


Message

Message Key: 000314B8288F63BDB9634CEBEB1B20C07C096BE2 

From: Lyndon Farnham <L.Farnham@gov.je>
To: Matt Thomas [REDACTED], Susie Pinel <S.Pinel@gov.je>, John Young <J.Young@gov.je>
Cc: Darren Scott <D.Scott@gov.je>
Addressed To: j.young@gov.je, d.scott@gov.je, s.pinel@gov.je
Subject: Re: Jersey Airport demolition - Save Jersey's Heritage
Date: Tuesday, March 03, 2020 10:15 UTC
Attachments: image001.png (8 KB), image002.jpg (3.3 KB), image003.png (72.1 KB)

Thank you Matt, most helpful.

KR,
Lyndon.

Senator Lyndon Farnham
Deputy Chief Minister | Minister for Economic Development, Tourism, Sport and Culture

From: [REDACTED] on behalf of Matt Thomas [REDACTED]
Sent: Monday, March 2, 2020 10:13:46 AM
To: Susie Pinel <S.Pinel@gov.je>; Lyndon Farnham <L.Farnham@gov.je>; John Young <J.Young@gov.je>
Cc: Darren Scott <D.Scott@gov.je>
Subject: Jersey Airport demolition - Save Jersey's Heritage

Dear Ministers,

Following on from the recent emails from Save Jersey's Heritage and the associated press coverage, I thought it would be useful to set out the facts surrounding the demolition of the Arrivals Terminal. In essence, what you will see from the detail below is that nothing has really changed and the requirement to demolish the Arrival Terminal remains.

Should you require any further information then please let me know and would be happy to meet up to discuss if this would be useful.

Overview

The primary objective of Ports of Jersey, enshrined in law, is to ensure the safe and secure operation of Jersey Airport, with regulatory oversight of the airport operations provided by the office of the Director of Civil Aviation (DCA).

There are two critical issues which must be addressed to ensure safe, secure and compliant operations:

* **Taxiway Separation:** Due to the location of the Arrivals Terminal, the main taxiway includes a curve taking it closer to the runway than allowed by international regulations. The minimum runway to taxiway separation under UK regulation is 168m (EASA is 158m). The taxiway separation at Jersey Airport is 108m. As a result, we impose procedures during 'low visibility conditions' to ensure aircraft are not on that portion of the taxiway whilst another aircraft is on approach. This restricts the number of aircraft operating during adverse weather.

* **1:7 transitional surface:** The Arrival Terminal itself represents a significant infringement to the 1:7 transitional surface. UK Civil Aviation Publication (CAP) 168, Chapter 4, para 4.52 states "existing objects above a... transitional surface, should as far as practicable be removed..."

On 29 October 2010, the Airport Director received a letter from the Office of the Director of Civil Aviation (DCA), which clearly stated an intention to impose a licensing condition resulting in operational limitations, should the building not be removed. However, the DCA recognised the significant disruption to normal aerodrome operations that would be caused by such a condition. The imposition of the additional restrictions was therefore deferred on the basis that there was a plan in place to demolish the building and re-align the taxiway.

On 11th December 2018, the DCA reinforced his 'definitive decision' by writing to Jersey Airport re-stating the requirements of the original letter.

Planning permission for the demolition of the arrivals building was granted in 2014. Subsequently, the internal demolition of the arrivals building commenced in early 2018 and written confirmation was received from the Planning Department in October 2018, that the planning consent to demolish the building had been activated (by the work already undertaken).

Save Jersey's Heritage report

* The report produced by Save Jersey's Heritage (SJH), focuses on the known fact within the aviation industry, that the regulation in respect of the 1:7 transitional surface is currently being reviewed and the indications that it may be relaxed in 2022/23. The detail and timing of any potential changes have not yet been confirmed.

* The report refers to the development of new technologies. There is no confirmed timing for the possible benefits of this new technology to be realised, which would require every aircraft to be fitted with the new technology. None of the main carriers at Jersey Airport have stated any intent to introduce such technologies, either into their existing fleet, nor in the new aircraft they are in the process of acquiring. As a result, the technology will provide no benefit to either the airlines or Jersey Airport in the foreseeable future.

* The report makes no reference to the instruction from the Regulator regarding the taxiway separation.

A meeting was held with representatives from SJH on 17th October, at which these points were made clear. It was also made clear that Ports of Jersey is the operator of Jersey Airport, rather than the regulator. As such, the primary objective is to ensure the safe and secure operation of the airport, in accordance with the regulatory oversight provided by the DCA. It was further confirmed:

- * The full demolition of the arrivals building was required to ensure the safe, secure and compliant operation of Jersey Airport
- * The demolition of the arrivals building formed part of the airport terminal redevelopment project
- * The internal demolition of the arrivals building had started in 2018

Other Information

In addition to the facts detailed above, both emails make a number of inaccurate statements:

* In [REDACTED] email to Deputy Young he states "I re-iterate that such an action on your part need not delay the redevelopment. Ports of Jersey have said they are removing part of the 1937 terminal this week to create a builder's yard but there is already a builder's yard created at the foot of the control tower"

This is not correct.

* The airport development project has commenced, as per the briefing provided to the States Members on 22nd January, with the contractors mobilisation underway. Any change to the phasing at this stage would introduce a delay of between 6-12 months, a delay that would cost millions of pounds.

* There is no builders yard at the foot of the control tower nor is one planned.

- * The integrated terminal project is not 'in pause'. This was made clear at the meeting on 17th October.
- * Ports of Jersey issued a press release in December stating very clearly that work on the demolition of the Arrival Terminal would commence in March/April 2020. The press release issued last week provided an update on the project and was not a "sudden acceleration of our plans".
- * Ports of Jersey has committed publicly to doing its best to minimise the level of disruption for passengers during the project. In 2018, the decision was taken to demolish and build the new pier in the first phase of the works. This means that we only have to remove one aircraft stand from flight operations whereas, the alternative phasing options required the removal of more stands with subsequent, negative impact on flights and passengers. To achieve this, we have to create an 'airside' compound and in order to minimise the impact on flight operations, the site compound will be established on the area created by the demolition of the Arrivals Terminal.

Conclusion

The primary objective of Ports of Jersey will always be to ensure the safe, secure and compliant operation of Jersey Airport. The clear direction of the DCA, in its capacity as airport regulator, is for Ports of Jersey to address two critical issues regarding taxiway separation and the 1:7 transition surface.

The report provided by SJH does not address the issue of the taxiway separation regulation and references emerging technology to address the 1:7 transition surface which has no clear timeline for introduction, is not fully proven and which our major airline partners do not intend to introduce into their existing or future fleet.

In addition, both emails make statements about Ports of Jersey 'accelerating the project due to their report' and 'old tricks'. None of the facts in any way substantiate these statements.

The priority now must be to progress the airport redevelopment to ensure the safe, secure and compliant operation of Jersey Airport, unlocking the significant benefits of the project, which include:

- * Addresses both of the critical issues raised as concerns by the DCA
- * Supports the growth aspirations of our airline partners to provide enhanced connectivity to Jersey
- * Creates a much better experience for arriving and departing passengers
- * Creates an airport the Island can be proud of.
- * Will be funded by Ports of Jersey with no contribution required from the taxpayer.

As I mentioned earlier, I am happy to meet to discuss if required and if you should require any further information then please let me know.

Kind regards

Matthew Thomas

CEO

Ports of Jersey

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[PoJ from beach cropped]

[cid:image002.jpg@01D5F07B.415B8C20][cid:image003.png@01D5F07B.415B8C20]

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