

LYNCHBURG REGIONAL AIRPORT

COMMISSION MEMBER UPDATE

Wednesday, January 21, 2015

REPORT

PASSENGER TRAFFIC SHOWS SLIGHT DECLINE IN NOVEMBER

Mirroring domestic trends, passenger traffic continued to experience slight declines in November as a combination of continuing fare hikes and a flat economy combined to depress air travel demand. Nonetheless, while LYH's November total passenger traffic was off by 3.8 percent on 5.1 percent less seat capacity, the airport's load factor remained strong at 78.8 percent due to 12 fewer arrivals and departures during the month. In all, total passenger numbers amounted to 12,386 in November with year-to-date totals standing at 145,877, up 1.9 percent compared to the same period in 2013.

And as an aside, the actual drop in passenger traffic is consistent with my last two reports in October and August which indicated that staff didn't expect the strong summer traffic growth to continue for the remainder of the year, as it appeared from advance booking trends that business travel demand in the region had plateaued somewhat. And based on the latest advance booking trends I received last month for January, when combined with some unique seasonal quirks with New Year's occurring on a Thursday, I expect January passenger numbers to be down as well.

GENERAL ASSEMBLY SESSION FEATURES SEVERAL AIRPORT-RELATED BILLS

Legislation being introduced before the Virginia General Assembly that impacts airports across the commonwealth has been particularly robust this session, particularly as related to commercial service airports. Here's a brief rundown:

House Bill (HB) 2035

This bill, offered by Delegate Kathy Byron, is specific to Lynchburg Regional Airport and addresses an issue that surfaced late in last year's session regarding the authority of certain airport and private police departments being designated as such by the Department of Criminal Justice Services (DCJS). The result of a ruling by the Attorney General of Virginia, the DCJS was essentially stripped of its authority to designate these types of police departments. Consequently, it was necessary for the airport to pursue stand-alone legislation to authorize our airport police to be considered a "police department."

HB 1889

Focused specifically on Richmond International Airport (RIC), this bill was championed by an off-airport parking operator that was dissatisfied with a new agreement with the airport for access to passengers based on a percent of gross receipts methodology. HB 1889, therefore, was written to require "[a]ny charges on ground transportation providers...be assessed in the same manner as charges imposed on other providers of ground transportation...and shall not be based on the gross receipts of the ground transportation provider." The bill has been universally opposed by Virginia's commercial service airports, along with a number of industry organizations. A copy of my letter to members of our local state delegation in opposition to the bill is included in your Commission package.

Commission Member Update

January 21, 2015

Page -2-

Senate Bill (SB) 1025

SB 1025, the so-called "Uber Bill" addresses a number of issues related to the new trend towards the establishment of transportation network companies (TNCs) and the process by which the Department of Motor Vehicles will license and regulate their use of vehicles. A key provision in the bill directs that no TNC "shall conduct any operation on the property of or into any airport unless such operation is authorized by the airport owner...in compliance with the rules and regulations of the airport. The department may suspend or revoke the certificate of any transportation network company that violates any rule or regulation of an airport owner and operator." This is very important language to remain in the bill for airports, and one that the TNCs will likely try to strike.

I will provide an update and further details on this and any other actions pending before the General Assembly at next Monday's meeting.

MEETING WITH DOT SECRETARY AND DOAV DIRECTOR BENEFICIAL

As reported in my last update, I had the opportunity to meet with the new Virginia Department of Transportation Secretary Aubrey Layne, Jr. and Department of Aviation Director Randy Burdette as part of a general visit of all the commercial service airports throughout the commonwealth. I was able to give them a detailed presentation on Lynchburg Regional Airport, our services, opportunities and challenges, as well as the extreme value of the state's grant funding program to support our airport's capital projects and infrastructure. This was preceded by a brief tour of the airport including our most recent and other notable projects.

COMMISSION RECOMMENDATION ON AIRPORT FBO NOW SCHEDULED FOR FEBRUARY

As a reminder, Lynchburg City Council's consideration of the Commission's airport FBO recommendation from the October 27, 2014 special Commission meeting is now scheduled for February 24, 2015. The meeting will be held at City Hall and starts at 7:30 p.m. I will forward the Council Agenda and any relevant materials to all Commission members as soon as they are available.

AGENDA FOR COMMISSION MEETING

With the airport's proposed operating budget having been distributed to the Commission at the November Commission meeting and submitted to the Finance Department in December, staff will be asking for a recommendation to City Council at Monday's meeting. In addition, the agenda for the January meeting will also include a presentation on possible new hangar sites adjacent to the Mid-Field and South Ramps, as well as an overview of my December 18, 2014 meeting here at LYH with Secretary Layne and Director Burdette. If you have any questions in the meantime regarding the meeting, please feel free to give me a call at 455-6089, or by cell at 444-3363.

Respectfully yours,

Mark F. Courtney

Mark F. Courtney, A.A.E.
Airport Director

LYNCHBURG REGIONAL AIRPORT COMMISSION

Monday, January 26, 2015

4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. November 24, 2014 Commission Meeting Minutes
3. Lynchburg Regional Airport December 2014 Air Service Update
4. November 2014 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Report of the Airport Finance Manager
 - A. A follow-up report with regards to the airport's proposed FY 2016 Operating Budget as presented at the November 24, 2014 Commission meeting

Commission Action: Make recommendation to City Council to approve the airport's proposed FY 2016 Operating Budget
6. Report of the Airport Director
 - A. A report with regards to current airport-related legislation before this session of the Virginia General Assembly
 - B. Recap of December 18, 2014 meeting with Virginia Secretary of Transportation Aubrey Layne, Jr.
 - C. A presentation regarding the location and layout of future conventional hangar sites at the Mid-Field Ramp and South Ramp at LYH
7. Miscellaneous business
 - A. Inquiries and/or comments by Commission Members
8. Reports of airport businesses
9. Hearings of citizens upon Commission matters
10. Adjournment

**MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING
November 24, 2014
4:00 p.m.**

PRESENT:

Robert Day
Stewart Hobbs
Mike Davidson
Don Brown
Kimball Payne
Bert Dodson
Debra Allen
Lynch Christian
Charles Nowlin

ABSENT:

STAFF PRESENT:

Mark Courtney, Airport Director
Rick Stein, Deputy Airport Director
Wes Campbell, Airport Finance Director

(1) CALL TO ORDER:

The meeting was called to order at 4:00 p.m.

(2) APPROVAL OF NOVEMBER 24, 2014 CONSENT AGENDA

Mr. Hobbs confirmed that everyone had received the items from the consent agenda; the August 25, 2014 Commission Meeting Minutes, the October 27, 2014 Special Commission Meeting Minutes, the November 2014 Air Service Update and the October 2014 Passenger Traffic Report and asked if there were any questions, comments or changes regarding the consent agenda items.

Mr. Hobbs said hearing no questions or comments, he was just going to declare the Consent Agenda accepted as presented to receive and file.

(3) REPORT OF THE AIRPORT FINANCE DIRECTOR

A. A report with regards to the airport's proposed FY 2016 Operating Budget

Commission Action: None at this time. Recommendation to City Council to be made at the January 2015 meeting of the Commission

Mr. Wes Campbell said this FY 16 budget request is actually going to be the culmination of a 12-to 15-year effort to gradually whittle down the \$600,000 subsidy to \$0, which is the amount that we will be requesting from the City for FY 16. He then gave a detailed explanation of the budget. He said other than the decrease in the debt service (offset partially by a 2% pay raise and a bit of expected increase in utilities) it is essentially a repeat of FY 15's budget. He said the Commission would have time until the next meeting to review it.

(4) REPORT OF THE AIRPORT DIRECTOR

A. A presentation summarizing the completion of the Phase II Airfield and Apron Project

Mr. Courtney said Piedmont Airlines has announced that they will be receiving and operating Embraer Regional jets and they expect to take their first delivery in January 2016. They are actually getting 20 regional jets from Envoy, which is the former American Eagle Regional Airline. He said they indicated that only one of their Dash 8 100s, the 37 seater is actually going to be timing out in terms of number cycles in 2015 and they have their 300s (the model that we have here) on lease until 2017. So, we are going to see continued operation of the Dash 8s at least through 2017.

He said that we have gradually been losing regional jets and they have been back-filled with the 50-passenger Dash 8. From what we have been able to determine in working with our consultant, Sixel, is they have given us a schedule that shows a gradual increase in those regional jets, with the mix starting in the January schedule. He said we are keeping the pressure on US Airways to maintain the mix.

Mr. Hobbs asked if they were going to get all 20 at one time and Mr. Courtney responded that no, they were not. He said it was going to be over the course of about a year or so.

Mr. Courtney gave a presentation regarding the completion of the Phase II Airfield and Apron Project. There followed a general discussion.

B. A report regarding the outcome of this year's meetings with airline planners at the World Routes airline conference

Mr. Courtney gave a brief summary of his meeting in Chicago at the 2014 World Routes Conference. He said it was a more upbeat meeting in general because the airlines are making more money now. He said unfortunately all of the consolidation has made that possible, and with fewer competitors they are not adding a lot of destinations, upgrading or adding more new stations. That, combined with some of the less than positive economics of the regional jet plus the impact of the pilot shortage due to the new higher requirements for the First Officers, we are seeing more and more of the 50-seat aircraft being parked. However, just because some airlines, like Delta, are parking lot of their 50-seat Regional Jets there are other airlines, like American, that are actually making some commitments to 50-seaters are going forward.

US Airways would not be taking the 50-seat Embraer Regional Jet if they did not plan on operating it for a while. He said we will see how that goes but in terms of total seat capacity, but the airlines have continued to maintain pretty good discipline in terms of maintaining the balance of supply and demand. And even though fuel prices have gone down considerably, fares have continued to go up. There ensued additional discussion.

Mr. Courtney gave the Members a synopsis of his meetings. He said American Eagle/American Airlines/US Airways, have restructured their planning department and the long-time director of planning that he dealt with for 20 years, Jason Reisinger, has been reassigned to just international planning.

Mr. Courtney said we have a new planning rep, who comes from US Airways, but Mr. Courtney had never worked with him before so much of the meeting was based on getting the new rep up to speed. He said interestingly enough US Airways is not very interested in the possibility for Philadelphia, and he believed they were still having problems with the Philadelphia hub with congested airspace and capacity limitations at Philly International. He said they did express some interest in Chicago. Mr. Courtney said Chicago is our 3rd or fourth largest O & D Market and American has more international activity westbound out of Chicago. He went on to further discuss the issue.

He said United continues to downsize the domestic hub at Dulles and he had learned that United was going to be reducing the flight frequency to Dulles from Roanoke. He said over the winter they will be down to one daily departure to Dulles. He said Roanoke also recently lost their non-stop service to Detroit, so one can see the industry is still consolidating somewhat. He said interestingly enough United actually expressed more interest in the possibility of Chicago service too rather than Dulles. He went on the further detail and discuss the issue.

He said there are not a lot of opportunities with the ultra-low-cost carriers beyond Allegiant. Allegiant continues to show some interest although they did not perform well at Charlottesville. He noted he was working with Eric Fletcher at Allegiant to show the difference between our market, and the Charlottesville market and why we believe Allegiant would actually do better here. There followed additional discussion.

He said Silver Airways, the independent, code-sharing regional airline which still operates the SAAB 340s, has been affected by the pilot shortage as well and are not growing in terms of additional service provided as a code-sharing partner. There followed a general discussion.

Mr. Courtney went on to further detail and discuss the issue.

(5) **MISCELLANEOUS BUSINESS**

A. Inquiries and/or comments by Commission Members.

Mr. Hobbs asked if there were any inquiries or comments by Commission Members.

Mr. Kim Payne said in the Commission Member Update there was a reference to the Commission's recommendation regarding the FBO going to Council in January. Mr. Payne said we have a request from Freedom Aviation to delay that until February. He indicated that has not been acted on yet but he will be discussing that with Council next week but there is a good chance that it will be February. There ensued additional discussion.

There were no other inquiries or comments.

(6) **REPORTS OF AIRPORT BUSINESSES**

Mr. Hobbs asked if there were any reports of airport businesses.

Mr. Dave Young introduced Jim Malloy, the new Dean of the School of Aeronautics at Liberty University, who has a background with the Air Force. Mr. Young also introduced Mr. Scott Hinton, who joined them recently as the general manager of Freedom Aviation, and who has a military background as an Army helicopter pilot.

(7) **HEARINGS OF CITIZENS UPON COMMISSION MATTERS**

Mr. Hobbs asked if there were any questions or comments from the citizens present.

There were no comments from citizens.

(8) **ADJOURNMENT**

There being no further business, the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective January 2015

AIR SERVICE UPDATE

Summary The number of daily departure seats is 300 and the daily departure frequency is 6 on most days.

Carrier Profile	<u>Airline</u>	<u>Destination</u>	<u>Departures</u>	<u>Seats</u>	<u>Equipment</u>
	US Airways	Charlotte	6	300	DH3/CRJ
AIRPORT TOTAL:			6	300	

US Airways During the month of January, there were six departures most days. Although the equipment is primarily DH3s, during January one flight weekdays and one flight on Saturday was a CRJ. The CRJ will be replaced with a DH3 in mid-February. All flights are 50-seaters, except on Saturdays when two of the five scheduled departures are the 37-seat DH8.

Destinations Served	<u>Non-Stop</u>	<u>Departures</u>	<u>Total</u>
	Charlotte	6	6 (most weekdays)

Aircraft Types	<u>Aircraft</u>	<u>No. of Departures/Day</u>
	DH8 Dash 8	0 Daily
	DH3 Dash 8-300	5 Daily
	CRJ	1Daily

TYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR NOVEMBER 2014

	MONTH			YEAR TO DATE-TOTALS		PERCENTAGE CHANGES		
	Nov-14	Oct-14	Nov-13	2014	2013	Nov-14 Oct-14	Nov-14 Nov-13	14 YTD 13 YTD
AIRLINE PASSENGERS (REVENUE ONLY)								
ENPLANED								
US Airways - Piedmont	5,951	6,634	2,961	50,276	36,299	-10.3%	101.0%	38.5%
US Airways - Air Wisconsin	-	-	3,471	15,229	33,396	#DIV/0!	-100.0%	-54.4%
US Airways - PSA	211	160	-	6,968	1,118	31.9%	#DIV/0!	523.3%
Charter	-	-	-	-	350	-	-	-
TOTAL ENPLANED	6,162	6,794	6,432	72,473	71,163	-9.3%	-4.2%	1.8%
DEPLANED								
US Airways - Piedmont	5,973	6,846	3,302	52,062	39,461	-12.8%	80.9%	31.9%
US Airways - Air Wisconsin	45	-	3,143	14,834	30,603	#DIV/0!	-98.6%	-51.5%
US Airways - PSA	206	168	-	6,508	1,517	22.6%	#DIV/0!	329.0%
Charter	-	-	-	-	350	#DIV/0!	#DIV/0!	-100.0%
TOTAL DEPLANED	6,224	7,014	6,445	73,404	71,931	-11.3%	-3.4%	2.0%
TOTAL AIRLINE PASSENGERS	12,386	13,808	12,877	145,877	143,094	-10.3%	-3.8%	1.9%
AIRLINE FLIGHTS								
NUMBER OF DAILY SCHEDULED DEPARTURES								
US Airways - Piedmont	3	3	3	52	41	0.0%	50.0%	26.8%
US Airways - Air Wisconsin	3	3	3	24	13	0.0%	#DIV/0!	84.6%
US Airways - PSA	0	0	0	1	3	#DIV/0!	#DIV/0!	-66.7%
Total Daily Scheduled Departures	6	6	6	77	57	0.0%	50.0%	35.1%
NUMBER OF CANCELLED DEPARTURES								
US Airways - Piedmont	3	3	2	1,292	996	-7.2%	86.7%	29.7%
US Airways - Air Wisconsin	0	0	0	377	805	#DIV/0!	-100.0%	-53.2%
US Airways - PSA	0	0	0	161	35	25.0%	#DIV/0!	360.0%
Charter	0	0	0	-	-	-	-	-
Total Cancelled Departures	3	3	2	1,830	1,836	-6.4%	-3.6%	-0.3%
NUMBER OF ACTUAL DEPARTURES								
US Airways - Piedmont	155	167	83	1,292	996	-7.2%	86.7%	29.7%
US Airways - Air Wisconsin	0	0	83	377	805	#DIV/0!	-100.0%	-53.2%
US Airways - PSA	5	4	0	161	35	25.0%	#DIV/0!	360.0%
Charter	0	0	0	-	-	-	-	-
TOTAL ACTUAL DEPARTURES	160	171	166	1,830	1,836	-6.4%	-3.6%	-0.3%
AIRCRAFT OPERATIONS								
(Landings and Takeoffs)								
COMMERCIAL AIRLINE	518	514	487	5,657	5,586	0.8%	6.4%	1.3%
GENERAL AVIATION	7,992	10,957	10,270	103,530	100,283	-27.1%	-22.2%	3.2%
MILITARY	115	260	184	2,331	2,586	-55.8%	-37.5%	-9.9%
TOTAL AIRCRAFT OPERATIONS	8,625	11,731	10,941	111,518	108,455	-26.5%	-21.2%	2.8%

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR NOVEMBER 2014

AIR TRAFFIC REPORT

	MONTH			YR TO DATE TOTALS			PERCENTAGE CHANGES			
	Nov-14	Oct-14	Nov-13	2014	2013	Nov-14 Oct-14	Nov-14 Nov-13	14 YTD 13 YTD		
ENPLANED PASSENGERS	6,162	6,794	6,432	72,473	71,163	-9.3%	-4.2%	1.8%		
DEPLANED PASSENGERS	6,224	7,014	6,445	73,449	71,931	-11.3%	-3.4%	2.1%		
TOTAL PASSENGERS	12,386	13,808	12,877	145,922	143,094	-10.3%	-3.8%	2.0%		
AIRCRAFT OPERATIONS (Landings and Takeoffs)										
Air Carrier	518	514	487	5,657	5,586	0.8%	6.4%	1.3%		
General Aviation	7,992	10,957	10,270	103,530	100,283	-27.1%	-22.2%	3.2%		
Military	115	260	184	2,331	2,586	-55.8%	-37.5%	-9.9%		
Total	8,625	11,731	10,941	111,518	108,455	-26.5%	-21.2%	2.8%		

AIR TRAFFIC REPORT

	MONTH			YEAR TO DATE TOTALS		CHANGES				
	Nov-14	Oct-14	Nov-13	2014	2013	Nov-14 Oct-14	Nov-14 Nov-13	14 YTD 13 YTD		
NUMBER OF DAILY SCHEDULED DEPARTURES										
US Airways Express - Piedmont	3	3	3			0.0%	0.0%	#####		
US Airways Express - PSA	0	0	0			#DIV/0!	#DIV/0!			
ACA - United Express	0	0	0			#DIV/0!	#DIV/0!			
ASA - Delta Connection	0	0	0			#DIV/0!	#DIV/0!			
Allegheny	0	0	0							
Shuttle America	0	0	0							
Air Wisconsin	3	3	3			0.0%	0.0%	#DIV/0!		
Total	6	6	6			0.0%	0.0%			
NUMBER OF ACTUAL DEPARTURES										
US Airways Express - Piedmont	155	167	83	1,292	996	-7.2%	86.7%	29.7%		
US Airways Express - PSA	5	4	0	161	35	25.0%	#DIV/0!	360.0%		
ACA - United Express	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!		
ASA - Delta Connection	0	0	0	-	-					
Allegheny	0	0	0	-	-					
Shuttle America	0	0	0	-	-					
Air Wisconsin	0	0	83	377	805	#DIV/0!	-100.0%	-53.2%		
Total	160	171	166	1,830	1,836	-6.4%	-3.6%	-0.3%		
NUMBER OF CANCELLED DEPARTURES										
US Airways Express - Piedmont	3	3	2	52	41	0	1	11		
US Airways Express - PSA	0	0	0	1	3	0	0	-2		
ACA - United Express	0	0	0	-	-	0	0	-		
ASA - Delta Connection	0	0	0	-	-	0	0	-		
Allegheny	0	0	0	-	-	0	0	-		
Shuttle America	0	0	0	24	13	0	0	0		
Air Wisconsin	0	0	0	-	-	0	0	11		
Total	3	3	2	77	57	0	1	20		

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR NOVEMBER 2014

AIR TRAFFIC REPORT

Revenue Passengers Only	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
	Nov-14	Oct-14	Nov-13	2014	2013	Nov-14 Oct-14	Nov-14 Nov-13	14 YTD 13 YTD	Nov-14	Oct-14	Nov-13
ENPLANED PASSENGERS											
US Airways Express - Piedmont	5,951	6,634	2,961	50,276	36,299	-10.3%	101.0%	38.5%	96.6%	97.6%	46.0%
US Airways Express - PSA	211	160	0	6,968	1,118	31.9%	#DIV/0!	523.3%	3.4%	2.4%	0.0%
ACA - United Express	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Allegheny	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Shuttle America	0	0	0	15,229	33,396	#DIV/0!	-100.0%	-54.4%	0.0%	0.0%	0.0%
Air Wisconsin	0	0	3,471	-	350	#DIV/0!	-100.0%	-57.8%	0.0%	0.0%	54.0%
Charter	-	0	0	-	-	#DIV/0!	-100.0%	-	0.0%	0.0%	0.0%
Total	6,162	6,794	6,432	72,473	71,163	-9.3%	-4.2%	1.8%	100.0%	100.0%	100.0%
DEPLANED PASSENGERS											
US Airways Express - Piedmont	5,973	6,846	3,302	52,062	39,461	-12.8%	80.9%	31.9%	96.0%	97.6%	51.2%
US Airways Express - PSA	206	168	0	6,508	1,517	22.6%	#DIV/0!	329.0%	3.3%	2.4%	0.0%
ACA - United Express	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Allegheny	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Shuttle America	0	0	0	14,879	30,603	#DIV/0!	-98.6%	-51.4%	0.0%	0.0%	0.0%
Air Wisconsin	45	0	3,143	-	350	#DIV/0!	-98.6%	-51.4%	0.7%	0.0%	48.8%
Colgan Air	0	0	0	-	-	#DIV/0!	-100.0%	-	0.0%	0.0%	0.0%
Charter	-	0	0	-	-	#DIV/0!	-100.0%	-	0.0%	0.0%	0.0%
Total	6,224	7,014	6,445	73,449	71,931	-11.3%	-3.4%	2.1%	100.0%	100.0%	100.0%
TOTAL PASSENGERS											
US Airways Express - Piedmont	11,924	13,480	6,263	102,338	75,760	-11.5%	90.4%	35.1%	96.3%	97.6%	48.6%
US Airways Express - PSA	417	328	-	13,476	2,635	27.1%	#DIV/0!	411.4%	3.4%	2.4%	0.0%
ACA - United Express	-	-	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
ASA - Delta Connection	-	-	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Allegheny	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Shuttle America	-	-	-	30,108	63,999	#DIV/0!	-99.3%	-53.0%	0.0%	0.0%	0.0%
Air Wisconsin	45	-	6,614	-	700	#DIV/0!	-99.3%	-53.0%	0.4%	0.0%	51.4%
Colgan Air	0	-	-	-	-	#DIV/0!	-100.0%	-	0.0%	0.0%	0.0%
Charter	-	-	-	-	-	#DIV/0!	-100.0%	-	0.0%	0.0%	0.0%
Total	12,386	13,808	12,877	145,922	143,094	-10.3%	-3.8%	2.0%	100.0%	100.0%	100.0%

AIR TRAFFIC REPORT NON-REVENUE PASSENGERS ONLY

ENPLANED NON-REVENUE PASSENGERS	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
	Nov-14	Oct-14	Nov-13	2014	2013	Nov-14 Oct-14	Nov-14 Nov-13	14 YTD 13 YTD	Nov-14	Oct-14	Nov-13
US Airways Express - Piedmont	171	188	78	1,313	974	-9.0%	119.2%	34.8%	94.0%	91.7%	45.6%
US Airways Express - PSA	11	17	0	250	32	-35.3%	#DIV/0!	681.3%	6.0%	8.3%	0.0%
ACA - United Express	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Allegheny	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Shuttle America	0	0	0	375	889	#DIV/0!	-100.0%	-57.8%	0.0%	0.0%	0.0%
Air Wisconsin	0	0	93	-	-	#DIV/0!	-100.0%	-	0.0%	0.0%	0.0%
Total	182	205	171	1,938	1,895	-11.2%	6.4%	2.3%	100.0%	100.0%	45.6%



LYNCHBURG REGIONAL AIRPORT

TRAFFIC STATISTICS FOR NOVEMBER 2014

NOVEMBER	PIEDMONT				AIR WISCONSIN				PSA				TOTALS				
	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	
DHC-8-200	-	-															
DHC-8-300	141	7,050											141	7,050			
DHC-8	14	518											14	518			
CR7										0							
CRJ(50 SEAT)	-	-								5	250		5	250			
Total	155	7,568	5,951	78.6%	-	-	-	#####	5	250	211	84.4%	160	7,818	6,162	78.8%	

Year-to-Date	PIEDMONT				AIR WISCONSIN				PSA				TOTALS				
	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	Departures	Available Seats	Passengers Enplaned	Load Factor	
DHC-8-200	-	-															
DHC-8-300	1,234	61,700											1,234	61,700			
DHC-8	58	2,146											58	2,146			
CR7										4	268		4	268			
CRJ(50 SEAT)	-	-								157	7,850		534	26,700			
Total	1,292	63,846	50,276	78.7%	377	18,850	15,229	80.8%	161	8,118	6,968	85.8%	1,830	90,814	72,473	79.8%	



Lynchburg Regional Airport

350 Terminal Drive, Lynchburg, Virginia 24502 • (434) 455-6090 • Fax (434) 239-9027



January 15, 2015

Honorable Stephen D. Newman
Senate of Virginia
District 23
P.O. Box 396
Richmond, VA 23218

Re: House Bill No. 1889
Off-Airport Fees and Charges

Dear Senator Newman:

On behalf of the Lynchburg Regional Airport, I am writing to express my opposition to HB 1889 that was recently filed for consideration during this session of the General Assembly. As I noted during our meeting last month, all nine of Virginia's commercial service airports have joined together to oppose this legislation based upon concerns over the numerous negative impacts it will have on Richmond International Airport (RIC) that can easily encompass the other eight airports in the future.

Background

As you know, while the commonwealth's commercial service airports receive considerable federal and state funds for capital projects, they receive no federal or state funding for operations. As such, the Federal Aviation Administration requires these airports under federal airport grant assurances to establish a fee and rental structure designed to make them as self-sustaining as possible. Accordingly, airports charge access fees to private companies that – whether located on airport or off – utilize the airports' facilities for commercial purposes.

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Honorable Stephen Newman
January 15, 2015
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Airport Position

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The potential fall-out from such a development could also have a major impact on the airport's operating budget which, for the first time since becoming a stand-alone enterprise fund in 1997, will no longer require any city taxpayer subsidy starting this July. This is clearly a major accomplishment and one that has been made possible in part by a healthy and competitively priced on-airport parking concession.

Bottom Line

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Accordingly, I would appreciate your further consideration of the ramifications of this bill on airports. If you have any questions, please contact me directly at 434-455-6089.

Thank you for your past and continued support of Lynchburg Regional Airport.

Very truly yours,



Mark F. Courtney, A.A.E.
Airport Director

cc: Mayor and Members, Lynchburg City Council
Chairman and Members, Lynchburg Regional Airport Commission
L. Kimball Payne III, Lynchburg City Manager
Todd Sheller, Virginia Airport Operators Council



Lynchburg Regional Airport

350 Terminal Drive, Lynchburg, Virginia 24502 • (434) 455-6090 • Fax (434) 239-9027



January 15, 2015

Honorable Kathy J. Byron
General Assembly Building
District 22
P.O. Box 406
Richmond, Virginia 23218

Re: House Bill No. 1889
Off-Airport Fees and Charges

Dear Delegate Byron:

On behalf of the Lynchburg Regional Airport, I am writing to express my opposition to HB 1889 that was recently filed for consideration during this session of the General Assembly. To help you appreciate the concern over this bill, all nine of Virginia's commercial service airports have joined together to oppose this legislation based upon the numerous negative impacts it will have on Richmond International Airport (RIC) that can easily encompass the other eight airports in the future.

Background

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Honorable Kathy J. Byron
January 15, 2015
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Accordingly, I urge you to oppose HB 1889. If you have any questions, please contact me directly at 434-455-6089.

Thank you for your past and continued support of Lynchburg Regional Airport.

Very truly yours,



Mark F. Courtney, A.A.E.
Airport Director

cc: Mayor and Members, Lynchburg City Council
Chairman and Members, Lynchburg Regional Airport Commission
L. Kimball Payne III, Lynchburg City Manager
Todd Sheller, Virginia Airport Operators Council



Lynchburg Regional Airport

350 Terminal Drive, Lynchburg, Virginia 24502 • (434) 455-6090 • Fax (434) 239-9027



January 15, 2015

Honorable Thomas A. Garrett, Jr.
Senate of Virginia
District 22
P.O. Box 396
Richmond, VA 23218

Re: House Bill No. 1889
Off-Airport Fees and Charges

Dear Senator Garrett:

On behalf of the Lynchburg Regional Airport, I am writing to express my opposition to HB 1889 that was recently filed for consideration during this session of the General Assembly. To help you appreciate the concern over this bill, all nine of Virginia's commercial service airports have joined together to oppose this legislation based upon the numerous negative impacts it will have on Richmond International Airport (RIC) that can easily encompass the other eight airports in the future.

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Honorable Thomas A. Garrett, Jr.
January 15, 2015
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Thank you for your past and continued support of Lynchburg Regional Airport.

Very truly yours,



Mark F. Courtney, A.A.E.
Airport Director

cc: Mayor and Members, Lynchburg City Council
Chairman and Members, Lynchburg Regional Airport Commission
L. Kimball Payne III, Lynchburg City Manager
Todd Sheller, Virginia Airport Operators Council



Lynchburg Regional Airport

350 Terminal Drive, Lynchburg, Virginia 24502 • (434) 455-6090 • Fax (434) 239-9027



January 15, 2015

Honorable Ben Cline
General Assembly Building
District 24
P.O. Box 406
Richmond, Virginia 23218

Re: House Bill No. 1889
Off-Airport Fees and Charges

Dear Delegate Cline:

On behalf of the Lynchburg Regional Airport, I am writing to express my opposition to HB 1889 that was recently filed for consideration during this session of the General Assembly. To help you appreciate the concern over this bill, all nine of Virginia's commercial service airports have joined together to oppose this legislation based upon the numerous negative impacts it will have on Richmond International Airport (RIC) that can easily encompass the other eight airports in the future.

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Honorable Ben Cline
January 15, 2015
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Very truly yours,



Mark F. Courtney, A.A.E.
Airport Director

cc: Mayor and Members, Lynchburg City Council
Chairman and Members, Lynchburg Regional Airport Commission
L. Kimball Payne III, Lynchburg City Manager
Todd Sheller, Virginia Airport Operators Council



Lynchburg Regional Airport

350 Terminal Drive, Lynchburg, Virginia 24502 • (434) 455-6090 • Fax (434) 239-9027



January 15, 2015

Honorable C. Matthew Fariss
General Assembly Building
District 59
P.O. Box 406
Richmond, Virginia 23218

Re: House Bill No. 1889
Off-Airport Fees and Charges

Dear Delegate Fariss:

On behalf of the Lynchburg Regional Airport, I am writing to express my opposition to HB 1889 that was recently filed for consideration during this session of the General Assembly. To help you appreciate the concern over this bill, all nine of Virginia's commercial service airports have joined together to oppose this legislation based upon the numerous negative impacts it will have on Richmond International Airport (RIC) that can easily encompass the other eight airports in the future.

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Honorable C. Matthew Fariss
January 15, 2015
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Mark F. Courtney, A.A.E.
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cc: Mayor and Members, Lynchburg City Council
Chairman and Members, Lynchburg Regional Airport Commission
L. Kimball Payne III, Lynchburg City Manager
Todd Sheller, Virginia Airport Operators Council



Lynchburg Regional Airport

350 Terminal Drive, Lynchburg, Virginia 24502 • (434) 455-6090 • Fax (434) 239-9027



January 15, 2015

Honorable T. Scott Garrett
General Assembly Building
District 23
P.O. Box 406
Richmond, Virginia 23218

Re: House Bill No. 1889
Off-Airport Fees and Charges

Dear Delegate Garrett:

On behalf of the Lynchburg Regional Airport, I am writing to express my opposition to HB 1889 that was recently filed for consideration during this session of the General Assembly. To help you appreciate the concern over this bill, all nine of Virginia's commercial service airports have joined together to oppose this legislation based upon the numerous negative impacts it will have on Richmond International Airport (RIC) that can easily encompass the other eight airports in the future.

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Honorable T. Scott Garrett
January 15, 2015
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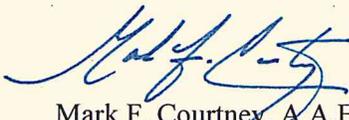
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Airport Director

cc: Mayor and Members, Lynchburg City Council
Chairman and Members, Lynchburg Regional Airport Commission
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Todd Sheller, Virginia Airport Operators Council



Lynchburg Regional Airport

350 Terminal Drive, Lynchburg, Virginia 24502 • (434) 455-6090 • Fax (434) 239-9027



January 15, 2015

Honorable Terry L. Austin
General Assembly Building
District 19
P.O. Box 406
Richmond, Virginia 23218

Re: House Bill No. 1889
Off-Airport Fees and Charges

Dear Delegate Austin:

On behalf of the Lynchburg Regional Airport, I am writing to express my opposition to HB 1889 that was recently filed for consideration during this session of the General Assembly. To help you appreciate the concern over this bill, all nine of Virginia's commercial service airports have joined together to oppose this legislation based upon the numerous negative impacts it will have on Richmond International Airport (RIC) that can easily encompass the other eight airports in the future.

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Honorable Terry L. Austin
January 15, 2015
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cc: Mayor and Members, Lynchburg City Council
Chairman and Members, Lynchburg Regional Airport Commission
L. Kimball Payne III, Lynchburg City Manager
Todd Sheller, Virginia Airport Operators Council