



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 Airport Runway

States' Member: Representative Alexander Snowdon

Date received 27th August 2026

Date of reply: 11th September 2026

1. Can P&R give an update on where the Alderney Airport runway project currently stands against the timetable set out in paragraph 4.4 of the January 2026 Policy Letter, and identify any milestones that have been missed?
2. The Policy Letter said that the ITT would be issued in March 2026, the tender process would finish in May 2026 and tender evaluation would be completed in June 2026. Did these stages happen as planned? If not, what caused the delays and when did P&R become aware that the timetable was slipping?
3. Does P&R still expect construction to start in April 2027 and finish in December 2027, as originally planned? If not, what is the current expected timetable?

Answer (joint for questions 1-3):

Following regulatory advice from the Director of Civil Aviation and feedback from the States of Alderney, previous design assumptions set out in the January 2026 policy letter¹ have been reviewed, in line with the States of Deliberation's direction from April 2025 to achieve "the **lowest possible cost** and most practical and pragmatic approach..... to maintain an operational aerodrome in Alderney" (emphasis added).

As a result, further design work is required before the tender process for the construction contract can commence. This design work is to drive down the cost of the project as much as possible, in line with the States' resolution. It will retain the runway width at 18 metres instead of being increased to the regulatory standard of 23 metres. This should have significant cost savings and as a consequence this option is now being pursued for the collective financial benefit. This change will not impact the planned operational purpose of the runway to service the existing fleet.

¹ Billet III of 2026 – P.2026/1 – Policy & Resources Committee – "Alderney Airport Runway Rehabilitation – Delegated Authority"

Consequently, the design work means that the anticipated milestones set out in the January 2026 policy letter have been revised to reflect this delay, ultimately meaning that construction is now anticipated in 2028, rather than 2027.

No definitive timeline for the completion of the project can be provided until the contract has been awarded and early contractor engagement has commenced.

The Committee and the States' Trading Supervisory Board ('STSB') are continuing to progress the project as a priority and both have political representatives on the Project Board to provide oversight. The Committee and the STSB remain committed to carrying out the works as soon as is practically possible and at the lowest possible costs, without compromising safety in the meantime.

- 4. The fourth proposition approved by the States required P&R to report back to the States once the tender process was complete and confirm the final contract value. Has the tender process now been completed and, if so, when will this report come back to the States?**

Answer:

As set out in the previous answer, the tender process has not been completed.

- 5. What is the latest estimated total cost of the project, and does P&R still expect the runway rehabilitation to be delivered within the £24 million delegated authority?**

Answer:

The Committee and the STSB are still working towards delivering the project within the current £24 million delegated authority as set out in the January 2026 policy letter. It was noted in the policy letter that the figure was not an estimate, rather the amount that had been agreed in principle by the States of Deliberation for the previously proposed "Option C+" scheme. It is also important to note that the project faces cost pressures as the £24 million must cover all project related costs, including the provision of alternative transport and medevac arrangements during construction, for example.

Although the invitation to tender has not yet been issued to the shortlisted contractors, the formal procurement process has begun. The early contractor involvement process set out in the January 2026 policy letter is key. As such, the Committee does not intend to publish any further cost estimates while the process is ongoing.

- 6. Can P&R confirm the current specification for the runway works, including the proposed length and width of the runway, pavement construction, drainage, lighting, taxiway works and any other works now included in the project?**

Answer:

The current design approach is to retain the existing asphalt runway dimensions of 877 metres in length and 18 metres in width. The planned works include reconstructing that runway in a manner that does not compromise future use of Runway 13/31, the resurfacing and realignment of the Bravo taxiway and the resurfacing of the apron, installing modern drainage, and upgrading the airfield lighting in accordance with minimum requirements or beyond that where an operational benefit is identified.

- 7. How many contractors have shown an interest in the project, how many have been invited to tender, and how many tenders or formal expressions of interest have been received?**

Answer:

As set out in an update provided by the Committee to Alderney's Policy & Finance Committee in July 2026, the Project Board has had positive engagement with four companies who have expressed interest in carrying out the works and is continuing to keep them apprised of developments.

- 8. What is the current position with the CAP168 regulatory process involving the ODCA and CAA? Are there any outstanding regulatory issues which could affect the start of construction or the subsequent licensing of the runway?**

Answer:

The Director of Civil Aviation has advised that, given the current and anticipated aircraft types operating at Alderney Airport, the existing alleviation permitting an 18-metre-wide runway may continue. This is subject to the submission and acceptance of a suitable and sufficient safety case, as part of the final design and regulatory approval process.

- 9. The Policy Letter warned that any significant delay could result in missing the 2027 summer construction window and potentially delaying the work until spring 2028. How concerned is P&R that this could now happen, and what is the latest practical date in 2027 that construction could start without losing the required weather window?**

Answer:

As set out in the response to Questions 1-3 above, it is now anticipated that construction will commence in 2028.

- 10. What is the current condition of the existing Alderney runway, and has the risk of an enforced closure increased since the January 2026 Policy Letter, which described the pavement as being at the end of its life and dependent on regular patching?**

Answer:

Advice from Guernsey Ports, as the airport operator, is that it is not believed that the risk of an enforced closure has increased since the January 2026 policy letter, and pavement condition continues to be assessed to a schedule agreed by Guernsey Ports and the Office of the Director of Civil Aviation, the regulator. Following the Annual Aerodrome Inspection undertaken in February 2026 by an independent chartered civil engineer, a series of targeted pavement repairs have been identified and will be undertaken as in previous years. Works are due to be undertaken in September 2026.

11. How much has been spent on runway patching and maintenance during 2025 and 2026 so far, compared with the approximately £400,000 a year spent in 2023 and 2024, and what further costs are expected if the project is delayed?

Answer:

Guernsey Ports has confirmed that the repair costs for patching and maintenance were £460,000 in 2025 and the agreed costs for 2026 are £238,000 – approved by the Committee. Any further costs will continue to derive from the outcome of the Annual Aerodrome Inspection regime and will remain in place as required until the construction project commences.

12. The Policy Letter says that construction could require the airport to close for approximately five months. Does P&R now know when this closure is likely to take place, and what arrangements and funding are being put in place to maintain medical evacuation, passenger, freight, mail and other essential services during the closure if required?

Answer:

As set out in the response to Questions 1-3, no definitive timeline can be provided until the contract has been awarded and early contractor involvement has commenced. The early contractor involvement process set out in the January 2026 policy letter is key. However, that policy letter recognised that construction could require an extended closure of Alderney Airport. Any closure would be planned in advance, working with the appointed contractor, and communicated to Alderney residents with adequate notice.

The working assumption remains that a closure of up to five months could be required, and the Project Team has begun engagement with key stakeholders to understand their requirements as part of the project and for contingency planning purposes. The costs associated with alternative arrangements will need to be funded within the delegated authority.