



Media Release

For immediate use

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Publication of Alderney Airport Runway Rehabilitation policy letter

The Policy & Resources Committee today submitted a policy letter on the Alderney Airport Runway Rehabilitation Project, providing an update on investigations into potential options to rehabilitate the runway.

It also sets out the proposed next steps for the project, balancing the needs of both the Alderney and Guernsey communities and the wider financial position of the States of Guernsey. This meets a commitment made by the Committee to return to the States before the end of this political term.

The Committee considers that it is impossible in the current challenging financial climate to justify an investment of the scale investigated to date. It believes now is the time for a more radical reconsideration of this project to find a functional solution to achieve a reasonable level of connectivity for the Alderney community within the financial limits of the States of Guernsey in the coming years.

For the purposes of background, the States agreed in December 2022 to tender for a preferred design for a construction project (known as Option C+¹), at which time the project budget was agreed to be a maximum of £24.1 million. When a best and final tender offer of £37 million was received, the project no longer met the objectives of its business case. The Committee directed that options for a smaller and more affordable solution should be found, including a do-minimum option based on the current runway design. Further work, which was undertaken by aerodrome design consultant RPS at the end of 2024, has produced estimates of £25-55 million for the do-minimum option. The significant range in the estimate is a result of the logistical challenges of undertaking a major project on a small remote island.

In addition to setting out proposed next steps for the runway project, the Committee's policy letter also brings a proposal to the States for a constitutional commission to consider objectively the relationships between Guernsey and Alderney and how they could work together better in the future. Debates about the maintenance and provision of an

¹ Option C+ was for an increased length of runway from 877 to 1,050m; increase of width from 18 to 30m; realigned Bravo taxiway, new apron; new terminal and a new fire station which were sufficient to cope with the additional security requirements and additional resources required for Code C aircraft, such as the ATR -72 aircraft, to operate on the route to the island.

airfield/airport in Alderney have repeatedly raised the topic of the 1948 Agreement, including whether it remains fit for purpose in modern times. There are differing views amongst politicians and members of the public in Guernsey and Alderney about how the relationship between the islands should develop in the future so that it is fit for purpose, but also fair and sustainable for both jurisdictions.

The Committee's view is that the relationship between Guernsey and Alderney should be resettled to ensure that both sides have a clear and shared understanding of the parameters and reasonable expectations. The intention is that the commission members could consider the relationships between Guernsey and Alderney, and Guernsey and Sark, separately, but there would need to be coordination between the two strands to ensure that any Bailiwick-wide issues could be properly considered.

The Committee is keen that the commission be established by the summer of 2025. The intent would be for the commission to report back, with at least an interim report in 2025 and a final report 12 months after that, before the end of 2026. This would have the benefit of providing the next political assembly with clear recommendations on how it can work with the other islands of the Bailiwick.

Deputy Lyndon Trott OBE, President of the Policy & Resources Committee said:

“Strong and resilient transport links are critical to the success of island communities. However, we cannot ignore the challenging fiscal situation that the States of Guernsey finds itself in. The Committee considers that it is impossible to justify an investment of the scale evidenced by the tender for Option C+ and the subsequent RPS investigations at the end of last year, which goes beyond the £24 million allocated to the project by the States in December 2022.

The time has come for a radical reconsideration of this project. It is necessary to find a functional solution, that can achieve a reasonable level of connectivity for the Alderney community within the current financial limits of the States of Guernsey.

Over the last decade of debate on the rehabilitation of Alderney Airport's runway, the topic of the 1948 Agreement has been raised time and time again, including whether it remains fit for purpose in the 21st century, not just in relation to the airport but about other transferred services too.

It is clear to the Policy & Resources Committee that there is a serious need for a constitutional committee, established collaboratively with the other islands, that can focus on reviewing the relationships within the Bailiwick and make recommendations for the parliaments of the islands to consider.”

Bill Abel, Chair of Alderney's Policy & Finance Committee, said:

“The rehabilitation of the airport is of paramount importance to Alderney and its community, and the Bailiwick Commission is a long-awaited formal proposal which seeks to benefit the Bailiwick as a whole. We look forward to engaging with the States of Guernsey on taking both of these matters forward.”

The Committee’s policy letter is available at www.gov.gg/statesmeetings.

Ends

Notes to Media

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