

## **Runway**

We all know our runway is in a dire condition. Our proposal doesn't require an extension although a few extra metres would be helpful. It will have to be resurfaced and widened to 23 metres as this is a requirement as is proper safety clearways at the runway ends. The Tecnam we propose has an excellent crosswind capability and can operate on our grass runways with only minimal payload limitations.

## **Proposed Implementation**

Under the terms of a Scottish model PSO arrangement. This works successfully in Scotland and other parts of the world where the Government purchases the aircraft and then has a competitive tender process to find a suitable operator to operate them.

## **Frequently Asked Questions & The Answers**

**Does this operation require a subsidy?** – yes, but much lower than currently.

**Are you starting an airline?** – no, we have provided a solution that would work for Alderney.

**There will be fewer seats.** Incorrect, we are running many more flights, so more seats.

**Will you be able to find enough pilots?** – yes, we have a plan for this.

**Can the Tecnam operate single crew?** – yes, certified by EASA, CAA & FAA

**How long does it take to get these aircraft and to set up?** – 12 months

**What about the security implications?** – there are several workable options.

**No operators will be interested.** - Incorrect, several licensed operators are interested.

**Will you have maintenance support?** – yes, and a line engineer will be based in Alderney.

**Can this work, has it been fully costed?** – yes.

**What will be the Guernsey air fares?** – Our figures are based on £65-£75 one way.

**Will Guernsey effectively become a hub for onward travel?** – yes.

**Is boarding easy with mobility issues?** – yes, only two steps and rigid handrail.

**Will fuel be required at Alderney Airport?** – yes, an airport is no good without fuel.

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)

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# Air Services for Alderney

## **An Alternative Solution**

### **Why an alternative solution**

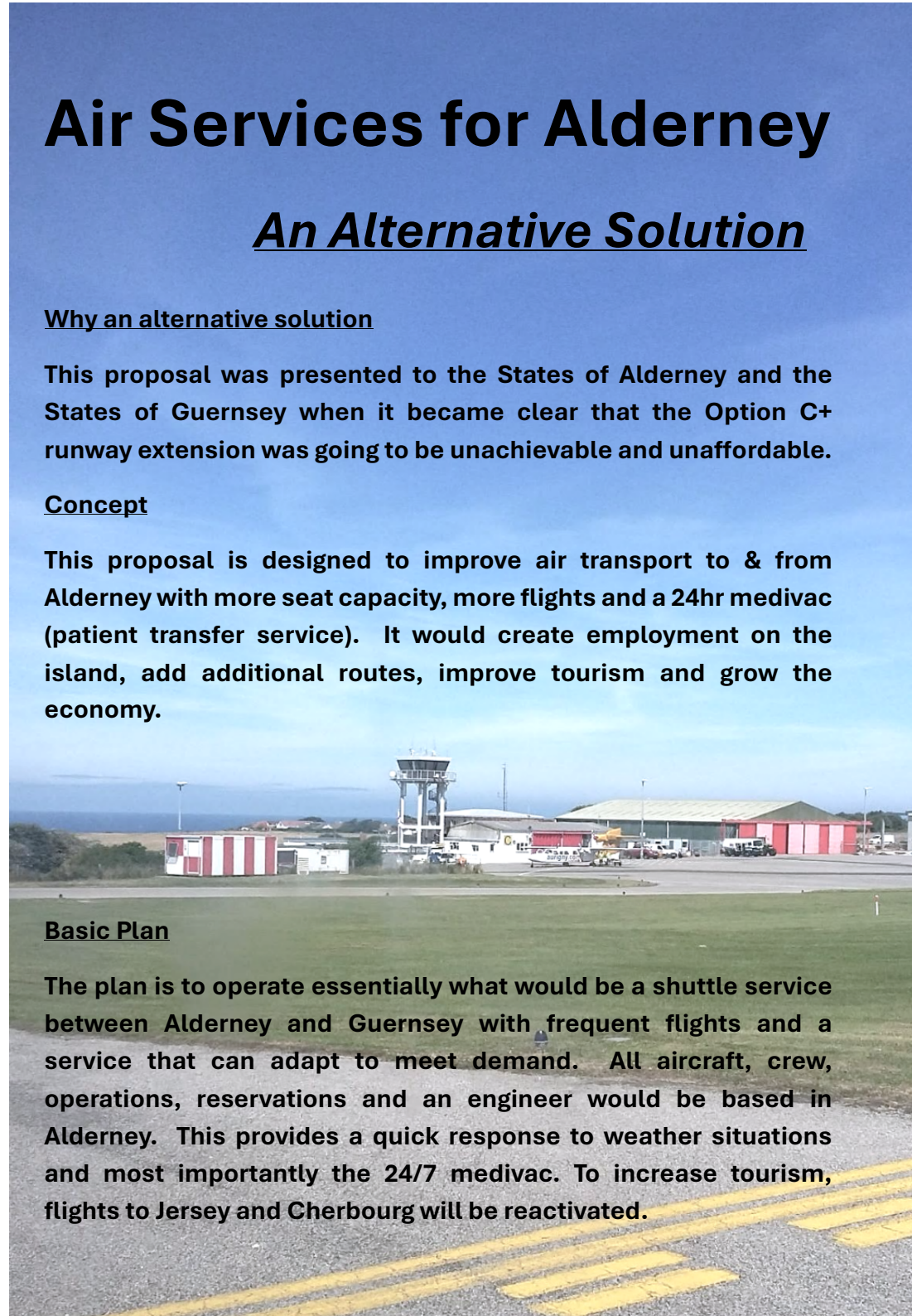
This proposal was presented to the States of Alderney and the States of Guernsey when it became clear that the Option C+ runway extension was going to be unachievable and unaffordable.

### **Concept**

This proposal is designed to improve air transport to & from Alderney with more seat capacity, more flights and a 24hr medivac (patient transfer service). It would create employment on the island, add additional routes, improve tourism and grow the economy.

### **Basic Plan**

The plan is to operate essentially what would be a shuttle service between Alderney and Guernsey with frequent flights and a service that can adapt to meet demand. All aircraft, crew, operations, reservations and an engineer would be based in Alderney. This provides a quick response to weather situations and most importantly the 24/7 medivac. To increase tourism, flights to Jersey and Cherbourg will be reactivated.



## **Aircraft**

Using turboprop aircraft (e.g. Dornier, ATR or Twin Otter) on short inter-island sectors is enormously expensive. We propose using the twin-piston-engined Tecnam P2012 Traveller, which has nine passenger seats and is certified for single pilot operation. This is a modern version of the old BN Islander, but being a new design it has all the latest technology, and much better payload capability.



Our proposed scheduled service and greatly improved medivac cover requires a minimum of three aircraft, but we are recommending acquiring four aircraft. This will give 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.

## **The Routes**

**Guernsey** – depending on the time of year, between 7 and 12 flights a day in each direction. This can be increased to 16 either side of Alderney Week and more if the spare aircraft was used.

**Jersey** – four flights a week during the winter increasing to daily during the summer.

**Cherbourg** – two flights per week, either side of the weekend, all year round with timings to enable you to access trains to/from Paris.

### **No Direct Southampton?**

Operating small aircraft to Southampton is simply not viable. The current Dornier flights have been heavily subsidised. That subsidy is being reduced and probably withdrawn. Our proposal will instead offer connections via Guernsey, not just to Southampton but to all the Aurigny destinations. With frequent flights you will not be waiting long and transiting through the airport will be made easy. Importantly, the fares will be cheaper than unsubsidised direct flights.

### **Medivac**

An aircraft and pilot will be 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 medivac and passenger roles, with quick & easy loading of a stretcher.

