



Policy & Resources Committee

Response to a Question Pursuant to Rule 14 of the Rules of Procedure of the States of Deliberation and their Committees

Subject: ALDERNEY RUNWAY
States' Member: Alderney Representative Alexander Snowdon
Date received: 30th September 2025
Date of reply: 14th October 2025

Preamble from author of Questions

Following the resolution regarding Alderney Airport from the States of Deliberation, April 2025-

2. To direct the Policy & Resources Committee, working with the States' Trading Supervisory Board and the States of Alderney, to undertake the work set out below and return to the States of Deliberation with its recommendations on the future of Alderney Airport no later than December 2025:

a) to assess the feasibility, costs and timescales to extend the useable operational 'lifespan' of the current runway and airport infrastructure, including the existing control tower, fire station and terminal building, which may include pre-emptive patching work on the most critical parts of the runway and other airport pavement areas; and

b) to commission a report as expeditiously as possible in order to establish the lowest possible cost and most practical and pragmatic approach, for the delivery of a functional solution to maintain an operational aerodrome in Alderney into the future, focusing on the paved runway, with dimensions of up to 877m in length and 18m in width, or exceptionally 23m in width only if prior regulatory consultation shows that the current 18m regulatory alleviation cannot be maintained, and generally seeking regulatory alleviations where possible to minimise the amount of work needed, consistent with safety, and with consideration of any associated unavoidable work elsewhere on the airfield, all suitable for the operation of commercial air transport operations by readily available and conventionally-powered Code B aircraft, ideally with between 12 and 20 seats.".

3. To direct the Policy & Resources Committee, in consultation with other Committees as appropriate, to investigate the feasibility of re-establishing an inter-island route network between Guernsey, Jersey and Alderney as well as between Alderney and Southampton, and with full and due consideration given to designating the Guernsey-Jersey route as a lifeline route, with all routes operated by a single Channel Islands based operator using a small fleet of appropriate Code B aircraft.".

4.To direct the Policy & Resources Committee, working with the States' Trading 2 Supervisory Board and other States' Committees as needed, to develop detailed contingency plans for any extended period of closure of Alderney Airport as set out in Section 11 of this Policy Letter.

Question 1:

- 1. Will the Policy & Resources Committee confirm when the final Alderney Airport Policy Letter will be submitted to the Assembly for debate and approval, and whether this will take place no later than December 2025?**

The Policy & Resources Committee (P&R) intends to publish a policy letter before the end of December 2025. The design work for the rehabilitation of the runway is underway but it will not be completed by the end of 2025. The policy letter will provide an update to the States of Deliberation on the work undertaken since April and ask the States to delegate part of the decision making to the Policy & Resources Committee to accelerate the tender process.

Question 2:

- a) Is the Committee currently exploring the option of a new runway, or the full refurbishment of the existing one?**

In essence these options are the same thing. The sub-structure of the runway needs to be replaced which will require the material making up the current runway to be excavated. The planned work will replace the runway, including the sub structure, to such an extent that it is a similar level of work to that of building a new runway. There is no room though to build a new runway on the airfield alongside the existing runway.

- b) If a full refurbishment is being considered, what would be the expected operational lifespan of this option?**

The current runway is nearing end of life: the patching work being undertaken periodically will only keep the runway operational in the short-term. The runway rehabilitation needs to commence as soon as possible in order to provide certainty and keep the airport operational. The design life of the rehabilitated runway is 15 years, which is a standard design parameter. However, this does not mean the operational lifespan is limited to 15 years, it could be operational for much longer.

- c) Does the Committee have updated cost estimates for either a new runway or a full refurbishment (up to 877m x 18m, or exceptionally 23m in width)?**

At this stage the design work is underway, therefore the Committee is not yet able to provide any cost estimates.

Question 3:

Can the Committee provide an update on the condition of the Alderney control tower, and confirm whether the structure is at risk given its present state?

The States' resolution on rehabilitation of the runway from April 2025 is only in respect of the pavements and not ancillary work needed to keep the airfield operational.

The maintenance of the airfield does not engage the Policy & Resources Committee's operational mandate. It is a matter for the States' Trading Supervisory Board. The Committee is aware that, from structural surveys undertaken, the current Alderney Control Tower has been given a limited remaining life expectancy. It understands that further surveys are planned to investigate ways of prolonging this life expectancy to allow another project to investigate ways to replace it. This would form part of other major project works rather than within the rehabilitation project.

Question 4:

The Committee previously supported the introduction of the Twin Otter aircraft, replacing the current two-plane Dornier fleet. Will it also support improvements to Alderney's grass runways to ensure Twin Otter operations can use them, thereby enhancing resilience for Skybus and Aurigny services?

The two grass runways are not licensed for commercial use.

Question 5:

In assessing the condition of the runway sub-base, can the Committee confirm whether it is consulting with the STSB on the need for further survey work or test holes to fully determine its condition?

No further test holes are required in the runway in terms of assessing its current condition. Some ground survey work will be required as part of the design phase and this is being procured.

Question 6:

On the outstanding resolution regarding the feasibility of re-establishing an inter-island route network (Guernsey, Jersey, Alderney, and Southampton), has any progress been made in working with the States of Jersey to support this initiative?

In a statement to the States' Assembly on 24th September 2025, the President for the Committee for Economic Development (CfED) outlined that a key priority for that Committee is to carry out a review of the Air Transport Licensing Policy (ATL) along with supporting the review of the Air Policy Framework (APF) with the States' Trading Supervisory Board and the Policy & Resources Committee. As part of these reviews, CfED will carefully consider the outstanding States' resolution which seeks to re-establish an

inter-island network (Guernsey, Jersey, Alderney and Southampton).

On 29th August 2025, the President of CfED met with the States of Jersey Minister for Sustainable Economic Development. The Policy & Resources Committee understands that part of the discussions included exploring opportunities for improving inter-island connectivity.

Question 7:

What are the projected 2025 costs for Alderney runway maintenance and overall airport operations?

The States' Trading Supervisory Board (STSB) is responsible for maintaining the airfield in Alderney. The Policy & Resources Committee has committed an additional £460,000 for patch repair work outside of the budget allocated to STSB.

The patch repair work is identified through detailed independent aerodrome inspection assessments and is carried out by a specialist aerodrome pavement contractor.

Question 8:

Has the Committee received any further warnings or restrictions from the Office of the Director of Civil Aviation (DCA) regarding the condition of Alderney Airport's runway or wider infrastructure?

No: the States' Trading Supervisory Board is responsible for maintaining the airfield in Alderney and has not made the Policy & Resources Committee aware of any further warnings or restrictions from the ODCA. The Committee is aware that the airfield is currently licensed until the end of 2025 and an extension will be subject to a decision by the ODCA.

Question 9:

Are there any additional matters the Committee wishes to highlight concerning Alderney Airport?

Not at this stage, a more detailed update will be provided through the December 2025 policy letter.