

# **STATES OF JERSEY**



## **STATES RESOURCE PLAN 2004 – 2008 (P.118/2003): AMENDMENT**

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**Lodged au Greffe on 2nd September 2003  
by the Harbours and Airport Committee**

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**STATES GREFFE**

RESOURCE PLAN 2004 – 2008 (P.118/2003): AMENDMENT

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*After paragraph (b) add the following sub-paragraph –*

“(c)(i) to refer to their Act dated 19th November 2002 in which they agreed that future capital expenditure comprising the replacement or resurfacing of the runway, taxiways, concrete aprons, the fireground and associated works at Jersey Airport should be met from general revenues and to request the Finance and Economics Committee to ensure that the funds for these capital projects are provided in accordance with that decision and in a timely and appropriate manner;”

*and renumber subsequent paragraphs accordingly.*

**HARBOURS AND AIRPORT COMMITTEE**

Note: The Finance and Economics Committee’s comments are to follow.

## REPORT

The Harbours and Airport Committee had noted the decline in arriving air passengers over recent years and had consulted with a number of airlines in order to seek ways of arresting the decline. The airlines' consensus view was that a substantial reduction in Airport charges would need to be made to secure the low fares which were being offered in 2002 and 2003.

The Committee embarked on a wide-ranging consultative exercise for several months during 2002 and approached all stakeholders in the Airport to seek their views; many States members were also involved. The consultation identified three clear issues to be tackled –

1. The Airport's capital programme of some £140 million over 20 years could not be supported from Airport operating surpluses without a substantial increase in landing fees of the order of £4 per passenger.
2. The States should be asked to agree that Jersey Airport was a strategic asset; it could, therefore, qualify for some infrastructure capital works being paid for by the taxpayer costing some £40 million over 20 years. This would remove the need for a substantial hike in Airport dues and would allow a smaller capital programme of about £100 million to be funded over the next 20 years from operating surpluses.
3. Where services were provided by the Committee they should be paid for by the user/consumer of that service. Where no user/consumer could be identified then the States should be invited to pay and remove all hidden subsidies; an example of this is non-aeronautical meteorology.

Added to all these contributory factors in creating a situation where Airport landing fees could be reduced, the Committee has embarked on a Fundamental Spending Review within the Airport departments. The savings will be generated within the Trading Fund and, when they have taken effect by the end of 2004, a further reduction in landing charges can be made in 2005.

The Harbours and Airport Committee in consultation with the Economic Development Committee has lodged a Report and Proposition seeking States' approval for the aviation security charges, currently £2.45 per arriving passenger, to be paid for from the General Revenues of the States. If that were to happen, the Committee has pledged to the airlines that the reduction in charges would be passed on immediately.

A fundamental part of the States' decision of 19th November 2002 when it approved P.198/2002 (Proposition attached at Appendix 1) was that various capital infrastructure works– Airport fireground, runway resurfacing, replacement of taxiways, concrete aprons and associated works should be paid for from the General Revenues of the States.

Summarised here are the infrastructure items from P.198/2002 with their costs in full in the year in which they occur as is required by the Finance Law.

<u>Year</u>	<u>Project Name</u>	<u>Cost</u> <sup>1</sup>
<b>2003</b>	Fireground Remediation	£4,900,000
<b>2004</b>	Apron design fees and sealing	£1,360,000
<b>2005</b>	Replace Main Apron – Phase 1	£6,550,000
<b>2006</b>	Replace Main Apron – Phase 2	£3,700,000
<b>2007</b>	Replace South Apron	£4,800,000
<b>2008</b>	Resurface Runway	£8,046,000
	<b>TOTAL</b>	<b>£29,356,000</b>

<sup>1</sup> December 2002 prices.

The Harbours and Airport Committee has twice reviewed these important infrastructure projects to verify that

they are good value for money and being started in the year in which they must commence.

The Fire Training Ground project commenced in 2002 when the Public Services Committee, in exercise of its powers under the Water (Jersey) Law 2000, ordered the works to stop pollution emanating from the fireground into St. Ouen's aquifer. With the then Finance and Economics Committee's approval, the Harbours and Airport Committee agreed to fund it from the Trading Fund. The States' decision of November 2002 concurred with this stand to clean up the environment but now the Harbours and Airport Committee finds itself without the extra funding agreed by the States.

The Airport aprons are those 5 vergées of concrete on which all aircraft movements take place between the runway/taxiways and the parking stand which are included in the apron. There are substantial amounts of concrete to be replaced, most of which is between 30 and 40 years old. The concrete will no longer be able to bear the weight of heavier aircraft beyond 2004/5 according to the calculations of civil engineering consulting engineers. The concrete itself has been breaking up for some years and pieces of concrete and chips are regularly swept up in order to prevent foreign object damage to aircraft trafficking the aprons with jet engines and to propeller driven aircraft. Many areas are affected by "concrete cancer" (alkali-silica reaction – ASR).

In order to determine the impact of the failure of the concrete aprons, the North Apron will be used as an example. Tests were carried out during 1997 and verified in 2001 to confirm that the North Apron was reaching the end of its serviceable life. The concrete bays are continuing to fail; they are unstable and rock as aircraft move over them. Individual bays have failed in the last 2 years and it is anticipated that there will be an increasing number of concrete bay failures at a cost of about £100,000 per annum. The North Apron taxiway is the main through route to the runway from the east and the west ends and pavement failure on this route will result in severe delays to air traffic movements. The effect will be that every aircraft using the runway will have to turn round and backtrack either on take-off or landing so that the western taxiway and the western exit from the runway is used; the central and eastern exits from the runway pass over the North Apron (see Map – Appendix 2). An independent pavement specialist, Scott Wilson Pavement Engineers, conducted falling weight deflectometer tests in 1997 showing that the pavement is inadequate for larger commercial aircraft. In order for reconstruction to start, detailed design work, which will take 7-10 months, needs to happen in 2004. That detailed design will then be turned into tender applications so that work can start in 2005. If work does not start in 2005 the North Apron will have to shut to all jets and bigger propeller-driven aircraft of 20 tonnes. This closure will affect 80% of all commercial aircraft using Jersey Airport. For the busy summer weekends it will mean a reduction in flight movements of approximately 30%, i.e. 30% of commercial aircraft will not be able to land on a Saturday in the summer. This reduction in aircraft movements will have a devastating effect on tourism.

The Committee wishes to remind States' members that Jersey Airport has put £73 million back into the States by way of capital repayments and operating surpluses since 1983. Part of the logic when the States agreed P.198/2002 in November 2002 was in recognition of that payment in the past; if the States wishes Airport operating surpluses to continue and be able to fund part of its capital programme, then some of the infrastructure as set out in the Proposition (Appendix 3) must be met from General Revenues.

The Committee put forward to the meeting of Presidents and to the Finance and Economics Committee a proposal for an allocation of £3 million per annum for 10 years from 2004 in order to deal with the substantial capital requirements for States' funding up to the year 2008. The Committee can manage the money and spread the work from 2003 until 2010 with judicious planning. However, if the money is not forthcoming and the Committee has to wait until 2009 to have an opportunity for capital funding then Jersey Airport will be reduced in capacity by 50%.

The Finance and Economics Committee has also rejected a proposal that the States should arrange loan funding to commit capital expenditure of £3 million per annum and fund the borrowing costs from General Revenues.

The Harbours and Airport Committee believes that the Finance and Economics Committee is ignoring the States' decision of November 2002 and hopes that this amendment will be approved and that capital finances can be advanced in a timely manner.

There are no manpower implications arising from this amendment.



**JERSEY AIRPORT: FUTURE FUNDING (P.198/2002) AND COMMENTS OF OTHER COMMITTEES**

**PROPOSITION**

**THE STATES are asked to decide whether they are of opinion –**

- (a) to agree that Jersey Airport should be viewed as a strategic asset for the Island and that –
  - (i) future capital expenditure comprising the replacement or resurfacing of the runway, taxiways, concrete aprons, the fireground and associated works should be met from general revenues;
  - (ii) the Airport should otherwise be funded in the manner set out in the report of the Harbours and Airport Committee dated 5th November 2002 and that the Committee should operate Jersey Airport in a profitable manner as described in the said report by charging all users of its facilities and services the full costs to the Airport;
- (b) to request the Harbours and Airport Committee to operate the Channel Islands Control Zone for so long as the full costs are met from the United Kingdom and French Governments by way of the Memorandum of Understanding dated 16th February 2000, but to review the operation of the Zone where the cost-recovery no longer meets the costs of its operation and its associated capital expenditure;
- (c) to agree that from 1st January 2004 the cost of providing the non-aeronautical meteorological service should be met from public funds, and to charge the Finance and Economics Committee to make available the required funds and to take the necessary steps to seek an appropriate contribution from the States of Guernsey and the States of Alderney;
- (d) to agree, in principle, that the cost of providing those community services presently funded from Airport dues where the public of the Island, or the States of Jersey, is identified by the appropriate Committees as the true user should be met from public funds, and to agree that the Harbours and Airport Committee should identify any services it provides at present for which no paying user can be identified and to take steps to discontinue those services;
- (e) to agree, in principle, that additional funds from general revenues should be made available for use in encouraging the provision of new air services and/or the offer of low fares on existing and/or new air services, and to request the proposed Economic Development Committee, together with the Harbours and Airport Committee, to bring forward for approval by the States proposals for implementation in 2004;
- (f) to charge the Human Resources Committee with facilitating any manpower transfers and reductions, and to agree that any costs relating to manpower reductions should be met from general revenues; and
- (g) to rescind paragraph 3 of their Act dated 3rd November 1998 in which they approved, in principle, the incorporation by 2002 of Jersey Airport Limited, as a company wholly owned by the States.

**HARBOURS AND AIRPORT COMMITTEE**

**Notes: 1. Policy and Resources Committee**

The Policy and Resources Committee welcomes the Harbours and Airport Committee report.

The Airport is manifestly a strategic asset and its future funding is an issue of major importance to everyone in the Island.

The Committee agrees that the States should now be invited to revise its earlier decision that the Airport should be entirely self-funding.

Obligations which clearly relate to the community should be funded by the taxpayer rather than by passengers. Examples include the public weather-forecasting service and the early opening for newspaper flights.

There needs above all to be long-term and innovative thinking, in a joined up manner across all of the Committees concerned, on how to link Airport pricing and funding strategies to overall economic development objectives.

The crucial task is to ensure overall benefits to the Island economy. This should be kept clearly in mind during the debate in the States.

The Committee had this very much in mind when it asked OXERA to produce its paper on the future funding of the Airport.

OXERA's report provided a clear and concise analysis of the funding issues. The Committee welcomes the central role which the OXERA paper has been given in the Report and Proposition from Harbours and Airports. It is a good example of the importance of good analysis to underpin well-founded policy proposals.

## **2. Finance and Economics Committee**

The proposition goes to the core of the Airport's funding arrangements and, by doing so, will impact on some individual Committees and have significant ramifications for overall States finances.

There is much within the proposition that the Committee is able to support.

The Committee supports part (a) of the proposition by acknowledging the Airport as a strategic asset for the Island.

The Committee does not support part (a)(i) of the proposition and considers that the items of capital expenditure referred to should be funded by the Airport Trading Fund.

The Committee supports part (a)(ii) of the proposition. It supports the 'user pays' principle and agrees that, where the airport provides a service, there should be an appropriate charge to the identified end user.

The Committee supports the principle of part (c) of the proposition, but considers that it is not within the remit of the Finance and Economics Committee to manage the cost recovery of services provided by the Airport.

The Committee supports the principle of charging for 'community' services, as stated in part (d) of the proposition.

The Committee supports part (e) of the proposition.

The Committee considers that it is for the Human Resources Committee to comment in detail on part (f) of the proposition, but is mindful of the impact on general revenues of costs arising from this proposal.

The Committee supports part (g) of the proposition.

The Committee agrees that the airport is a strategic asset for the Island of Jersey, but does not consider that expenditure on capital infrastructure should be funded from general revenues. The provision of effectively 'free' capital to the Airport may detract from optimal commercial decisions being taken. Should the States approve part (a)(i) of the proposition, capital funding bids from the airport which could amount to several millions of pounds, will need to be prioritised against the bids of other States Committees within the current capital allocations agreed in the 2002 Resource Plan.

The Committee, in supporting part (b) of the proposition, would wish the Harbours and Airport Committee to undertake a cost benefit analysis of continuing to operate the Channel Islands Control Zone.

The Committee recognises that the airport cannot bear all of its current costs of operation (revenue and capital) from its existing income stream and supports the principle that the airport charges its users the full cost of the services provided. In many cases the end user is a Committee of the States and the impact of absorbing these additional costs within the already agreed future total revenue and capital allocations will require affected Committees to take serious and difficult service priority decisions. Where such services are considered to be a priority, that Committee would need to meet charges levied from within its allocated cash limit. The Committee considers that any charges levied to third parties, including other jurisdictions, must be recovered by the Airport and not through the Finance and Economics Committee providing additional funding.

The broad thrust of charging for 'community services', as stated in part (d) of the proposition, is also supported, however, the Committee considers that the recipient Committee must be party to the determination of a 'community service' and any associated charge. Where such charges are levied, the cost must be contained within the already approved revenue budget limits.

The Committee agrees with the proposals in part (e) of the proposition subject to funding being contained within existing approved budgets and the identification of an appropriate medium through which subsidies are channelled. The Airport Task Force is in place as an expedient to manage the process in the short term only and another body, such as the Jersey Transport Authority, will need to be considered for the medium term. The Committee would require appropriate financial and performance safeguards to be in place to ensure value for money is achieved from any public funding.

With regard to part (f) of the proposition, the current Human Resources Committee policy is that all costs of VR and VER (and, if necessary, compulsory redundancies) are met by the employing Committee. On the basis that the Airport will receive the future cost reduction benefit of such action, the Committee considers that the cost of manpower reductions should be met by the Airport.

The Committee acknowledges that it has not been possible for the Harbours and Airport Committee to achieve the previous States decision to incorporate the Airport. The Committee, whilst supporting part (g) of the proposition, considers that the airport cannot continue to operate in a dynamic commercial environment whilst remaining as a trading committee and would seek revised proposals as to the future status of the Airport to be developed as soon as is practicable.

### **3. Tourism Committee**

The Tourism Committee supports the view that Jersey Airport should be regarded as a strategic asset for the Island and is an important utility supporting virtually every sector of social and economic activity within the Island. It is, therefore, inappropriate that airline passengers are being asked to pay for a planned capital expenditure programme and a raft of services which are not directly associated with their journey.

The Tourism Committee, therefore, supports in principle the proposals set out in the Report and Proposition and summarised on page 17 under the heading "Community Services and Hidden



Subsidies” providing that these costs do not simply emerge elsewhere as increased costs to passengers.

The report is short of detail in regard to demand patterns and marketing opportunities. The section under the sub-headline “Increasing Passenger Numbers” provides a number of reasons why various initiatives have been discounted but offers little dialogue or suggestions as to how volumes at Jersey Airport might be increased.

The Tourism Committee is, therefore, of the opinion that a full study of demand patterns needs to be undertaken and that a business and marketing plan should be produced which deals with both the opportunity of increasing passenger numbers at Jersey Airport and methods of increasing revenues from non aeronautical activity.

The OXERA report is based upon an anticipated drop in passenger numbers at Jersey Airport of 2% per annum, but it is known that currently the decline in passenger numbers is already significantly greater than this. It therefore follows that the OXERA model will not be sufficient to meet the financial requirements of Jersey Airport and that therefore alternative methods of revenue generation will be required.

The Tourism Committee therefore seeks the support of the States in suggesting that a business and marketing plan is required which includes a robust study of demand patterns to be coupled with the supply side issues which have been identified associated with capital redevelopment.

#### **4. Human Resources Committee**

The Human Resources Committee will be pleased (and its successor will need) to work with the Harbours and Airport Committee to facilitate any manpower transfers and reductions that may arise from the proposals. For clarification, the States are asked to note that the proposal that ‘any costs relating to manpower reductions should be met from general revenues’ is the responsibility of the Finance and Economics Committee, not the Human Resources Committee.

#### **5. Jersey Transport Authority**

The Jersey Transport Authority is responsible for looking after the interests of all users of the Island’s air transport and sea shipping services. These interests have been reflected in the Authority’s statements of policy over the years. On air transport the Authority’s policy has been to seek to ensure –

- the provision of air services from as many points of origin in the United Kingdom and the Continent of Europe as possible;
- the provision of sufficient capacity and frequency to meet all categories of demand;
- the provision of services at the lowest possible cost;
- that existing traffic levels are sustained and traffic growth is encouraged;
- the continued viability of the air services provided upon which long-term security of service provision depends.

In respect of the Airport this policy calls for –

- the provision of adequate airport facilities to accommodate present and future aircraft movements and passenger throughput;
- a level of Airport charge that encourages airlines to provide air services at the lowest possible cost to the customer.

With the latter point in mind the Authority shares the Harbours and Airport Committee's view that passengers using the Island's air services should not be expected to pay for –

- non-aeronautical/public service meteorological services;
- early opening of the Airport for newspaper and postal services;
- ambulance flights;
- communication services provided to non-Airport customers;
- discounting freight flights.

The Authority also shares the Harbours and Airport Committee's view that every opportunity should be taken to maximise the Airport's trading income through the duty free shop, car park and related charges, and the leasing of space to operators and other commercial users.

The Authority accepts that users of the Airport should contribute to the cost of providing Airport facilities upon which the landing and taking off of aircraft, and the handling of passengers and freight, depends. However, it should be recognised that the Island is in competition with other destinations for business and tourist traffic and in the European Union it is not unusual for the European Commission and/or national governments to meet some of the cost of investing in transport infrastructure. This was recognised for the investment at Elizabeth Harbour, and also for the investment in the Airport passenger terminal, and justified part of the cost of those facilities being met out of general revenues. In the view of the Jersey Transport Authority similar arguments apply to replacement investment for the runway and aprons at the Airport. The Authority agrees with OXERA that this should be reflected in infrastructure payments to the Airport by the States as grants, interest free loans or a combination of both. Investment that is required to sustain the Airport as a strategic asset should be met in part from –

- a percentage of the capital expenditure being met from general revenues; or
- a proportion of the capital expenditure being financed by an interest free loan from the States, plus also a degree of deferred repayment; or
- a proportion of the interest and repayments on a private loan obtained by the Airport being met from general revenues.

The Authority considers that it is important that the States should decide in principle whether any part of the future capital expenditure of the Airport should be met from general revenues rather than from the users.

The Authority has given particular consideration to the section of the Harbours and Airport Committee's report dealing with increasing passenger numbers and future Airport charges.

The Authority is encouraged by the further steps that are being taken by those airlines currently serving the Island to pursue a low fare strategy. Most of these airlines have done so without demanding the substantial reductions in Airport charges that the so-called low fares airlines have demanded as a price for providing air services to and from the Island. This does not mean of course that the existing airlines are satisfied with the present level or structure of Airport charges. Some if not all have called for –

- a change in the basis of the Airport charge so that it relates only to the passengers carried and not to the all up weight of the aircraft as well as to the passengers carried;

- the level of charge to be varied to avoid the present high proportion of the fare that the Airport charges represent when low fares are offered to the travelling public.

Reference also has been made in the Harbours and Airport Committee report to the possibilities of a winter/summer differential, an off-peak/peak differential, a charge according to the fare level, and a lower charge if more passengers are carried. A report prepared by consultants for the Harbours and Airport Committee has identified the difficulties that would be experienced in attempting to implement changes to the present charging system. The report also refers to ways in which an 'ability to pay' principle could be reinforced and passenger growth might be encouraged. However it also points out that with any change inevitably there will be losers as well as gainers and the losers can be expected to object vigorously to any such change that is proposed.

In the view of the Authority support from general revenues should be made available –

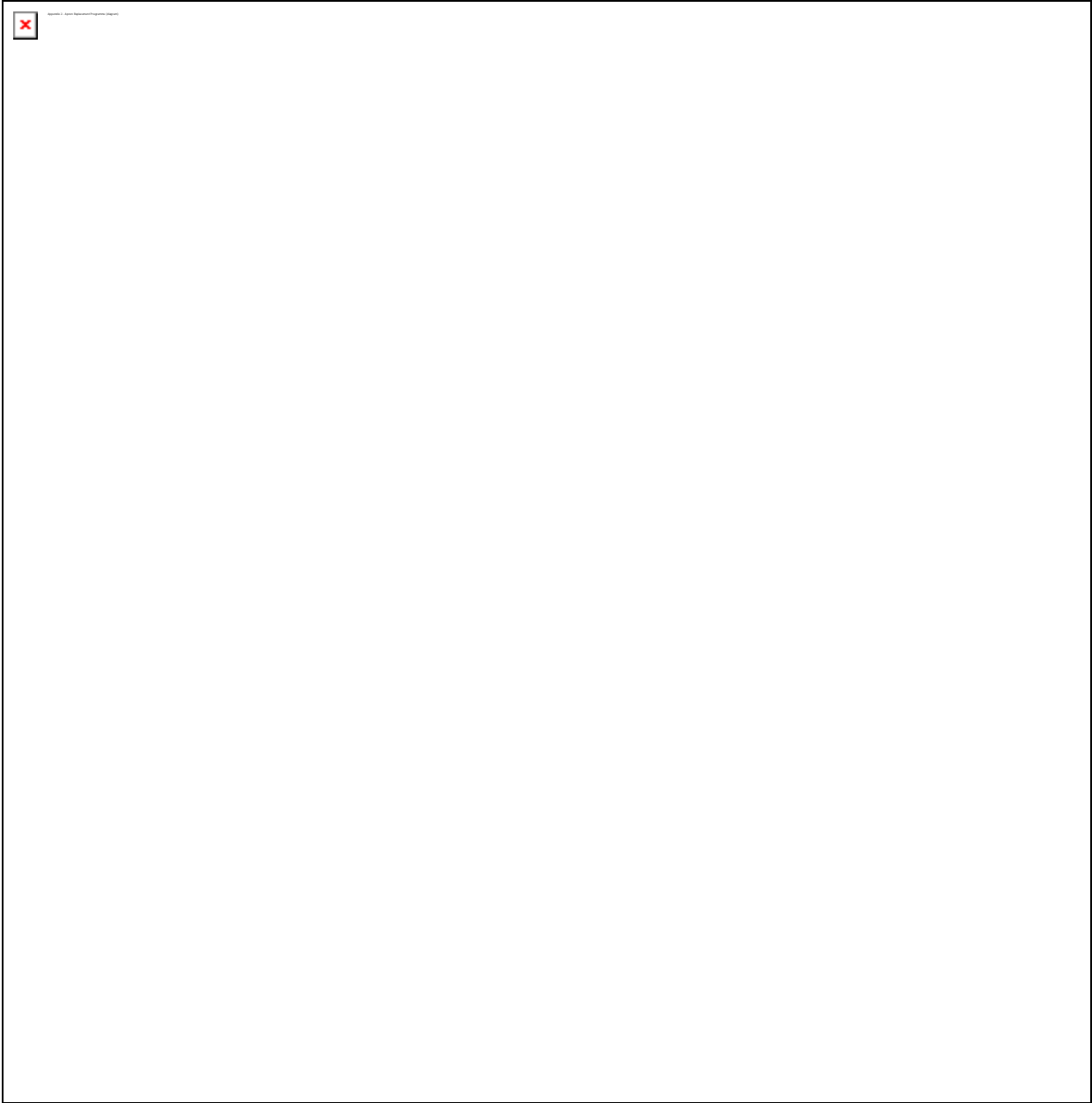
- to meet the cost of "community" services presently being paid for by the users of the Airport;
- to help meet the cost of the replacement infrastructure as a strategic investment.

The Authority considers that if there are grounds for supporting particular air services it should be in anticipation of the effect of doing so on passenger numbers. What might be justified would be some form of underwriting to cover what should be a short period between the introduction of a lower Airport charge and a consequential impact of passenger numbers on Airport revenues.

The Jersey Transport Authority considers it important that there should be a level playing field in the treatment of competing airlines. If the view is to be advanced that Airport charges should be reduced to encourage the offer of more low fares to promote traffic growth, or the retention of existing traffic, then in the view of the Authority such a policy must be applied to all airlines offering low fares. The Authority considers there is little if any benefit to be gained from offering lower Airport charges to an airline providing a low fare service out of, say, Stansted if the effect is to divert traffic from Gatwick and London City to such an extent that the continued viability of those services is adversely affected, particularly if the airlines providing these services are also offering fares at least as low as the new operator out of Stansted.

The Authority considers the States should debate and decide in principle whether general revenues should be used to encourage the provision of new services, and the offer of lower fares by new and/or existing airlines; and if so whether the proposed Committee/Ministry of Economic Development jointly with the Harbours and Airport Committee should be requested to bring forward detailed proposals for implementation in 2004, on the basis that general revenues are already fully allocated for 2003.

APRON REPLACEMENT PROGRAMME



**JERSEY AIRPORT INVESTMENT PROGRAMME 2003 – 2008  
(JUNE 2003 EDITION)**

PROJECTS					At December 2001 Costs		
YEAR	DESCRIPTION OF PROJECT	COST	Report and Proposition		COST	Report and Proposition	
			States	Airport		States	Airport
		£	£	£	£	£	£
2003	Air Circuit Breakers (Phase 1)	57,000		57,000	57,000		57,000
2003	East Substation Generator and Switchgear	210,000		210,000	210,000		210,000
2003	Fire Tender (Crash 68)	365,000		365,000	365,000		365,000
2003	Flight Information Display System	138,000		138,000	138,000		138,000
2003	Ground Radiocommunications (VHF and UHF)	200,000		200,000	200,000		200,000
2003	HBS + OOG X-Rays	800,000		800,000	800,000		800,000
2003	Instrument Landing System Runway 27/09	1,600,000		1,600,000	1,600,000		1,600,000
2003	Microwave Links (LP + St. Ouen)	145,000		145,000	145,000		145,000
2003	X-25 Route Switch	114,000		114,000	114,000		114,000
2003	MCAs	220,000		220,000	220,000		220,000
2003	Fire Ground Remediation	3,700,000	3,700,000		3,700,000	3,700,000	
2003	Fire Ground Remediation Fees	1,200,000	1,200,000		1,200,000	1,200,000	
	<b>2003 Total</b>	<b>8,749,000</b>	<b>4,900,000</b>	<b>3,849,000</b>	<b>8,749,000</b>	<b>4,900,000</b>	<b>3,849,000</b>
2004	Operations Building	6,663,000		6,663,000	6,500,000		6,500,000
2004	Air Circuit Breakers (Phase 2)	58,000		58,000	57,000		57,000
2004	Approach Lighting	410,000		410,000	400,000		400,000
2004	Cloudbase Recorders	187,000		187,000	182,000		182,000
2004	De-Icing Rig	128,000		128,000	125,000		125,000
2004	MCAs	186,000		186,000	181,000		181,000
2004	Main Apron Design fees	769,000	769,000		750,000	750,000	
2004	Bravo Taxiway Re-sealing	213,000	213,000		208,000	208,000	
2004	South Apron and Freight Area Re-sealing	378,000	378,000		369,000	369,000	
	<b>2004 Total</b>	<b>8,992,000</b>	<b>1,360,000</b>	<b>7,632,000</b>	<b>8,772,000</b>	<b>1,327,000</b>	<b>7,445,000</b>
2005	Aeronautical Transmitters and Receivers	320,000		320,000	312,000		312,000
2005	Emergency ATC Communications	107,000		107,000	104,000		104,000
2005	Flight Info. Distribution System	267,000		267,000	260,000		260,000
2005	Operations Building – Fees	1,025,000		1,025,000	1,000,000		1,000,000
2005	Primary Radar (Les Platons)	2,933,000		2,933,000	2,861,000		2,861,000
2005	Rehouse Police, Customs, Alpha	1,025,000		1,025,000	1,000,000		1,000,000
2005	MCAs	177,000		177,000	172,600		172,600
2005	Main Apron (Phase 1 – Northern Section)	6,550,000	6,550,000		5,633,000	5,633,000	
	<b>2005 Total</b>	<b>12,404,000</b>	<b>6,550,000</b>	<b>5,854,000</b>	<b>11,342,600</b>	<b>5,633,000</b>	<b>5,709,600</b>
2006	Demolish 1937 Building	2,050,000		2,050,000	2,000,000		2,000,000
2006	Operations Building – Equipment	1,552,000		1,552,000	1,514,000		1,514,000
2006	Monopulse Secondary Surveillance Radar (Les Platons)	1,760,000		1,760,000	1,717,000		1,717,000
2006	MCAs	199,000		199,000	194,500		194,500
2006	Main Apron (Phase 2 – Western Section)	3,700,000	3,700,000		3,290,000	3,290,000	
	<b>2006 Total</b>	<b>9,261,000</b>	<b>3,700,000</b>	<b>5,561,000</b>	<b>8,715,500</b>	<b>3,290,000</b>	<b>5,425,500</b>
2007	Passenger Pier Windows/Cladding	400,000		400,000	254,000		254,000
2007	DVOR Doppler	906,000		906,000	884,000		884,000

	Beacon/DME			
2007	New Engineering Services + ARFFS Building	2,973,000		2,973,000
2007	East Uninterruptible Power Supplies	235,000		235,000
2007	Sliding/Swing Doors	130,000		130,000
2007	AGNIS, Stand signs and Obstruction Lighting Control Gear	192,000		192,000
2007	MCAs	109,000		109,000
2007	South Apron Area O2/N2	4,800,000	4,800,000	
	<b>2007 Total</b>	<b>9,745,000</b>	<b>4,800,000</b>	<b>4,945,000</b>

	2,900,000		2,900,000
	229,000		229,000
	260,000		260,000
	187,000		187,000
	106,100		106,100
	4,117,000	4,117,000	
	<b>8,937,100</b>	<b>4,117,000</b>	<b>4,820,100</b>

PROJECTS				
YEAR	DESCRIPTION OF PROJECT	COST	Report and Proposition	
			States	Airport
		£	£	£
2008	Demolition of No. 4 Hangar	213,000		213,000
2008	AFTN Switch	144,000		144,000
2008	Fire Tender (Crash 66)	399,000		399,000
2008	Monopulse Secondary Surveillance Radar (Airfield)	1,279,000		1,279,000
2008	Public Address/Fire Alarm System	586,000		586,000
2008	TELEBAG System	1,386,000		1,386,000
2008	MCAs	165,000		165,000
2008	Runway PFC Resurfacing	7,646,000	7,646,000	
2008	Runway Centreline & Edge Lighting	400,000	400,000	
2008	Recorders – Voice and Data	215,000		215,000
	<b>2008 Total</b>	<b>12,433,000</b>	<b>8,046,000</b>	<b>4,387,000</b>
	<b>Grand Total</b>	<b>61,584,000</b>	<b>29,356,000</b>	<b>32,228,000</b>

At December 2001 Costs		
COST	Report and Proposition	
	States	Airport
£	£	£
208,000		208,000
140,000		140,000
487,000		487,000
1,248,000		1,248,000
572,000		572,000
1,352,000		1,352,000
161,100		161,100
7,282,000	7,282,000	
400,000	400,000	
210,000		210,000
<b>12,060,100</b>	<b>7,682,000</b>	<b>4,378,100</b>
<b>58,576,300</b>	<b>26,949,000</b>	<b>31,627,300</b>

All costs at December 2002.