

LYNCHBURG REGIONAL AIRPORT

COMMISSION MEMBER UPDATE

Wednesday, January 22, 2014

REPORT

DECEMBER PASSENGER TRAFFIC SHOWS HEALTHY INCREASE

Passenger traffic at Lynchburg Regional Airport finished the year on a high note with total traffic in December 2013 up by 5.5 percent while recording the highest monthly percentage increase of any month during the year. For the full year total passengers amounted to 156,153, which was just slightly less than the 157,877 recorded in 2012. Mirroring national airline passenger trends, the decrease represented just a 1.1 percent decline over 2012 yearly figures. Overall passenger enplaned load factor for the entire year, based on 100,145 available departure seats, came in at 77.3 percent which was just slightly lower than last year's 78.0 percent. Despite the decrease, airline revenues actually grew incrementally for the year due to steadily improving business travel demand. I will provide a year-end traffic and operations wrap-up as part of my report to the Commission at next Monday's meeting.

AIRPORT SUBMITS FY 2015 BUDGET REQUEST TO CITY

On January 15th staff submitted the airport's operating budget request for FY 2015 (which begins July 1, 2014) to the City as part of the annual budget approval process. Over the course of the next several weeks, the request will be reviewed by city budget personnel and the city manager's office. A slightly modified version of this request is included for Commission Members to review prior to next Monday's meeting. Wes Campbell, the airport's Finance Manager, will present a brief overview of the budget request and answer any questions you may have. Following that, the Commission will be asked to make a recommendation to City Council regarding the proposed budget.

CONTRACT TOWER PROGRAM RECEIVES FULL FUNDING

Following a number of encouraging Congressional developments concerning funding for the FAA Contract Tower Program, both the House and Senate Appropriations Committees passed a DOT/FAA budget bill that provides \$140 million in dedicated funding for the program. That action was followed by both bodies passing combined omnibus bills that will ensure contract tower funding through the end of federal fiscal year 2014. This was great news for our airport, and hopefully will pave the way for Congress to continue to provide dedicated funding in future appropriations bills so as to avoid the kind of disproportionate cuts the FAA attempted last spring that would have drastically curtailed the program. I will be attending a meeting of the Policy Board of the U.S. Contract Tower Association later this week and will report on the outcome of that meeting to the Commission next Monday.

AIRPORT PASSENGER TERMINAL DEBT TO BE RETIRED

I am very pleased to report that the airport will be making its last bond payment on the airport's airline passenger terminal on February 1, 2014, thus marking a major milestone for the airport. As you will recall, the passenger terminal was officially opened in February 1992 and, despite its almost 22-year age, continues to receive positive reviews on its functionality

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and architectural design. Incidentally, with the retirement of this terminal debt, the airport's total outstanding principal balance on all of our remaining bond debt will amount to less than \$1 million.

NEW CONCRETE RAMP OFFICIALLY OPENED JANUARY 1

Last minute delays associated with completing final pavement to concrete tie-ins resulted in about a three week delay in opening the new concrete ramp, but it is now open and fully operational. You may have noticed that it is already experiencing heavy use by Liberty University School of Aeronautics aircraft that are finding it to be a very welcome addition. Also remember that this apron was built to full-strength standards, meaning that it will be very useful for parking aircraft of all sizes at Lynchburg Regional Airport.

AGENDA FOR THE COMMISSION MEETING

The Commission's first meeting in January marks the annual presentation by airport staff of the airport's new proposed operating budget for the next fiscal year, copies of which are included in your Commission package. Besides the budget, other agenda items mainly are focused on general updates regarding ongoing airport projects and activities.

If you have any questions regarding the upcoming Commission 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 27, 2014
4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. November 25, 2013 Commission Meeting Minutes
3. Lynchburg Regional Airport January 2014 Air Service Update
4. December 2013 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Report of the Airport Finance Manager
 - A. A report with regards to the airport's proposed FY 2015 Operating Budget

Commission Action: Receive and consider recommendation to City Council
6. Report of the Airport Director
 - A. A year-end airport passenger traffic and operations wrap up for 2013
 - B. A status update regarding Phase 2 of the Airfield Rehabilitation Project and expected construction timeline.
 - C. A report with regards to FY 2014 funding for LYH's Contract Air Traffic Control Tower and update on progress to date on construction planning of a new LYH control tower.
 - D. A report regarding the outcome of Campbell County action on a request by the airport to update LYH's Airport Safety Overlay District.
 - E. An update on the status of various airport lease/franchise agreements recently executed or under negotiation.
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 25, 2013
4:00 p.m.**

PRESENT:

Jones Stanley
Robert Day
Stewart Hobbs
Mike Davidson
Don Brown
Kimball Payne
Bert Dodson
Charles Nowlin

ABSENT:

Lynch Christian

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 25, 2013 CONSENT AGENDA

Mr. Hobbs confirmed that everyone had received the items from the consent agenda; the August 26, 2013 Commission Meeting Minutes, the November 2013 Air Service Update and the October 2013 Passenger Traffic Report and asked if there were any questions, comments or changes regarding the consent agenda items.

Mr. Courtney said regarding the August 26, 2013 Commission Meeting Minutes, Mr. Lynch Christian had provided some clarifications, and requested revisions to the paragraph on page 9 about halfway down where he spoke after the Chairman spoke. Mr. Christian said he would like to go on record that the minutes before the members at this time contains the revisions as requested.

Mr. Hobbs reminded everyone not to talk over each other in order to facilitate the transcription of the minutes from the digital recording.

Mr. Charles Nowlin stated that on page 8 of the minutes, there is a statement that was ascribed to him which he did not believe he made, and requested this statement be removed.

Mr. Bert Dodson asked if the minutes could reflect how each member voted on the Freedom Aviation Franchise Ordinance.

Mr. Courtney said that he had recorded the votes on his record and this could be added.

Mr. Kim Payne said the minutes were provided to Council so we could give them another set with these corrections.

Mr. Mike Davidson said there were four or five corrections that needed to be made because some words were needed to make the sentences clear.

Mr. Courtney said in the future to contact him with the corrections so they could be made before the meeting.

Mr. Hobbs asked if there was anything else on the consent agenda.

Mr. Hobbs said there being 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 DIRECTOR

A. A report on the anticipated impact at LYH of the recent Department of Justice settlement with US Airways and American that allows the two airlines to merge.

Mr. Courtney said he thought everyone was surprised that the Department of Justice backed off from their original position on the US Airways/American merger. He said he regarded the outcome to be positive for us since the combined airlines now will have 900 aircraft, 6700 daily flights, 336 destinations in 56 countries. He said, based on last quarter's revenues, they are going to have market share of just about 29.7% compared to the other majors' share of 28.9% by United right now and 28% by Delta. The US Airways/American merger will really result in the three remaining global network carriers being very competitive.

He said he thought that the low-cost carriers would continue to flourish and grow with that business model. He said he thought US Airways was going to continue to grow Charlotte, and that their flights are up by 20% over what they had five years ago. He said overall he thought it was a good development for us.

He said the big question is what is going to happen to the US Airways' and American's 50-seat regional jets, and what they are going to do to replace their Dash 8s, particularly the Dash 8-300s that we rely on so much. While they are great airplanes, they are getting old. There followed a general discussion.

B. A report regarding the October 2013 award of FAA grant funding for Phase 2 of the Airfield Rehabilitation Project and expected construction timeline.

Mr. Courtney reported we were finally able to wrap up all of our funding for Phase 2 of the Airfield Rehabilitation Project. He said we were awarded a grant of \$4.17 Million of which approximately \$2.2 Million was federal discretionary funds. He said that, based on bids, there was no way we could hold this back or reduce the scope of the project in such a way as to be able to go forward with it with a lower grant amount.

C. An update with regards to the FAA's Contract Tower Program FY 2014 funding and briefing on the Environmental Assessment process for the new ATCT at LYH.

Mr. Courtney said regarding the FAA's Contract Tower Program, we will wait to see what happens with the larger issue of the Federal Budget and what may occur as far as the end of the Sequester and some type of agreement by Congress and the Administration prior to the end of the current agreement January 15, 2014. He stated that the U.S. Contract Tower Association put pressure on the FAA Administrator to hold a meeting with the Contract Tower representatives to be able to try to come up with some type of solution.

Mr. Courtney said he also has been appointed by the AAAE Board of Directors to serve on the Policy Board of the Contract Tower Association. He said he really wanted to make sure that we stay on top of this because of the disproportionate need that we have for having a contract tower or tower services despite the fact that we don't quite meet both of the thresh-holds. He said out of 515 Towered Airports in the country (i.e., a mix of both FAA and Contract Towers) in Fiscal Year 2013 Lynchburg Regional Airport ranked 128th in terms of operations. He said in the State of Virginia we actually are ranked third behind Ronald Reagan Washington National Airport in terms of number of operations, and that is more than Richmond, Newport News, Manassas, Norfolk and Charlottesville and Roanoke. There followed additional discussion.

Mr. Courtney said they had just had the kick-off meeting for the Air Traffic Control Towers environmental assessment. He said we go through what is known as a short form, a modified midrange kind of environmental

assessment. He said it is scheduled for being completed by September 2014 and that the consultant is very confident that we will be able to tighten that up a bit. He went on to further discuss the issue. A general discussion followed.

D. A report with regards to the various issues associated with updating LYH's Airport Safety Overlay District.

Mr. Courtney said he had been making progress in making some revisions to our Airport Overlay District for purposes of airspace protection. Because of our geographic location, we have an issue with one end of the main runway being in Campbell County and the other end being in the City of Lynchburg. He said he would be going before the Campbell County Planning Commission next Monday for their consideration of the changes and the next evening going before the Board of Supervisors with Campbell County. He said it was all straight forward and just a matter of updating language. There ensued additional discussion.

E. A summary report on the status of current airport property lease/franchise requests requiring City Council action.

Mr. Courtney gave a summary report of the status of current airport property lease/franchise requests requiring City Council action. He said they will be going before City Council for action on December 10, 2013.

He said the Liberty University fiber optic cable lease will allow the Academic Center to be able to tie fiber optic into our system and will then go down to Freedom Aviation and be able to tie those two buildings together.

He said we had a request from Verizon to install a telecommunications antennae and related equipment on the roof of this terminal building and we are going to get \$9,000 per year rent out of it so it is beneficial for us. He went on to further detail the issue and there followed a general discussion.

Mr. Courtney said the Freedom Aviation Franchise Amendment request regarding airline fueling is still on schedule for a closed meeting of Council tomorrow. Some type of action would follow, perhaps on December 10, 2013 as well.

He said the Freedom Aviation hangar and ramp addition are still in negotiation concerning the basic terms and conditions, a space rate and length of term. He said it can then go to City Council following that resolution of the negotiations.

Mr. Charles Nowlin asked if that would wind up the fuel farm or if that was a separate issue.

Mr. Courtney replied that was a separate issue but his understanding was there had been some scheduling conflicts with the Philips folks but he learned that they could have a meeting the week of December 16, 2013. He said he had sent an email to Jim Walker indicating that he was available then and asking if he was available and to communicate to Mr. Dave Young if he was.

Mr. Young said he had not heard a word from Mr. Walker.

Mr. Courtney said he was going to push that as hard as he could in order to get that firmed up.

(4) A presentation by the Airport Director to review the airport's 2006 Master Plan Update and current six-year Airport Capital Improvement Plan.

Mr. Courtney said he thought it might be a good idea to go back and revisit the Master Plan, and that his presentation will show what the Master Plan recommended, what the forecast indicated, and how we are comparing and are tracking in real time.

He said the Master Plan was actually started in September of 2006 and utilized 2005 data for the forecast so it is dated already. He said it was not completed and it wasn't accepted and our ALP wasn't approved by the FAA until October of 2010; consequently, he does not call it the "2010 Master Plan", he calls it the "2006 Master Plan."

He explained that the purpose of the Master Plan is to define the role of the airport in the community, to provide a plan for the development of the airport, and that it is required by the FAA in order to qualify for federal funding. He said the goals and objectives are typical of any Master Plan and they typically look at a 5-, 10- and 20- year planning horizon and is designed to optimize the operational efficiency, effectiveness and safety of the airport. It is also to establish a schedule for our airport Capital Improvement Plan, identify and coordinate a financial plan, evaluate our Airport Layout Plan and get a final approved ALP that is required for any construction on the airport. He went on with his presentation and further detailed and discussed the issue, and presented the airport's CIP for FY14-19. There followed a general discussion.

(6) MISCELLANEOUS BUSINESS

A. Inquiries and/or comments by Commission Members.

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

Mr. Jones Stanley said he would just like to say that he thought Mr. Courtney was doing a great job.

There were no other inquiries or comments.

(7) REPORTS OF AIRPORT BUSINESSES

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

There were none.

(8) HEARINGS OF CITIZENS UPON COMMISSION MATTERS

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

There were questions from a citizen regarding the height of the new tower. There followed a question and answer period regarding the issue.

The citizen also had questions regarding the rehabilitation of the two or three hangars. He said he and Mr. Brown had a plane that had been stored there for many years and went on to further discuss the issues he had with the hangar. There followed additional discussion.

There were no other comments from citizens.

(9) ADJOURNMENT

There being no further business, the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective January 2014

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 scheduled flights on weekdays, except for Mondays and Tuesdays, when there were five flights. All flights were scheduled to be on either 50-seat CRJs or 50-seat DH3s.

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

Aircraft Types	<u>Aircraft</u>	<u>No. of Departures/Day</u>
	DH8 Dash 8	0 Daily
	DH3 Dash 8-300	3 Daily
	CRJ	3 Daily

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR DECEMBER 2013

AIR TRAFFIC REPORT

	MONTH			YR TO DATE TOTALS		PERCENTAGE CHANGES		
	Dec-13	Nov-13	Dec-12	2013	2012	Dec-13 Nov-13	Dec-13 Dec-12	13 YTD 12 YTD
ENPLANED PASSENGERS	6,733	6,432	6,424	77,896	78,881	4.7%	4.8%	-1.2%
DEPLANED PASSENGERS	6,326	6,445	5,960	78,257	78,996	-1.8%	6.1%	-0.9%
TOTAL PASSENGERS	13,059	12,877	12,384	156,153	157,877	1.4%	5.5%	-1.1%
AIRCRAFT OPERATIONS								
<i>(Landings and Takeoffs)</i>								
Air Carrier	477	487	479	6,063	5,731	-2.1%	-0.4%	5.8%
General Aviation	6,114	10,270	5,231	106,397	96,829	-40.5%	16.9%	9.9%
Military	191	184	170	2,777	2,756	3.8%	12.4%	0.8%
Total	6,782	10,941	5,880	115,237	105,316	-38.0%	15.3%	9.4%

AIR TRAFFIC REPORT

MONTH

YEAR TO DATE TOTALS

CHANGES

NUMBER OF DAILY SCHEDULED FLIGHTS

	Dec-13	Nov-13	Dec-12	2013	2012	Dec-13 Nov-13	Dec-13 Dec-12	13 YTD 12 YTD
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			0.0%	0.0%	#DIV/0!
Air Wisconsin	3	3	3			0.0%	0.0%	
Total	6	6	6			0.0%	0.0%	

NUMBER OF ACTUAL FLIGHTS

US Airways Express - Piedmont	66	83	84	1,062	689	-20.5%	-21.4%	54.1%
US Airways Express - PSA	0	0	0	35	296	#DIV/0!	#DIV/0!	-88.2%
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	-	-	27.7%	29.3%	-14.7%
Air Wisconsin	106	83	82	911	1,068	27.7%	29.3%	-14.7%
Total	172	166	166	2,008	2,053	3.6%	3.6%	-2.2%

NUMBER OF CANCELLED FLIGHTS

US Airways Express - Piedmont	0	2	2	41	16	-2	-2	25
US Airways Express - PSA	0	0	0	3	6	0	0	-3
ACA - United Express	0	0	0	-	-	0	0	0
ASA - Delta Connection	0	0	0	-	-	0	0	0
Allegheny	0	0	0	-	-	0	0	0
Shuttle America	0	0	0	18	11	5	5	0
Air Wisconsin	5	0	0			3	3	7
Total	5	2	2	62	33	3	3	29

AIR TRAFFIC REPORT

Revenue Passengers Only	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
	Dec-13	Nov-13	Dec-12	2013	2012		Dec-13	Dec-12	13 YTD	Dec-13	Nov-13	Dec-12
ENPLANED PASSENGERS												
US Airways Express - Piedmont	2,077	2,961	2,980	38,376	25,384	-29.9%	-30.3%	51.2%	30.8%	46.0%	46.4%	
US Airways Express - PSA	0	0	0	1,118	10,680	#DIV/0!	#DIV/0!	-89.5%	0.0%	0.0%	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	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	
Air Wisconsin	4,556	3,471	3,444	37,952	42,817	31.3%	32.3%	-11.4%	67.7%	54.0%	53.6%	
Charter	100	0	0	450	-	4.7%	4.8%	-1.2%	1.5%	0.0%	0.0%	
Total	6,733	6,432	6,424	77,896	78,881	4.7%	4.8%	-1.2%	100.0%	100.0%	100.0%	
DEPLANED PASSENGERS												
US Airways Express - Piedmont	2,360	3,302	3,193	41,821	27,150	-28.5%	-26.1%	54.0%	37.3%	51.2%	53.6%	
US Airways Express - PSA	0	0	0	1,517	11,280	#DIV/0!	#DIV/0!	-86.6%	0.0%	0.0%	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	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	
Air Wisconsin	3,866	3,143	2,767	34,469	40,566	23.0%	39.7%	-15.0%	61.1%	48.8%	46.4%	
Colgan Air	0	0	0	450	-	-1.8%	6.1%	-0.9%	1.6%	0.0%	0.0%	
Charter	100	0	0	-	-	-	-	-	100.0%	100.0%	100.0%	
Total	6,326	6,445	5,960	78,257	78,996	-1.8%	6.1%	-0.9%	100.0%	100.0%	100.0%	
TOTAL PASSENGERS												
US Airways Express - Piedmont	4,437	6,263	6,173	80,197	52,534	-29.2%	-28.1%	52.7%	34.0%	48.6%	49.8%	
US Airways Express - PSA	-	-	-	2,635	21,960	#DIV/0!	#DIV/0!	-88.0%	0.0%	0.0%	0.0%	
ACA - United Express	-	-	-	-	-	#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	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	
Air Wisconsin	8,422	6,614	6,211	72,421	83,383	27.3%	35.6%	-13.1%	64.5%	51.4%	50.2%	
Colgan Air	0	-	-	900	-	1.4%	5.5%	-1.1%	1.5%	0.0%	0.0%	
Charter	200	-	-	-	-	-	-	-	100.0%	100.0%	100.0%	
Total	13,059	12,877	12,384	156,153	157,877	1.4%	5.5%	-1.1%	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		
	Dec-13	Nov-13	Dec-12	2013	2012		Dec-13	Dec-12	13 YTD	Dec-13	Nov-13	Dec-12
US Airways Express - Piedmont	91	78	47	1,065	562	16.7%	93.6%	89.5%	48.1%	45.6%	41.2%	
US Airways Express - PSA	0	0	0	32	306	#DIV/0!	#DIV/0!	-89.5%	0.0%	0.0%	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	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	
Air Wisconsin	98	93	67	987	1,210	5.4%	46.3%	-18.4%	0.0%	0.0%	0.0%	
Charter	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	
Total	189	171	114	2,084	2,078	10.5%	65.8%	0.3%	48.1%	45.6%	41.2%	

PLANNING REVENUE AND AIR TRAFFIC REPORT FOR DECEMBER 2013

AIR TRAFFIC REPORT
NON-REVENUE PASSENGERS ONLY

	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL		
	Dec-13	Nov-13	Dec-12	2013	2012	Dec-13	Dec-13	13 YTD	Dec-13	Nov-13	Dec-12
DEPLANNED NON-REVENUE PASSENGERS											
US Airways Express - Piedmont	92	76	94	1,203	791	21.1%	-2.1%	52.1%	46.9%	45.8%	58.4%
US Airways Express - PSA	0	0	0	42	285	#DIV/0!	#DIV/0!	-85.3%	0.0%	0.0%	0.0%
ACA - United Express	0	0	0	-	0	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
ASA - Delta Connection	0	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	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Air Wisconsin	104	90	67	929	1,160	15.6%	55.2%	-19.9%	53.1%	54.2%	41.6%
Total	196	166	161	2,174	2,236	18.1%	21.7%	-2.8%	100.0%	100.0%	100.0%
TOTAL NON-REVENUE PASSENGERS											
US Airways Express - Piedmont	183	154	141	2,268	1,353	18.8%	29.8%	67.6%	47.5%	45.7%	51.3%
US Airways Express - PSA	-	-	-	74	591	#DIV/0!	#DIV/0!	-87.5%	0.0%	0.0%	0.0%
ACA - United Express	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
ASA - Delta Connection	-	-	-	-	-	#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	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
Air Wisconsin	202	183	134	1,916	2,370	10.4%	50.7%	-19.2%	52.5%	54.3%	48.7%
Total	385	337	275	4,258	4,314	14.2%	40.0%	-1.3%	100.0%	100.0%	100.0%



LYNCHBURG REGIONAL AIRPORT

TRAFFIC STATISTICS FOR DECEMBER 2013

DECEMBER	ASA				PIEDMONT				AIR WISCONSIN				ALLEGHENY				SHUTTLE AMERICA				PSA				TOTALS				
	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	
Aircraft Type																													
CRJ76 SEAT7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dornier																													
DHC-8-200																													
DHC-8-300					65	3,250																				65	3,250		
DHC-8					1	37																				1	37		
CRJ50 SEAT7																													
BECH 1900																													
Total	-	-	-	-	#DIV/0!	66	3,287	2,077	63.2%	106	5,300	4,556	86.0%	0	0	0	#DIV/0!	-	0	0	#####	-	0	0	#####	172	8,587	6,633	77.2%

Year-to-Date	ASA				PIEDMONT				AIR WISCONSIN				ALLEGHENY				SHUTTLE AMERICA				PSA				TOTALS				
	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	Depart.	Avail. Seats	Pass. Enplan.	Load Factor	
EMB-120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dornier																													
DHC-8-200																													
DHC-8-300					1,028	51,400																				1,028	51,400		
DHC-8					34	1,258																				34	1,258		
CRJ7																													
CRJ50 SEAT7																													
BECH 1900																													
Total	-	-	-	-	#DIV/0!	1,062	52,658	38,376	72.9%	911	45,550	37,952	83.3%	0	0	0	#DIV/0!	-	-	-	#####	35	1,937	1,118	57.7%	2,008	100,145	77,446	77.3%