilitation. In 2021, the Authority recorded impairment of tangible assets of \$485,575 (2020 \$484,417) for the ATB West Expansion project which has been indefinitely deferred. This impairment reflects expected future costs for the redesign of certain complex design elements that are presently unfinished.

5. Accounts payable and accrued liabilities:

	2021	2020
Trade	\$1,925	\$851
Accrued liabilities	2,576	4,301
HST	119	0
Salaries and benefits	1,175	1,186
Deferred revenue and other	556	526
	\$6,351	\$6,864

6. Long-term debt:

	2021	2020
Revenue bonds	\$107,963	\$108,841
Revolving credit facility	-	13,295
	107,963	122,136
Less transaction costs (net of amortization of \$205,264; 2020 - \$200,534)	(2,450)	(2,633)
	105,513	119,503
Current portion	926	14,174
	\$104,587	\$105,329

St. John's International Airport Authority

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(tabular amounts expressed in thousands of dollars except where otherwise noted)

Long-term debt (continued):

(a) Bond Issue

In May 2007, the SJIAA completed its inaugural \$55,000,000 Revenue Bond issue. The \$55,000,000, 5.252% Series A Revenue Bonds pay interest semi-annually. \$27,500,000 of the initial principal amount is repayable in semi-annual installments. The remaining principal is payable on maturity, which is May 11, 2037.

In July 2014, the SJIAA completed a \$60,000,000 Revenue Bond issue. The \$60,000,000, 3.479% Series C Revenue Bonds are due on July 15, 2024.

The net proceeds from these offerings are used to finance the capital plan and for general corporate purposes. These purposes include repaying existing bank indebtedness and funding of the Debt Service Reserve Fund. The bonds are direct obligations of the Authority ranking *pari passu* with all other indebtedness issued under the Master Trust Indenture.

(b) Reserve Funds

Pursuant to the terms of the Master Trust Indenture, the SJIAA is required to establish and maintain with a trustee a Debt Service Reserve Fund with a balance at least equal to 50% of the annual debt service costs. As at December 31, 2021, the Debt Service Reserve Fund included \$2,763,217 (2020 - \$2,761,958) in interest-bearing deposits held in trust. These trust funds are held for the benefit of bondholders for use in accordance with the terms of the Master Trust Indenture.

For 2021, the SJIAA was required to maintain an Operating and Maintenance Reserve Fund of approximately \$3,975,000. The Operating and Maintenance Reserve Fund must be established and funded as required by the Master Trust Indenture, for the benefit of bondholders. The balance in the fund is equal to 25% of the actual or estimated Operating and Maintenance Expenses incurred by the SJIAA over the previous 12-month period. For 2022, approximately \$3,985,000 will be required to fund the Operating and Maintenance Reserve Fund. The Operating and Maintenance Reserve Fund may be satisfied by cash, qualified investments, letters of credit and the allocation by the Authority of un-drawn availability under a Committed Credit Facility.

(c) Credit Facilities

The credit facilities of the SJIAA are secured by a \$75,000,000 pledge bond issued pursuant to the Master Trust Indenture. Indebtedness under the credit facilities ranks *pari passu* with other indebtedness issued under the Master Trust Indenture.

i) Revolving Credit Facility

The SJIAA has a Revolving Credit Facility of \$40,000,000. The facility has a term of five years and a maturity date of August 31, 2022.

Indebtedness under the Revolving Facility bears interest at rates that vary with the lender's prime rate and Banker's Acceptance rates, as appropriate. During 2021, the interest rate was 0.7%.

St. John's International Airport Authority

Notes to Financial Statements

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(tabular amounts expressed in thousands of dollars except where otherwise noted)

Long-term debt (continued):

ii) Revolving Demand Capex Credit Facility

The SJIAA has a Revolving Capex Facility of \$10,000,000. There were no drawings on this facility at December 31, 2021 or December 31, 2020. The term of each advance under this facility is in accordance with the useful life of the respective assets to a maximum of ten years.

Indebtedness under the Revolving Capex Facility bears interest at rates that vary with the lender's prime rate and Banker's Acceptance rates, as appropriate.

(d) The annual principal payments required over the next five years and thereafter are as follows:

2022	\$926
2023	975
2024	61,027
2025	1,081
2026	1,139
Thereafter	42,815
	<hr/>
	\$107,963

7. Deferred contributions for capital projects:

From time to time the SJIAA receives contributions for capital projects from various sources. These funds are accounted for under the deferral method, as outlined in note 2.

	2021	2020
Balance, beginning of the year	\$29,471	\$30,778
Add capital contributions received during the year	568	676
Less amortization	(2,262)	(1,983)
Net deferred contributions for capital projects	<hr/> \$27,777	<hr/> \$29,471

During the year the SJIAA received capital contributions of \$567,786 (2020 - \$676,134) from the Canadian Air Transport Security Authority for the Hold Bag Screening System Expansion.

St. John's International Airport Authority

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(tabular amounts expressed in thousands of dollars except where otherwise noted)

8. Airport improvement fees:

The SJIAA entered into an AIF agreement dated May 27, 1999 with the Air Transport Association of Canada and major air carriers serving the Airport. The AIF agreement provides for a consultative process with air carriers regarding the expansion of airport facilities and the collection of AIF by air carriers. The air carriers collect the AIF from passengers on behalf of the SJIAA which entitles them to withhold a handling fee. The AIF rate at December 31, 2021 was \$42 (2020 - \$35) and applies to each departing enplaned passenger. AIF revenues earned and the cash collected can only be used to fund Airport infrastructure projects and associated financing costs that relate primarily to the passenger-handling functions of the Airport.

As at December 31, 2021, cumulative expenditures of \$350,639,805 (2020 – \$348,606,660) exceeded cumulative net AIF revenue collected of \$244,819,435 (2020 - \$235,446,320) by \$105,820,369 (2020 - \$113,160,340). A summary of the AIF collected and the related collection costs are as follows:

AIF revenue (net):	2021	2020
AIF revenue	\$10,074	\$6,293
AIF collection costs	(701)	(451)
	\$9,373	\$5,842

St. John's International Airport Authority

Notes to Financial Statements

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(tabular amounts expressed in thousands of dollars except where otherwise noted)

9. Defined benefit pension plan:

	2021	2020
Plan assets		
Market value, beginning of year	\$30,034	\$27,869
Interest earned	1,499	1,387
Employer contributions	510	301
Employee contributions	68	71
Benefits paid	(681)	(630)
Actuarial gains	1,724	1,036
Market value, end of year	33,154	30,034
Plan obligations		
Accrued benefit obligations, beginning of year	19,312	18,759
Employee contributions	68	71
Current service cost	292	323
Interest cost	958	932
Benefits paid	(681)	(630)
Actuarial losses (gains)	954	(143)
Accrued benefit obligations, end of year	20,903	19,312
Determination of total cost for the year		
Current service cost	292	323
Remeasurement and other items	218	(22)
Income for the year	510	301
Defined benefit asset		
Defined benefit asset, beginning of year	-	-
Income for the year	(510)	(301)
Employer contributions during the year	510	301
Defined benefit asset, end of year	-	-
Valuation allowance		
Valuation allowance, beginning of year	10,722	9,110
Effect of valuation allowance on finance cost	542	455
Remeasurement of valuation allowance	987	1,157
Valuation allowance, end of the year	12,251	10,722
Weighted average actuarial assumptions		
	2021	2020
Discount rate	4.50%	5.00%
Rate of salary increases	3.25%	3.25%

St. John's International Airport Authority

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(tabular amounts expressed in thousands of dollars except where otherwise noted)

Defined benefit pension plan (continued):

The assets of the pension plan are invested and maintain the following asset mix:

	Percentage of plan assets	
	2021	2020
Bonds/fixed-income securities	46.32%	37.29%
Equity securities	53.68%	62.71%
Total	100%	100%

The date of the last actuarial valuation of the defined benefit pension plan is December 31, 2020. According to this valuation, the SJIAA's employer service contribution as a percentage of payroll was 25.4% for 2021 (2020 – 22.5%). A \$2,764,700 solvency deficiency in the defined benefits pension plan existed as at December 31, 2020. This results in a special annual payment of \$570,120 required over the next five years.

10. Financial risk factors:

(a) Interest rate risk:

The SJIAA's exposure to interest rate risk relates to its floating rate Credit Facilities described in Note 6 (c), long-term debt. It should be noted that the majority of SJIAA's debt is fixed-rate debt and therefore changes in interest rates do not significantly impact interest payments but may impact the fair value of this debt.

(b) Credit risk:

The SJIAA is subject to credit risk through its financial assets. The SJIAA performs ongoing credit valuations of these balances and maintains valuation allowances for potential credit loss. The credit quality of financial assets that are neither past due nor impaired can be assessed by reference to historical information about the customer.

The SJIAA's revenues are largely dependent on the domestic air transportation industry. One major carrier providing passenger traffic to the Airport accounted for approximately 60.7% (2020 – 63.9%) of the total enplaned and deplaned passengers for the Airport during the year.

11. Commitments:

Ground Lease:

In January 2006, the SJIAA began paying Ground Rent to Transport Canada as outlined in its terms of the Ground Lease. As a result of the financial impact of COVID-19, the requirement to pay Ground Rent was waived by Transport Canada for 2021 (2020 – March to December).

The annual payments are forecasted to be as follows over the next five years:

2022	1,873
2023	2,329
2024	2,903
2025	3,286
2026	3,391

St. John's International Airport Authority

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(tabular amounts expressed in thousands of dollars except where otherwise noted)

12. Other information:

The Authority may, from time to time, be involved in legal proceedings, claims and litigation that arise in the ordinary course of business which the Authority believes would not reasonably be expected to have a material adverse effect on the financial condition of the Authority.

13. Directors' and officers' remuneration:

The salary range for the Authority's Chief Executive Officer and for senior managers reporting to the Chief Executive Officer was \$132,785 to \$234,486 during 2021 (2020 - \$136,214 to \$228,285).

14. Government Assistance

As a result of the COVID-19 pandemic, the Government of Canada implemented various financial assistance packages. The Authority recorded \$1,812,811 (2020 - \$2,416,478) of Canada Emergency Wage Subsidy ("CEWS"), which offsets salaries and benefits expense. In respect of the CEWS, \$nil (2020 - \$515,349) is included in accounts receivable at year end. The Authority also recorded \$11,800,000 (2020 - \$Nil) of Regional Air Transportation Initiative funding and \$3,624,000 (2020 - Nil) from the Airport Relief Fund, both of which are included in other revenue - government assistance.

15. COVID-19

The COVID-19 pandemic has had a significant impact on the travel industry worldwide and on the St. John's International Airport Authority. During 2021, the Authority continued to experience significant reductions in revenues, passenger traffic and flight activity. Consequently, the cost saving measures implemented in 2020 continued throughout 2021, including the closure of certain sections of the Airport Terminal Building, select gates, passenger loading bridges and parking lots. There was also a significant reduction in the Authority's capital program. Finally, the Authority applied for and received government funding (note 14) for certain operating expenses which allowed the Authority to maintain the Airport without any further cuts to Airport operations or services.