

What could happen if an extended runway was NOT approved?

The States of Alderney believes that this would be a most unfortunate piece of short-term thinking in that there is little prospect that the current PSO with its £2m per annum subsidy (paid from the States of Guernsey budget) will remain affordable when the existing one expires in December 2025.

Farewell Dorniers, hello Uncertainty

This would mean the removal of the Dorniers from the route and almost certainly the withdrawal of Aurigny (which is a government-backed airline) from both our lifeline routes. If Guernsey is prepared to continue to subsidise Alderney's air links beyond the end of 2025 at a lower annual level of subsidy, then it is likely that services at best would return to eight/nine seat Islander types of small aircraft operating between Alderney and Guernsey.

It is unlikely there would be any scheduled service direct to the mainland, and certainly not to a major airport with wonderful connecting infrastructure like Southampton.

While some may hark back to the 'good old days', this is no way to future-proof Alderney Airport – its dilapidated terminal becoming ever older with no assurance of airport rehabilitation – and we would remain an economic backwater while the other Channel Islands prosper without us. Looking backwards is a dangerous way to approach the future in our fast-changing world.

Jersey route?

It would be very unlikely that the States of Guernsey would contribute any subsidy to an Alderney-Jersey route as this would effectively undermine demand on the Alderney-Guernsey route, thus wasting any subsidy required in the PSO. So any such route would have to stand on its own two feet, meaning that passengers would have to pay full fares based on actual costs (not subsidised costs as with the Guernsey route).

A better future?

It is for this reason that the authorities in Guernsey, with the States of Alderney's support, have been looking at the extended runway as the most effective and sustainable means to continue to support both direct northbound and southbound air links beyond the end of 2025.

The logic is that any increased capital costs of the longer runway and airport rehabilitation can be recovered by reducing the annual subsidy required for the PSO services very significantly. The Outline Business Case for the longer runway Option C+ provides the best value for money over a 15-year period in that the subsidy could be reduced significantly by around £800,000 a year by operating larger aircraft which require a longer runway.

Where will we be in 2042?

This Option C+ project of full rehabilitation is the best way to safeguard the Island's lifeline air links for the next 20 years or so.