

THE STATES OF DELIBERATION
of the
ISLAND OF GUERNSEY

12th December, 2022

MOTION UNDER ARTICLE 7(1) OF THE REFORM (GUERNSEY) LAW, 1948

Proposed by: Deputy Y Burford

Seconded by: Deputy H J R Soulsby

To suspend the Rules of Procedure to the extent necessary to permit the Proposition set out below to be considered.

Proposition No. P.2022/90

Policy & Resources Committee and the States' Trading Supervisory Board

Alderney Airport Runway Rehabilitation

AMENDMENT

Proposed by: Deputy Y Burford

Seconded by: Deputy H J R Soulsby

To delete all the propositions and substitute therefor:

1. To agree to
 - (i) rescind Resolutions 1-3 made on 31st January 2019 on Article 2 on Billet d'État No. 1 of 2019 (P.2018/138);
 - (ii) approve Option C+, as set out in this policy letter;
 - (iii) replace the previously agreed scheme for Alderney Airport in the Government Work Plan with the Option C+ scheme, and
 - (iv) direct the Policy & Resources Committee on behalf of the States of Guernsey to negotiate with the Policy & Finance Committee of the

States of Alderney in order to update the operational relationship and secure capital funding for the Option C+ scheme to redevelop Alderney Airport and runway; and if a reasonable and robust agreement cannot be reached, to direct that the Policy & Resources Committee reverts to the States of Guernsey for further consideration of options to secure funding for Option C+;

all provided that the States shall first have resolved not to extend the runway at Guernsey Airport pursuant to their Resolutions of 28th November 2019 on Article X on Billet d'État No. XXIII of 2019 (P.2019/105) which require Propositions in relation to the length of Guernsey's runway to be presented to the States; and to direct the Committee *for* Economic Development to submit those propositions to the States in order that they may be debated at or before the March 2023 meeting; and, if the States resolve to progress an extension of Guernsey's runway, to direct the States' Trading Supervisory Board instead to arrange for the works under Option A to be carried out, as set out in this policy letter;

Or, only if Proposition 1 shall have been defeated:

2. To approve Option A, as set out in this policy letter, to refurbish and maintain proportionate infrastructure at Alderney Airport with the minimum works required to support ongoing Code B aircraft operations with some safeguarding for a future extension where there is little or no impact on cost; and to direct the States' Trading Supervisory Board to arrange for those works to be carried out;

And

3. If Option A is progressed (either under proposition 1 or 2), to direct the Policy & Resources Committee and the Committee *for* Economic Development to undertake investigations into the feasibility of re-establishing an inter-island route network between Guernsey, Jersey and Alderney as well as between Alderney and Southampton, with all such routes operated by a single established Channel Islands-based airline, using aircraft that can operate from the existing runway length in Alderney, and these routes ultimately to be designated as lifeline routes; and to direct that by December 2023 the Committees shall either submit a Policy Letter to the States together with

appropriate recommendations if investigations indicate that such a change is feasible or make a statement to the States' Assembly if investigations indicate that such a change is infeasible.

Rule 4(1) Information

- a) The propositions contribute to the States' objectives and policy plans by ensuring decisions are made in the correct order, by seeking out solutions that could save resources and by bringing forward workstreams in the GWP for debate.
- b) In preparing the propositions, consultation has been undertaken with the Policy & Resources Committee and the States' Trading Supervisory Board.
- c) The propositions have been submitted to His Majesty's Procureur for advice on any legal or constitutional implications.
- d) The financial implications to the States of carrying the proposals into effect are limited to any maintenance that may be needed on the Alderney runway over a period of 3 months in the event that Proposition 1 is approved.

Explanatory note

This amendment replaces the sursis previously submitted.

The entire case for the proposed runway extension in Alderney hinges on the fact that the States own Aurigny, and Aurigny operates ATR72 aircraft on its regional network.

The Committee for Economic Development is currently under resolution to bring a policy letter on the possible extension of Guernsey's runway. It is believed that an extension of Guernsey's runway would result in Aurigny becoming uneconomic and this is underscored by the recent conclusions of the York Aviation report.

It is clear that no airline based outside of the Channel Islands will find it remotely economic to operate two routes out of Alderney, irrespective of the Alderney runway length, and therefore the fate of Guernsey's runway and, by extension, Aurigny, must sensibly be debated before a final decision is made on whether to lengthen Alderney's runway, in order to avoid the risk of a situation arising where Alderney could be left without a carrier at all, or where the cost of securing one is prohibitive.

Finally, in arriving at the original propositions in this policy letter, no serious consideration was given to the possibility of re-establishing a full inter-island network

including Guernsey, Jersey and Alderney as well as Alderney-Southampton to be operated by an established Guernsey or Jersey based operator on aircraft that can utilise the existing runway length in Alderney, with all routes designated lifeline routes and therefore Proposition 3 directs that if Option A is supported, then such investigations should be subsequently undertaken. This will not delay works in Alderney.

In terms of delay, the effect of this amendment will be to delay works by a maximum of 3 months if Option C+ is carried. There will be no delay if Option A is carried.
