



RUNWAY EXTENSION – RESPONSES AND COMMENTS RECEIVED FROM MEMBERS OF THE ALDERNEY CHAMBER OF COMMERCE FOLLOWING OUR SURVEY REQUEST OF 30/09/ 22:

The lengthening of Alderney's runway would result in growth within major sectors of the island's economic activity. That has been the clear conclusion to be drawn following a recent Chamber of Commerce survey which showed that almost all members were in favour of Option C+ proposals.

With reference to the Journal bulletin of 30th September regarding support to lengthening the runway, I and my family support the extension, as without it the Island will degenerate.

I am writing to forward our support for the Airport Rehabilitation Project. As a young island business, we are strongly in favour of future-proofing the island for the next generations with an extended runway.

*Strong transport links are not only economically essential to sustaining the island's prosperity but crucial to those already living on Alderney and vital when encouraging new people to move to Alderney.
extension, as without it the Island will degenerate.*

We wanted to share our agreement as to the plans for The Guernsey Proposed Improvements to the Alderney Airport.

Sadly, we cannot due to my Covid attend the Open Meeting at the Anne French Room tomorrow the 17th October.

I would like to have challenged the usual negative Islanders.

- The Island is at a critical crossroads with no longer any headroom for delay for a radical new commercial plan for sustainable flights inter-island and UK mainland.
- The proposed plan submitted nearly a year ago by the New CEO for Aurigny for me as a Chairman of 2 very large Public Companies challenged to deliver Shareholder Returns provides a deliverable forecast.
- Too long this Islands negative destruction by Senior local's results in zero outcome other than a year on year opportunities lost to lift the struggling economy.
- In the Corporate world so many failures occur as the dreamers think the sky is full of blank cheques.
- The Island has to work with Guernsey NOW or turn-out the lights.
- Too many are young people are leaving the Island who are the future.
- Elderly people who retired to the Island with substantial Pensions are sadly departing this world leaving a void behind.
- The States cannot hold on to tiny Reserves that are known to be falling and there is no way they can be rebuilt without substantial TAX Increases.

The Island has to face the facts that Tourism has to be the backbone of the Economy.

Pensioners as we are finding, selling our property are alert to the medical infra-structure needs of the Elderly of the 21st Century.

No overnight medivac is always question 1

If we allow the usual negative Islanders to continue to push back on every Positive Help Offered by the States of Guernsey then it is Lights Out very quickly

JUST LOOK AT THE SCOTTISH ISLANDS AND THEIR DEMISE. THEY HAVE HUGE GOVERNMENT BACKING AND STILL FAIL WE MUST NOT LET THIS OFFER BE STOPPED.

WE MUST SUPPORT THE GUERNSEY AIRPORT PROJECT WHO WILL NOT GIVE US A SECOND CHANCE AGAIN.

We just hope enough support turns out for tomorrows open discussions

This is a reply to your request for our thoughts on the Alderney Airport runway situation.

As a long-term resident of Alderney I think that it is essential that the runway is extended as soon as possible. I totally agree that we need an extended runway for many reasons - including an effective and essential Medevac service, to maintain the Southampton route (essential in my view) and to allow Alderney's transport links to move forward in the 21st century. It is essential that businesses and future residents/visitors are attracted to the island and good reliable transport links are the first stage for this. A lengthened and renovated runway will allow all kinds of aircraft to use the airport - larger planes and smaller ones. It would give us security and flexibility regarding air transport for the future and I think it would be very short sighted if the necessary work is not done as quickly as possible.

Please note that I have a large number of family members in the UK who also agree with this view and would welcome an extended runway for all the above reasons and who would almost certainly make more and regular visits to the island (they all have close ties to Alderney) if the transport links are improved in this way.

Thank you for all the effort that Alderney Chamber of Commerce is making regarding this matter and you can count on my support and that of my family.

I understand you are asking for the public's input on lengthening the runway.

I think it's long overdue. Aurigny must run on the most economic basis, and looking at the cost of running the Dornier's they have to do something.

It also makes sense to have standard aircraft across the fleet, using the same spare parts and doing away with special training for Dornier pilots.

Before retirement I set up the Avgas franchise and then ran the operation for Alderney Electricity. Having been involved with senior staff at Guernsey Airport during the setting up and after, I am aware of some of the problems faced by both the Airport Authorities and Aurigny.

I merely add the above to show I do have some knowledge of the airport and its problems.

I live in the Brecque and aircraft come in to land and take-off over the fields at the top the road. I have no objection to the larger Aircraft. The noise will be for a short period only.

It is very difficult at the moment to get flights at short notice. Hopefully the larger aircraft would relieve that problem.

Turning to medical flights. Unfortunately last year I needed to be transferred to Guernsey after a heart attack.

I have nothing but praise for the ambulance crew and the airport staff. I was asked if it was possible to walk up the steps into the aircraft.

I had to get off the stretcher, climb steps into the aircraft, and back onto a stretcher. The same procedure happened in reverse in Guernsey.

I was then sent to Southampton by the dedicated medical aircraft. I was put on the stretcher in the PEH and didn't get off again until I reached Southampton hospital. I was accompanied by a Doctor and Nurse who were provided by the Company operating the aircraft.

Alderney badly needs access to this aircraft. How many people would be able to do what I did. Some patients are unconscious, others so ill they are unable to get off the stretcher.

I think it should be made clear that ATR's would not be doing medical transfers and that it would be a dedicated aircraft built for the purpose, with trained staff.

Hope the above is of some use to your survey.

I write in answer to your plea in the Journal regarding negative comments on the lengthening of the runway.

I am in no way against the runway being maintained to an acceptable level. Also the airport building which is dire need of refurbishment.

My concern is this apparent headlong rush to spend £24M (plus) on building the infrastructure and runway to accept ATR72 Aircraft so that Aurigny can rationalise their fleet. The argument that this will open the door to other airlines is immediately negated by the present closed skies policy enforced by Aurigny. It may, or may not decrease the Guernsey subsidy to Alderney Airport.

The glee with which the thought of 20,000 extra passengers descending on Alderney might be justified if the island could possibly sustain such a number, let alone welcome them. Certainly the population needs to be increased as it has fallen in the 40 years I have lived here. The age demographic is a worry but I think this is so in many countries and the island itself is not big enough for the ambitious young.

My family has owned a house on Alderney for over 50 years, but, as it has never been our main residence, we have always felt it inappropriate to comment on local matters. However, the possible advent of ATR aircraft on the Alderney - Southampton route is of considerable interest and some concern to non-resident visitors, who are apparently quite valuable to Alderney's economy, so I hope these notes will be acceptable in response to your request published in The Journal.

I have piloted aircraft in the UK, Switzerland, and New Zealand, and have also had the opportunity of travelling extensively for business worldwide. In USA, Canada, Africa, and other countries there are hundreds, if not thousands, of small capacity short haul flights and inter-island flights operating profitably using a variety of aircraft suited to the purpose, including medevac. When we first travelled from Southampton to Alderney in the seventies on Islanders, later Trislanders, I understood that Aurigny was Alderney owned and based. I have no knowledge of the relevant finances, but have to assume that the service would not have continued for so many years had it not been profitable using these relatively simple aircraft.

Alderney Airport has the valued benefit of three runways, which enable flights to be operated in almost all weather conditions by suitable aircraft – perhaps an important consideration for medevacs, on which subject I can't help wondering how quickly Aurigny would be able to divert an ATR from its schedule for an urgent medical evacuation.

I remember at one time a Twin Otter was tried by Aurigny, but I was told by one of the flight crew that the idea was abandoned, partly because of the additional costs of the ground support required by this aircraft, as opposed to Islanders and Trislanders that were independent of ground support and started from the cockpit as easily as a motor car. They also had far less complicated centre of gravity requirements, and loading was very straightforward, another requirement for

efficient and economic operation of short haul flights. The Dorniers certainly require considerable support from a ground crew, and this is unlikely to be less for an ATR (in fairness, such facilities exist at the larger airports served by these aircraft – I am only referring to Alderney).

The Dorniers have 19 seats, I think the Trislanders had 18 seats, and the Aurigny ATR's have 72 seats (although I believe a smaller version exists with 48 seats). It therefore seems that one flight per day to and from Southampton might carry as many passengers as were previously carried in one day, even before the arrival of the Dorniers, and certainly many more passengers than are currently carried per day. Not everyone wishing to travel to Alderney lives in the Southampton area, so if there were to be only one return flight a day it would need to be timed to take this into consideration. On the other hand, if there were to be more than one return flight per day, would Aurigny be able to accept operating a 72 seat aircraft with maybe less than half the seats occupied? This last point would also apply to passengers travelling to Alderney from Guernsey.

Other airlines have tried, and mostly failed, to provide a service to and from the mainland, but that has always been in competition with Aurigny. I am sure that consideration has been given to the scenario that would exist if Aurigny were willingly to cease serving Alderney and thus allow another airline to operate those routes.

I realise that your Chamber of Commerce is in favour of the use of ATRs, but I hope this note will at least highlight the fact that some worries exist, and I thank you for taking the time to read it. No reply is necessary.

As a bit of background my wife's grandmother bought a property in Little St in 1957 so the family is very familiar with the history of transport to and from the island. I am also the owner and operator of a light aircraft and so I know a good deal about the practicalities of aviation and fly in and out of Alderney quite often.

First let us be clear, operating ATRs into and out of Alderney is basically bonkers. Nowhere on planet Earth is anyone using that type aircraft in operations to places like Alderney. Although the new ATR 42 600S is being advertised as capable of operating from 800 metres with up to 42 passengers, that's in ideal conditions and it also has huge implications for the terminal design and the fire service requirements.

However, if it is to be done then the runway will not just need to be extended it will need to be completely re-engineered with substantial earthworks involved. The terminal will need to be rebuilt as operating aircraft over 19 seats changes the rules and incoming and outgoing passengers must be kept separate amongst many other things that add to overheads and complexity.

That said widening and lengthening the runway somewhat does have definite benefits in making operations easier (e.g in crosswinds) and widening the range of aircraft that can be considered. If the runway is lengthened by 300 metres to 1177 metres and widened to say 25 to 30 metres that opens the door to Beechcraft Kingair which are used for Medevac and to the recently announced Cessna Skycourier twin turboprop a development of the highly successful Cessna Caravan.

The key is to keep capacity at 19 seats. That reduces the standards for the runway, fire service and terminal thus keeping costs under control. A good example to illustrate the point is the island of Barra in Scotland where scheduled service Twin Otters land on the beach and the timetable is driven by the tides!!.

The airport staffing also needs to be considered, at present it is overstaffed and if that's a job creation scheme then fine, but otherwise check in staff (as long they are both sexes) can double as security and firemen can double as baggage and aircraft handlers, this is commonplace at many other places.

The question of costs is important too. To put it into context resurfacing the 2 runways at Gloucester and upgrading some of the surrounding infrastructure cost £15million with no earthworks needed at all. So the £24 million being considered for Alderney is in the right ball park I suspect, though conceivably optimistic given the logistic hurdles of equipment, materials and manpower.

All that said we should not discount the possibility of simply widening the tarmac runway and lengthening it by say just 150 metres that would still allow Tecnam Travellers, Islanders (including electric ones!) and Dornier/Twin Otter to operate. The smaller aircraft could operate single pilot as the Trislanders did and use the grass runways as appropriate in severe weather. Medevac could still

be achieved by Beechcraft Kingair or by configuring Islander or Traveller I hope that helps because Alderney needs flexible and reliable transport NOW. At present it is in exactly the place it was when the original Aurigny was set up to solve the problem!

Just a line to say I fully support the option C plan to upgrade the runway and associated infrastructure. This is essential for the future prosperity of the island and future generations. Let's hope the States think the same!

Looking to the future of Alderney, it is essential that the current length and width of the main runway is extended. Not necessarily to introduce larger aircraft at this time but to assist in future-proofing the island for the coming decades.

We have no real idea as to what commercial aviation may be able to introduce in the coming years, but to stay as we are with just a 877 metres runway of little width cannot, I think, entice any commercial airlines to give us a second thought with the provision of a regular service.

To stay still is not an option. Remaining in the present is, in reality, moving backwards in time.

I would advise that if the case for a longer runway were rejected, there would be fewer people and businesses being attracted here which in turn would have a detrimental financial effect on Guernsey as there would be less income to the Bailiwick coffers as the tax take reduces.

My final point remains around the current inability to have a professional medivac service because of the inadequate condition and length of the runway. We never have had such a service - simply an air taxi service to transport a patient. This therefore takes one of Aurigny's two Alderney planes out of service for a period of time. This is not acceptable.

How can Alderney's economy grow in all its sectors if our runway stays as it is? To attract families, tourists, relocation of existing business and the start-up of new business, we must have a robust and reliable air transport structure. A new lengthened runway is the foundation to this.

I firmly believe that the extension of the runway is absolutely essential in order to future-proof the island's air links for any air transport provider, and to future-proof the island's economy and freedom of movement for the young generation.

The extension of the Alderney runway is critical to the future of Alderney. It needs to be future proofed to ensure that as broad a range of options for future aviation services can be considered as possible.

Restricted improvements which only enable limited aviation options to be pursued will confine Alderney to limited growth opportunities and has the potential to initiate a decline if there is no attraction to new business and or new residents.

Aurigny has already shown under new leadership how it can improve and has indicated how it could improve services for Alderney, but this is not possible without the fully extended runway. Small aircraft operations are not viable for Aurigny, and contrary to unfulfilled promises, from elsewhere, there is no alternative currently available.

An extended runway will not only enable Aurigny to develop a more efficient and reliable service it will also assist in maintaining a direct route to Southampton.

In addition such a runway enhances the options regarding medevacs, and will enable other operators to consider Alderney as a holiday destination. From the UK and Europe, complimenting and not competing with Aurigny and thereby increasing tourism opportunities.

An aviation solution is the only way to secure Alderneys future, a ferry service will only ever be complimentary due to the restricted passenger numbers and impact of weather.

Now is the time to secure a longer runway, investment now is the cheapest option as it will not get any cheaper in the future, and increased growth will produce increased taxes to offset the costs. Alderney itself should also be considering what it can contribute to the initial costs, should show it wants to try and help itself, and not expect total funding from Guernsey. There are ways this can be done.

I agree with everything Dave has written below but I would like to add a few comments of my own

I haven't taken a team to dance off island since 2018 and that was a challenge in itself because of the travel. I had to set off the day before with some of the team and came back a day later as there wasn't any availability for us all to travel on the same day. Aurigny wouldn't put on an extra flight for us.

As you know it is vitally important for our young people to have the opportunity to take part in dance festivals and competitions off island. We have no plans for any such trips in the future due to the travel problems, our young people are missing out.

I therefore endorse a longer runway for use of the ATR's. I am sure all the other clubs encounter the same problems.

Thank you for your invitation to comment.

I'll start and finish by saying that the runway extension seems the only rational way forward.

I understand folks' fondness for the good old Trislander days – me too. Aurigny worked really well in those days. However, times have changed.

Part of the success of the Trislanders was the resilience of the service. There were plenty of planes and plenty of crew. Any crew could fly any plane. Plenty of opportunity to 'catch up' when needed.

As I see it, the present Aurigny plan provides a very welcome step in the same direction. No more multiple crews flying multiple types of plane. A fleet of ATRs (or whatever) where any crew can fly any plane – and there are enough planes to go round and cope with disruptions.

It is rare to see politicians taking a long-term view – and very welcome in this context, as is Mr. Nico Bezuidenhout's approach.

I am sure that a small, independent airline running a fleet of small planes around the islands could be made to work. However, this places great dependence on the continuing commitment of a private company. As we have seen only too well – even in the Trislander days – private companies can be prone to whims and routes can be lost. Everyone misses our direct Jersey connection – to name but one.

To have the States of Guernsey behind us, along with their own airline Aurigny, the future must be much more secure. Aurigny has justifiably come in for criticism in the past. However, here they are now, with a well thought out plan on a long-term basis. We really can't afford to miss this.

Alderney is prone to vociferous protests from small numbers of individuals – made so much worse these days by social media. Perhaps that is one reason why little ever gets done here. I wish I knew an easy way to counter this. Counter-PR may be the answer – if anyone is prepared to do it.

I used to travel to Guernsey regularly for business – when I also donated free professional advice to businesses in Guernsey. I had to stop that some time ago. Travel became so unpredictable that I couldn't risk getting stuck for days out of the office, due to some problem or other with the flights and lack of availability of return seats. This is still an issue, as you know, due to the popularity of the Alderney route – which of course is welcome in itself. We just need reliable transport.

If I'm ever asked about the practicalities of doing business in Alderney, the one thing that I always have to mention is the fragility of the transport. If you really need physical meetings for your business, Alderney can be a problem. It didn't used to be. In the good old Trislander days, you could be in London in a few short hours – and get back again!

You don't need me to comment on the hospitality sector – which is not my business. That pretty much speaks for itself and I'm sure that the sector will speak out about it.

I hope that the negative PR can be countered. In particular, the friends that we have now in the States of Guernsey – and Aurigny – should be reassured of our support for their long-term approach to the runway and the economy of the Bailiwick.

As I started, the runway extension seems the only rational way forward.

Without this crucial investment in our infrastructure I fear Alderney's economy, tax revenues, immigration, property prices and employment will all decline seriously over the next one or two decades at least. Many in Guernsey forget the huge benefit to Guernsey's economy from Alderney Gambling business some 80-90% of which was taken from us by Guernsey mainly because Guernsey had not supplied Alderney with decent internet service. Guernsey's benefit from Alderney's Gambling Commission's business is likely to prove enough to fund our extended and widened runway.

A double flight via Guernsey would be a huge turn-off for both prospective immigrants and holiday makers. Add to that a second home tax and the result would be a large and continued exodus of residents and second home owners who would likely not return causing further economic decline on our island.

These would damage Alderney hugely and Guernsey as well.

Any Alderney resident not supporting the runway extension cannot have clearly thought through this hugely important matter egged on perhaps by a certain short sighted radio commentator.

I personally believe that this island needs to "get with the times" and stop trying to prevent any form of change or innovation.

After reading the journal article in relation to the Southampton route being at risk, it's imperative that the runway extension goes ahead. People need to get behind this idea and back it, and more needs to be done to counter the incorrect news being passed around the island.

We need the runway to be extended!

We believe the runway extension is essential to the long-term economic and social viability of Alderney.

It is critical that we future proof now. Today's reality is that we have a broken model which is hugely inadequate and unsustainable for both safety and economic needs. It seems it will cost more per annum to maintain than the projected savings with investment over 20 years if we extend.

Looking to a sustainable future, we need to be flexible and nimble. We can do this by building foundations that will support a rejuvenated economy and importantly, will also be poised to speedily welcome future eco- friendly air transport innovation.

In terms of ACH Ltd own small business; if we had an assured route direct to the UK over the past five years, our business plan would have seen expansion with the implementation of at least six full time new jobs in Alderney. This would have attracted young families to stay or come to the island As things stand, we are forced to wind down as we can't offer the flexibility assured travel brings and that our overseas clients require.

Alderney is a jewel and we have a bright future but we must have availability, reliability and affordability with our transport infrastructure. We believe that we have an opportunity to achieve this with the extension of the runway.

I believe the extension to the runway on Alderney is a good idea. Not only will this allow a larger plane to land and allow more tourism, it is the way forward for many reasons.

It's all very well to enjoy living in a secluded island where people obviously enjoy time almost standing still, but Alderney will be left behind in a time warp and in time, there will be real problems for people who live here and the tourists getting on and off the island. I think this summer demonstrated that there were a lack of seats on the Dornier; people couldn't get here and perhaps Aurigny should not be the only airline to fly here.

There are a number of people who think that the Trislander should be brought back. It's not only a negative thought, but I believe they don't even build them anymore so these old planes, not only could be dangerous, but also expensive to maintain. The world is moving forward and as much as we love the island for it's slower pace etc., we need a better service and not just one island monopoly on the island. With a larger plane, in theory the price per seat should decrease somewhat with a bit of competition. Friends, relatives, and tourism travel will increase and hoteliers will fill bedrooms. Indeed all the pubs, bars and restaurants and shops would benefit too.

There could then be a separate plane for medivacs perhaps which is obviously essential and people using the larger plane would not be delayed by all the tooing and froing, which presently exists with the Dornier to remove seats etc in Guernsey, causing delays. People who don't live here won't even begin to probably comprehend what has to be done for medivacs and just won't bother coming again if they are delayed.

In time, if there aren't more seats, lower fares etc, people just won't come here. We have friends and relatives who don't even bother looking to book because it's just ludicrously expensive to get here and for some islanders, it is exactly the same.

We have to look forward and not backwards. People can make as many excuses as they like for not accepting the runway lengthening, but I believe it is a positive for Alderney and those against it probably don't wish to accept that moving forward would be a benefit, but it would be.

There are two specific issues here.

Firstly, should the runway be extended? Ignoring for a moment the question of to what length, width & pavement strength, yes it should even if it is to just allow medivac aircraft to operate. I think you will find there is very little opposition to this, I only know of a few people who are very much against this.

The problem is the second issue, which unfortunately Guernsey and our Alderney Rep's are trying to use to justify the first issue. That is what type and level of air service Alderney can expect from Aurigny if the runway was extended to accommodate partially loaded ATR aircraft. This is where, it would appear to me, the majority of Alderney residents have a problem and are against a reduction in service. We are told it would be two flights a day to/from Guernsey. That gives less choice and will increase everyone's travel time. Ask anyone in the airline industry and they will tell you that to grow a route you increase frequency. Reducing frequency will kill a route. So far, I have seen no **written** commitment from SofG to keeping a direct Southampton route, the only references are regarding the Guernsey route.

I very much doubt there is any financial justification for upgrading the whole airport for ATR operations when the airport operating costs will go up significantly, costs of security and buying-in a medivac service will be very expensive considering the number of medivacs we have. However, I look forward to all this being detailed in the Policy Letter, although I suspect it won't.

Also, which operators do they seriously think would be interested in a Code C airport when only a few years ago talks were held with potential operators but the responses were negative because of logistics and managing a route at a distance. Don't forget any operator **will** require a subsidy, you can't run these routes without.

Finally, for ATR72 operations a runway of 1200m x 30m and a pavement strength of LCN15 is required. I understand the proposal is to apply for derogations to operate ATR72-600 (**only**) aircraft on 1050m x 23m however this, if approved, would come with severe operational limitations, such as wet runway and crosswind limits. Expect many flight cancellations. Here, I doubt Aurigny would delay regional flights to fit in delayed Alderney rotation as this would incur delay compensation.

For the last six years I have been pushing for a 1000m x 23m LCN7 runway but our States failed to support it. This would have given us medivac options and enabled the Dornier to operate to its full potential.

It is a shame the Chamber have supported this runway extension without thinking of the consequences of a reduced air service and the damage to the economy that will bring. Residents are concerned and are already looking for alternative means of transport.

I cannot understand why a handful of backward-looking residents should fail to see that Option C+ is absolutely essential for the future prosperity of Alderney AND be of benefit to the whole Bailiwick in terms of increased business opportunities and tourism. Without it, the likelihood is that we would lose our lifeline Southampton route with the end of the PSO subsidy and the removal of the Dorniers from service, leaving us with small aircraft operating only between Alderney and Guernsey. And we would lose our one chance of a full-functioning, dedicated medevac service.

In my view, Option C+ — which will not cost anything like the fanciful figures plucked out of the air by the few opponents — is the only way to safeguard the Island's lifeline air links for the next 20 years or so and would bring enormous benefits to the Island.

“Option” C must happen.

The futureproofing the airport for the next 30 years is essential for stability of travel, the airline can standardise their fleet and become a more efficient business model and this can provide a more reliable service for travellers.

Works to the runway and the terminal will increase a local demand for materials and will potentially boost employment.

We want businesses to grow on the island and we can only achieve that growth with more people able to get here at times when they want to come.

Our hotel needs to be made into a 35-bedroom property to achieve operational efficiency. Our investors are keen to do that and add additional function room capacity. Outline plans looked at by the planning authority to create this are positively received and it's all very achievable. But we cannot do that without more passengers through the summer months. Winters in Alderney will always have less customers but if I can add spa, treatment, and hot tub facilities to the hotel, then we are becoming a more compelling winter break. With better function rooms another alternative for weddings but also the corporate getaway market. Most of the corporates in Guernsey have 25-40 people for a two-day getaway – currently a complete non-starter as even with perfect conditions it would take two days to travel for a one-day event.

The Food Dude would benefit from greater footfall around the island – Guernsey visitors could come for a day trip – just as in Sark and enjoy Alderney for the day. In Summer months an extra 50-100 people a day at weekends would be transformational.

The Duty Free and Aviator Café would also thrive with the opportunity to build a fit for purpose eatery/café and compliant duty-free area.

For my cannabis operation to base sales and management staff in the island's connectivity needs to be better. Not being able to travel for two weeks as there is no availability is a non-starter. On the trip I'm on now, I got to Southampton but because the runway was wet, I and two other passengers had our bags unloaded and then had to wait 24hrs for my luggage to arrive. It's just not a fit for purpose model now.

From my businesses that currently employ 18 people, I would see that grow to 25 full-time roles and 6 seasonal roles. In pay-roll terms from £500k to £750k – income tax increase to £100K and Social Contribution £95K. Almost a £120K increase in direct taxation receipts. If you looked at that across the service and support business on the island that is an increase in over £2M a year in contributions.

Finally, if we look to the development of the island. As our population of older members of the community in the next 10 years we will need at least 500 beds to cater for their needs, this generates another 150 direct and indirect jobs. Without greater connectivity how will the staff, service technicians, visiting specialist and families come to see their loved ones? My personal support for a Marina – 100-150 boats all costing between £200k-800K will generate 50-100 fulltime

direct and indirect jobs. Boat owners' friends and family contributing and additional 2000 visitors per year – all mass affluent and spending money in the local economy. None of this can happen without the improvements to the airport and making it fit for purpose for the island as we develop and grow during the next 25 years.

Probably 95 percent of my guests arriving on island fly here. I am for the airport extension to ensure we move with the times. Larger planes would ensure tourist can flourish. It wasn't that long ago residents said we did not need a ferry. This year we were lucky enough to have two ferries, which with the volume of sectors they ran to capacity. Hopefully this could happen with the airport runway extension.
