Appendix A

Terminal Introduction

The Air Carrier Terminal Building opened in February 1992. The terminal contains approximately 38,000 square feet of floor space on two levels. Approximately 29,300 square feet are on the main level which primarily supports airport administration, ticketing, hold rooms, bag claim, security, car rental, restrooms, public circulation, and waiting area. The lower level is approximately 8,600 square feet and primarily supports airline offices, hold rooms, restrooms, and circulation/public space. The terminal is supported by 16,000 square yards of apron that can accommodate a wide range of aircraft. An inventory of the passenger terminal has been documented based on a survey of existing conditions and interviews with the Airport Director, Deputy Airport Manager, Airport maintenance staff, airline station managers, the Transportation Security Administration (TSA) Supervisor, and personnel from the rental car agencies.

Terminal Requirements

Facility requirements for the passenger terminal building are based on forecasts of peak hour activity (including originating and terminating passengers, baggage, and aircraft operations), application of industry standards, FAA planning guidelines (AC 150/5360-9 and 150/5360-13), and information gathered during the inventory process.

Based on the facility requirement analysis, the terminal facility will have excess capacity throughout the planning horizon. Approximately 24,200 square feet of facility will be required to accommodate demand by 2026. The existing terminal has 37,900 square feet of existing space available resulting in a surplus of approximately 13,700 square feet. The program areas for each major terminal function for each forecast year are presented in **Table 3** in the facility requirements chapter. Although the terminal has surplus space, some of the individual functional areas have become less efficient due to the new security requirements. The inventory has identified several areas that require additional analysis to address these efficiency issues. The airport development concepts will identify improvements to the passenger terminal facility.

Reference Images

Figure 1 – Upper Level Plan
Figure 2 – Lower Level Plan
Figure 3 – Deplaning Passenger & Admin. Expansion
Figure 4 – Upper Level Baggage Screening Option
Figure 5 – Lower Level Baggage Screening Option
Figure 6 – Bag Claim Expansion Option

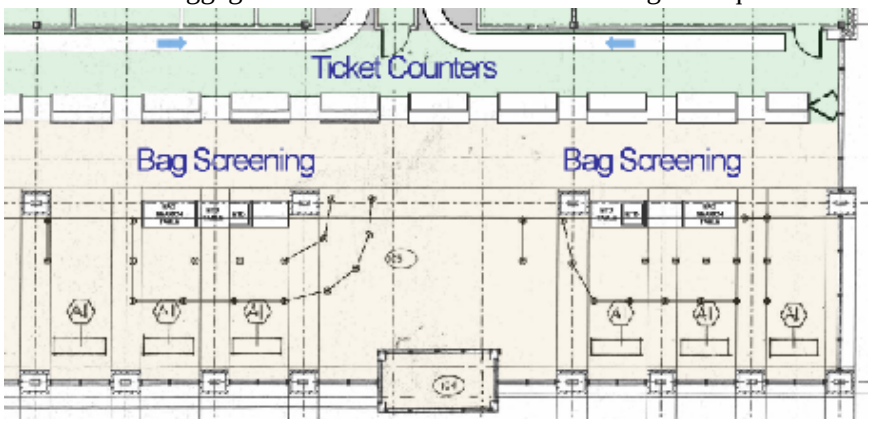
Curbside and Entry to Terminal

Curbside access to the terminal appears sufficient for the landside activity. Curb cuts for ADA access into the facility are adequate and meet local and national standards. Entry areas into the terminal are adequate and allow easy access for passengers with their bags.

Ticketing Lobby

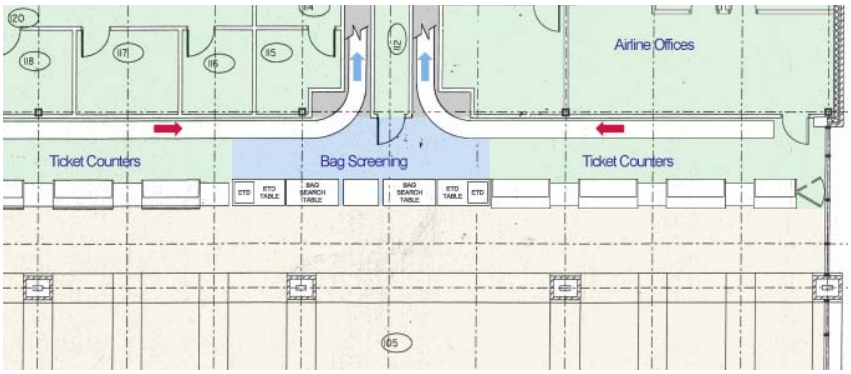
The ticketing lobby was observed to be adequately illuminated, sufficient in floor area for processing the peak hour demand of passengers, based on original design. However, like many terminals since 9/11, the ticketing lobby now accommodates the passenger queuing space for ticketing as well as the TSA's explosive trace detection (ETD) processing stations. These ETD stations reduce the available queuing space for passengers waiting for ticketing, which was not designed for this activity. During the terminal survey, the two airlines (US Airways Express and Delta Connection), expressed concern over TSA's current methodology in screening passengers through the ETD process. Currently, passengers queue in between TSA ETD stations, which adds confusion as to where the ticketing line starts and

stops. Passengers initially queue, and then proceed through the ticketing process. Once ticketed, passengers are requested to proceed with their baggage in a reverse direction back through the queue to the ETD stations. A second queue in the same area as the ticketing queue is formed for ETD screening. The passenger then proceeds through the ETD screening and their bags are returned back to the ticket counter for loading onto the outbound conveyor. The back and forth movement is disruptive and confusing to the passengers. The airlines have requested a less confusing process to be developed.

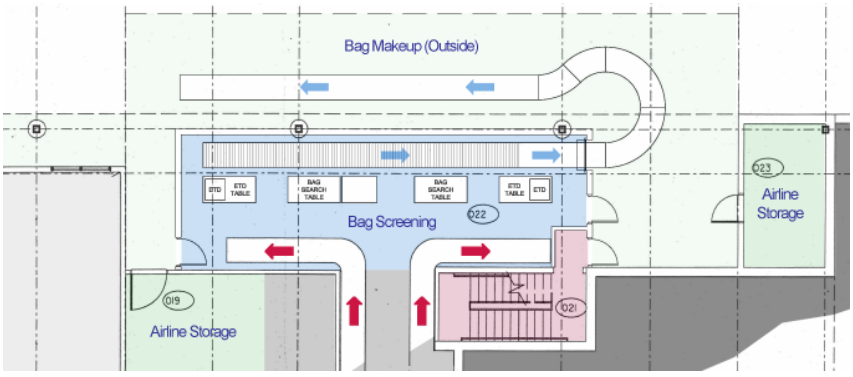


Partial Fig. 1 - Existing Ticketing and Bag Screen Queuing

Alternative solutions to this process include: relocating the TSA to the front (adjacent to the ticket counter), potentially placing the ETD process behind the ticket counter (**Figure 4**), or conducting the ETD screening or inspection by other equipment types in the baggage make-up area (**Figure 5**). The airlines reported that they do not like the idea of sharing space behind the ticket counter with the TSA.



Partial Fig. 4 - Upper Level Baggage Screening Option



Partial Fig. 5 - Lower Level Baggage Screening Option

Ten percent or less of the passengers check-in online prior to arriving at the Airport. Delta installed self-serve kiosks in early 2008. The remainder of the airlines responded that self-serve kiosks were not needed at this time, as they are used to reduce staff and the current airlines' are already at minimum levels. The airlines reported that their airline ticket office (ATO) and operations office area were adequate. US Airways had a crew based at LYH, but has now given back most of the lower level operations space that they once leased. As a result, there is excess operations and office space currently available. Since United Express no longer serves LYH, there is available area for both ticketing and ticket office space for a new entrant carrier. The airlines also reported that they will soon be adding scales to the ticket counter

baggage wells. There is not a specific time frame for relocating the TSA from the ticket queuing area. This project is contingent upon the availability of funds to provide the desired solution.

Restrooms

Restrooms are in very good condition and meet both local and national Americans with Disabilities Act (ADA) standards, and are adequately sized for peak hour passenger levels.

Airport Administration Offices

Airport administration offices are adequate for the staff currently housed at the terminal. The Airport is in the midst of a potential change to be under control of an Airport Authority. If this occurs, it is anticipated that another assessment of the office requirements would be needed.

Concessions

Due to the recent ban on liquids allowed through the security checkpoint, the demand for coffee and food purchases dropped significantly. Vending machines are available just prior to passenger screening and at the lower holdroom. Retail concessions are not provided post security. The airlines and Airport personnel reported that passengers have complained about the lack of concessions. Employees at the terminal are now forced to go off-airport for meals.

Passenger Security Screening Checkpoint

The TSA operates a single-lane security checkpoint with one walk thru metal detector (WTMD), one x-ray, and one secondary inspection area. The security checkpoint is manned to accommodate the first flight out in the morning (approximately 5:00 AM) until the last departing flight in the evening. The checkpoint is closed after the last flight. However, when the TSA has left after the last departing flight, passengers on arriving flights exit the sterile area with the use of a shunt button to open the locked door for exiting the secured area. TSA sweeps the secured area in the morning as a standard procedure. Currently, the TSA has an office area of approximately 1,100 square feet, close to the checkpoint, which provides adequate future space for the break room, training, and office needs.

The current TSA passenger screening rate for a single check-point lane is 200 passengers per hour. Based on the summary of aircraft operations and total passenger forecast shown in Table 35 in the forecast chapter, the largest forecast peak load is 243, which includes deplaning passengers. The forecast peak hour load for passenger screening will stay below the 200 passenger TSA rate per hour.

Passenger Departure Holdrooms

Passenger flow to the active holdroom is awkward after proceeding through security, as the upper level holdroom, which is not used, is directly ahead and passengers must take an immediate right to access a stair, escalator, or elevator that leads to the lower level holdroom.

The upper level holdroom is not currently used and is reserved for future use as required. An exterior door exists for access to a future passenger loading bridge. As air service expands, this area can be utilized as an additional gate.

All aircraft are accessed through the lower passenger holdroom via ground level boarding. The holdroom has sufficient capacity to accommodate peak hour departing flights. Free wi-fi internet access is available and adequate restrooms serve the space.

A gate podium is located at the back portion of the holdroom which accommodates two carriers, and could accommodate three if necessary. The gate podium has some plastic laminate damage which is partially covered by a regulatory sign.

There are 64 seats in the holdroom area. In the future, if peak hour departures increase and the seating area needs to be increased, the gate podium could be moved to the back wall, as the space behind the gate podium is not used. This will allow more room for seating between the escalators.

The overall condition of the holdrooms is good. However, there are some deficiencies, which are described below. The floor finishes are a combination of rolled carpet and terrazzo. The ceiling and walls include acoustical ceiling tile and painted walls with rubber base. Recessed walk-off grates are installed at the doors.

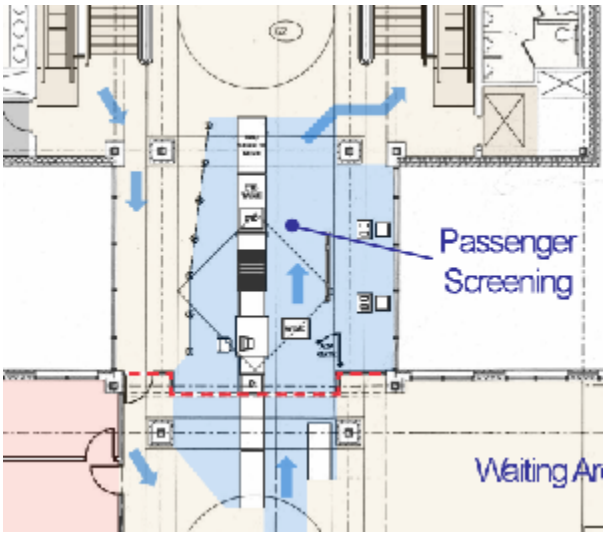
Damage is evident below the edges of the window openings at both the upper and lower holdrooms. The drywall is cracked and appears to have been repaired repeatedly and continues to crack, which is possibly due to condensation. The joint between the exterior window sill and wall has been recaulked. The wall base on the upper level is in poor condition. The base is discolored and spider cracks are visible throughout. The base at the lower level holdroom is in much better condition and may have been replaced at some point.

Damage at Holdroom Window Sills

The overall condition of the acoustical tile ceiling in the holdrooms is good, other than a couple of areas. The ceiling tiles are not in as good condition at the back portion of the lower holdroom by the elevator and employee access door. Water stains have formed on the acoustical ceiling tile outside of the Men's restroom on the upper level below HVAC unit AC-5. Roof and window weather-proofing should be inspected in greater detail to determine the cause of the water infiltration.

Water Damage at Holdroom Ceiling

Deplaning Passengers

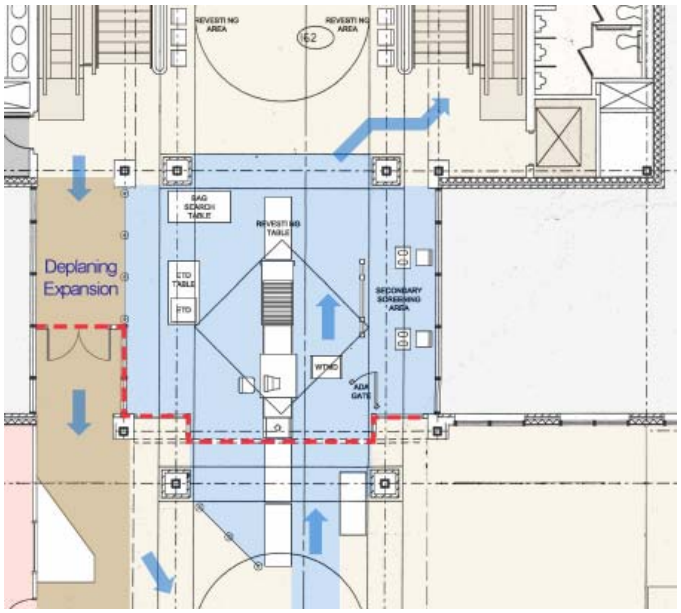


Partial Fig. 1 – Existing Passenger Screening & Deplaning Corridor

The original design of the terminal allowed for the entire width of the connecting bridge between the terminal and the holdrooms to be utilized for enplaning and deplaning passengers. Current TSA security operation occupies the majority of the bridge for passenger screening, which impacts the available circulation space for deplaning passengers. After deplaning and ascending up the escalator, the passengers encounter a wall and have to turn immediately to the left to enter a narrow single-file passageway to reach the non-secure side of the terminal. This exit flow should be improved to be more straightforward.

An option for improving the flow for deplaning passengers would be a 200 s.f. (approx. 9' x 22') expansion to the side of the connecting bridge and a 1,000 s.f. (approx. 29' x 35') expansion to the

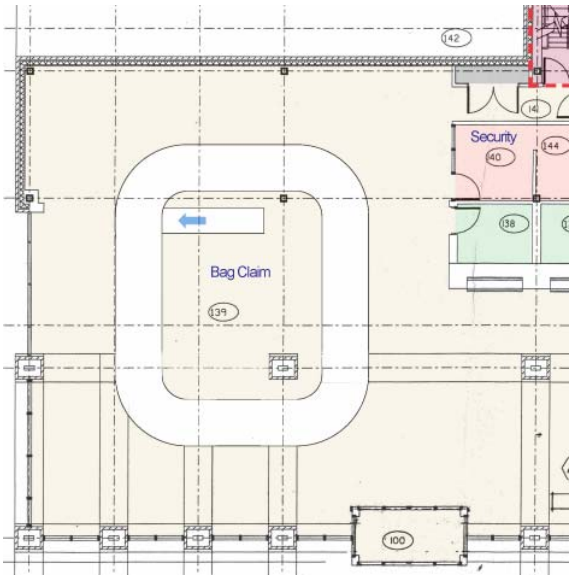
administration suite (**Figure 3)**. This modest expansion would provide a logical deplaning corridor, increase passenger flow and will provide additional space for passenger screening. Although it would be necessary to displace a portion of the airport administration suite to accommodate this expansion, the admin. Expansion would include the displaced area. To address the displaced administration area the conference area within the administration suite would be divided in half, providing two offices and a 950 s.f. (approx. 28' x 34') expansion to the end of the suite to provide an adequately sized conference room. There is not a specific time frame associated with implementing this improvement; it would be up to the airport to determine based on the availability of funds.



Partial Fig. 3 – Deplaning Expansion

Baggage Claim

All aircraft are ground-loaded regional aircraft and many passengers claim their gate-checked baggage next to the aircraft on the apron before entering the building. Delivery time to the bag claim device is very short. The baggage claim area appears adequate for the current peak hour passenger demand. The projected peak hour deplanement notes an increase through 2026 (**Table 25** in the forecast chapter). The number of passengers checking bags varies from 50-75%. For evaluating the bag claim area, it is assumed that 65% of deplaning passenger will check bags at the peak hour. This is a conservative figure, as the current bag fees may result in fewer checked bags. Per the forecast, the bag claim device is anticipated be 15% over capacity by 2011. If the bag claim device is expanded (**Figure 6**), it will have sufficient capacity through 2026. Another scenario that may result in an increase in bag claim device capacity is if narrow body service were to serve LYH. The expansion shown in Figure 6 utilizes available open space, would not negatively impact the ready/return lot adjacent to the terminal and would not require a terminal expansion. One concession that would need to be made is the loss of the display area in that part of the terminal.



Partial Fig. 6 - Bag Claim Expansion

Rental Cars and Ground Transportation

LYH is well-served by several rental car companies. The rental car companies reported that they have adequate office area and counter space. However, they requested the need for a larger ready/return lot

adjacent to the terminal. Hertz, which has the largest market share at LYH, indicated that not having enough spaces requires juggling of cars to keep the lot useable for their operation.

There is a limousine taxi service counter which provides good service. Improved signage and the installations of phone kiosks to alternative taxi/limo service would be helpful to passengers who may desire other choices of transportation

Maintenance and Energy Efficiency

The Airport is in the midst of potentially transitioning from a City of Lynchburg Department to an Airport Authority authorized by the State of Virginia. This agency status change could affect operations and maintenance implications for the terminal and other facilities on the Airport. For example, many contracts that are currently awarded and administered through the City of Lynchburg may or may not be assessed on the same level of value as an Airport Authority assessment. Therefore, when the Airport transitions to an Airport Authority, electrical rates may increase substantially. This is also true for maintenance and other ongoing agreements which could be affected.

It was observed that lighting in the lobby and concourse was on at full intensity on a very sunlit day. Photometric or timed lighting controls and utilizing T-12 fluorescent light fixtures would reduce the energy usage for lighting in the terminal substantially, saving the Airport from a higher energy bill. This can also be viewed as a positive public relations model, an example of providing a sustainable environment.

The standing seam metal roof and surrounding trim is in need of repair. The white perimeter of the roof is in need of new paint and numerous rust spots are visible throughout the metal roof panels. Funds should be budgeted for repair or replacement. No roof leaks were evident relative to the metal roof panels at this time. HNTB's recommendation is to have a roof professional evaluate the panels to determine whether the rust spots could be repaired and when a new roof would likely be required.

It was reported from time to time that the escalators are inoperable and passengers must walk up and down the stairs or take the elevator. From conversions with manufacturers and service providers, the escalators may be nearing the end of their useful life. For the immediate future it may be cost effective it upgrade the motor control components and refurbish or replace when the cost or frequency of repairs escalates. The escalators currently run continuously throughout the day, even at off-peak times. Incorporating motor control kits for escalators, such as Kone's EcoStart™, saves energy and extends motor life. If it is determined the escalators need replacing in the near future, a viable option may be Kone's ECO MOD. This system offers many advantages over a full replacement. It works within the existing building structure and the parts are brought to the site in crates and it will not require special crane hoisting or building façade removal. In order determine the best course of action an escalator professional should be brought on site to evaluate the existing equipment.

The fire alarm control panel is currently malfunctioning. Client has been told that parts are no longer available for the existing system. The system also sends a false alarm "downtown" when the power goes out.

It is in the Airport's best interest to update the HVAC equipment as soon as financially feasible and implement energy-saving strategies to prepare and position for future rate increases on the O & M budget. For example, the HVAC system is an all electric system and has outlived its expected life of service (2003 ASHRAE HVAC Applications - Table 3). It may be cost-effective to replace the older equipment with modern energy-efficient systems to reduce the impact of rising O & M costs. Natural gas is available "capped off" at the terminal. Indirect gas heat should be considered when the roof top unit replacement design is performed. First cost will be higher than an all electric unit. However, electricity rates are predicted to increase faster than natural gas rates by the U.S. Dept. of Energy. Therefore, gas heat may be the most cost effective heating source.

The six roof top units are electric cooling units with air cooled condensers and electric heat. There is one 50 ton unit, one 40 ton unit, three 25 ton units and one 20 ton unit. These units are over 16 years old and have reached their useful life. According to brief discussions with the equipment maintenance personnel, these units are starting to cost a significant amount of time and money to keep operating. Some of the things that are being replaced on significant intervals are motor and fan bearings, electrical components and control components. In addition, refrigeration compressors have required replacement/rebuilding. The airport recently spent $50,000 on HVAC to update the damper control on the HVAC units. Although our conversation was more of an overview in nature and the equipment maintenance personnel could not provide an annual maintenance amount at the time, HNTB estimates that the Airport may be spending as much as $53,000 per year, or more, to keep the units running given the nature of the repairs that are being required on a frequent basis. Six brand new units might be expected to cost less than $10,000 per year to perform routine maintain tasks.

Replacement cost of the 6 existing units is estimated to be approximately $400,000. This cost includes equipment removal, equipment installation, roof repair, electrical modifications/connections and is based on Contractor's expected cost plus 25% overhead and profit. It does not include any other costs such as project soft costs including A&E design fees, general requirements, sales tax, Client administrative costs, permits, or any other fees.

Potential savings based on annual maintenance costs is estimated to be approximately $43,000 per year so a simple payback based solely on the costs described above may be in the range of nine to ten years. It should be noted however that the annual maintenance costs will continue to increase as the existing units continue to age and there will come a time when the units simply become non-repairable and require replacing in any case, so annual maintenance costs should not be used as the sole metric when deciding to replace the units. There are other less tangible costs such as impacts on airport operations while the units are down for repair or in the event that one fails suddenly and needs to be replaced because it has become non-repairable. These issues also need to be considered.

Terminal Aesthetics

The overall appearance of the terminal is relatively current and not dated. The incorporation of brick at the interior has helped the terminal age well and the terrazzo flooring is long lasting and is visually appealing. The ticket counter area would be the primary area in need of updating and freshening up. The HVAC grilles high on the back wall of the ticketing area are in need of cleaning and the fins that direct air flow need to be angled identically for a uni-

Ticket Lobby

Ticket Counters

form appearance. The ticket queuing area would be fine as it is if the bag screening could be relocated. The ticket counters are showing wear and the is damaged in areas. An updated ticket counter area, new ticket counters and moving the bag screening operation out of the ticket lobby would positively impact the passenger experience.

Terminal Sustainability Ideas

Depending on the premium the Airport is willing to invest for sustainability goals, there are several ideas that could be incorporated into the terminal in a master plan CIP. The energy and efficiency gains for some specific items will have a reasonable return on investment, but many other sustainability goals will come at a cost to the bottom line budged of the Airport. It is important that the Airport establish the intent and premium amount they intend to invest in their CIP. For example, the first priority of sustainability elements should be the ones that come with a quick "return on investment" (ROI). The Airport could establish a cap of "x" amount of dollars per year in its CIP for the "nice to have" sustainability items knowing they would receive some political and positive press in the community, while acknowledging the ROI may not be realized.

Short-term ROI:

1. Lighting controls
2. Efficient T-12 fluorescent light fixtures and other efficient fixtures
3. Baggage conveyor belt systems that "time-out" quickly after use
4. Motor control kits for escalators
5. Low-flow and automated toilet and lavatory fixtures
6. Electrical charging stations for electrical GSE equipment
7. Recycling center in terminal
8. Recycled building materials on site work and building projects

Medium-term ROI:

1. Replacement of HVAC equipment
2. Day-lighting strategies/clerestories
3. Solar shading devices
4. Solar hot water panels
5. Geo-exchange heat pumps

Long-term ROI:

1. Solar photovoltaic panels for power generation
2. Reduction of storm water run-off

* Master Plan Update: Chapter One - Forecasts

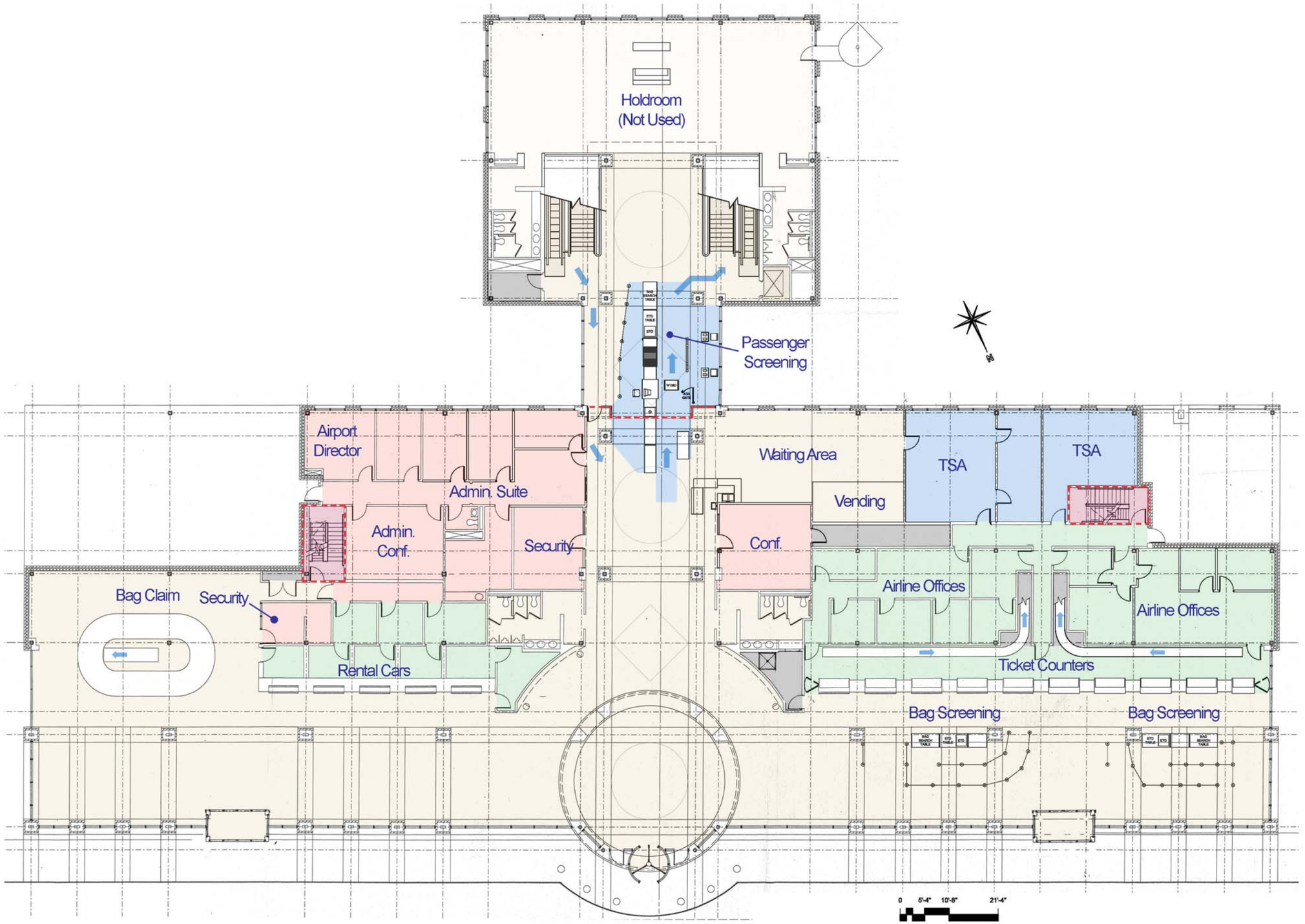


Figure 1 - Upper Level Plan

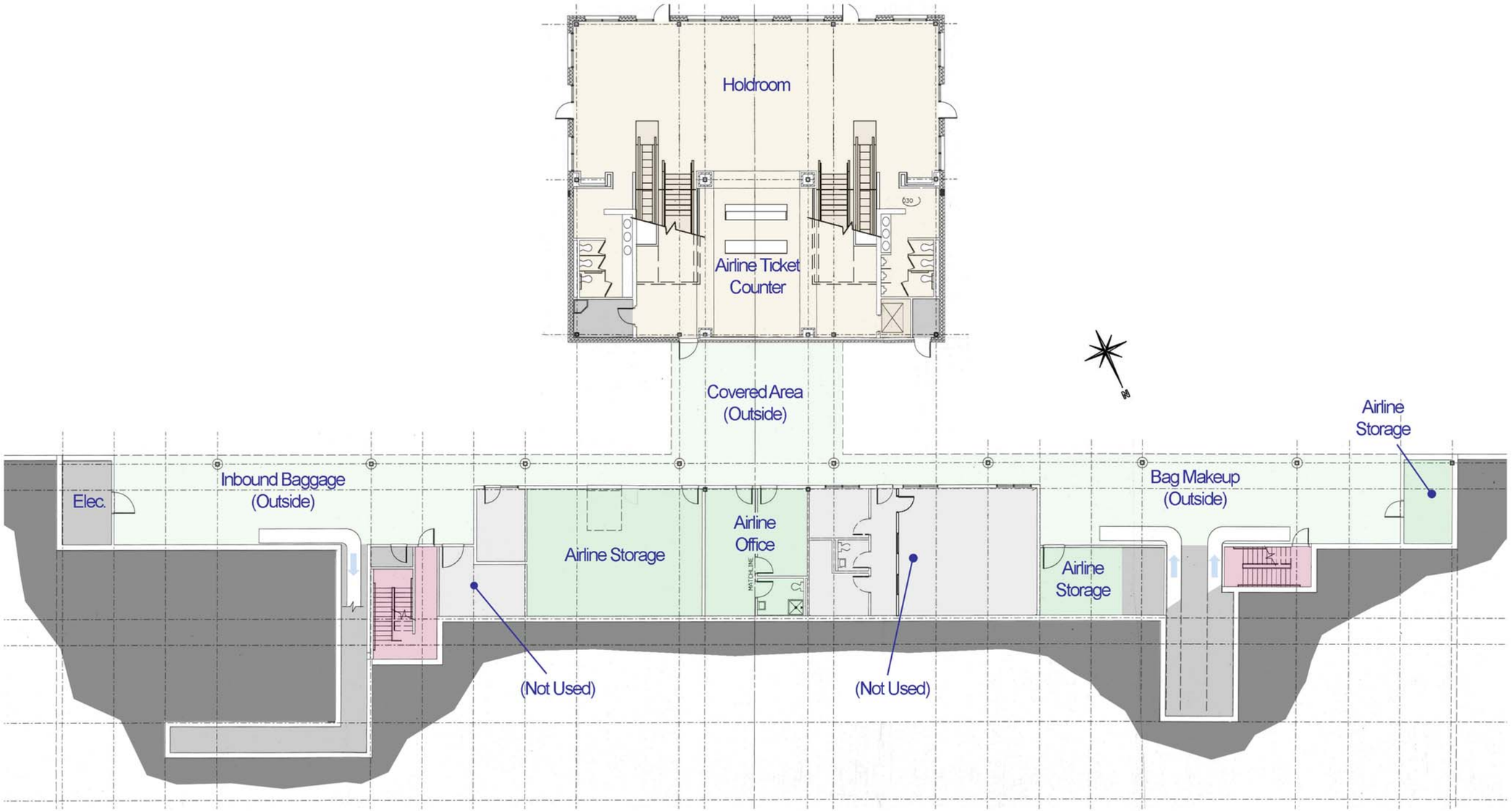


Figure 2 - Lower Level Plan

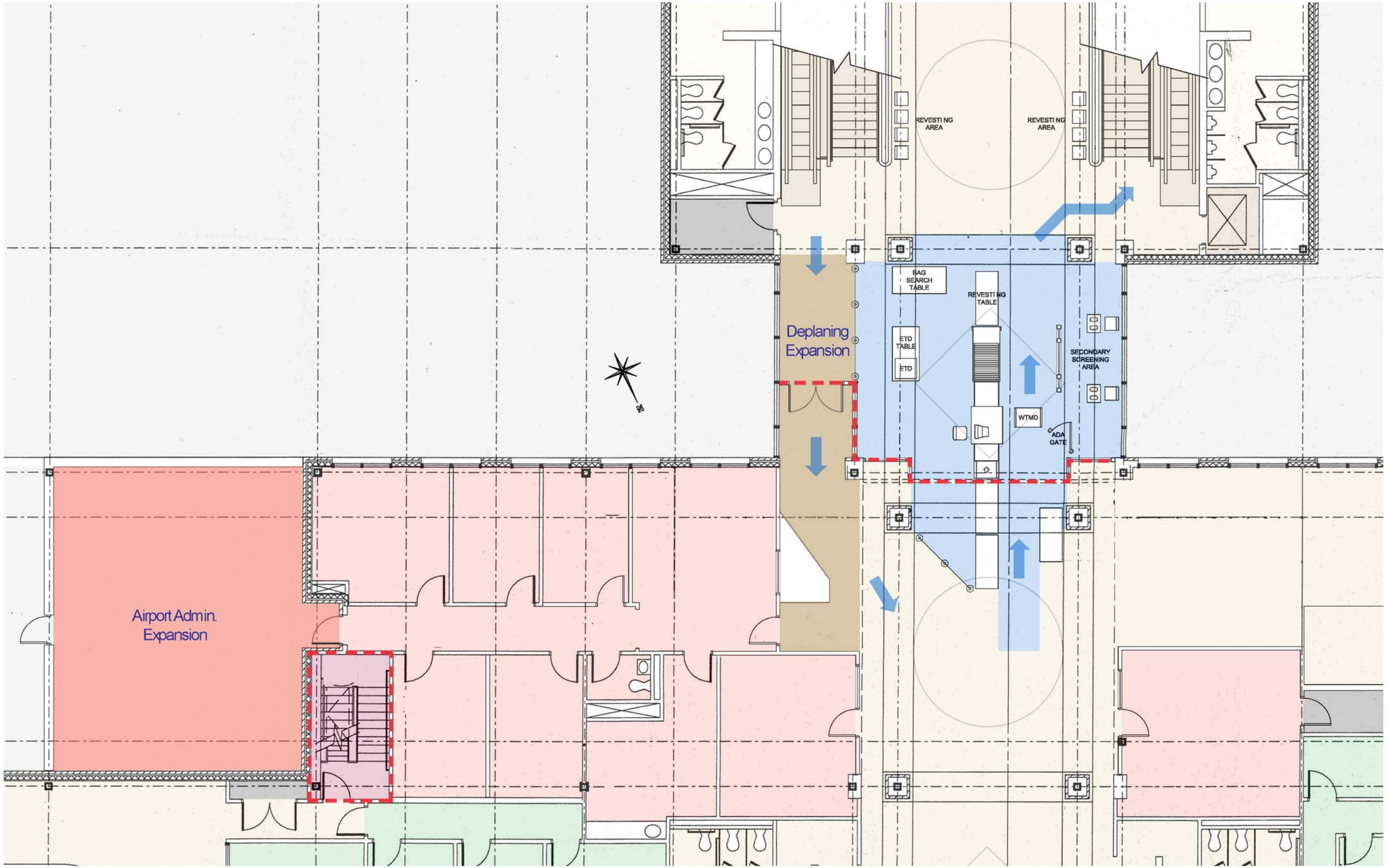


Figure 3 - Deplaning & Admin. Expansion

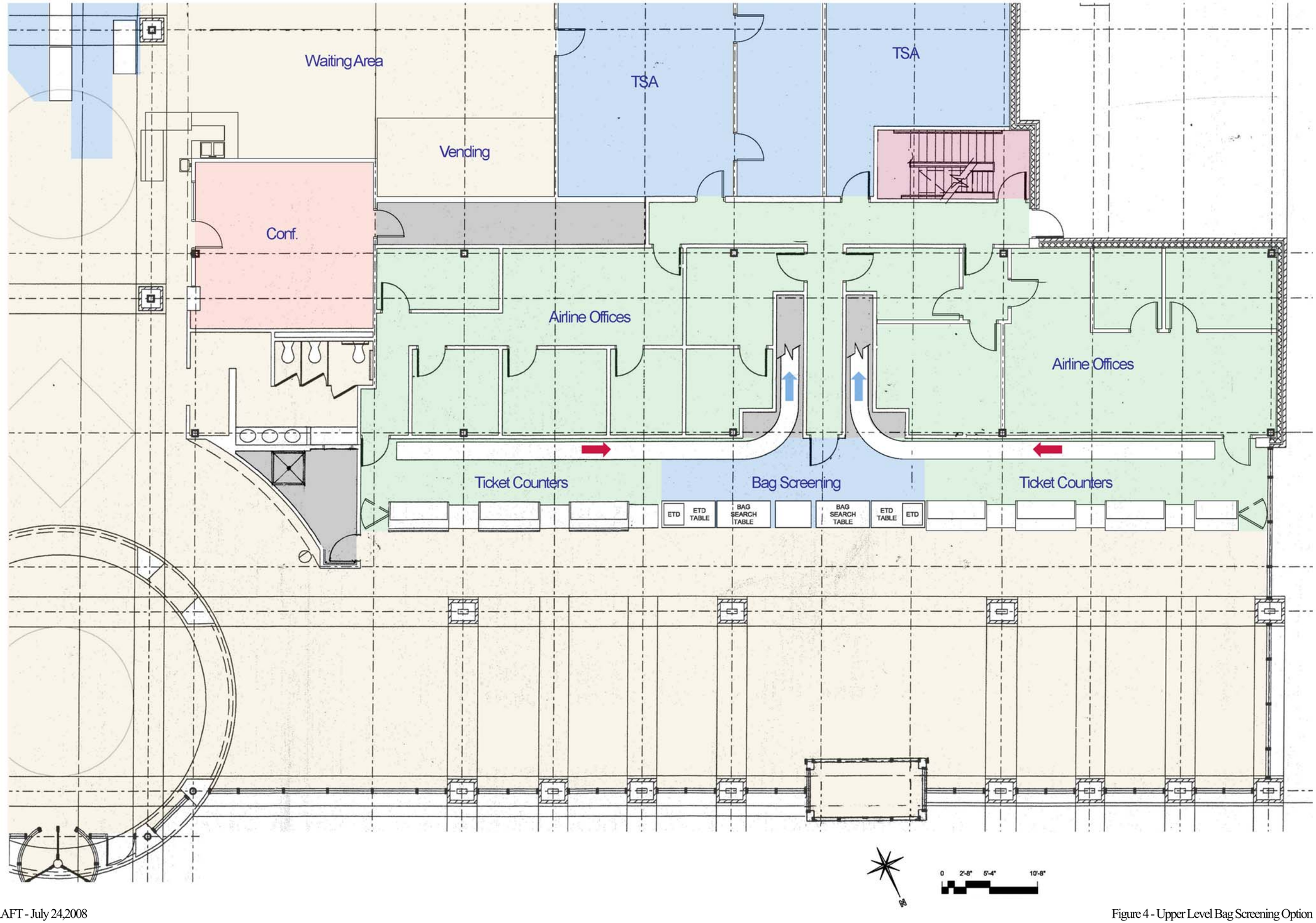


Figure 4 - Upper Level Bag Screening Option

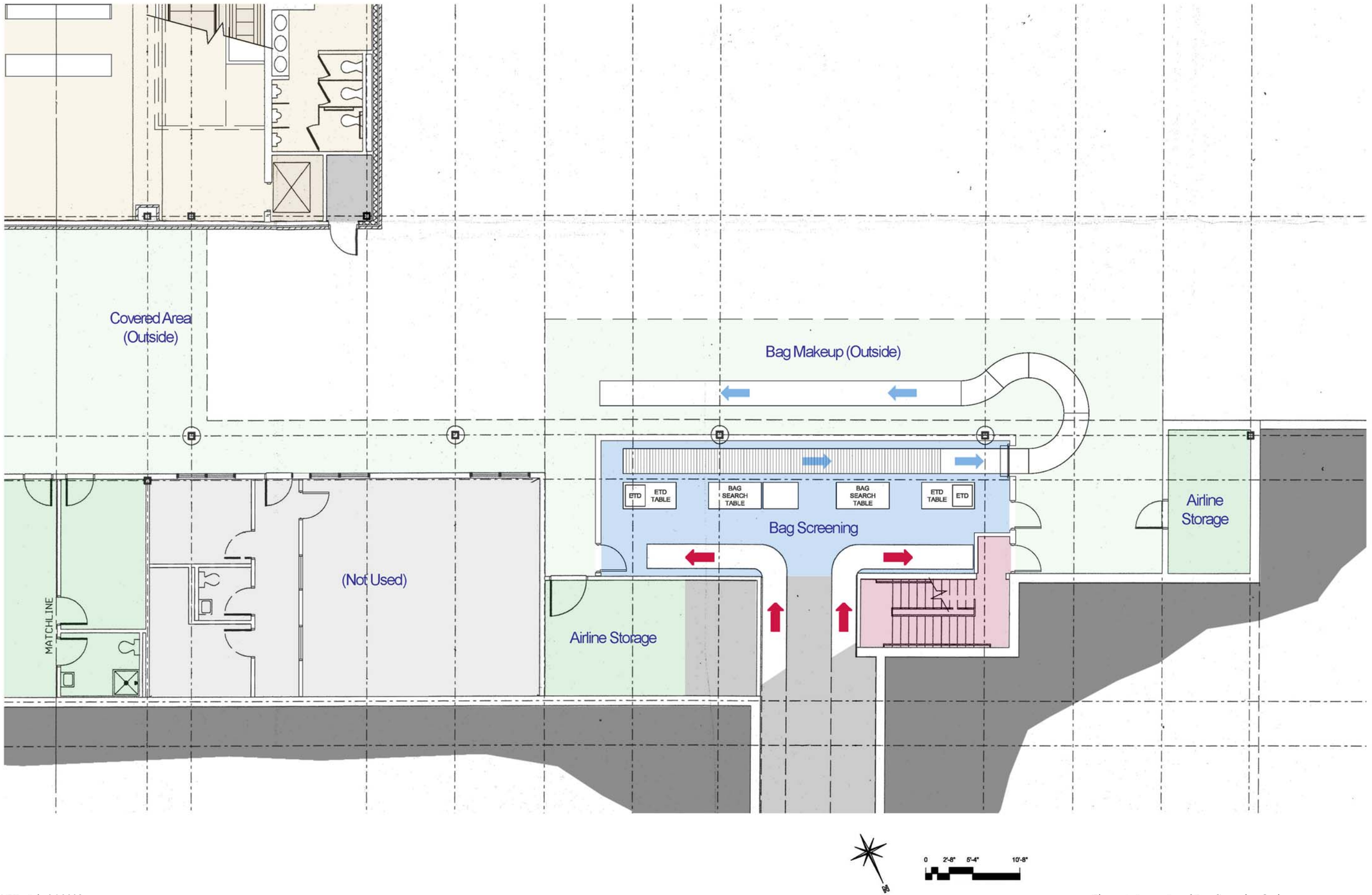


Figure 5 - Lower Level Bag Screening Option

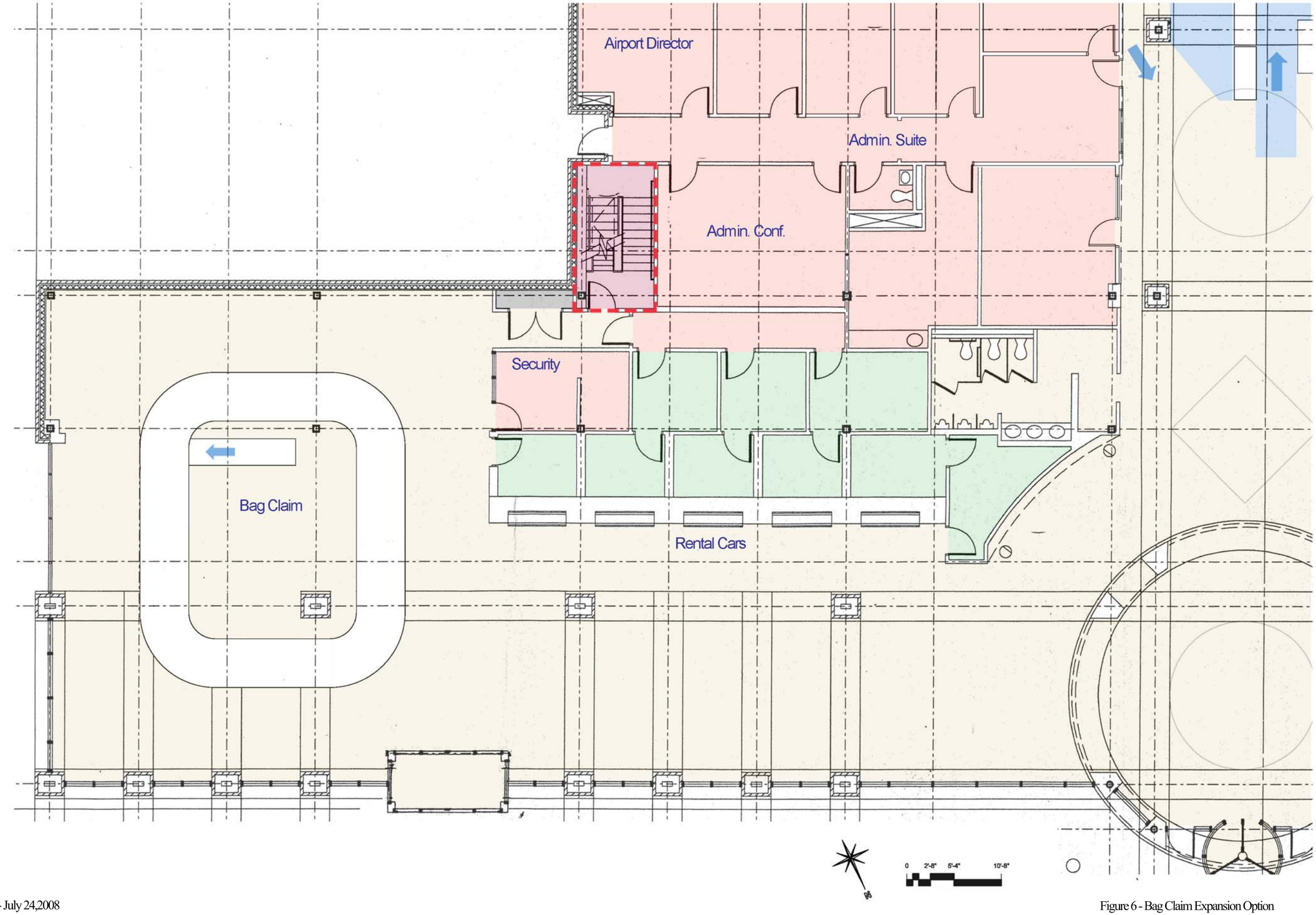


Figure 6 - Bag Claim Expansion Option

Appendix B

LOC I-LYH	APP CRS	Rwy Idg	6800
110.1	036°	TDZE	906
		Apt Elev	938

ILS or LOC RWY 4

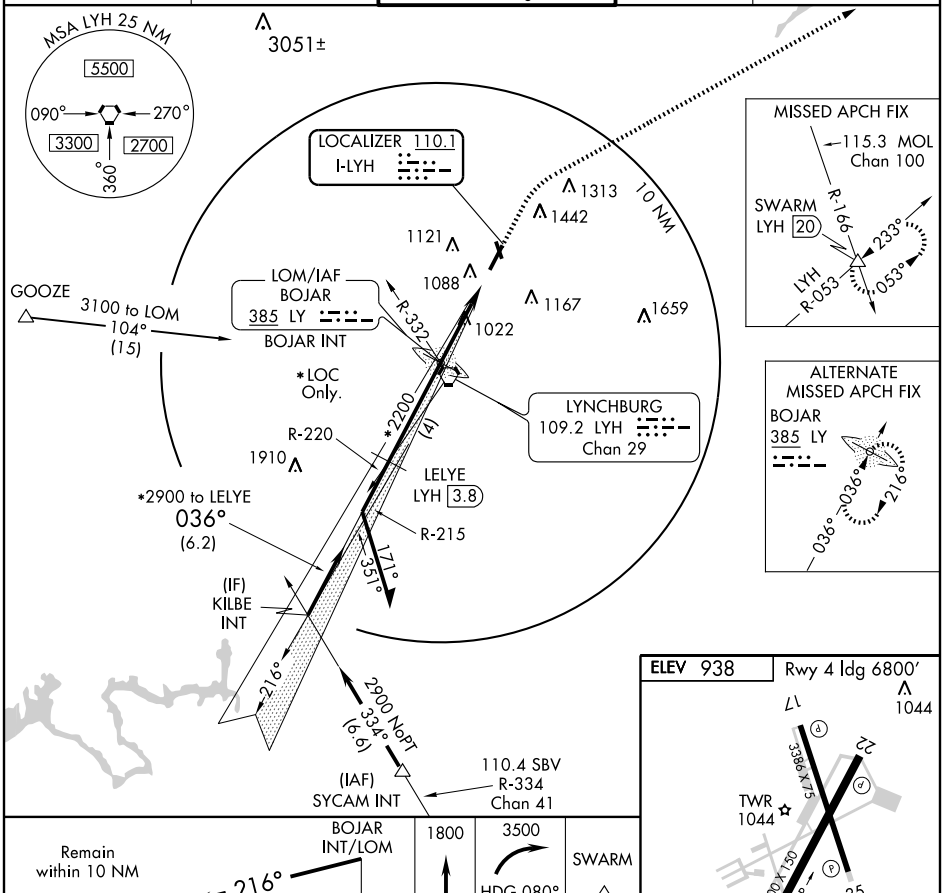
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

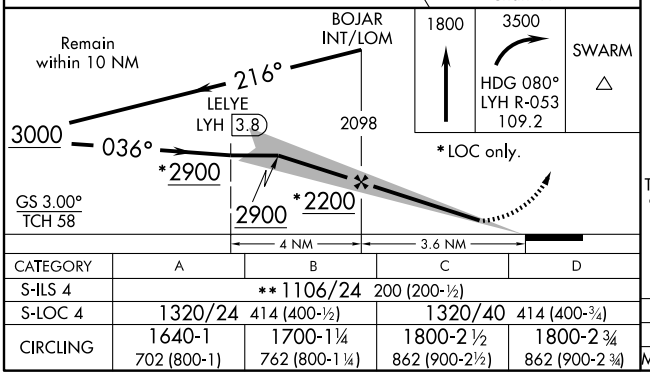
* DME REQUIRED
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 via heading 080° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 4	** 1106/24 200 (200-½)			
S-LOC 4	1320/24 414 (400-½)		1320/40 414 (400-¾)	
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3, 07 MAY 2009 to 04 JUN 2009
NE-3, 07 MAY 2009 to 04 JUN 2009

WAAS	APP CRS	Rwy ldg 6800
CH 58205	036°	TDZE 906
W04A		Apt Elev 938

RNAV (GPS) RWY 4

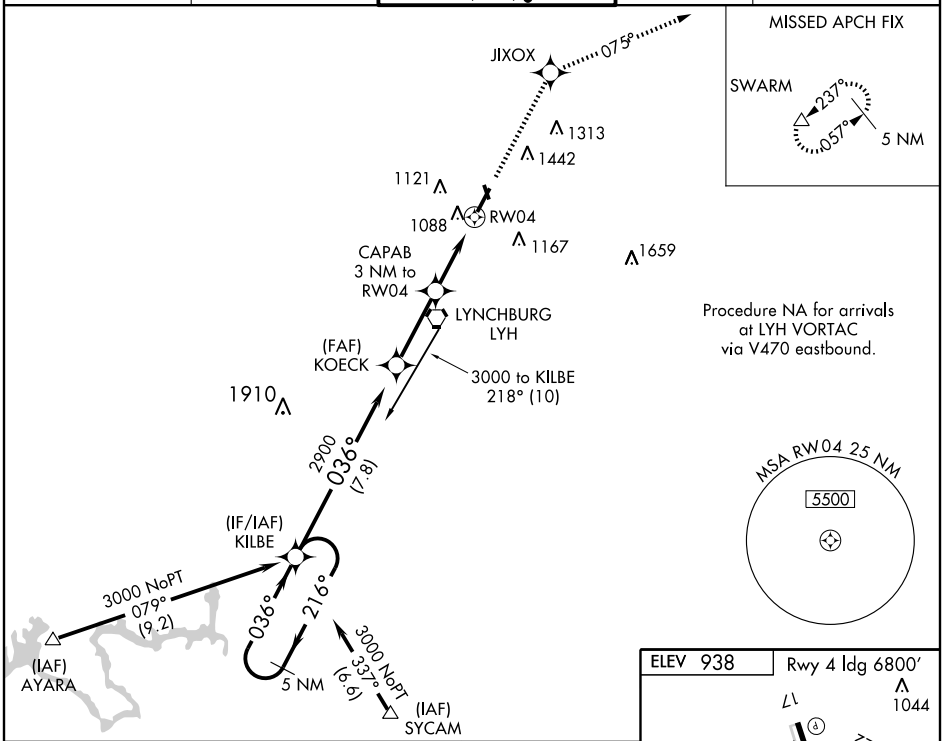
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

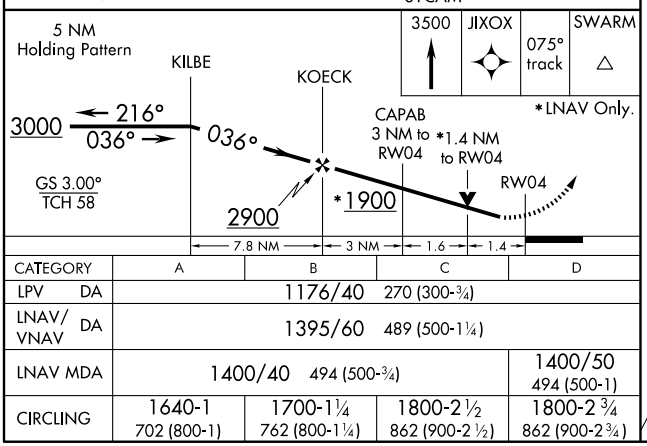
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

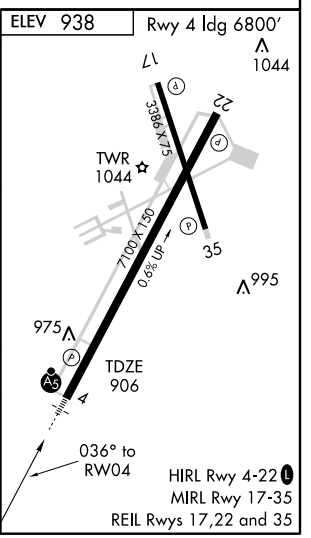
MALSR

MISSED APPROACH: Climb to 3500 direct JIXOX and via 075° track to SWARM and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1176/40 270 (300-¾)			
LNAV/VNAV DA	1395/60 489 (500-1¼)			
LNAV MDA	1400/40 494 (500-¾)			1400/50 494 (500-1)
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

NE-3, 07 MAY 2009 to 04 JUN 2009
NE-3, 07 MAY 2009 to 04 JUN 2009

WAAS	APP CRS	Rwy ldg 7100
CH 97705	216°	TDZE 938
W22A		Apt Elev 938

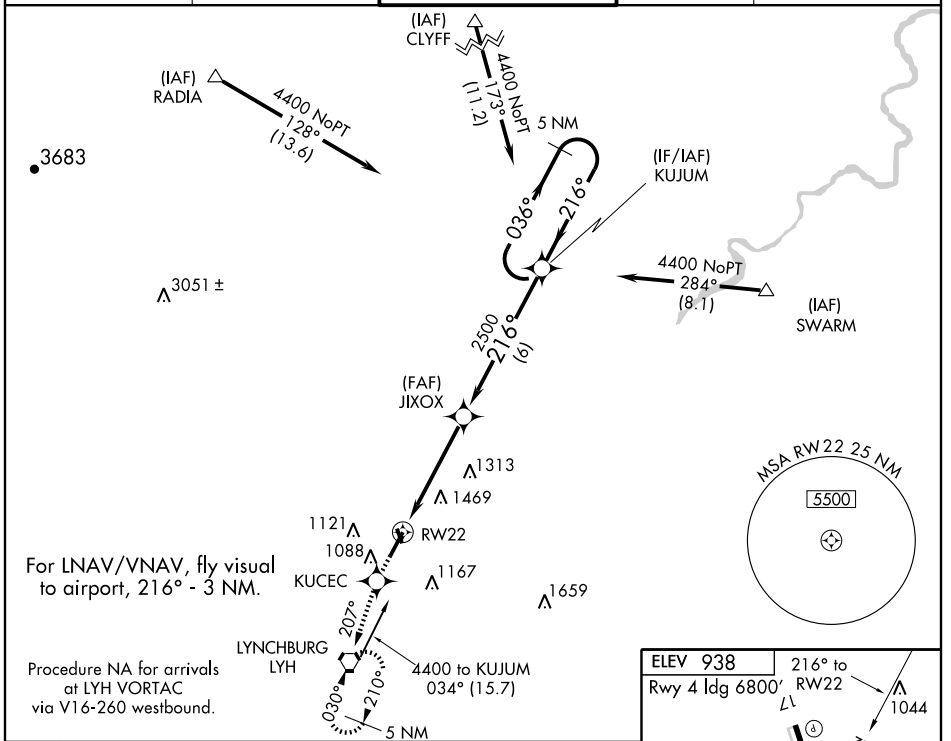
RNAV (GPS) RWY 22

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

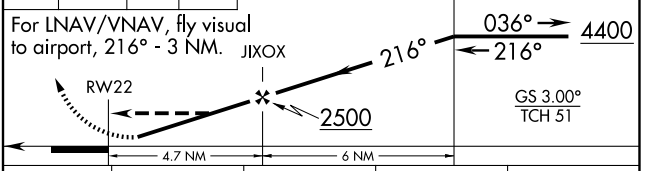
MISSED APPROACH: Climb to 3000 direct KUCEC and via 207° track to LYH VORTAC and hold, continue climb-in hold to 3000.

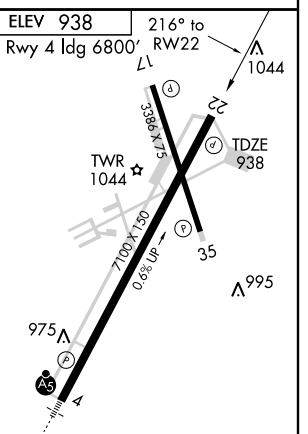
ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95



3000	KUCEC	207° track	LYH

VGSI and RNAV glidepath not coincident.





HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17,22 and 35

CATEGORY	A	B	C	D
LPV DA	1250-1 312 (400-1)			
LNAV/VNAV DA	1939-2 1001 (1100-2)		1939-3 1001 (1100-3)	
LNAV MDA	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1 ¼)	1720-2 ¼ 782 (800-2 ¼)	1720-2 ½ 782 (800-2 ½)
CIRCLING	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1 ¼)	1800-2 ½ 862 (900-2 ½)	1800-2 ¾ 862 (900-2 ¾)

NE-3, 07 MAY 2009 to 04 JUN 2009

VORTAC LYH	APP CRS	Rwy Idg	6800
109.2	026°	TDZE	906
Chan 29		Apt Elev	938

VOR RWY 4

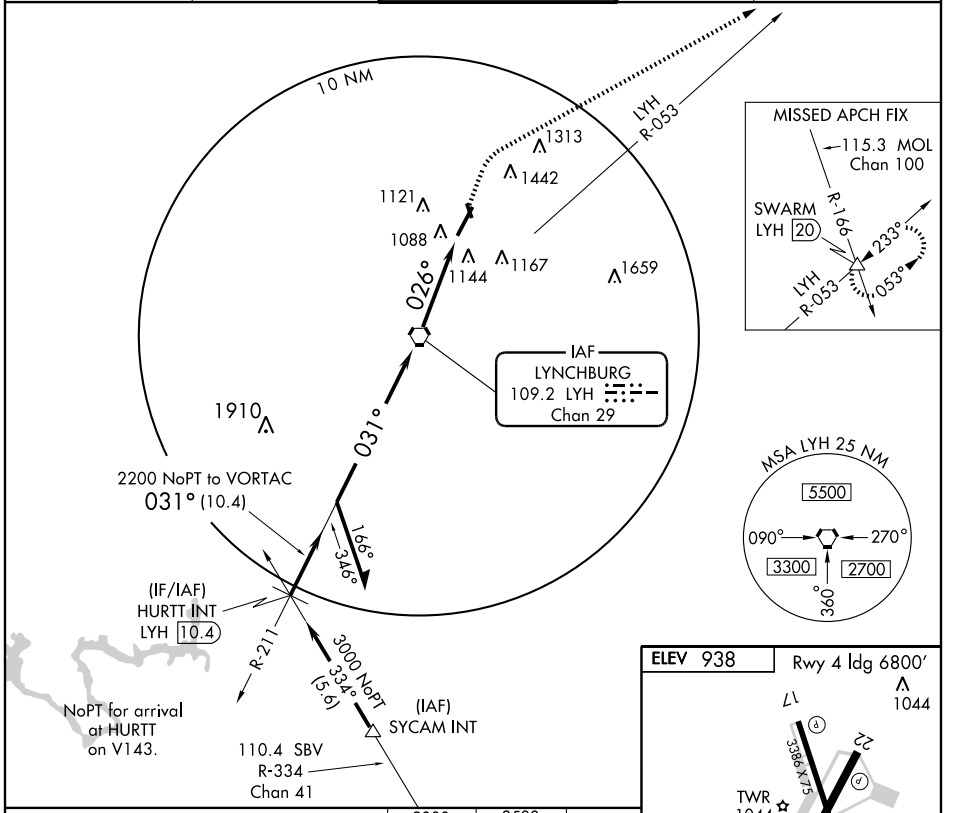
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

For inoperative MALSR, increase S-4 Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2000 via LYH VORTAC R-026 then climbing right turn to 3500 via heading 095° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-4	1400/40 494 (500-¾)			1400/50 494 (500-1)
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-3, 07 MAY 2009 to 04 JUN 2009
NE-3, 07 MAY 2009 to 04 JUN 2009

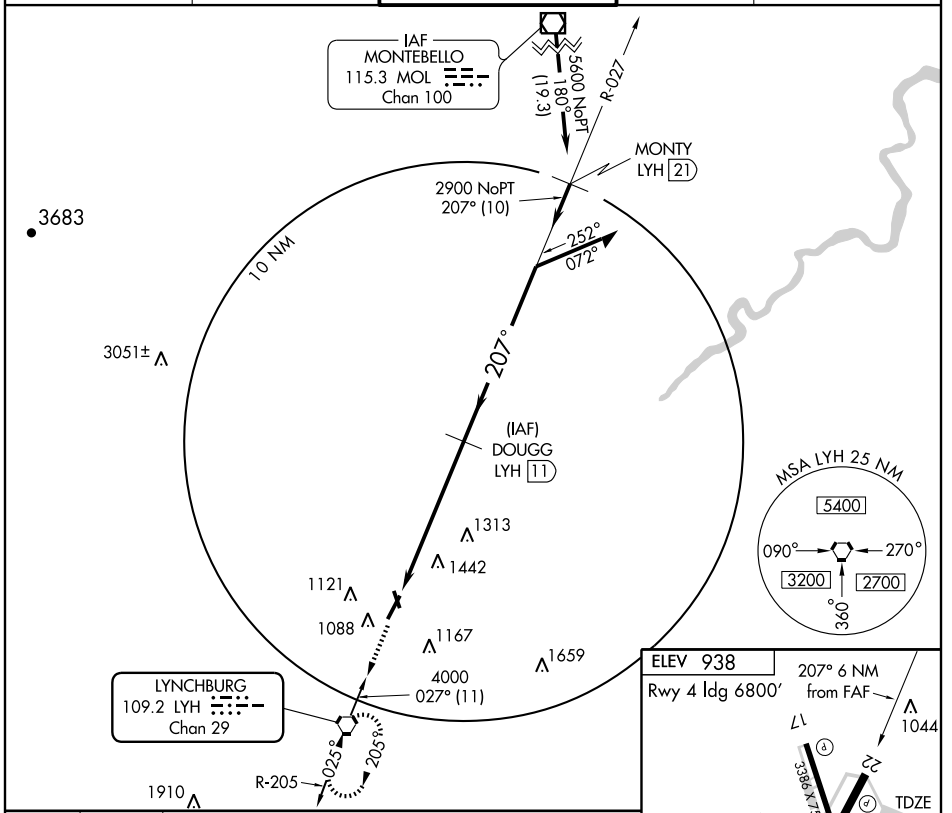
VORTAC LYH 109.2 Chan 29	APP CRS 207°	Rwy Idg 7100 TDZE 938 Apt Elev 938

VOR/DME RWY 22

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

MISSED APPROACH: Climb to 2900 direct LYH VORTAC and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-22	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2¼ 802 (900-2¼)	1740-2½ 802 (900-2½)
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17,22 and 35

NE-3, 07 MAY 2009 to 04 JUN 2009

NE-3, 07 MAY 2009 to 04 JUN 2009

Appendix C

Lynchburg Regional Airport
Vehicle and Equipment List

EMIS	Vehicle / Equipment List	Vehicle / Equipment Use
1264	1980 Idaho Norland Snow Blower (Vehicle 12)	**OUT OF SERVICE**
2954	2007 GMC Sierra 2500 4x4 Pickup with snow plow (Vehicle 5)	Airport operations / maintenance and snow removal
5366	2005 New Holland Tractor (Model TC33D) (Tractor 10)	Airfield and terminal mowing
2728	2003 New Holland Tractor (Model TN70D) (Tractor 9)	Airfield mowing
5397	2007 John Deere Tractor with front end loader and broom (Model 6715) (Tractor 8)	Airfield mowing and snow removal
5281	2001 John Deere Mower	Terminal mowing
2473	1999 Ford Explorer 4x4 SUV (Vehicle 7)	Airfield operations / maintenance and snow removal supervision / friction testing
2599	2001 GMC C7500 (2-Ton) Dump Truck with snow plow and salt spreader (Vehicle 11)	Grounds maintenance and land side snow removal
5264	2000 Oshkosh 4x4 Multipurpose (H-Series) Vehicle with 18 foot broom / 22 foot plow / snow blower attachment (Sweepster) (Vehicle 16)	Snow removal
5265	2000 Oshkosh 4x4 Heavy Duty (P-Series) with snow plow and sand spreader (Schmidt) (Vehicle 17)	Snow removal
2730	2003 International Truck (Model 7400) 2000-Gallon runway deicer with snow plow (Tyler) (Vehicle 14)	Snow removal
2653	2002 GMC 4x4 (1-Ton) Truck with snow plow (Vehicle 4)	Grounds maintenance and snow removal
2734	2003 Chevrolet S-10 Pickup (Vehicle 6)	Custodial maintenance and airfield operations / maintenance
2736	2003 Ford Taurus (Vehicle 18)	Airport administration
2944	2007 Ford Explorer (Vehicle 9)	Airport police

Appendix D

(Halfsize ALP Set to be included in final document)

Appendix D1

(Halfsize drawings to be included in final document)

Appendix E

LYNCHBURG REGIONAL AIRPORT FUND - REVENUES
Fiscal Year Data

	Actual 2001	Actual 2002	Actual 2003	Actual 2004	Actual 2005	Actual 2006	Actual 2007	Actual 2008	Projected 2009	Projected 2010	Forecast 2011	Projected 2012	Projected 2013	Projected 2014	Projected 2015	Forecast 2016	Projected 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Forecast 2026
Activity																										
Enplanements	63,795	50,137	47,966	60,488	64,328	59,517	55,675	48,716	55,272	62,711	71,151	72,211	73,286	74,377	75,485	76,609	77,738	78,884	80,047	81,226	82,424	83,638	84,871	86,122	87,391	88,612
Commercial	6,443	4,537	3,963	3,611	3,096	2,807	2,359	1,979	2,071	2,168	2,268	2,288	2,308	2,328	2,349	2,369	2,384	2,398	2,413	2,428	2,443	2,458	2,473	2,488	2,503	2,486
GA	41,151	39,607	37,411	49,638	50,029	59,991	50,049	56,105	59,092	62,238	65,552	68,657	75,631	76,757	77,900	82,617	78,795	79,957	81,135	82,331	83,544	84,776	86,025	87,293	88,580	99,974
Commercial & GA Ops	54,037	48,681	45,337	56,860	56,221	65,605	54,767	60,063	63,235	66,574	70,089	73,233	80,247	81,414	82,598	87,356	83,563	84,754	85,961	87,187	88,430	89,691	90,971	92,269	93,586	104,945
Revenue Projection																										
Airfield (Airline) Revenue Center	$ 163,013	$ 131,729	$ 114,539	$ 132,471	$ 148,547	$ 140,821	$ 133,908	$ 105,838	$ 114,500	$ 102,500	$ 126,186	$ 130,159	$ 134,253	$ 138,471	$ 142,819	$ 147,298	$ 151,635	$ 156,097	$ 160,688	$ 165,412	$ 170,273	$ 175,273	$ 180,418	$ 185,711	$ 191,156	$ 195,003
Total Terminal Revenue	$ 1,052,369	$ 868,080	$ 921,867	$ 967,562	$ 1,088,449	$ 1,206,551	$ 1,230,430	$ 1,223,556	$ 1,188,611	$ 1,186,986	$ 1,573,616	$ 1,636,977	$ 1,702,890	$ 1,771,456	$ 1,842,783	$ 1,916,982	$ 1,993,866	$ 2,073,833	$ 2,157,008	$ 2,243,518	$ 2,333,499	$ 2,427,088	$ 2,524,430	$ 2,625,677	$ 2,730,984	$ 2,838,360
Operating (Variable)	39,969	40,518	65,369	69,224	75,554	79,213	77,799	78,976	73,000	138,000	148,981	159,939	180,588	187,860	195,424	212,438	207,677	216,007	224,670	233,681	243,053	252,801	262,940	273,486	284,454	329,070
Leases (Existing)	95,610	96,924	156,370	165,591	180,734	195,031	204,246	216,554	215,400	237,800	243,745	249,839	256,085	262,487	269,049	275,775	282,669	289,736	296,980	304,404	312,014	319,815	327,810	336,005	344,405	353,015
New Land Use Revenue	-	-	-	-	-	-	-	-	23,298	23,997	24,717	163,819	168,734	173,796	179,010	184,380	478,628	492,987	507,776	523,010	755,335	777,995	801,335	825,375	850,137	875,641
GA Revenue	135,579	137,442	221,739	234,815	256,288	274,244	281,955	295,530	288,400	375,800	392,726	409,777	436,673	450,346	464,473	488,213	490,347	505,743	521,649	538,085	555,067	572,615	590,750	609,491	628,859	682,086
Other Airport Revenue	84,735	113,242	134,473	135,347	137,661	134,325	189,630	202,018	203,800	205,100	210,228	215,483	220,870	226,392	232,052	237,853	243,799	249,894	256,142	262,545	269,109	275,837	282,733	289,801	297,046	304,472
Miscellaneous	154,218	42,939	196,795	43,884	94,858	189,001	218,257	204,750	216,415	217,415	135,725	139,119	142,596	146,161	149,815	153,561	157,400	161,335	165,368	169,502	173,740	178,083	182,536	187,099	191,776	196,571
Total Operating Revenue	$ 1,571,275	$ 1,387,935	$ 1,614,357	$ 1,705,010	$ 1,887,233	$ 2,030,185	$ 2,117,878	$ 2,122,472	$ 2,107,009	$ 2,270,183	$ 2,720,200	$ 2,965,992	$ 3,100,092	$ 3,210,808	$ 3,325,609	$ 3,462,940	$ 3,848,622	$ 3,984,297	$ 4,124,914	$ 4,270,655	$ 4,638,350	$ 4,801,424	$ 4,970,416	$ 5,145,545	$ 5,327,042	$ 5,577,647
Grant Funds																										
PFC	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 405,309	$ 499,516	$ 506,955	$ 514,505	$ 522,167	$ 529,943	$ 537,836	$ 545,762	$ 553,806	$ 561,968	$ 570,250	$ 578,655	$ 587,183	$ 595,837	$ 604,619	$ 613,530	$ 622,100
AIP Entitlement	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 477,000	$ 1,476,983	$ 1,000,000	$ 1,010,991	$ 1,022,175	$ 1,033,526	$ 1,045,045	$ 1,056,737	$ 1,068,479	$ 1,080,395	$ 1,092,486	$ 1,104,755	$ 1,117,206	$ 1,129,839	$ 1,142,659	$ 1,155,668	$ 1,168,869	$ 1,181,564
AIP Discretionary	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,362,651	$ 764,858	$ 783,979	$ 803,579	$ 823,668	$ 844,260	$ 865,367	$ 887,001	$ 909,176	$ 931,905	$ 955,203	$ 979,083	$ 1,003,560	$ 1,028,649	$ 1,054,365	$ 1,080,724	$ 1,107,742	$ 1,135,436
State Entitlements									$ 371,775	$ 381,069	$ 390,596	$ 400,361	$ 410,370	$ 420,629	$ 431,145	$ 441,924	$ 452,972	$ 464,296	$ 475,903	$ 487,801	$ 499,996	$ 512,496	$ 525,308	$ 538,441	$ 551,902	$ 565,700
Expenses																										
Personnel (FTE)	21.00	20.33	24.33	21.33	24.33	21.00	20.70	20.70	19.70	19.70	21.24	21.23	21.23	21.22	21.22	21.21	21.21	21.20	21.19	21.19	21.18	21.18	21.17	21.16	21.16	21.15
DEPARTMENTAL	$ 1,351,258	$ 1,287,674	$ 1,332,973	$ 1,526,249	$ 1,488,142	$ 1,681,426	$ 1,761,957	$ 1,778,267	$ 1,800,796	$ 1,833,850	$ 1,596,916	$ 1,648,143	$ 1,701,081	$ 1,755,789	$ 1,812,329	$ 1,870,764	$ 1,931,162	$ 1,993,590	$ 2,058,117	$ 2,124,817	$ 2,193,765	$ 2,265,041	$ 2,338,724	$ 2,414,900	$ 2,493,656	$ 2,575,102
NON-DEPARTMENTAL	$ 96,475	$ 143,212	$ 251,919	$ 42,245	$ 186,568	$ 172,910	$ 178,793	$ 286,356	$ 271,580	$ 266,716	$ 200,674	$ 207,486	$ 214,536	$ 221,832	$ 229,384	$ 237,201	$ 245,293	$ 253,668	$ 262,338	$ 271,313	$ 280,603	$ 290,222	$ 300,180	$ 310,489	$ 321,163	$ 332,214
TOTAL EXPENSES	$ 1,447,733	$ 1,430,886	$ 1,584,892	$ 1,568,493	$ 1,674,710	$ 1,854,336	$ 1,940,750	$ 2,064,623	$ 2,072,376	$ 2,100,566	$ 1,797,590	$ 1,855,629	$ 1,915,617	$ 1,977,622	$ 2,041,714	$ 2,107,965	$ 2,176,455	$ 2,247,257	$ 2,320,454	$ 2,396,129	$ 2,474,369	$ 2,555,263	$ 2,638,904	$ 2,725,389	$ 2,814,816	$ 2,907,316
Operating Net	$ 123,542	$ (42,951)	$ 29,465	$ 136,517	$ 212,523	$ 175,849	$ 177,128	$ 57,849	$ 34,633	$ 169,617	$ 922,610	$ 1,110,363	$ 1,184,476	$ 1,233,186	$ 1,283,895	$ 1,354,975	$ 1,672,167	$ 1,737,040	$ 1,804,459	$ 1,874,526	$ 2,163,981	$ 2,246,161	$ 2,331,512	$ 2,420,156	$ 2,512,223	$ 2,670,331
Debt Service	$ 543,956	$ 508,674	$ 486,463	$ 441,043	$ 440,304	$ 404,353	$ 430,029	$ 386,755	$ 327,149	$ 337,325	$ 317,291	$ 243,478	$ 241,449	$ 233,191	$ 206,369	$ 133,564	$ 128,579	$ 119,039	$ 83,426	$ 49,728	$ 49,848	$ 49,756	$ 49,859	$ 49,774	$ 49,735	$ 49,734
Reserve for Debt Service	$ 14,502	$ 14,769	$ 14,655	$ 14,627	$ 15,552	$ 17,713	$ 16,500	$ -	$ -	$ -																
Reserve for Maintenance	$ -	$ -	$ -	$ 17,334	$ 32,100	$ 44,974	$ -	$ -	$ -	$ -																
Year-end Encumbrances	$ 44,905	$ 43,989	$ 145,351	$ 77,988	$ 87,686	$ 83,944	$ -	$ -	$ -	$ -																
Total Debt Service	$ 603,363	$ 567,432	$ 646,469	$ 550,992	$ 575,642	$ 550,984	$ 446,529	$ 386,755	$ 327,149	$ 337,325	$ 317,291	$ 243,478	$ 241,449	$ 233,191	$ 206,369	$ 133,564	$ 128,579	$ 119,039	$ 83,426	$ 49,728	$ 49,848	$ 49,756	$ 49,859	$ 49,774	$ 49,735	$ 49,734
Loan Balance to City (in Advance of PFCs)								$ 765,000	$ 422,992	$ 34,954	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Repayment to City (PFC Advance)								$ 342,008	$ 388,038	$ 34,954	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Net Profit/Loss	$ (479,821)	$ (610,383)	$ (617,004)	$ (414,475)	$ (363,119)	$ (375,135)	$ (269,401)	$ (328,906)	$ (292,516)	$ (167,708)	$ 605,318	$ 866,885	$ 943,027	$ 999,995	$ 1,077,526	$ 1,221,410	$ 1,543,589	$ 1,618,001	$ 1,721,033	$ 1,824,798	$ 2,114,132	$ 2,196,406	$ 2,281,652	$ 2,370,382	$ 2,462,489	$ 2,620,598
TRANSFERS	$ 479,821	$ 610,383	$ 617,004	$ 414,475	$ 363,119	$ 375,135	$ 269,401	$ 328,906	$ 292,516	$ 167,708	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Retained Earnings	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 605,318	$ 866,885	$ 943,027	$ 999,995	$ 1,077,526	$ 1,221,410	$ 1,543,589	$ 1,618,001	$ 1,721,033	$ 1,824,798	$ 2,114,132	$ 2,196,406	$ 2,281,652	$ 2,370,382	$ 2,462,489	$ 2,620,598

Appendix F

NOTICE OF PUBLIC WORKSHOP

LYNCHBURG REGIONAL AIRPORT

AIRPORT MASTER PLAN UPDATE

This notice is to announce the availability of a draft plan for future development at Lynchburg Regional Airport (LYH) as part of an update to the airport's master plan, and to invite airport users and the public to a workshop to review the plan and provide input in an open-house environment.

Date: **Monday, June 8, 2009**
Time: **6:00 p.m. – 7:30 p.m.**
Location: **Commission Conference Room**
Passenger Terminal
Lynchburg Regional Airport
4308 Wards Road
Lynchburg, VA 24502

The City of Lynchburg is updating its master plan for Lynchburg Regional Airport for the purpose of planning for future capital needs at the airport in order to meet future aviation and user demand. A master plan is required by the Federal Aviation Administration for all airports that receive federal funding for eligible capital improvements.

For more information, please contact Lynchburg Regional Airport at: airport@lynchburgva.gov or call 434-455-6090.

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LYNCHBURG REGIONAL AIRPORT
MASTER PLAN
PUBLIC MEETING
JUNE 8, 2009

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