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To: Joint Guam Program Office Forward  
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Office of the Governor of Guam  
Attn: Military Buildup Office (Mark Calvo)  
Ricardo J. Bordallo Governor's Complex  
Adelup, Guam 96910

Subject Guam International Airport Authority, (GIAA)  
Input / Comment on the Draft Supplemental Environmental Impact  
Statement(SEIS)

The following general comments are provided for your review and consideration:

With regards to our review of the DSEIS, there was one section of concern to the GIAA:

2.5.2.6 Northwest Field  
Initial Screening Criterion

*Sufficient Area (Land, Sea, and Airspace).* All range areas and range support facilities for the NWF LFTRC preliminary alternative would be located on existing DoD owned land at NWF. The range SDZs would overlie approximately 142 acres (57 ha) of the Ritidian Unit of the Guam NWR, managed by the USFWS, and over federally owned submerged lands along the shoreline at Ritidian Point. No privately owned lands would be encumbered by this alternative.

The vertical hazard associated with this preliminary alternative could extend up to 2,965 feet (904 m) AGL. The exact configuration of the Special Use Airspace (SUA) is subject to ongoing actions between DoD and the FAA.

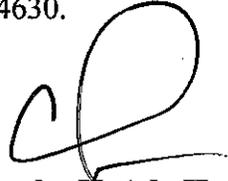
GIAA Response: The January 2013 FAA feasibility assessment of each LFTRC preliminary alternative determined that airspace procedural adjustments would be within achievable limits based upon the amount and type of changes required in addition to impacts on air traffic volume and flight patterns.



In addition there remains four (4) areas of concern with the proposed military build up:

1. The airport roadway system is at the center of the island. An increased population growth will exacerbate the existing vehicular congestion on Route 10A and East Sunset (eventually replaced by the Tiyan Parkway). The expansion of Route 10A and the Phase 2 of the Tiyan Parkway must be accelerated in advance of the build-up.
2. Airfield capacity would meet the increased traffic demand.
3. Passenger activity would increase from military and civilian support personnel and their families. It is unknown whether troop movements or deployments would be through GIAA. The added passenger activity and a growing tourism base would strain GIAA's labor assets for operations, maintenance and security as well as the terminal building infrastructure.
4. Passenger queues and waiting times are already unacceptable for CBP passport control and TSA passenger security screening functions. The resources for these federal agencies needs to be expanded now .

If you have any questions regarding these comments, please contact me at [chuck.ada@guamairport.net](mailto:chuck.ada@guamairport.net) or phone 671-642-4630.



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