LYNCHBURG REGIONAL AIRPORT COMMISSION
Monday, November 23, 2015
4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. August 24, 2015 Commission Meeting Minutes
   October 7, 2015 Special Commission Meeting Minutes

3. Lynchburg Regional Airport October 2015 Air Service Update

4. October 2015 Passenger Traffic Report

   Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Report of the Lynchburg Regional Airshow Director on the status of the 2016 airshow

6. Report of the Airport Director

   A. A report with regards to a follow-up meeting with American Airlines network planning officials on October 21, 2015, and an update on American's recent formal integration of US Airways on October 17, 2015

   B. An update regarding the outcome of bids received for construction of the airport's new air traffic control tower (ATCT), including negotiations with the apparent low bidder

   C. An update on the airline passenger parking lot rehabilitation and equipment replacement project

   D. A report concerning the need to update the airport's August 10, 2004 Minimum Standards for Aeronautical Services or Activities as approved by City Council

7. Commission discussion regarding the re-evaluation of the airport offering certain self-service avgas facilities at Lynchburg Regional Airport

8. Miscellaneous business

   A. Inquiries and/or comments by Commission Members

9. Reports of airport businesses

10. Hearings of citizens upon Commission matters

11. Adjournment

MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING
Monday August 24, 2015
4:00 p.m.

PRESENT:

Stuart Hobbs
Robert Day
Kimball Payne
Bert Dodson
Lynch Christian
Charles Nowlin

ABSENT:

Don Brown
Mike Davidson
Debra Allen

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 AUGUST 24, 2015 CONSENT AGENDA

Mr. Stewart Hobbs confirmed that everyone had received the items from the consent agenda; the June 15, 2015 Commission Meeting Minutes, the August 2015 Air Service Update and the June 2015 Passenger Traffic Report and asked if there were any questions, comments or changes regarding the consent agenda items.

Mr. Hobbs said that he did attend the last meeting, but that the minutes show him as being absent, and asked if anyone else had changes to note. Mr. Dodson said that his first name was incorrectly spelled on page 4 – it should be Bert.

There being no further questions, comments or changes, he called for the minutes to be accepted and he declared the Consent Agenda accepted with the above changes as presented to receive and file.

Mr. Hobbs said he had a Resolution of Appreciation from Lynchburg Regional Airport Commission to recognize Kathy Byron for her support of the House of Delegates Bill 2045 to establish a Police Department at Lynchburg Regional Airport. Ms. Byron was unable to attend the meeting, and the resolution will be sent to her.

There was a discussion on who was absent and Mr. Bert Dodson said that Mr. Don Brown should not be considered absent as he had resigned. Mr. Courtney responded that was correct, Mr. Brown was not considered absent.

Mr. Charles Nowlin asked when Council would fill Mr. Brown's position.

Mr. Courtney said he was anticipating it would be the next time Council met for all Boards and Commissions and asked Mr. Kim Payne when that would be. Mr. Payne replied the meeting was typically held the end of the September. Mr. Courtney said he would like some time to be able to encourage people to put in applications. He

said he would like to defer that till December. Mr. Nowlin said he thought that was a good idea. There followed a short discussion regarding the issue.

(3) REPORT OF THE AIRPORT DIRECTOR

A. An American Airlines air service performance presentation and report on the outcome of the June 18, 2015 meeting with American Airlines officials in Ft. Worth.

Mr. Courtney remarked that summer has brought a number of issues that the airlines have been dealing with, which have resulted in a number of cancellations and delays. He reported that we had received a number of comments and complaints from users, particularly business users, and that Areva in particular has expressed some real concern over the increase in the number of cancellations and delays. In anticipation of meeting with them, Mr. Courtney did some analysis of exactly how many cancellations and delays occurred in the month of June and in July. He then gave a presentation showing on-time statistics for Mid-Atlantic, IN-State Airports as well as a system-wide comparison by major airlines including the regionals. He went on to further detail and explain the issue and give the presentation to the Commission Members. There ensued a general discussion.

Mr. Courtney reported that the Department of Aviation is doing a strategic review of air service in the State of Virginia at the request of the Governor's office and the Secretary of Transportation. Phase 2 is a benchmarking analysis which compares each airport in Virginia with other peers.

He said he believed that the peers they chose for LYH were somewhat comparable, but that two of them, Cedar Rapids and Moline, IL, were significantly larger in size than LYH. Nevertheless, we compared very favorably in terms of load factor. He pointed out that in 2004 everyone had low load factors, and now in the fourth quarter of year-ending 2014 our load factor was 79%. He said the non-hub load factor average was 71%. Charlottesville's was 79% but they have lower fares and consequently also generate lower revenue. Roanoke's load factor average was 75%. We had a very good May in terms of load factors, which was 85.5%.

He said in terms of average revenue-per-flight we out-performed everybody. Lynchburg averaged $8,143 per flight, compared to $8,057 per flight for our peer market average. The average revenue-per-flight for all non-hub airports was $4,928. He said that American recognizes that Lynchburg compares very favorably to the other non-hub airports that American Airlines is serving, and they are satisfied with that. He said we just need to see what we can do to try to have that translated into more service. He went on to further detail and explain the issue. There followed a general discussion.

Mr. Courtney said October 17, 2015 will be the official "cut-over" from US Airways/American to all American. He explained that the new American Airlines will be the largest airline in the world with 336 destinations in 56 countries. He said the US Airways management team retained control although there is more of the American style in the planning department now. He said they had the highest 2nd quarter 2015 profit of any airline in history anywhere in the world, which was an interesting metric. He said they have had other expenses go up as the other airlines have, and labor is starting to exert more pressure on higher wages, but fuel is still so much cheaper that it is very effectively masking other increases. He went on to further discuss the issue. A general discussion followed.

Mr. Courtney showed and discussed a slide from his presentation regarding LYH's connectivity to top business and leisure destinations through Charlotte. Additional discussion ensued.

B. A report on the outcome of recent discussions with a potential new-entrant airline

Mr. Courtney said he had a conference call with Allegiant, which is probably the best prospect that we have for a new airline. He said they are the Allegiant Travel Company, and that they provide packages and go to mainly Las Vegas, Florida and Phoenix. He said he continues to make a good pitch for the fact that our market can support Florida; however, it's a tough sell considering that they went in to Charlottesville and Charlottesville was not successful. He said he was able to do some research and analysis to be able to give Allegiant our theory as to why Allegiant did not work in Charlottesville and why it would work here. He said they indicated that they would consider coming in in the summer for two or three months to try the

market out. He said he was going to continue to pursue that. He went on to further detail and explain. There ensued additional discussion.

C. An update regarding certain FAA reimbursable expenses associated with the airport's new air traffic control tower, including exterior design, construction costs and proposed schedule for completion

Mr. Courtney said the Air Traffic Control Tower project has been or is being advertised, the bid package has been submitted to procurement and the schedule has slipped a little bit. He said we were looking for a pre-bid meeting around the 11th, but it may have slipped a bit to the 13th or 14th or maybe even the 14th or 15th of September for pre-bid. He said bid opening would be around the middle of September and then award of contract as close as we can to that point, hopefully by the end of September. A general discussion followed.

(4) REPORT BY THE 2016 LYNCHBURG REGIONAL AIRSHOW DIRECTOR

Mr. Ernie Rodgers gave the Commission a courtesy update on the airshow. He said the air show was going to be held May 21 and 22, 2016, and that there would be a lot of red, white and blue – it would be a patriotic type of air show. He said they were trying to line up some educational events on Thursday and Friday preceding the air show. He said they had been working with the School Boards trying to get them to budget some buses, and that they were hoping to get all the Boy Scout Troops in town to come out and earn a merit badge for aviation, and that they would be working with Mr. Courtney on that.

He said in his position as Airshow Director, he had 11 functional organizations that worked under him and since he was retired, he would be working full-time to do what was needed to ensure air show's success. He said they are looking for attendance of about 40,000 people, and went on to explain the parking situation. There followed a general discussion.

(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. Bob Day asked Mr. Courtney if he could give the Commission the status of where we stand on leases.

Mr. Courtney said that process is still underway and he believed we were targeting the September Council meeting to approve the draft lease, and invited Mr. Payne to address this since it is at the City Council level now.

Mr. Payne said we have asked Liberty's counsel to redraft the lease based on the feedback we got from Council.

(6) REPORTS OF AIRPORT BUSINESSES

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

(7) HEARINGS OF CITIZENS UPON COMMISSION MATTERS

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

Mr. Larry Weatherford asked if anyone had been arrested since the notices were put on the doors. Mr. Courtney said we did get an inquiry but no one had been arrested.

(8) ADJOURNMENT

There being no further business, the meeting was adjourned.

MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION

SPECIAL MEETING

Wednesday, October 7, 2015
4:00 p.m.

PRESENT:

Robert Day
Kimball Payne
Bert Dodson
Lynch Christian
Charles Nowlin
Debra Allen

ABSENT:

Don Brown
Mike Davidson
Stuart Hobbs

STAFF PRESENT:

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

(1) CALL TO ORDER:

Mr. Bert Dodson called the meeting to order at 4:00 p.m.

(2) Consideration by the Commission of an application by Bon Air Brokerage to operate at Lynchburg Regional Airport as a Specialized Aviation Service Operator (SASO)

a. Staff report.

Mr. Mark Courtney stated that the facilities under consideration are actually a part of the former Virginia Aviation leasehold. As a result of the lease negotiations, three of the hangars and two office areas are now reverting to the airport. In the past these facilities had primarily been subleased to other aviation businesses, and the resulting markup made it more difficult for those subtenants to operate profitably.

He cited the facilities as being Hangar #1, Hangar #3 and the adjoining offices and provided further description. The previous tenants were Premier Flight Academy, which invested quite a bit in the refurbishment of the facilities, as did the airport, and most recently SML Aviation (Smith Mountain Lake Aviation), but neither business was able to make a go of it.

He explained that Kyle Falwell, the applicant, is the President of Bon Air Brokerage, and is proposing to operate a SASO, (a special aviation service operation) under our minimum standards to include aircraft management, aircraft sales, aircraft rental and flight training. Mr. Courtney explained that aircraft management is not specifically referenced or included in our minimum standards and that when we update our minimum standards he would certainly include it as it is a standard type of aviation service. He reminded the Commission that a lease agreement would supersede the minimum standards.

He said the minimum standards requires disclosure of certain financial information which can be marked proprietary and therefore is not made available for public inspection; consequently, such proprietary information has not been included with the Members' packages. He said he reviewed the financial information and it appears that this is a successful business which has been growing and expanding. He said the bank provided a positive credit reference and the business appears to meet the financial fitness test for a specialized SASO.

He said he had negotiated the major terms and conditions for the lease with Kyle Falwell, which in this case will initially be four years and eight months so it will coincide with the City's fiscal year of July 1st to June 30th, with a five-year option beyond that. He said he had developed a draft lease based on the initial negotiations and turned it over to the City Attorney for his review. He said it is hoped to have this before City Council for a public hearing on October 27th at which time we will ask Council to authorize the City Manager to enter into a lease with the target date for execution and occupying the facility November 1, 2015.

b. Bon Air Brokerage presentation.

Mr. Kyle Falwell, owner and president of Bon Air Brokerage, stated that he started Bon Air back in 2006 mainly to support the growth of Liberty University's flight school. He said they were running Falwell Jet Center and were providing all of the flight training for Liberty at that time and had just expanded when Liberty approached them about buying Falwell Jet Center. He said at that time he broke off and just operated Bon Air Brokerage, mainly as a sales and brokerage company.

He said as it has grown he has moved primarily into jet sales and jet management, an area where they have seen a lot of their sustained growth. He said they are at the point where the need now is for hangars and facilities to keep growing. He said they had an arrangement in place with a new jet training facility by the name of Florida Jet Center, and they have their first customers coming in from Florida on December 1st to start jet training here. He asked if there were any questions.

Mr. Bert Dodson asked if there were any questions from Commission Members.

Mr. Bob Day said he thought he saw in the paperwork that Mr. Falwell either had experience in or was working with unmanned air systems.

Mr. Falwell responded that this was correct. He said he had recently started a new company called Central Virginia Aerial Solutions (CVAS) and had just gotten FAA approval with a 333 exemption for commercial use UAS operations. He said CVAS was one of the first thousand companies in the United States to be able to use drones for commercial use. He said some of the office space would be needed for their videographers. Bon Air would rent that space to the Central Virginia Aerial Solutions and that he owns 51% of that company as well.

Mr. Day asked if Mr. Falwell would be operating out of the airport and Mr. Falwell responded that he would be operating completely off-site, and with their 333 exemption they had very strict guidelines on operating near an airport. He said they cannot operate within the five mile radius and they have to file a NOTAMs. He said they also report individuals who are operating illegally. He went on to further discuss the issue.

Mrs. Debbie Allen asked if this space would accommodate his needs or if he had other plans for the future.

Mr. Falwell said as of right now this space would accommodate their needs well and gave further explanation.

Mr. Courtney asked initially how many jets he would be basing here.

Mr. Falwell responded that there would be two jets based in Lynchburg as of November 1st . With the first customers coming in December 1st for the jet training, which is on a CJ that is currently based in Shenandoah, plans are to bring the CJ to Lynchburg December1.

Mr. Charles Nowlin asked who was going to do the jet training.

Mr. Falwell said he had an instructor named Luis coming up out of Florida, and that Scott Nichol would be training with him as well. Jerry Kern, a pilot out of Richmond, was coming to work for Bon Air full time to be an instructor, and they would subcontract him out to pilot as needed.

Mr. Courtney asked if he saw any issues mixing his type of flight training with the School of Aeronautics.

Mr. Falwell replied that the CJ, flying at over 200 knots, didn't mix well with the 172s doing 100 knots, so they decided they would go to Roanoke and do their pattern work. He went on to further discuss the issue.

Someone asked if he was going to offer any services that are the same that Freedom offers.

Mr. Falwell said that they did offer flight training right now and he had 5 flight schools across the State: Williamsburg, Newport News, Lynchburg and Roanoke. He said it was not a business that he really wanted to be in. He went on to further discuss the issue.

It was asked if he planned to do any maintenance.

Mr. Falwell replied that at this time he had no plans to do maintenance; however, he was not ruling it out for the future if their fleet continued to grow.

c. Public Comment period.

Mr. Courtney said technically it is a public comment period but he did not think there was any "public" here.

Mr. Lynch Christian asked if the financials being withheld as proprietary information was something new.

Mr. Courtney responded that he had reviewed the financials and he had shared them with the City Manager. He said that provision was expressly allowed in the Minimum Standards, that he performed an informal review but the financials met with all the basic requirements, as he previously reported.

Mr. Christian then asked if they had to get the Airport Director's approval for subcontractors.

Mr. Courtney said it was explicitly permitted both in the Minimum Standards as well as in Bon Air's lease that they can sublease; however, Mr. Courtney would need to get a copy of the sublease to review it to make sure it meets all of our requirements. It is also implicit that those that are subleasing have to meet all of the requirements of the lessee as well.

(3) COMMISSION DELIBERATION

Commission Action: Make a recommendation to the Lynchburg City Council to approve or disapprove a resolution authorizing the city Manager to enter into a lease agreement with Bon Air Brokerage as a SASO to operate from Hangars #1 and #3 (and adjoining office areas) at Lynchburg Regional Airport.

Mr. Dodson said if there were no other questions we would go ahead and make a recommendation to Lynchburg City Council to approve a resolution authorizing the City Manager to enter into a lease agreement with Bon Air Brokerage as a SASO to operate from Hangars #1 and #3 and the adjoining office areas at Lynchburg Regional Airport. He asked for a motion. A motion was made by Mr. Lynch Christian and seconded by Mr. Bob Day. A vote was taken and unanimously accepted by all.

(4) OTHER BUSINESS

a. Staff update on the status of a new lease with Centra Health to operate an existing emergency medical helicopter service by combining its existing ground lease for office and crew quarters with Hangar #6 previously leased to Virginia Aviation.

Mr. Courtney said Hangar #6 has been occupied by Centra with their medical helicopter service, but that this hangar is now available to the airport under the new agreement with Virginia Aviation. He explained that Centra already had an existing ground lease for their office and crew quarters and we are combining those leases, and that they are going to see considerable savings as a result. He said the lease has been approved by the City Attorney. It has been with Centra for their legal review for a couple of weeks now, but he thought that they were not going to have any problems with the lease, which will be a five-year lease with a five-year option. He is planning to present it to City Council for a public hearing at the October 27th Council meeting. There followed a general discussion.

Mr. Charles Nowlin said a number of years ago there was a committee formed to investigate the concept of self-fueling for 100LL and he said he thought it was time for the Commission to think about that issue again at the November meeting. There ensued additional discussion.

(5) ADJOURNMENT

There being no further business, the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective November 2015 **AIR SERVICE UPDATE**

Summary The number of daily departure seats Saturday, Sunday and Monday is 250; there are 300 daily departures seats Tuesday through Friday. The daily departure frequency is six Tuesday through Friday, and five Saturday, Sunday and Monday.

Carrier Profile

Airline	Destination	Departures	Seats	Equipment
US Airways	Charlotte	6 or 5	300/250	DH3
	AIRPORT TOTAL:	**6 or 5**	**300/250**	

US Airways During the month of November, there were five departures on Saturdays, Sundays and Mondays, and six departures on Tuesdays through Fridays. All flights in November were 50-seat DH3s with the exception of a few scheduled 37-seat DH8 flights. The December schedule will be similar to November's except there will be five scheduled departures on Tuesdays instead of six, and four scheduled departures on Saturdays instead of five. Also, a DH8 has been scheduled for one weekday departure for the latter half of the month.

Destinations Served

Non-Stop	Departures	Total
Charlotte	6	6 (T, W, Th, F)
Charlotte	5	5 (Sa, Su, M,)

Aircraft Types

Aircraft		No. of Departures/Day
DH8	Dash 8	7 departures total - various days
DH3	Dash 8-300	6 (Tu, W, Th, F)
DH3	Dash 8-300	5 (Sa, Su, M)
CRJ		0 Daily

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR OCTOBER 2015

	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES		
AIRLINE PASSENGERS (REVENUE ONLY)	**Oct-15**	**Sep-15**	**Oct-14**	**2015**	**2014**	**Oct-15 Sep-15**	**Oct-15 Oct-14**	**15 YTD 14 YTD**
ENPLANED								
US Airways - Piedmont	6,784	5,862	6,634	60,855	44,325	15.7%	2.3%	37.3%
US Airways - Air Wisconsin	-	-	-	-	15,229	#DIV/0!	#DIV/0!	-100.0%
US Airways - PSA	-	-	160	1,439	6,757	#DIV/0!	-100.0%	-78.7%
Charter	290	130	-	420	-			
TOTAL ENPLANED	**7,074**	**5,992**	**6,794**	**62,714**	**66,311**	**18.1%**	**4.1%**	**-5.4%**
DEPLANED								
US Airways - Piedmont	6,824	6,089	6,846	61,867	46,089	12.1%	-0.3%	34.2%
US Airways - Air Wisconsin	-	-	-	-	14,834	#DIV/0!	#DIV/0!	-100.0%
US Airways - PSA	-	-	168	1,696	6,302	#DIV/0!	-100.0%	-73.1%
Charter	290	130	-	420	-	123.1%	#DIV/0!	#DIV/0!
TOTAL DEPLANED	**7,114**	**6,219**	**7,014**	**63,983**	**67,225**	**14.4%**	**1.4%**	**-4.8%**
TOTAL AIRLINE PASSENGERS	**14,188**	**12,211**	**13,808**	**126,697**	**133,536**	**16.2%**	**2.8%**	**-5.1%**

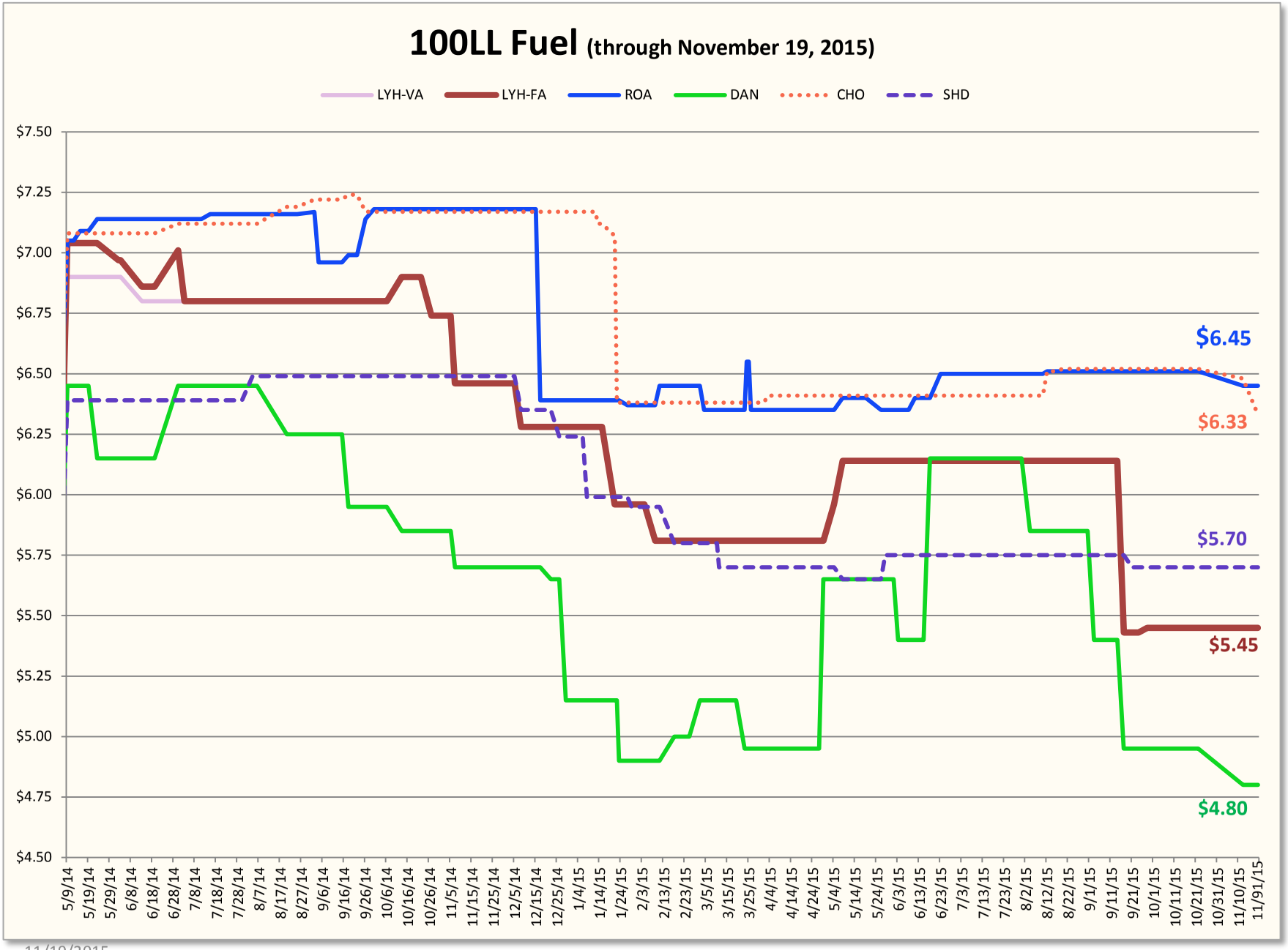
	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES		
AIRLINE FLIGHTS	**Oct-15**	**Sep-15**	**Oct-14**	**2015**	**2014**	**Oct-15 Sep-15**	**Oct-15 Oct-14**	**15 YTD 14 YTD**
NUMBER OF DAILY SCHEDULED DEPARTURES								#######
US Airways - Piedmont	6	6	3			0.0%	100.0%	#######
US Airways - Air Wisconsin	0	0	3			#DIV/0!	-100.0%	#DIV/0!
US Airways - PSA	0	0	0			#DIV/0!	#DIV/0!	#DIV/0!
Total Daily Scheduled Departures	6	6	6			0.0%	0.0%	
NUMBER OF CANCELLED DEPARTURES								
US Airways - Piedmont	4	7	6	65	52	-42.9%	-33.3%	25.0%
US Airways - Air Wisconsin	0	0	0	-	24	#DIV/0!	#DIV/0!	-100.0%
US Airways - PSA	0	0	0	2	-	#DIV/0!	#DIV/0!	#DIV/0!
Charter	0	0	0	-	-	#DIV/0!	#DIV/0!	#DIV/0!
Total Cancelled Departures	4	7	6	67	76	-42.9%	-33.3%	-11.8%
NUMBER OF ACTUAL DEPARTURES								
US Airways - Piedmont	169	155	167	1,556	1,137	9.0%	1.2%	36.9%
US Airways - Air Wisconsin	0	0	4	-	377	#DIV/0!	-100.0%	-100.0%
US Airways - PSA	0	0	0	39	156	#DIV/0!	#DIV/0!	-75.0%
Charter	0	0	0					
TOTAL ACTUAL DEPARTURES	**169**	**155**	**171**	**1,595**	**1,670**	**9.0%**	**-1.2%**	**-4.5%**

	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES		
AIRCRAFT OPERATIONS	**Oct-15**	**Sep-15**	**Oct-14**	**2015**	**2014**	**Oct-15 Sep-15**	**Oct-15 Oct-14**	**15 YTD 14 YTD**
(Landings and Takeoffs)								
COMMERCIAL AIRLINE	550	503	514	4,736	5,139	9.3%	7.0%	-7.8%
GENERAL AVIATION	10,243	7,807	10,957	79,986	95,538	31.2%	-6.5%	-16.3%
MILITARY	128	170	260	1,282	2,216	-24.7%	-50.8%	-42.1%
TOTAL AIRCRAFT OPERATIONS	**10,921**	**8,480**	**11,731**	**86,004**	**102,893**	**28.8%**	**-6.9%**	**-16.4%**

LYNCHBURG REGIONAL AIRPORT TRAFFIC STATISTICS FOR OCTOBER 2015

OCTOBER	PIEDMONT				AIR WISCONSIN				PSA				TOTALS			
Aircraft Type	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	151	7,550											151	7,550		
DHC-8	18	666							0				18	666		
CR7									0	-			-	-		
CRJ(50 SEAT)	-	-			0	-			-	-	0		-	-		
Total	169	8,216	6,784	82.6%	-	-	-	######	-	0	0	#DIV/0!	169	8,216	6,784	82.6%

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	1,404	70,200											1,404	70,200		
DHC-8	152	5,624							0				152	5,624		
CR7									8	536			8	536		
CRJ(50 SEAT)	-	-			0	-			31	1,550			31	1,550		
Total	1,556	75,824	60,855	80.3%	-	-	-	######	39	2,086	1,439	69.0%	1,595	77,910	62,294	80.0%


100LL Fuel (through November 19, 2015)
LYH-VA
LYH-FA
ROA
DAN
CHO
SHD
$7.50
$7.25
$7.00
$6.75
$6.50
$6.25
$6.00
$5.75
$5.50
$5.25
$5.00
$4.75
$4.50
$6.45
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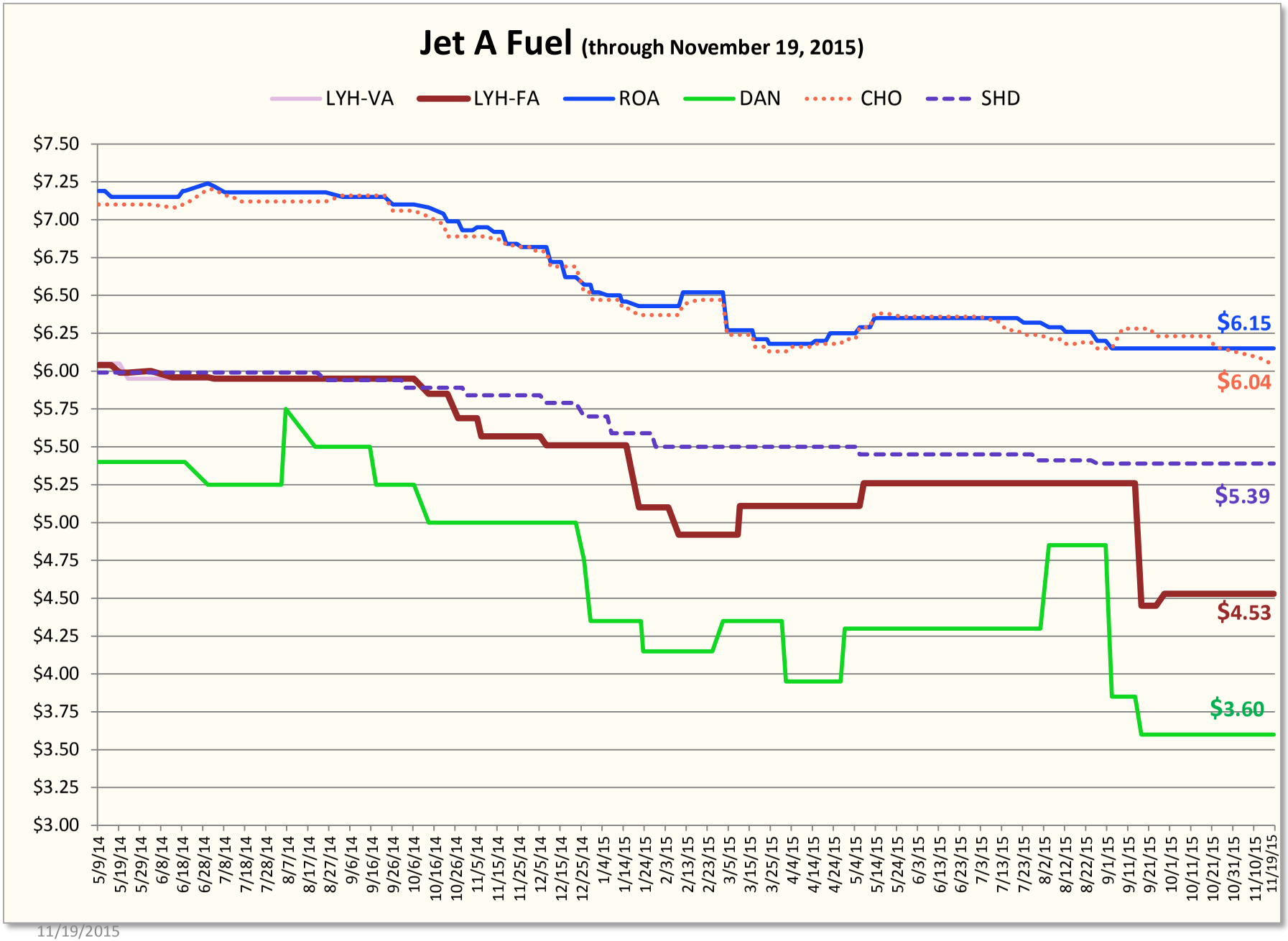
11/10/15
11/91/15


Jet A Fuel (through November 19, 2015)
LYH-VA
LYH-FA
ROA
DAN
CHO
SHD
$7.50
$7.25
$7.00
$6.75
$6.50
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