

## Medivac

There are approximately 50 urgent patient transfers between Alderney and Guernsey each year. Currently, Aurigny provide medivac on a 'best endeavours' basis during daytime and night cover is either by boat or a Coastguard helicopter from the UK. Once receiving a call for a medivac, Aurigny's Dornier has to be taken out of service, reconfigured in Guernsey for Medivac operations and then flown up to Alderney with a medical team. All of these arrangements take up considerable amount of valuable time.

Our plan will offer a reliable 24/7 medivac service with an aircraft and pilot based here in Alderney on standby 24 hours a day for urgent Medivac (patient transfer) flights to Guernsey. The Tecnam can be converted; here in Alderney, in under ten minutes between passenger and medivac roles, with quick & easy loading of a stretcher.

There would be a contractual arrangement between Health & Social Care and the operator to provide this medivac cover. Medical staff and equipment would be provided from Alderney's MMH Hospital. The Tecnam is ideal for medivac operations, it has easy access for loading of one or two stretchers and is now being used in Australia for exactly this purpose.



# Air Services for Alderney

## An Alternative Solution – Further Information



### Why an alternative solution?

We presented our proposal to the States of Alderney and the States of Guernsey as we believe air transport links to & from Alderney must improve. We need a robust, reliable service with more seat capacity, more choice of flights and most importantly a much improved and quicker response Medivac (patient transfer) Service with the critical 24 hour & 7 days a week coverage.

We are not starting an airline, we have put forward our proposal which we believe would work for Alderney, is cost effective and can provide the sort of service which will grow the Alderney economy. If accepted, this concept would go to tender by licensed operators for a Public Service Obligation service agreement.

This proposal has been produced three Alderney residents, all with commercial aviation experience. Rod Paris, Roger Dadd & Malcolm Matthews.

A PowerPoint presentation can be viewed on;

[www.MGM-aviation.com/customer-page](http://www.MGM-aviation.com/customer-page) or use the QR code:

We would welcome your comments, questions & hopefully your support.

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For More details:



## Key Features

- **Frequent shuttle service between Alderney and Guernsey.**
- **Alderney to Jersey route**
- **Alderney to Cherbourg service**
- **Innovative operating model for a long-term sustainable, flexible service that can adapt & meet demand.**
- **Connections through Guernsey made easy.**
- **Greatly improved Medivac service with 24/7 cover.**
- **All aircraft, crew, operations, reservations and an engineer would be based in Alderney.**
- **A very robust, reliable air service with the ability to cope with weather disruptions, a 'tech' aircraft or one on planned maintenance, without disruption to the scheduled services when a medivac is needed.**
- **Lower subsidy, sensible fares and ability to grow.**
- **Suitable aircraft for Alderney's runways.**

## No Direct Southampton? – But More Choice

Operating a direct service to Southampton is no longer viable or cost effective. By keeping aircraft inter-island, three times the number of passengers can be carried in the time taken to go to Southampton and back. The current Dornier flights have been heavily subsidised, but that subsidy has recently been reduced and probably will be reduced further or withdrawn. Our proposal will offer connections via Guernsey, acting as a hub, not just a connection to Southampton but to all the UK destinations available from Guernsey. With frequent flights, passengers will not be waiting long, transiting through the airport will be made easy and with through-ticketing. Importantly, the fares will be cheaper than unsubsidised direct Southampton flights.

## The Routes

**Guernsey** – frequent **shuttle service**, depending on the time of year, a minimum of between 7 and 12 flights a day in each direction. This can be increased for peak periods or events by using the spare aircraft and provide scope for growth.

**Jersey** – Winter: 4 flights per week. Summer: daily flights.

**Cherbourg** – 2 flights a week, either side of the weekend, all year.

## Aircraft

Using turboprop aircraft (e.g. Dornier or Twin Otter) on short flights is enormously expensive, leading to both high air fares and large subsidies being required. Experience has shown that the existing two turboprop aircraft model doesn't work for Alderney, especially when for considerable parts of the year there is only one aircraft available.

Our plan is fully costed on using **four** twin-piston-engined Tecnam P2012 Traveller, which have nine passenger seats and are certified for single pilot operation. These comfortable, modern design aircraft are being used around the world for charter and scheduled services, successfully connecting small communities.

## Public Service Obligation

We are suggesting the 'Scottish Model PSO' which is where the government acquires (by purchase or leasing) the aircraft but the operation of these aircraft and Alderney air services, go through a competitive tendering process, to a suitably licensed airline. Taking the aircraft ownership out of the hands of the operator not only encourages more operators to tender but provides long term security.