

Liverpool John Lennon Airport Consultative Committee

Date : Friday, 9 April 2010
Venue : Cavern Suite, Liverpool Airport
Time : 10.30 am

Agenda

1 Apologies

2 Membership

To note that Mike Gilmore is no longer the representative of Airport Tenants. An alternative representative is being sought.

3 Minutes and Matters Arising

(Pages 1 - 6)

To approve the Minutes of the meeting held on 29 January 2010 and consider any matters arising from it.

4 Minutes of Sub-Committees

(Pages 7 - 10)

To receive the Minutes of the Noise Monitoring Sub-Committee held on Friday 19 March 2010.

5 Quarterly Report

(Pages 11 - 18)

To receive the Quarterly Report by the Airport Company.

6 Operational challenges currently facing the Airport - Verbal report by Dave Walsh, Head of Terminal Services, Security and Major Contracts

7 Any Other Business

8 Date of next meeting

Friday 9 July 2010, 10.30 a.m. In the Cavern Suite, Liverpool John Lennon Airport.

For further information, please contact:

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If you have any queries relating to this Agenda or the meeting itself then please contact Mike A Jones on 01244 975996 or email mikea.jones@cheshirewestandchester.gov.uk.

**** The Cavern Suite is on the first floor of the terminal building. Staff at the Information Desk on the Ground Floor will direct Members to the Suite.***

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**MINUTES OF THE ANNUAL GENERAL MEETING OF THE LIVERPOOL AIRPORT
CONSULTATIVE COMMITTEE HELD AT 10 A.M. ON 29 JANUARY 2010 IN THE
CAVERN SUITE, LIVERPOOL AIRPORT**

PRESENT: Cllr D Knowles, Chairman of Consultative Committee
Cllr O F Brady, Sefton Metropolitan Borough Council
Cllr R Crawford, Hale Parish Council
Cllr Mrs E Hudson, Hale Parish Council
Cllr A Dawson, Cheshire West and Chester Council
Cllr K Deakin, St Helens Metropolitan Borough Council
Mr N Elias, passenger representative
Mr J Morell, Chester, Ellesmere Port and North Wales Chamber of
Commerce
Mr M Morris, Vice Chairman
Mr I Murdoch, Liverpool City Council – Neighbourhood Management
Service
Mr A Naughton, Merseytravel
Cllr R Oglethorpe, Liverpool City Council
Mr S Pearse, Friends of Liverpool Airport
Cllr J Salter, Wirral Metropolitan Borough Council
Cllr D Smithson, Halewood Town Council
Mr A Tilston MBE, Representative for South Wirral
Cllr K Wainwright, Halton Borough Council
Mr T West, Liverpool Chamber of Commerce and Industry
Liverpool John Lennon Airport
Mr R Tudor
Mr P Rodwell
Secretariat
Ian Jones
Mike Jones

The Committee congratulated Mr A Tilston on his recent MBE Award for his services to public transport.

1 APOLOGIES

Apologies had been received from:

Cllr Jamie Macrae	Cheshire East Council
Cllr George Walton	Cheshire East Council
Cllr Les Ford	Cheshire West and Chester Council
Cllr David Westley	Lancashire County Council
Paula Coppell	Merseytravel Transport Access Panel
Mike Gilmore	Airport Tenant
Simon Osborne	National Trust
Andrew Dutton	Liverpool John Lennon Airport
Andy Gower	Liverpool John Lennon Airport

2 APPOINTMENT OF CHAIRMAN AND VICE CHAIRMAN

The Secretary reported that Liverpool John Lennon Airport had exercised their right to appoint the Vice-Chairman to the Consultative Committee, and had reappointed Marshall Morris.

The Secretary called for nominations for the position of Chairman. Councillor Denis Knowles was nominated and seconded, and since there were no other nominations, Councillor Knowles was declared Chairman for the ensuing year and took the Chair.

DECIDED: That

Councillor Denis Knowles be declared Chairman of the Liverpool John Lennon Airport Consultative Committee for 2010/2011.

3 MINUTES AND MATTERS ARISING

ITEM 32 – AIRPORT SURFACE ACCESS STRATEGY

It was reported that this had yet to be published following a delay in an employee survey being conducted. Once published, an item will be brought to the next meeting of the Committee.

ITEM 34 – MEMORIAL PLAQUE

Plans for the Phase 6 development had not been concluded, so a site had not yet been identified for the memorial plaque.

DECIDED: That

The minutes of the Liverpool John Lennon Airport Consultative Committee on 2 October 2009 be agreed as a correct record and signed by the Chairman.

4 MINUTES OF SUB-COMMITTEES

A Member queried the basis of the frequency of the Noise Monitoring Sub-Committee meeting every quarter when the main business was to note and comment on the Noise Complaints Log.

DECIDED: That

(1) The minutes of the meeting of the Noise Monitoring Sub-Committee meeting on 15 January 2010 be approved and signed by the Chairman; and

(2) The Section 106 Agreement be examined to establish the terms of reference of the Sub-Committee and if it could meet less often.

5 MEMBERSHIP

Members considered the membership request from TravelWatch NorthWest, and on balance felt that their role on the Committee appeared to be duplicated by other organisations, and there were several members and organisations that sat on both bodies. It was noted that they were free to attend as observers since the Committee was a public meeting, and that the Airport itself would consider an application from them to the Airport Transport Forum.

DECIDED: That

(1) The changes in membership be noted: and

- (2) The application of TravelWatch Northwest to the Consultative Committee be turned down at this stage, and the Secretary advise the organisation that they may be invited by the Airport to join the Liverpool Airport Transport Forum.

6 REVIEW OF TERMS OF REFERENCE AND MEMBERSHIPS

The Annual General Meeting had the role of reviewing the Terms of Reference and Constitution of the Committee, which included the membership. It also reviewed the attendance statistics for the last four meetings of the Committee.

Members noted some amendments to individual member names.

Following some concerns over the interpretation and procedure relating to non-attendance at meetings, the Secretary tabled proposed rewording of paragraph 3.6, giving Members the opportunity to explain their absence so the Committee could consider that before writing to their organisation.

The former wording was:

- “3.6 If a Member of the Committee or Sub Committee is not in attendance for three consecutive meetings, the Secretary shall write to the Member’s organisation to seek a new representative.”

The proposed wording was:

- “3.6 Members who fail to attend the full Committee or Sub Committee on three consecutive occasions will be asked to submit a written statement to the Secretary explaining the reason for the absence.

- 3.7 The Secretary or the Member will report the explanation to the next meeting of the Committee for consideration as to what action should be taken in that particular case. The Secretary if instructed shall write to the Member’s organisation to seek a new representative.”

DECIDED: That

- (1) the proposed changes to the Membership and the Standing Orders of the Consultative Committee be approved;
- (2) the Terms of Reference and membership of the General Purposes Sub-Committee be reaffirmed; and
- (3) The schedule of attendances be received.

7 DEPARTMENT FOR TRANSPORT: REGULATING CIVIL AVIATION

The Government had consulted Airport Consultative Committees on promoting the financial resilience for major airports and proposals to modernise the regulatory framework for aviation.

The National UK Airport Consultative Committees Liaison Group had met on 26 January and drawn up a response which could be used as a collective response. Officers for the Airport indicated that it would respond directly, focussing on concerns over future funding issues.

DECIDED: That

The UK Airport Consultative Committees (UKACCS) response and actions be endorsed in respect of the Government's consultations on the Framework for the Economic Regulation of Airports. However the Airport will also forward to the Secretary a summary of its response for consideration too.

8 QUARTERLY REPORT

Robin Tudor presented the Airport's Quarterly Business Report, covering the period July to September 2009. Whilst the global aviation industry still suffered from the effects of the economic downturn, locally there were positive signs of an improvement in business.

Key points included:

- easyJet had seen a 2% increase in passenger numbers on the same period in the previous year, partly as a result of increased capacity.
- Ryanair's throughput for the period had decreased by 16% on the same period in the previous year, although this was partly due to reduced capacity, masking improvements in several routes. In November, two new aircraft were announced to be based at Liverpool, and three new routes would be served – two in Italy and one in Poland, as well as increased frequencies to other destinations.
- Flybe were performing well, and opportunities for increased frequency of their Isle of Man flights was being discussed.
- Wizz Air saw a 5% increase in passengers in the period compared to last year.
- KLM Royal Dutch Airlines were being heavily promoted in joint advertising and had experienced their best month to date in the period.
- Eastern Airways services to Aberdeen and Southampton began in July and were proving popular with business travelers.
- Charter throughput declined significantly compared to the previous year – down 91%, although the decline was not unique to Liverpool, being compensated by the increase in low cost scheduled services to the same destinations.
- Cargo traffic continued to decline due mainly to the credit crisis and higher oil prices, causing a global reduction of 12%, although the rate was reducing. Locally whilst business was still down increased production at Vauxhall had brought a number of cargo flights through the airport carrying vehicle components.
- Car parking figures were high, with a very low (0.001%) vehicle crime rate.
- Demolition of the two remaining properties in the Public Safety Zone had been carried out.
- The Airport had participated in the consultation to the proposed wind farm near Frodsham.
- The Airport had coped relatively well with the snow and freezing conditions during the Christmas and New Year periods and had suffered no ongoing problems.
- Phase VI works had commenced on schedule in December and would result in a new expanded security area opening in June 2010 and expanded departure lounge with additional retail and catering areas to be completed in October. Members received a visual 'walk-through' presentation on the proposals and made appropriate comments on the development.

- The Airport has won two top industry awards from Holiday Extras after voting by Airport users – the ‘Best Airport’ and ‘Best Airport Car Park’.
- Airport owners, The Peel Airports Group, had given evidence to the Government’s Transport Committee on ‘The Future of Aviation’. The Committee’s report of their findings was recently published, taking on board some of the Airport Group’s concerns.
- The Hampton by Hilton hotel located at the Airport had opened in October.
- The Airport had made a commitment to staff training and development through a ‘Skills Pledge’.

RESOLVED:

That the report be received.

9 CARGO AND GENERAL AVIATION UPDATE

Paul Rodwell, Cargo Sales Director for Peel Airports Group, briefed the Committee on the situation regarding prospects for cargo at the Airport. The previous year had been the worst year ever in aviation cargo. TNT's operations remain suspended as they focussed on their main hub which was at East Midlands Airport. There had been successes with several flights by car companies bringing in supplies when other supply chains had failed. The Airport was well aware that other airports had aggressive campaigns for cargo and offered competitive packages for users and measures have been taken to counter them.

The prospects for general aviation were mixed with signs of improvement in 2010. The airport was disappointed on usage from the Southport Air Show in 2009, when compared to previous years.

RESOLVED: That

The report be received.

10 DATES OF NEXT MEETINGS

The proposals for the next year of meetings of the Consultative Committee were discussed.

RESOLVED: That

(1) The next meetings of the Liverpool John Lennon Airport Consultative Committee be scheduled for 10.30 a.m. on:

- 9 April 2010
- 9 July 2010
- 8 October 2010
- 4 February 2011

(2) The dates be communicated to all constituent local authorities with a request for publication.

11 ANY OTHER BUSINESS

There were reports that there had been several near misses of road traffic on the Junction of Speke Hall Avenue and the roads to Hale village. Hale Councillors were advised to contact Liverpool City Council for resolution.

There had been an incident recently when a Ryanair aircraft had shown a 'fire on board' warning light and had returned to Liverpool for an emergency landing with evacuation chutes deployed and full emergency response. It had appeared that the warning light was an electrical failure, however the emergency evacuation and the Airport's response looking after the passengers involved was highly commended.

Chairman

Date

**MINUTES OF THE NOISE MONITORING SUB-COMMITTEE MEETING HELD AT
LIVERPOOL AIRPORT ON 19 MARCH 2010**

(10.30 am - 11.10 am)

PRESENT: Marshall Morris, Friends of Liverpool Airport (in the Chair)
Derek Howard, Wirral Borough Council
Cllr Denis Knowles, Chairman of Consultative Committee
Ian Murdoch, Liverpool City Council Neighbourhood Management
Team
Simon Osborne, National Trust
Ricardo Rocher, Wirral Borough Council
Ian Rushforth, Liverpool City Council
Angus Tilston MBE, Wirral Transport Users Association

Liverpool John Lennon Airport
Andrew Dutton, Head of Environment
Colin Barnes, Environment Advisor

Secretariat
Mike A Jones

8 APOLOGIES

Graham Aveyard, Cheshire West and Chester Council
Peter Hargreaves, Cheshire West and Chester Council
Normal Elias, passenger representative
Karen Saunders, Garston Under The Bridge community.

It was noted that Karen Saunders from the Garston Under The Bridge community, and Mary Rasmussen from Speke Garston Ward, Liverpool City Council had both not attended the previous three meetings. An apology from Karen was read out. Both would be informed that if they could not attend the next meeting, they would be asked to identify an alternative person to attend as their representative or substitute.

9 MEMBERSHIP AND TERMS OF REFERENCE

The membership and Terms of Reference as agreed at the annual meeting of the Consultative Committee on 29 January 2010 were considered.

Following a request at the Consultative Committee, the Secretary had looked into how often the Noise Monitoring Sub-Committee was required to meet and whether there was scope to meet less often. Following investigation, it had been discovered that the Section 106 agreement clearly stated that the Sub-Committee was to meet quarterly, and any change would require negotiation with all the parties to the Section 106 agreement. The general consensus of the member of the Sub-Committee was that there was no need to change the frequency of meetings.

RESOLVED: That

- (1) The membership and Terms of Reference, as agreed by the Consultative Committee on 29 January 2010, be noted; and

(2) The position regarding the frequency of meetings be noted, with meetings being held quarterly until further notice.

10 MINUTES OF LAST MEETING

RESOLVED:

The minutes of the meeting of the Sub-Committee held on 15 January 2010 were agreed as a correct record.

11 NOISE COMPLAINTS LOG

The Sub Committee considered the Noise Complaints Log for the two month period 1 January 2010 to 28 February 2010. Colin Barnes gave a presentation to Members on the Noise Log which included the analysis of the number of noise complaints received by date, number of complainants, administrative area and the total number of complaints compared to the previous year.

During the period a total of 15 complaints had been received. The total number was down on the previous year. It was stressed that the number of complaints are low but this is not the determining factor in action or improvements.

Members discussed issues that could affect noise complaints, including a potential runway extension as discussed in 2006 Master Plan.

RESOLVED:

That the report be received.

12 ANY OTHER BUSINESS

Phase 6

Members were given an update on the Phase 6 development works at the Airport. They had started in December and were scheduled to be complete in June, although there had been a delay of about three weeks for the external steelwork to arrive. The new retail areas should be complete during June and July and at least partially occupied by tenants.

Sound Insulation Grant Scheme

The Company which provided the materials for this scheme had ceased trading and a replacement company was being sought. The Council representative were asked if they could share the technical specifications and service standard they use for similar schemes to help benchmarking.

Noise Action Plan

The Sub-Committee were informed that the Noise Action Plan had been submitted on time to the Government and published on the Airport Website, although Plans for roads and railways had now been adopted and published on Government Websites.

Carbon Trust Standard

The Airports in the Peel Group of companies, including Liverpool John Lennon, had achieved Carbon Trust Standard for reduction in carbon usage between

September 2006 and August 2009 and demonstrating control and management of this difficult area.

Investor process

There had been newspaper reports of a potential investor in the Peel Airport Group. It was explained that this was an ongoing process.

13 DATE OF NEXT MEETING

Friday 18 June 2010

Chairman

Date

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QUARTERLY BUSINESS REPORT**1.0 Liverpool John Lennon Airport - Traffic Statistics****Market Overview**

Scheduled airline passenger demand declined by 3.5% year-on-year in 2009, according to the International Air Transport Association. International capacity in available seat kilometres, meanwhile, was cut by just 3% from 2008, which meant the industry's load factor slipped by 0.3 percentage points to 75.6%. Freight showed a full-year decline in demand of 10.1% with an average load factor of 49.1%. In terms of demand, 2009 has been the worst year the industry has ever seen.

JLA Scheduled passengers

The start of the Winter season with increased activity by Ryanair and easyJet plus the additional services from KLM and Eastern Airways, meant that the decline in monthly year on year passenger throughput has been halted with an increase in throughput experienced in November for the first time in 12 months.

	2008 Passengers	2009 Passengers	% Change
October	469,719	460,939	-2%
November	335,873	363,421	+8%
December	339,469	362,093	+7%
Quarter	1,145,061	1,186,453	+4%

According to provisional passenger figures shown below for the largest airports in the UK in terms of passenger numbers in 2009, JLA has now become one of the top 10 busiest airports in the UK for the first time in its history, having once again moved up the league table of airport passenger throughput by overtaking East Midlands Airport – a great achievement considering its position of 20th in 1995 and 14th just 10 years ago in 2000.

	Airport	2008 Passengers	2009 Passengers
1	London Heathrow	66.908	65.907
2	London Gatwick	34.164	32.361
3	London Stansted	22.341	19.951
4	Manchester	21.065	18.631
5	London Luton	10.174	9.116
6	Birmingham	9.577	9.094
7	Edinburgh	8.992	9.044
8	Glasgow	8.135	7.214
9	Bristol	6.229	5.615
10	Liverpool	5.33	4.88

easyJet carried a total of 536,096 passengers for the period which represents an increase of 6% on the same three months last year. Load factors continued to be strong for easyJet in the period. Top performing routes in terms of passenger numbers include Alicante, Madrid, Nice, Berlin and Krakow. During the period a number of new routes commenced as the new winter season began, including Lanzarote and Fuerteventura on the airline's new Airbus A320.

Ryanair's throughput for the period was 522,423 passengers. This represents a decrease of 5% on the same three months in the prior year. Ryanair re-introduced capacity levels for the current winter season at the same level as last winter (08/09). Liverpool was one of the few airports within Europe, particularly within the UK which did not experience capacity cuts from Ryanair. As part of the new winter schedule, the airline launched services to a number of new destinations including; Canary Islands' Gran Canaria and Lanzarote, Rzeszow in Poland, Bremen in Germany, Agadir in Morocco and Bratislava, Slovakia. As well as reinstating its winter route to Faro, Portugal, and continuing its summer routes to Kaunas, Lithuania, and Palma de Mallorca, Spain.

FlyBe carried 32,694 passengers during the period, slightly ahead of last year's throughput of 31,729 (3% increase). Performance is good and the airline continues to be satisfied with the mix of yield and volume the route is now achieving. Service continues to be boosted by the IOM DHSS health contract which was won in the Autumn. More recently, based carrier easyJet has announced its intentions to commence operations on the LPL-IOM route in Spring 2010

Wizzair carried a total of 49,126 passengers on their four services from Liverpool, in comparison to 40,698 passengers carried in the same period last year, an increase of almost 21%.

KLM Royal Dutch Airlines experienced its best month in terms of passengers carried during October. It was announced in March that KLM will introduce a 4th frequency on the route in order to provide better connections to/from Amsterdam Schiphol – the connections via Amsterdam with KLM from Liverpool are now believed to be better than those on their Manchester services.

Eastern Airways routes to Aberdeen and Southampton carried a total of 5,705 passengers for the period. The airline have recently introduced a new booking facility to allow greater flexibility in booking 'one-way' fares and it is hoped this will boost passenger numbers in the near future.

Charter Passengers

Charter throughput was considerably lower compared to the prior year with 5,122 passengers travelling through the airport on services in the three month period.

Cargo

Data from IATA showed global air cargo traffic rose by a quarter in December compared with a year earlier, in a sign of growing economic recovery. However, 2009 as a whole was 10.1 percent lower than in 2008. It is widely expected 2010 will have enormous challenges for airlines, agents and airports in the cargo sector. The latest PMI data suggests a positive end to a tumultuous year for the global economy, as the second half of 2009 saw a marked shift into recovery territory. The LPL TNT operation remains suspended, dialogue with TNT continues and the sales team are actively working to see the re-introduction of flights. The airport benefited from increased production at Vauxhall resulting in a number of small freighter aircraft delivering urgent production line items.

	<u>2008 tonnes</u>	<u>2009 tonnes</u>	<u>% Change</u>
October	307	35	-88%
November	245	27	-89%
December	204	14	-93%
Quarter	757	77	-90%
Annual Total	3840	322	-92%

2.0 Other Matters

2.1 Car Parking

The following highlights the recent car park statistics:

	Total no. of transactions
January	48,692
February	50,406

There were few reported incidents throughout the period, continuing the very low vehicle crime rate of just 0.001% (ie approx 1 in 100,000).

2.2 Property / planning matters

Off Site Car Parking

The car park at the Rayware site continues to operate without permission. However, Liverpool City Council has decided not to pursue enforcement action on the grounds that there is insufficient planning justification. Challenging targets for modal shift set out in the Airport Surface Access Strategy (ASAS) are currently being met despite the operation of rogue off-site car parks. Therefore it would be difficult for the Council to argue that sustainable access to the Airport is being undermined. This position is likely to change over time and therefore regular monitoring is to be undertaken. Targets for inclusion in the next edition of the ASAS will also be reviewed to provide a robust defence against such car parks. It appears that the

landowners are in administration and therefore there is a prospect of a change of ownership and future use of the site.

Proposed Frodsham Wind Farm

This Peel Energy scheme is the subject of an application to the Department of Energy and Climate Change for the erection of 20 x 125m wind turbines. The Airport has yet to be formally consulted by either DECC or Cheshire West and Chester council.

Some technical consultation has taken place and it has been established that none of the turbines would infringe the obstacle limitation surfaces, but could interfere with the Airport's radar systems. The airport will be seeking to reach agreement with the developer on radar impacts and the preferred mitigation; e.g. additional radar.

Development Plan Monitoring

Important consultations for Liverpool John Lennon Airport have been held recently by the authorities of Liverpool, Halton and Knowsley.

Liverpool City Council consulted on its Core Strategy Revised Preferred Options that support the growth of the Airport, allied to improved public transport connectivity within the City and beyond, in line with the Master Plan.

The 'Core Strategy Vision' includes reference to the Airport which the City Council identifies as a key strength of the economy. The 'Strategic Objectives to Deliver the Vision' includes the need to make provision for the sustainable growth of the Airport.

Proposed Policy Approach 6 'Liverpool Airport' states:

The expansion of Liverpool John Lennon Airport, in line with its Master Plan, will be supported, subject to satisfactory measures to address the potential environmental issues raised by this growth. These will include:

- *Impact on the adjacent natural and built environment, including nationally and internationally important sites and buildings*
- *Impact on adjacent residents and other users, of any increases in traffic, noise and air pollution, including those generated by construction activity*
- *Reduction of impact on the local and regional transport network through the implementation of sustainable surface access strategy*

A local change to the Green Belt boundary south of the existing operational airport, to facilitate expansion as set out in the Airport Master Plan in the latter part of the Core Strategy period, will be considered. The precise extent of this change, and detailed criteria to be met in its implementation, will be set out in the Land Allocations and City Wide Policies DPD or other local development documents.'

Submissions have been made to the City Council to endorse the policy approach proposed for the Airport.

Another important issue addressed in our submissions relates to the need for the City Council to undertake what is known as a Habitat Regulations Assessment (HRA) on the Core Strategy. This examines the potential impact of the plans and proposals in the Core Strategy on nationally and internationally important nature conservation sites, including the Mersey Estuary SSSI, Ramsar, SPA sites adjacent to the Airport. The HRA also considers so-called 'in-combination' effects that examine the potential impacts from a range of plans and proposals both within and outside of the boundaries of the City Council on, for example, protected areas in North Wales. Should such significant impacts be attributed to the growth of the Airport, the policy approach in the Core Strategy may not be supported. However, the Master Plan set out the case that the proposals were not likely to have a significant impact on the Estuary or elsewhere. This issue is on-going.

Halton Borough Council published its Core Strategy Preferred Options in December 2009, which supports the expansion of the Airport, including the Eastern Access Transport Corridor (EATC) and runway extension, in accordance with the Master Plan. Our comments endorsed the Borough Council's policy approach and included the suggestion that the Green Belt is rolled back to enable the EATC and runway extension to proceed.

Knowsley Metropolitan Borough Council issued its Core Strategy Issues and Options paper in January 2010. Again, broad support was given to the expansion of the Airport in line with the Master Plan, including the EATC (the junction on Speke Boulevard falling within Knowsley).

It should be noted that in all cases, support for expansion is qualified in terms of continuing to address environmental and surface access concerns.

Liverpool Vision (the economic development company for Liverpool, integrating economic and physical development and business and enterprise) recently approached the Airport for information regarding its future plans for incorporation into its proposed master plan for South Liverpool. Our plans are set out in the Airport Master Plan, but an update has been provided in terms of current works to the terminal, the opening of the hotel and multi-storey car park, and recent changes to the scheduled services, including the introduction of the KLM link to Schiphol. The case was also made for public sector support for the EATC as an important piece of sub-regional infrastructure that would benefit not only the Airport but the southern gateway into the City by freeing up highway capacity.

Although the Regional Spatial Strategy (RSS) was finalised in 2008, a new regional planning system has been introduced in the North West that will see the integration of all regional strategies (for example transport, housing and planning) under the auspices of 4NW (an amalgam of NWRDA and NWRA) into a single integrated document. 4NW has decided to commence its review of the 2008 RSS and has prepared a high-level strategy document that looks at

the broad development issues across the region for the next 15 years. Options include support for the Airport, including in relation to Superport, and the sub-regional strategy we know as Ocean Gateway but referred to in the document as Atlantic Gateway. Representations have been submitted that broadly support the draft strategy as it currently stands. More detail will be offered at the next stages of the document.

2.3 General Airport update

Bodyscanners

The Airport is still waiting for clarification from Government over the possible introduction of bodyscanners at Liverpool. Requirements at airports may differ depending upon routes served. As with many other airports, alternative security measures are in place and it may be that these are sufficient.

Phase VI

Work on the Phase VI development project continues. Completion of the first phase with the opening of the new security search area is due in June and completion of the remainder of the works by Autumn 2010.

Ambassador Awards

At the recent inaugural Liverpool Ambassador awards, aimed at recognising outstanding customer service across the City, Christina Smith, the Airport's Customer Services Co-ordinator was short listed for one of the awards in the transport sector and received a "Highly Commended Award for Outstanding Customer Service".

World Cup themed teaching materials launched at JLA

A set of teaching and learning materials for Key Stage 3 students based on the theme of the 2010 World Cup was recently launched on site as part of the Airport's Corporate Social Responsibility commitment. The airport often works with local schools in a number of ways and was delighted to assist by hosting this event, particularly with links to South Africa now available from the Airport with KLM via Amsterdam.

2.4 Press Releases

The following press releases were issued by the Airport over the past few weeks:

12 th February	Local World Cup teaching initiative kicks off at JLA
15 th February	More new business for JLA as easyJet announce Isle of Man service
25 th February	Ryanair's new flight to Poland sees JLA become joint top UK airport for Polish destinations
3 rd March	KLM offers greater worldwide access from Liverpool with fourth daily flight
4 th March	Liverpool and Manchester – united in praise of Harry Goodwin

10 th March	JLA breaks into the UK Top 10 for the first time and is currently one of the best performing UK Airports
22 nd March	JLA to host world's first ever airport 'webinar'
26 th March	20% 'Eggxtra' Easter passengers forecast for JLA

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