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19th June 2020

Deputy John Young
Minister for the Environment
19-21 Broad Street
St Helier
Jersey JE2 4WE

By Email

Dear John,

For over ten years the runway/taxiway distance is one non-compliance that has been mitigated against by applying procedures which are becoming an unacceptable safety concern during Low Visibility Procedures (LVP)

With the evolution of new technology in both air and ground systems, we are likely to see increased traffic during days when LVP is in operation. The current mitigating procedures affect the ability of the airport to manage ground operations with inherent safety implications. This will continue to hinder the future growth of the airport and impact continued safety of operations.

I have held discussions with industry and taken into consideration new evidence on the current non-compliance and the future growth of the airport together with associated safety implications. It is unequivocal that new ground and airborne technology will increase the volume of traffic during days when LVP procedures are in action. The associated safety risks will increase and therefore the continued efficiency of airport operations will be compromised.

My view is that that the current non-compliances to international standards needs to be addressed and that the obstacle is a hinderance which not only affects safety today but will be increasingly so in the future. The continued development of the airport will reinforce the essential link to the future of the tourism industry on the island and the efficient operations of the airport in all weather conditions are fundamental to that success. My primary responsibility is that of safety and my view is that if the obstacle remains, safety will continue and increasingly be compromised in the years ahead.

Yours Sincerely,

[REDACTED]

[REDACTED]
Director Civil Aviation