

Consultation on Guernsey Airport Pavements Project - Runway Closures

Introduction

In September 2009, the States agreed a programme of essential works at Guernsey Airport, involving the reconstruction of the runway and other hard surfaces at the airfield, and replacement or refurbishment of the drainage system, airfield lighting and other key operational systems.

The States report detailing the project outlined that as a priority, the works will be scheduled in such a way as to maintain as far as possible normal airport operations throughout. This will require the majority of work on the runway and taxiways to be carried out overnight, with work on apron areas continuing during the day.

The report also identified a need for some airport closures while certain elements of the works are carried out.

At the Guernsey Airport Consultative Committee meeting held on 9th December 2009, it was noted that the design team had identified additional elements that cannot be carried out while the airport is operational, and will therefore require further closures.

The precise details of the works programme will not be confirmed until contractors are consulted in detail as part of the tender process in Summer 2010. Nevertheless the Project Board considers it appropriate to begin canvassing opinion on the timing of such closures and to seek further input on related issues, such as notice periods.

Purpose

It should be understood from the outset that the complex nature of the works required at Guernsey Airport, including some full depth reconstruction of the western end of the runway, make the required closures a necessity. That said, every effort will be made in detailed discussions with contractors to reduce these closures to a minimum and, where possible, avoid them altogether. The scenarios outlined, in terms of the frequency and duration of closures, are believed to represent the 'worst case' situation.

This consultation seeks advice on timing of those closures rather than on whether they should occur.

Background

There are a limited number of areas of the construction works and operations where it will not be possible to return the runway back to operational use during the day. These include a full depth reconstruction of the new west end of the runway, runway crossings for surface water drains and excavation of material close to the runway strip.

It has been anticipated that the duration of any closures would be for approximately two days. In addition, work will need to be carried out requiring the closure of the Delta taxiway, which will impact on normal aircraft operations.

The meeting of the Guernsey Airport Consultative Committee on 9th December indicated that the scheduling of closure periods would have a degree of flexibility (e.g. over weekdays or weekends), but acknowledged that ultimately the runway (and parts of one taxiway) would need to be isolated for these specific construction tasks.

Audience for Consultation

This consultation document is intended to provide additional background to these closures and to illicit responses from the main users at Guernsey Airport (including Commercial Airlines, Freight companies, Guernsey Post, Newspaper Wholesalers, GA / Corporate users etc) regarding:

- Any preferable periods of closure
- Periods of notice that would minimize disruption to schedules and timetables.

In addition, the consultation process will be opened up to various local trade and industry representatives for their comments and views and will be published on the internet for public feedback.

This feedback will be considered by the Project Board and by the designers RPS.

Indicative closure periods

Two-Day Runway Closures

May 2011 - One closure, for excavation of area at the western end of the runway and to the north of the runway. The depth and location of these excavations mean that the work cannot be completed overnight.

July 2011 - One, or possibly two, closures for drainage crossings. These are needed to improve drainage on the site, and require full depth trenches for laying pipes in two locations across the runway, with reinstatement to blacktop once they are laid.

February 2012 - One closure, for the construction of the new west end of the runway.

Please note that it may be possible to operate a reduced runway declared distance during some of these closures. An available landing distance of around 800metres may be able to be provided.

Some indication from consultees on the usefulness of such a provision throughout a closure period would be appreciated.

Delta Taxiway Closure

April 2011 - Whilst this will not require closure of the runway during the daytime, a closure of the Delta Taxiway will be required for **up to 5 days** to enable a cut off drain to be installed within the taxiway strip and excavation of the additional soil areas in front of the Fire Station. This five day closure will entail aircraft backtracking along the runway and cause some additional delays at peak times.

General Advice

It should be appreciated that until we have a preferred contractor on board that we will not be able to firm up on these dates and periods. However it is anticipated that this information should be available later this summer (August 2010), until which time these indicative timeframes are subject to ratification.

There may be some flexibility on specific dates; so if (for example) the periods indicated earlier in this document are likely to clash with specific events in the UK or other particularly heavy booking periods, they can potentially be moved.

Responses should be received on or before 26th March 2010.

Feedback Required

Feedback can be provided formally in writing, or by email to airport@gov.gg, before the 26th March 2010.

That feedback should include (but not be limited to) :

- Indications as to whether the suggested closures are limited to weekends or weekdays, and in the case of weekdays preferred days if any. Some informal feedback would suggest a marginal preference for Monday night closures, re-opening Thursday mornings.
- An indication of whether the periods indicated are likely to clash with specific events or particularly heavy booking periods.
- Any modifications to the indicative months that would assist schedules.
- Any other issues for your operations that could be accommodated by a change in the planning or timing of the works.

Currently we have included for a certain amount of modulation as far as the apron works are concerned which in turn dictates the need for 14 phases. If, however, operators are able to reschedule or possibly relocate some overnight aircraft it would be possible to significantly reduce the number of phases and the overall disruption programme.

We would therefore welcome the opportunity to separately explore any such options, and if you are able to accommodate such a change in planning please indicate this in your response.

I should also bring to your attention at this time that some of the Navigation Aids will not be available at certain times for considerable periods.

If you have any queries or questions regarding this consultation, then please contact

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