

LYNCHBURG REGIONAL AIRPORT

COMMISSION MEMBER UPDATE

Wednesday, March 20, 2013

REPORT

FAA PLAN TO CLOSE LYH ATCT REMAINS IN PLACE

With the LYH contract tower a victim of the government sequestration process, the FAA is moving forward with plans to close some 179 contract air traffic control towers throughout the country. At this writing it appears that a legislative remedy in the Senate through an amendment to the continuing resolution process is all but exhausted. As was reported to you earlier this week, the amendment offered by Senator Jerry Moran of Kansas (and co-sponsored by both our Virginia Senators) was denied the opportunity for a floor vote on procedural grounds. Basically, the amendment was lumped together with nearly 90 other amendments and blocked from moving onto the Senate by the leadership of the Appropriations Committee. Nonetheless, Senator Moran has steadfastly continued with his fight by attempting to block the entire continuing resolution.

Failing a legislative remedy at this point, it is my understanding that there's very little Congress will be able to do in the appropriations process if the FAA plan is implemented and the 179 contract towers are closed. That's primarily due to the fact that once the towers are closed, the contract tower program will essentially not exist any longer for these towers, so there will be no authority for Congressional appropriators to consider. We are also awaiting the outcome of the FAA process to reconsider individual contract tower closures based on so-called "national interest" factors. As you know, I submitted a request that outlined Lynchburg's various national interest activities, including nuclear services, military training and economic impact beyond the local level. The FAA has extended the date for announcing which contract towers will be spared to this Friday, March 22.

I will provide an update to this important, ongoing issue at Monday's Commission meeting. I've also included an agenda item for Commission discussion of options and alternatives in the event federal funding is no longer available to support our ATCT in the future.

AIRFIELD PROJECTS MOVE FORWARD

With the delivery of some backordered LED ramp lights and final installation, the air carrier apron and taxiway rehabilitation project is essentially finished with the exception of the final pavement sealcoating and markings that await the arrival of warmer weather. I'm also pleased to report that the long-awaited new GA ramp project is finally underway, with construction expected to take 45 calendar days. Based on the work that has been accomplished to date, I expect to have the new ramp completed by mid- to late-April.

We are also continuing on with final design-through-bid services related to Phase II of the taxiway realignment and GA ramp project, with request for bids expected to be advertised by late-May. As you will recall, we are also hoping to take advantage of some \$3 million in federal discretionary funding currently programmed into the airport's FAA capital plan for this year.

PLANNING FOR NEW TOWER ON HOLD

Not surprisingly, based on the FAA's intent to close LYH's contract tower the FAA air traffic division has delayed any further work associated with site selection and environmental planning for a new air traffic control tower at LYH. This project had been moving on somewhat of a fast track in order to

make construction possible starting in 2014. The current FAA plan to close 179 contract towers, of course, now puts this entire project in question. This action also raises the question as to the remaining FAA Facilities and Equipment tenants that occupy other portions of the current ATCT. At the moment, the FAA has not indicated its intentions regarding continuing its lease with the airport for that space in the tower.

COMMISSION TO MAKE RECOMMENDATION ON FY 2014 OPERATING BUDGET

As you will recall, following the airport finance manager's FY 2014 operating budget presentation at the January 28 meeting, the Commission decided to defer action on a recommendation to City Council in order to have more time to review the budget. Accordingly, I have included Commission action on the budget as related to a City Council recommendation for next Monday's meeting.

ITEMS FOR THE AGENDA

Following the consent agenda and Commission action on the airport's proposed FY 2014 operating budget, I will provide as part of my report an update on the latest information regarding the FAA's planned closure of our contract tower on April 7, and then lead a discussion regarding future alternatives and options. The remainder of my report will focus on the outcome of my recent meetings with airlines at the annual Network planners' event, followed by the latest on current and upcoming airport capital projects.

If you have any questions or comments prior to our next Commission meeting, give me a call at 455-6089 at my office, or by cell at 444-3363.

Respectfully yours,

Mark F. Courtney

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

LYNCHBURG REGIONAL AIRPORT COMMISSION
Monday, March 25, 2013
4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. January 28, 2013 Commission Meeting Minutes
3. Lynchburg Regional Airport March 2013 Air Service Update
4. February 2013 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Commission consideration of the airport's proposed FY 2014 Operating Budget as presented at the January 28, 2013 Commission Meeting

Commission Action: Make recommendation to City Council

6. Report of the Airport Director
 - A. Update on the FAA's plan to close the LYH ATCT, legislative solutions and Commission discussion of possible options and alternatives to continued operation and funding.
 - B. A report with regards to the outcome of recent airline meetings as part of the "Network" airline route planners' event.
 - C. A status report on current airfield projects and possible changes in the airport's proposed federal Airport Capital Improvement Program (ACIP).
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
January 28, 2013
4:00 p.m.**

PRESENT:

Jones Stanley
Robert Day
Lynch Christian
Stewart Hobbs
David Laurrell
Don Brown
Kimball Payne
Bert Dodson
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) Commission action to elect a new Commission Chairman and Vice-Chairman.

Mr. Stewart Hobbs stated that the Commission needed to elect a Chairman, and asked Mr. Courtney how to proceed.

Mr. Courtney explained that a slate is usually presented by the outgoing Chairman, who acts informally as the nominating committee. The outgoing Chairman then polls the Commission members regarding their wish to proceed with the proposed slate. He pointed out that Ms. Crawford, the outgoing Chairman, distributed an e-mail previously with a proposed slate which he assumed had been discussed among Commission Members for confirmation of that slate for election today.

Mr. Charles Nowlin said that the slate included Mr. Stewart Hobbs and Mr. Bert Dodson.

Mr. Kim Payne said he moved the slate and Mr. Nowlin seconded the slate.

Mr. Hobbs said it had been moved and seconded and called for a vote.

The vote was taken and unanimously accepted by all. Mr. Hobbs was voted the new Chairman and Mr. Dodson the new Vice-Chairman.

Mr. Hobbs said he hoped everyone had met Mr. Bob Day who was replacing Ms. Janice Crawford on the commission.

(3) APPROVAL OF JANUARY 28, 2013 CONSENT AGENDA

Mr. Hobbs confirmed that everyone had received the items from the consent agenda; the August 27, 2012 Commission Meeting Minutes, the November 2012 Air Service Update and the October 2012 Passenger Traffic Report and asked if there were any questions or comments regarding the consent agenda items.

Mr. Courtney said he would be covering some of the issues related to the Traffic Report and the Air Service Update and future air service strategies so he would defer until that time.

There being no further questions or comments, Mr. Hobbs declared the Consent Agenda accepted as presented to receive and file.

(4) REPORT OF THE FINANCE MANAGER

A. A report with regards to the airport's proposed FY 2014 Operating Budget.

Mr. Wes Campbell distributed briefing packages. Mr. Courtney said that depending on the Commission's perception of the proposed operating budget, they could have a motion to make a recommendation to City Council today or they could defer, assuming that Council would not actually act on anything until after the March 25, 2013 meeting of the Commission.

Mr. Payne said he was giving his proposal on the 12th of March so they would not act on anything until after April.

Referring to page one of the briefing package, Mr. Wes Campbell pointed out that the overall expenses of \$2,432,788 being requested represented a one-tenth of one percent decrease in expenses as compared to Fiscal Year 2013. He went on to further explain and discuss the issue, and there followed a general discussion.

He stated that our debt service was around \$1 Million, and offered additional explanation.

Mr. Hobbs asked if there was anything in the future that the airport would need to borrow money for. Mr. Campbell responded in detail and explained that the airport would need to borrow money for any type of major refurbishment in revenue-producing areas. He said we have been able to take care of the revenue-producing properties in recent years with operating funds and have used State and Federal funds for everything else.

Mr. Hobbs asked how many more years the airport would require subsidies from the city. Mr. Campbell estimated approximately three more years, but Mr. Courtney was more optimistic, stating he believed it would only be two more years. Mr. Campbell stated that had Delta not departed, we would have reached that goal probably this year or next but in his estimation, their departure moved the goal back to three years.

Mr. Campbell then referred to the summary of the operating fund total. FY 2014 reflected a slightly less than 5% increase in budgeted revenues over FY 2013. FY 2013 revenues were \$1,829,000 compared to the FY 2014 estimate of \$1,919,000 in revenues. He said that the \$90,000 increase in revenue is responsible for reducing our subsidy from the City. There followed additional discussion.

Mr. Campbell referred to the fund expenses summarized by department and those summarized by category. He said he did not think there were any surprises there other than the significant decrease in the debt service.

He gave a detailed explanation of the OPEB (Other Post-Employment Benefits) appearing on the Airport Expenses Summary. The OPEB is the amount recognized in the current period of the expense for the future obligation for retirees' benefits, especially for health insurance. According to an actuarial calculation made, the airport should have roughly \$200,000 set aside for future retirees' benefits for health insurance. The City determined it would take 8 or 9 years to set aside the amount needed, and incremental amounts have been set aside for four years now. Mr. Campbell said there are three former airport employees who have retired, and three currently working for the airport who were hired prior to 1996 and who qualify for the basically free

health insurance after they retire. He estimated that we had accumulated roughly around \$100,000 towards the \$200,000 required.

Mr. Campbell then discussed the history of the last two or three years of wages and salary amounts, budgeted and actual, and explained the remainder of the budget presentation. A general discussion ensued.

Mr. Hobbs asked whether the Commission wanted to recommend the budget to City Council or defer it to the next meeting. Mr. Nowlin said he would recommend that it be deferred to the next meeting to allow everyone time to look at it more closely. It was decided to defer it to the next meeting.

(5) REPORT OF THE AIRPORT DIRECTOR

A. A presentation of the results of two recent LYH passenger surveys.

Mr. Courtney gave a briefing about a passenger survey that was conducted in October 2012 as an update to a similar survey completed in December 2010 before Delta left. The goal of this survey was to profile passengers and get an idea who our passengers are and why they are flying. The results showed that of those responding, 55.5% were traveling for business and 44.5% for leisure. He said that the percentage of business travelers is up about 10 percentage points from the previous survey and is closer to the traditional 60% business that we have had historically at this airport. This is good in terms of overall revenue mix and that is the reason we are seeing the rise in revenues per flight.

Approximately 53.2% live within our local Region 2000 market, but surprisingly 8.2% lived in our secondary local market, which is comprised of the outlying counties around Region 2000. 38.6% of the respondents were visitors to this area, reflecting the fact that we are predominately an originating market. Discussion of the results of the survey followed.

Mr. Hobbs interjected that Mrs. Crawford had arrived during the budget discussion and that he would like to present her with a token of appreciation from The Commission for her service as Chairman. He then proceeded to read the resolution to the Commission.

Mr. Courtney presented Ms. Crawford with a framed photograph of the airport terminal. Mrs. Crawford expressed her appreciation.

B. A report regarding year-end passenger traffic results and discussion of current airline industry trends and LYH air service development strategy for 2013.

Mr. Courtney presented a brief historical overview of passenger traffic numbers. Passenger counts were stable in the 1990's, then dramatically dropped due to the Sept 11, 2001 attacks and the subsequent impact on the economy, compounded by high fuel prices. Passenger numbers increased with the introduction of jet service, and the introduction of our competitive fare structure in 2008 by US Airways. We suffered a drop following Delta's departure at the end of 2010. However, with added capacity and quality of service by US Airways, we had a 7.6 % increase in total passenger traffic in 2012 with 157,500 passengers, which is very stable. He said that overall in the industry the number of departures has decreased because of the trend towards larger aircraft, and that we have stabilized at six daily departures offering 300 departure seats with the one airline we have.

Mr. Courtney explained that even though there has been an increase in the average fares it has somewhat been tempered by the fact that in early 2012, the DOT began requiring the airlines to include taxes and fees when they published a fare. Taxes and fees are around 20% of the total value of a ticket, and that close to half of that increase is most likely due to the fact that taxes and fees are now reflected in the published fare. However, fares have gone up because they needed to, and that is what is making the airlines profitable today. He went on to further detail the issue.

The 4,100 flights that went out this year were on average 78% full. There followed a brief discussion.

He indicated that US Airways is generating about \$108,000 in revenue per day from this airport. He went on to further discuss the issue.

Mr. Courtney referenced the Industry Overview which he sent to members, which was produced by Mr. Mike Boyd. Mr. Boyd is forecasting the greater introduction of mainline size small jets of 70 seats and up. American just announced an order for Embraer E175 Regional Jets, a 74-seat jet configured with 60 economy and 14 first class seats in order to accommodate higher end business and international travelers. Mr. Courtney said that with the strong international presence in this market and business strength we should be able to upgrade to a 70-to-100 seat aircraft. We have the load factors, the overall market and we are still enough underserved that we can continue to grow and stimulate additional traffic with more capacity with perhaps four flights of the larger sized aircraft. There followed additional discussion.

Mr. Courtney said that based on an Air Service Development Partnership meeting last week there was consensus on fine-tuning our strategy to concentrate more on the benefits of having service with US Airways combined with American if the merger is approved. The benefits derived from having service provided by the largest airline in the world, one of three mega carriers, is not a bad thing if you only have one airline. It can be viewed as just a fact of life as a result of industry consolidation.

Mr. Courtney said that the ASDP consensus was also to continue recruiting United to serve Lynchburg and possibly recruit a replacement carrier, hopefully with jet service, for Atlanta since it is a significant O&D market. He said he is pursuing a strategy geared to more of the niche carriers like Allegiant and Frontier for possible service to a leisure destination like Las Vegas or Orlando. Although attracting a niche carrier won't benefit the business community, it would increase our traffic counts and our parking lot revenues, making us more profitable as an airport. There ensued a general discussion.

C. A report on the status of updating both the City's and County's airport zoning ordinances as related to approach path obstruction protection.

Mr. Courtney said he was proceeding with a project to update the airport zoning district ordinances which deal with runway obstruction tolerances for both for Campbell County and the City of Lynchburg. Complicating this project is the fact that one end of Runway 4/22 is in Campbell County and the other end is in the City of Lynchburg. He said he has a draft of those changes for the County and was in the process of working with Delta Airport Consultants to draft those same changes for the City. He said the City ordinance primarily references protection of "current approved approach surfaces" which is already 50:1 at the Campbell County end of Runway 4/22. His plan is modify the ordinance for the City to protect a 50:1 ratio for the end which is located in the City which is currently protected at the current ratio of 34:1. The 34:1 ratio is a non-precision approach, and he would like to upgrade all of Runway 4/22 to the PIR ratio of 50:1.

(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. Don Brown brought up the issue of fuel prices in the Lynchburg area, commenting that they were high. He asked if anyone else cared to comment, and if there was any interest in the possibility of either appealing to the local FBOs to either reduce fuel prices, or to explore the alternative of converting to self-service fuel systems which are fairly prevalent in many areas of the country. There followed a brief discussion.

Mr. Nowlin recommended that a committee be formed to look into the matter and discuss it with Mr. Courtney and get a report back within the next couple meetings.

Two commission members volunteered to serve on this committee, Mr. Charles Nowlin and Mr. Don Brown.

Mr. Bert Dodson asked Mr. Kim Payne if he was going to make a report to City Council on the budget before the next Commission Meeting scheduled for March 25, 2013. Mr. Payne replied that he would not. There followed a general discussion.

(7) REPORTS OF AIRPORT BUSINESSES

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

Mr. Dave Young gave an update on the Liberty University flight school. He said the challenge for both Freedom Aviation and for the school is space and he said he had discussed it with Mr. Courtney, and then presented additional information.

(8) HEARINGS OF CITIZENS UPON COMMISSION MATTERS

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

There were none.

(9) ADJOURNMENT

There being no further business, the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective March 2013

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 For the month of March, all the equipment are 50-seaters. There are 6 departures weekdays, and 5 departures on Saturdays and Sundays.

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 FEBRUARY 2013

AIR TRAFFIC REPORT	MONTH			YR TO DATE TOTALS		PERCENTAGE CHANGES		
	Feb-13	Jan-13	Feb-12	2013	2012	Feb-13 Jan-13	Feb-13 Feb-12	13 YTD 12 YTD
ENPLANED PASSENGERS	6,082	5,659	6,067	11,741	11,675	7.5%	0.2%	0.6%
DEPLANED PASSENGERS	6,009	6,033	5,960	12,042	12,224	-0.4%	0.8%	-1.5%
TOTAL PASSENGERS	12,091	11,692	12,027	23,783	23,899	3.4%	0.5%	-0.5%
AIRCRAFT OPERATIONS (Landings and Takeoffs)								
Air Carrier	437	476	480	913	948	-8.2%	-9.0%	-3.7%
General Aviation	7,840	4,852	8,476	12,692	14,651	61.6%	-7.5%	-13.4%
Military	127	167	142	294	288	-24.0%	-10.6%	2.1%
Total	8,404	5,495	9,098	13,899	15,887	52.9%	-7.6%	-12.5%

AIR TRAFFIC REPORT	MONTH			YEAR TO DATE TOTALS		CHANGES		
	Feb-13	Jan-13	Feb-12	2013	2012	Feb-13 Jan-13	Feb-13 Feb-12	13 YTD 12 YTD
NUMBER OF DAILY SCHEDULED FLIGHTS								
USAirways Express - Piedmont	3	3	1			0.0%	200.0%	
USAirways Express - PSA	0	0	2			#DIV/0!	#DIV/0!	
ACA - United Express	0	0	0					
ASA - Delta Connection	0	0	0					
Allegheny	0	0	0					
Shuttle America	0	0	0					
Air Midwest	3	3	3					
Total	6	6	6			0.0%	0.0%	
NUMBER OF ACTUAL FLIGHTS								
USAirways Express - Piedmont	73	70	3	143	20	4.3%	2333.3%	615.0%
USAirways Express - PSA	5	9	36	14	73			
ACA - United Express	0	0	0	-	-			
ASA - Delta Connection	0	0	0	-	-			
Allegheny	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!
Shuttle America	0	0	0	-	-			
Air Wisconsin	76	82	125	158	241			
Total	154	161	164	315	334	-4.3%	-6.1%	-5.7%
NUMBER OF CANCELLED FLIGHTS								
USAirways Express - Piedmont	2	4	0	6	-	-2	2	6
USAirways Express - PSA	0	2	0	2	2	-2	0	0
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	-	-	0	0	0
Air Wisconsin	0	3	2	3	3	-3	0	0
Total	2	9	2	11	5	-7	0	6

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR FEBRUARY 2013

AIR TRAFFIC REPORT	PERCENTAGE CHANGES												PERCENT OF AIRPORT TOTAL		
	YEAR TO DATE TOTALS						PERCENTAGE CHANGES						Feb-13	Jan-13	
	Feb-13	Jan-13	Feb-12	2013	2012	2011	Feb-13	Jan-13	Feb-12	2013	2012	2011	Feb-13	Jan-13	Feb-12
<i>Revenue Passengers Only</i>															
ENPLAINED PASSENGERS															
USAirways Express - Piedmont	2,720	2,326	103	5,046	734	587.5%	16.9%	2540.8%	587.5%	44.7%	41.1%	1.7%	44.7%	41.1%	1.7%
USAirways Express - PSA	117	156	1,440	273	2,782	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1.9%	2.8%	23.7%	1.9%	2.8%	23.7%
ACA - United Express	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Allegheny	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shuttle America	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Wisconsin	3,245	3,177	4,524	6,422	8,159	53.4%	56.1%	74.6%	74.6%	53.4%	56.1%	74.6%	53.4%	56.1%	74.6%
Charter	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	6,082	5,659	6,067	11,741	11,675	0.6%	7.5%	0.2%	0.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
DEPLAINED PASSENGERS															
USAirways Express - Piedmont	3,041	2,793	108	5,834	674	765.6%	8.9%	2715.7%	765.6%	50.6%	46.3%	1.8%	50.6%	46.3%	1.8%
USAirways Express - PSA	233	392	1,292	625	2,817	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.9%	6.5%	21.7%	3.9%	6.5%	21.7%
ACA - United Express	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Allegheny	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shuttle America	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Wisconsin	2,735	2,848	4,560	5,583	8,733	45.5%	47.2%	76.5%	76.5%	45.5%	47.2%	76.5%	45.5%	47.2%	76.5%
Colgan Air	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Charter	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	6,009	6,033	5,960	12,042	12,224	-1.5%	-0.4%	0.8%	-1.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
TOTAL PASSENGERS															
USAirways Express - Piedmont	5,761	5,119	211	10,880	1,408	672.7%	12.5%	2630.3%	672.7%	47.6%	43.8%	1.8%	47.6%	43.8%	1.8%
USAirways Express - PSA	350	548	2,732	898	5,599	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.9%	4.7%	22.7%	2.9%	4.7%	22.7%
ACA - United Express	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ASA - Delta Connection	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Allegheny	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shuttle America	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Wisconsin	5,980	6,025	9,084	12,005	16,892	49.5%	51.5%	75.5%	75.5%	49.5%	51.5%	75.5%	49.5%	51.5%	75.5%
Colgan Air	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Charter	-	-	-	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	12,091	11,692	12,027	23,783	23,899	-0.5%	3.4%	0.5%	-0.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

AIR TRAFFIC REPORT	PERCENTAGE CHANGES												PERCENT OF AIRPORT TOTAL		
	YEAR TO DATE TOTALS						PERCENTAGE CHANGES						Feb-13	Jan-13	
	Feb-13	Jan-13	Feb-12	2013	2012	2011	Feb-13	Jan-13	Feb-12	2013	2012	2011	Feb-13	Jan-13	Feb-12
NON-REVENUE PASSENGERS ONLY															
ENPLAINED NON-REVENUE PASSENGERS															
USAirways Express - Piedmont	58	59	6	117	35	234.3%	-1.7%	866.7%	234.3%	43.0%	37.1%	3.1%	43.0%	37.1%	3.1%
USAirways Express - PSA	5	2	49	7	98	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.7%	1.3%	25.4%	3.7%	1.3%	25.4%
ACA - United Express	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ASA - Delta Connection	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Allegheny	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Shuttle America	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Wisconsin	72	98	138	170	287	-30.0%	-15.1%	-30.1%	-30.0%	46.7%	38.4%	28.5%	46.7%	38.4%	28.5%
Charter	135	159	193	294	420	-30.0%	-15.1%	-30.1%	-30.0%	46.7%	38.4%	28.5%	46.7%	38.4%	28.5%
Total	135	159	193	294	420	-30.0%	-15.1%	-30.1%	-30.0%	46.7%	38.4%	28.5%	46.7%	38.4%	28.5%

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR FEBRUARY 2013

**AIR TRAFFIC REPORT
NON-REVENUE PASSENGERS ONLY**

	MONTH				YEAR TO DATE TOTALS				PERCENTAGE CHANGES				PERCENT OF AIRPORT TOTAL			
	Feb-13	Jan-13	Feb-12		2013	2012	Feb-13	Feb-12	13 YTD	Feb-13	Feb-12	12 YTD	Feb-13	Jan-13	Feb-12	
	Feb-13	Jan-13	Feb-12		2013	2012	Jan-13	Feb-12	13 YTD	Jan-13	Feb-12	12 YTD	Feb-13	Jan-13	Feb-12	
DEPLAINED NON-REVENUE PASSENGERS																
USAirways Express - Piedmont	70	78	8		148	29	-10.3%	775.0%	410.3%	49.3%			46.7%		4.4%	
USAirways Express - PSA	0	11	23		11	64				0.0%			6.6%		12.8%	
ACA - United Express	0	0	0		0	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							0.0%			0.0%		0.0%	
Shuttle America	0	0	0							0.0%			0.0%		0.0%	
Air Wisconsin	72	78	149		150	326				50.7%			46.7%		82.8%	
Total	142	167	180		309	419	-15.0%	-21.1%	-26.3%	100.0%			100.0%		100.0%	
TOTAL NON-REVENUE PASSENGERS																
USAirways Express - Piedmont	128	137	14		265	64	-6.6%	814.3%	314.1%	46.2%			42.0%		3.8%	
USAirways Express - PSA	5	13	72		18	162				1.8%			4.0%		19.3%	
ACA - United Express	-	-	-		-	-				0.0%			0.0%		0.0%	
ASA - Delta Connection	-	-	-		-	-	#DIV/0!	#DIV/0!	#DIV/0!	0.0%			0.0%		0.0%	
Allegheny	-	-	-		-	-				0.0%			0.0%		0.0%	
Shuttle America	-	-	-		-	-				0.0%			0.0%		0.0%	
Air Wisconsin	144	176	287		320	613				52.0%			54.0%		76.9%	
Total	277	326	373		603	839	-15.0%	-25.7%	-28.1%	100.0%			100.0%		100.0%	