

# Orkney Inter-Island Transport Study



Eday Public Engagement Meeting  
Wednesday 29<sup>th</sup> June 2016 – 1030-1630  
Community School Hall, Eday



# Orkney Inter-Island Transport Study

Welcome to the **Eday Public Engagement Meeting** for the Orkney Inter-Island Transport Study (OIITS).

The Orkney inter-island transport network, which consists of a combination of ferry and air services, connects 13 islands with Orkney mainland. These lifeline connections support the economies of Orkney's island communities as well as providing personal accessibility to employment opportunities and access to key services such as education, health and leisure opportunities.

The inter-island transport network has been supported in both capital and revenue terms by the Council over many years. Whilst this remains the case, ageing assets, escalating costs and a reduction in the funding available to local authorities has led to a need to consider the future of the inter-island transport network at the strategic level. To this end, the Council commissioned the Orkney Inter-Island Transport Study (OIITS), with a view to developing and appraising options for the future of the inter-island transport services.

The purpose of this exercise is to determine the **appropriate level of service for each island / island group** and the **funding implications** of this. This will provide the Council with an evidence base to inform discussions with Scottish Government. To this end, the study team, led by Peter Brett Associates LLP, has developed, appraised & costed a set of capital (e.g. vessels, harbours, fixed links, airfields and aircraft (where appropriate)) and revenue (i.e. additional sailings and / or flights) options. These options are based on identified transport problems within each island, which we have had initial confirmation of from each local Community Council.

Following the submission of the final report in August 2016, a subset of these options will be taken forward for further development and appraisal. **This is your chance to have your say on the options** – please speak to the team, provide your feedback and fill up the brief exit questionnaire which we have provided.



# What are we presenting today?

- The following boards show:
  - How an island's level of service is determined
  - Some facts about the current service (e.g. vessels, timetable, hours on mainland etc)
  - The transport problems identified for the island
  - The objectives for future island transport provision
  - The options for infrastructure & crewing we have considered and whether they should be taken forward for further consideration
- At this stage, we are **not** recommending a 'preferred option' for each island
- We are seeking your feedback on the options put forward, which will help inform the further refinement of options



# How have we determined what level of service is needed by the community?

There are two elements used to inform this process:

- Transport Scotland's Routes & Services Methodology (RSM)
  - Provides an initial 'model' ferry service depending on a range of inputs
  - In the context of Eday, the RSM does not consider air services, which provide additional fast connections, but with very limited capacity
  - The RSM is one of a number of inputs used to inform the appraisal
- An appraisal based on the Scottish Transport Appraisal Guidance (STAG) and Business Case Guidance
  - provides a much more detailed analysis based on the local context and circumstances
- The study is joint-funded by Orkney Islands Council, Transport Scotland, the Highlands & Islands Transport Partnership and Highlands & Islands Enterprise
  - All stakeholders have had an input into the development of the study, ensuring consistency with other Scottish ferry-related studies



# Routes and Service Methodology

As part of the Scottish Ferries Review, Transport Scotland developed a 'Routes & Services Methodology' (RSM), which is designed to produce a consistent approach to ferry service transport provision across Scotland.

The RSM is a six-step, evidence-based process which:

- Identifies the current level of service to an island
- Establishes a 'model' level of service for an island in terms of the:
  - number of sailing days
  - number of connections per day
  - the length of the operating day
- Develops and appraises options to address any gaps between the 'current' and 'model' service provision

**The RSM does not imply an immediate or indeed any commitment to scale-up to the 'model' level of service,** but is a tool which is taken into account in the analysis, and potentially an outcome worked towards over time.



# Eday – RSM Findings

- The RSM findings for Eday are as follows:

	Sailing / Flight Days	Sailings / Flights Per Day	Operating Day
Current Service	7 Days	1-3 p/d on weekdays	Approx 12 hours but varies
Model Service	7 Days	3-5 connections per day Mon-Sat	14 hours, 6am – 8pm
<i>RSM Outcome</i>	<i>Acceptable</i>	<i>Marginal under-provision</i>	<i>Marginal / Substantial under-provision</i>

- Eday has 7 day connections year round
- However, with only one sailing to Kirkwall on a Sunday, there is no meaningful time ashore on Orkney mainland
- The number of connections per day and the length of the operating day are under-provided in terms of the RSM



# Current Vessels (1)



**Vessel Issues:** Ageing vessels; experiencing capacity issues on some ONI routes; reduced winter passenger certification

**Access for Disabled:** Disabled access to the ferry and passenger lounge is challenging

**Accommodation Issues:** Passenger accommodation below the water line

## Current Vessels

*MV Earl Sigurd & MV Earl Thorfinn*

## Vessel Age

27 / 26 years

## Scheduled Replacement Date

Required immediately – 2017-2022

## Carrying Capacity

22 cars

100 tonnes

## Overnight Location

Generally Kirkwall

## Ship-Shore interface:

Linkspan



# Current Vessels (2)



## Current Vessel

MV *Varagen*

## Vessel Age

28 years

## Scheduled Replacement Date

Required immediately – 2017-2022

## Carrying Capacity

28 cars

120 tonnes

## Overnight Location

Generally Kirkwall

## Ship-Shore interface

Linkspan

**Vessel Issues:** Ageing vessel; experiencing capacity issues on some ONI routes; reduced winter passenger certification

**Access for Disabled:** Disabled access to the ferry is better than the *Earls* but is still limited

**Accommodation Issues:** Only vessel in ONI fleet with accommodation above the waterline



# Current Air Service



**Aircraft Issues:** Low carrying capacity; limited to operation during hours of daylight  
**Access for Disabled:** It can be challenging for people with mobility difficulties to access the aircraft

## Current Aircraft

2 \* Britten-Norman Islander

## Aircraft Age

28 & 30 years old

## Carrying Capacity

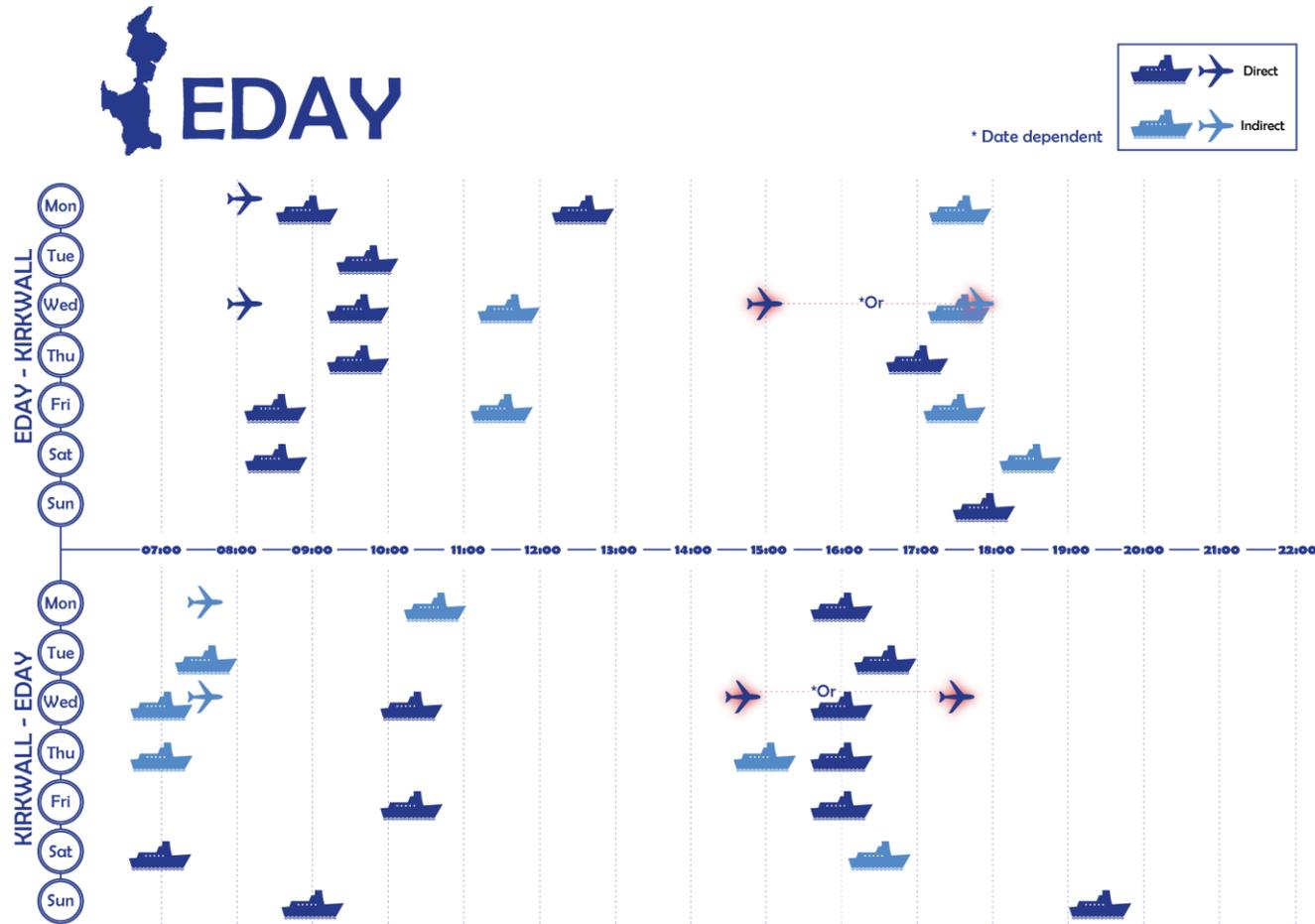
8-9 passengers and limited freight

## Airfield Features

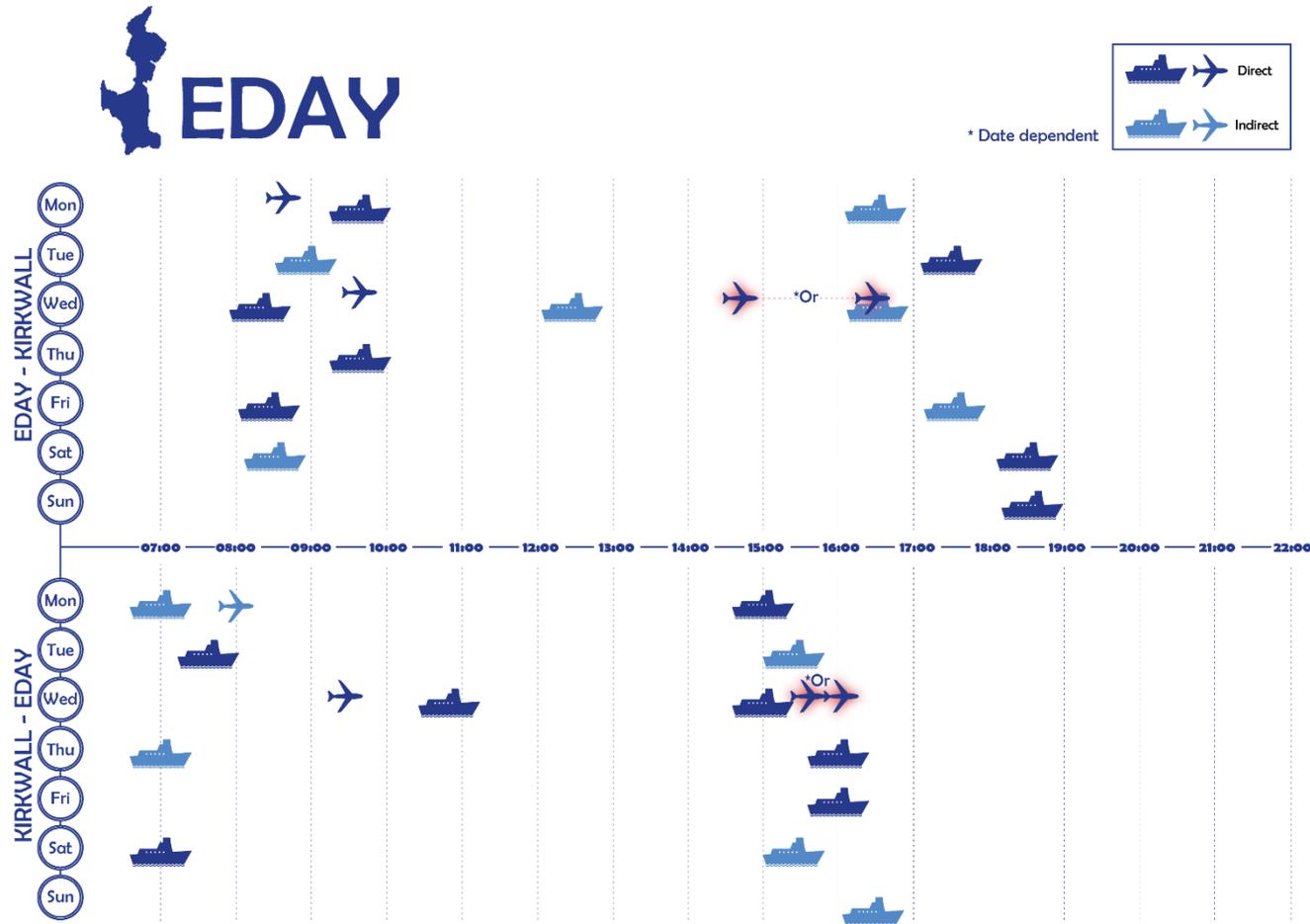
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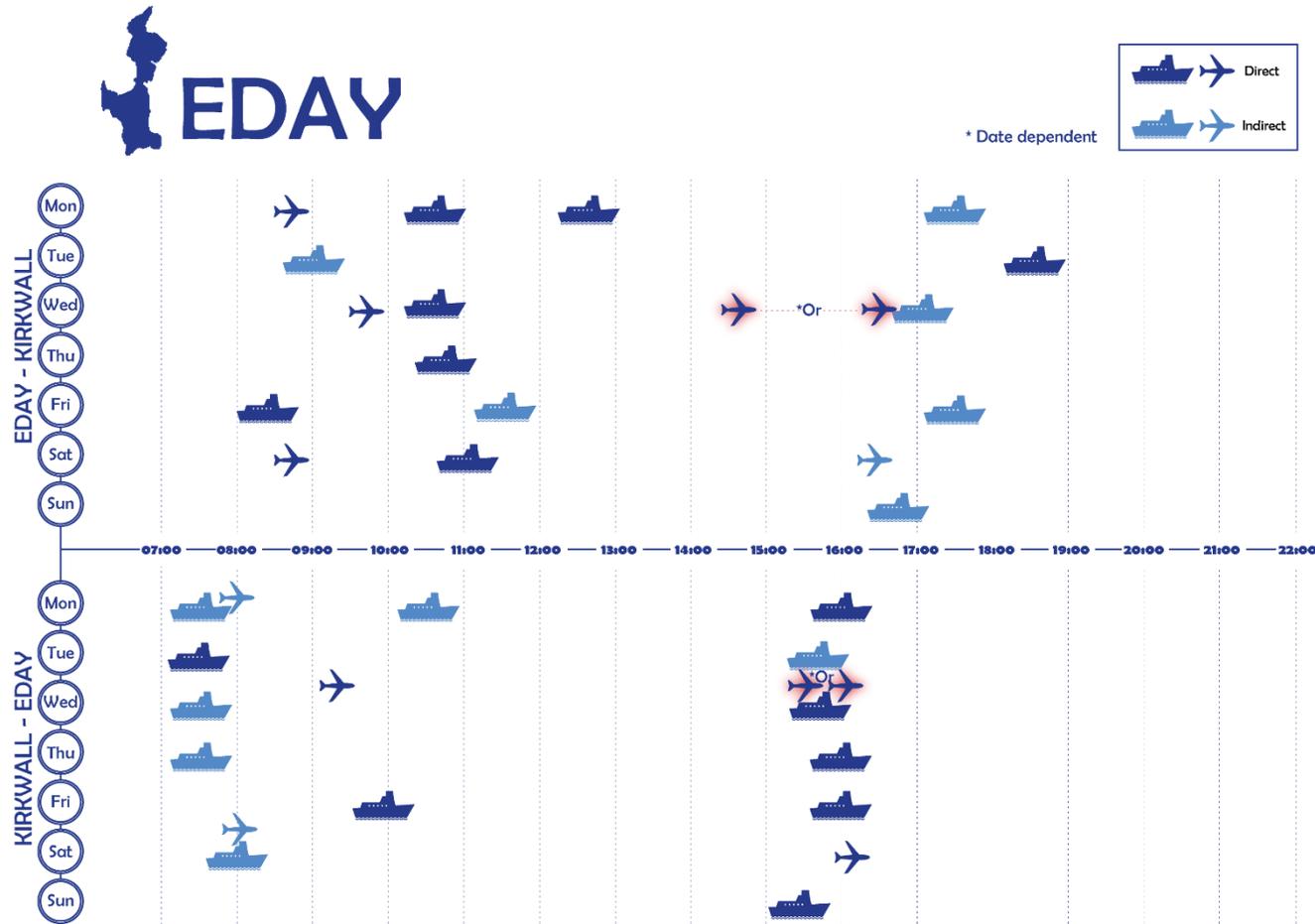
# Eday - Current Summer Service – departures by day of week



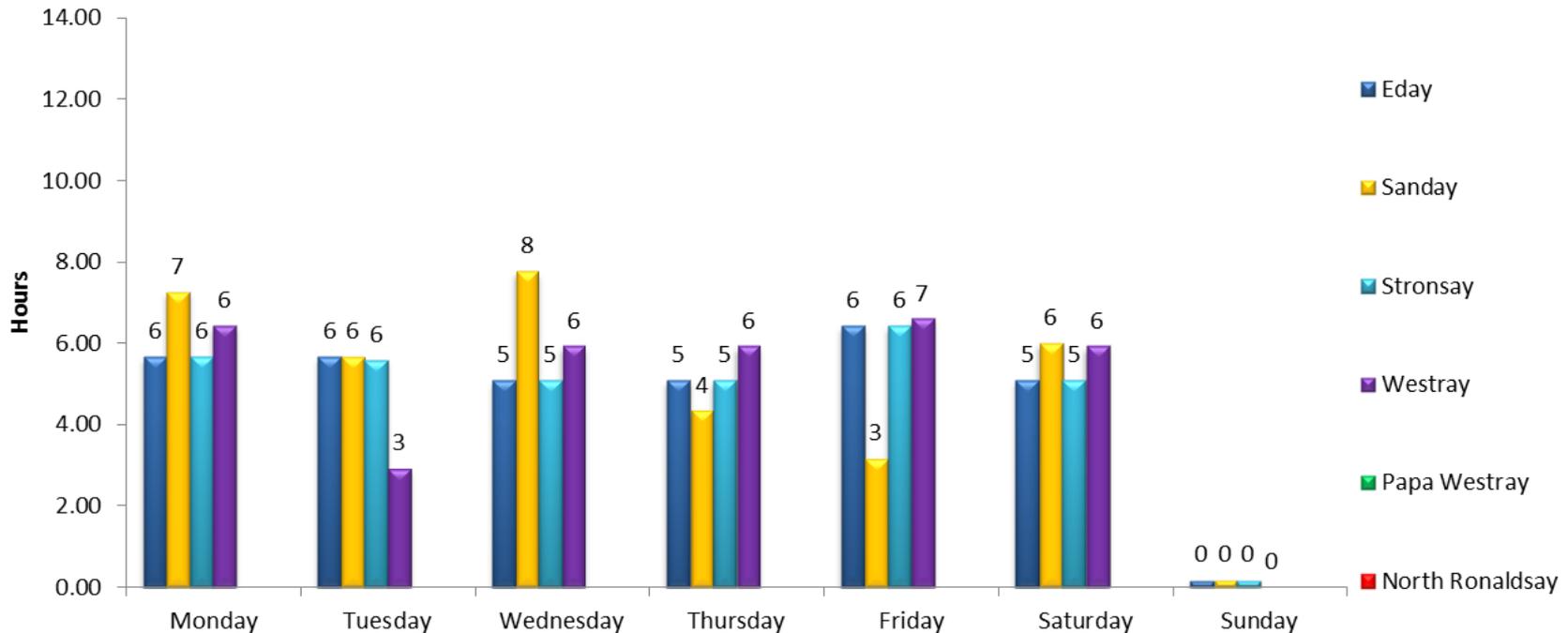
# Eday - Current Winter Service – departures by day of week



# Eday - Current Refit Service – departures by day of week



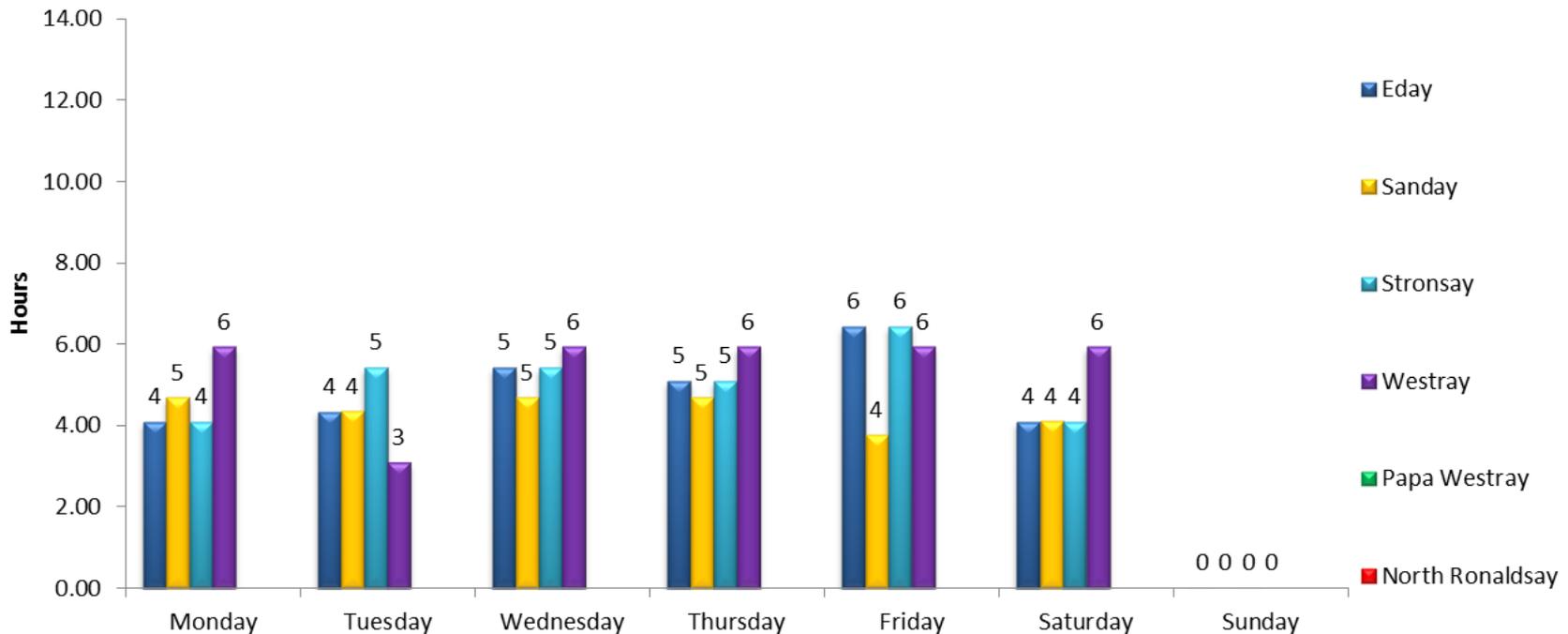
# Daily Time in Orkney Mainland – Outer North Isles – Ferry - Summer



- Eday generally has 5-6 hours on Orkney mainland per day
- It is not possible to make a meaningful day return trip to the mainland on a Sunday
- As the vessel generally starts from Kirkwall, time on island tends to be greater. However, it is not possible to make a day return to the island by ferry on a Tuesday



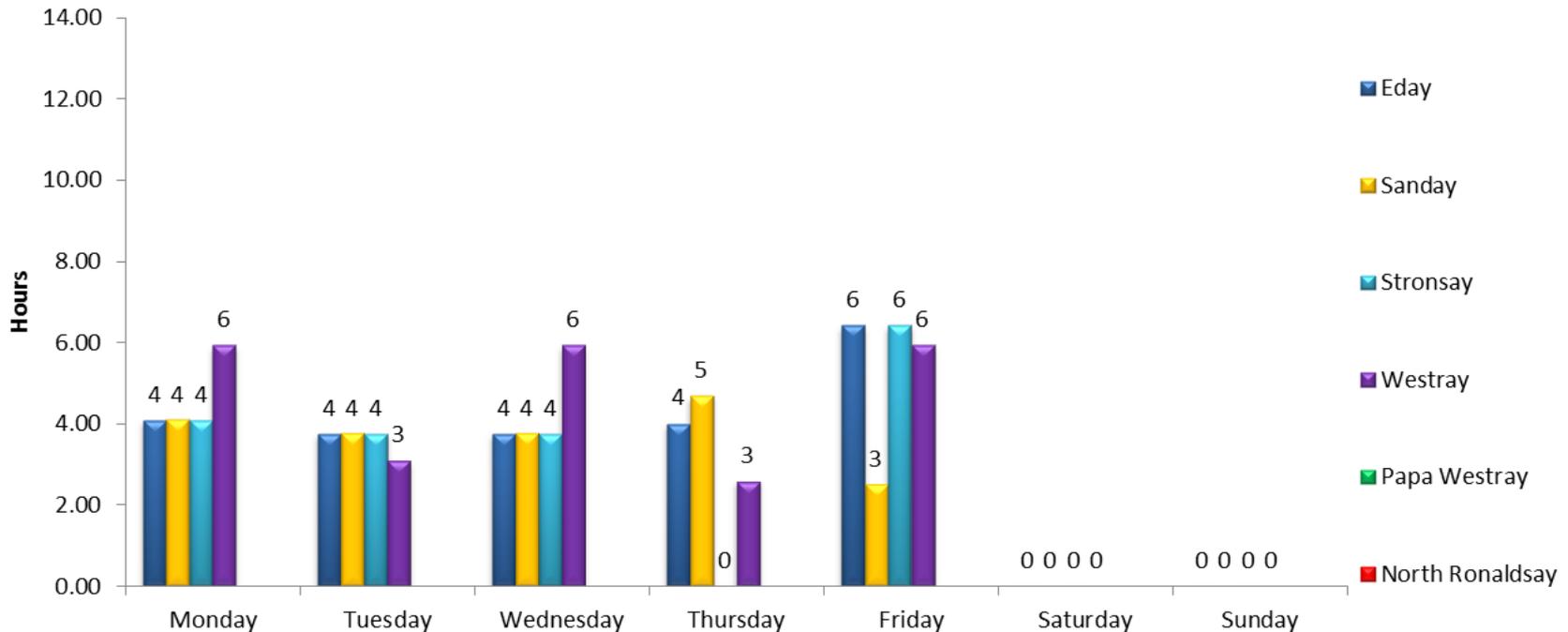
# Daily Time in Orkney Mainland – Outer North Isles – Ferry - Winter



- Eday residents generally get around 4-6 hours on Orkney mainland during winter
- Eday residents cannot make a meaningful day return to Orkney mainland on a Sunday
- It is not possible to make a meaningful day return to Eday on several days of the week



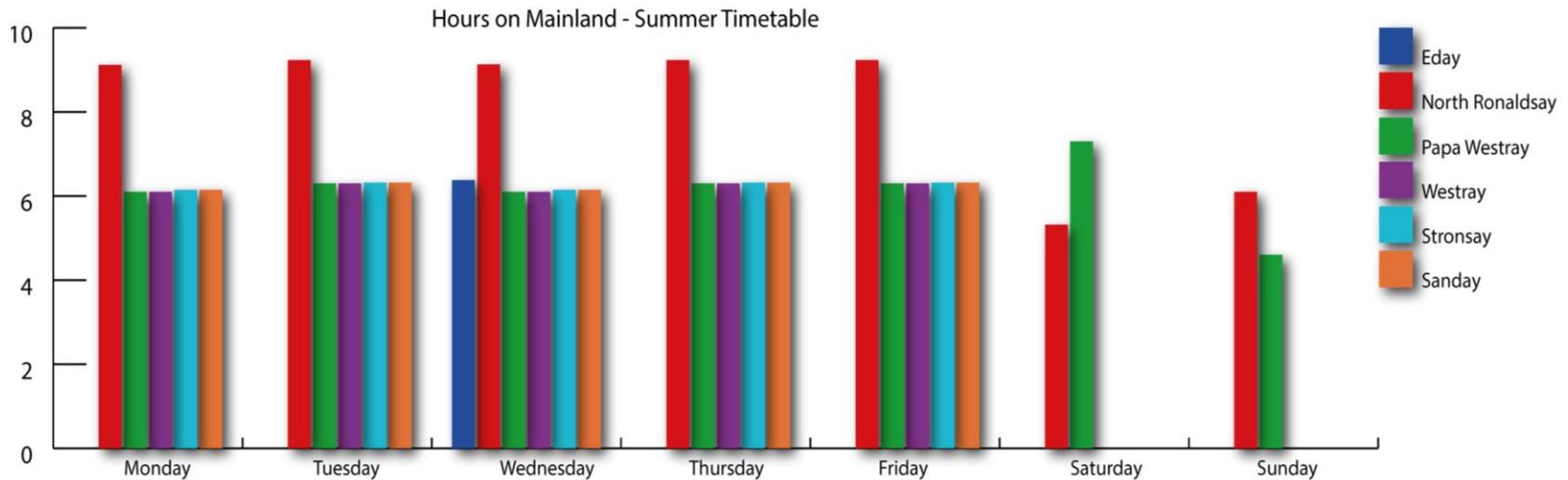
# Daily Time in Orkney Mainland – Outer North Isles – Ferry - Refit



- The refit timetable represents a marked reduction on even the winter timetable
- Time on Orkney mainland reduces throughout most of the week
- A weekend day return trip to Orkney mainland by ferry is also not possible.



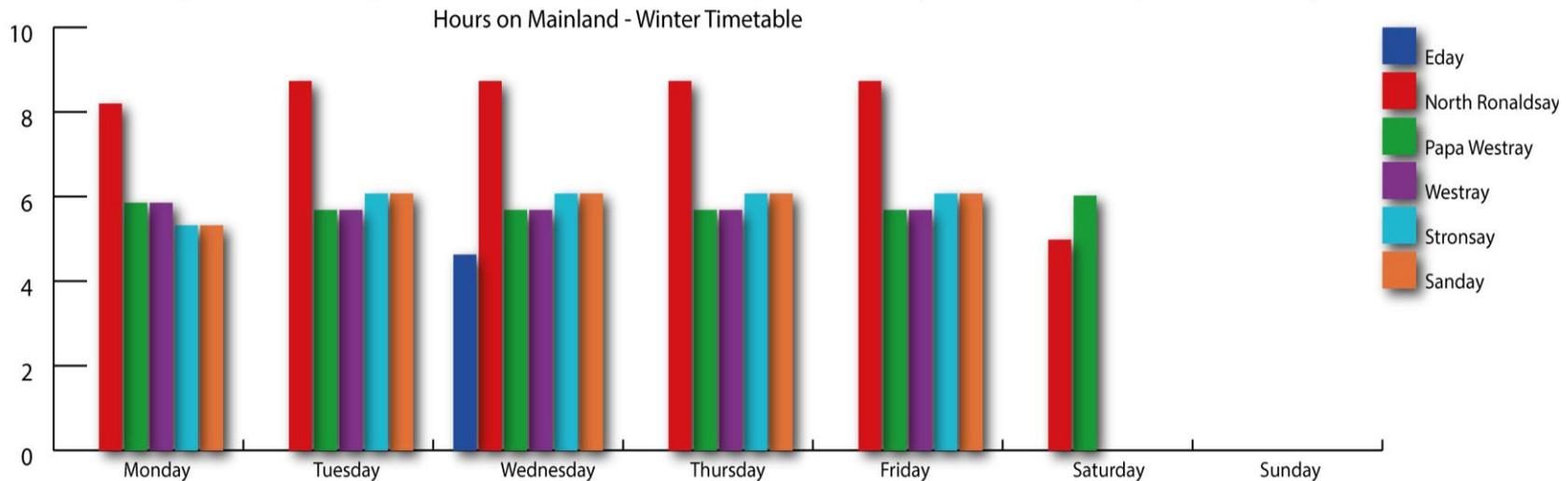
# Daily Time in Orkney Mainland – Outer North Isles – Air - Summer



- The air service to Eday is very limited. The only day on which a meaningful return trip to Orkney mainland can be made is a Wednesday (around 6 hours).
- The same is also true of time on Eday by air



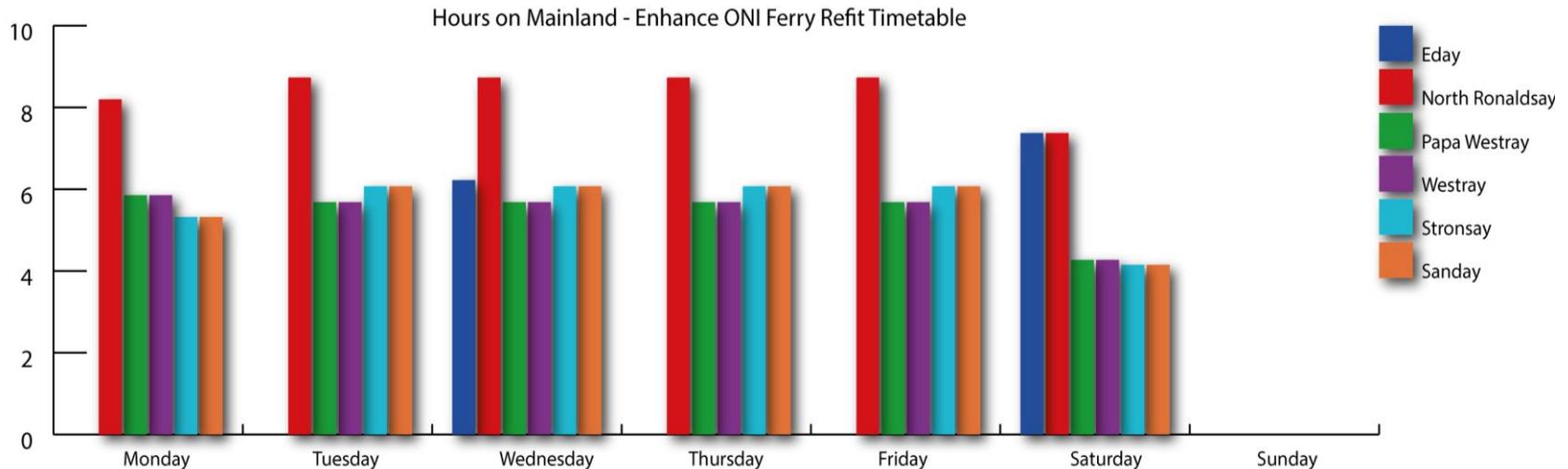
# Daily Time in Orkney Mainland – Outer North Isles – Air - Winter



- The air service is even more limited during winter, with Eday only getting around five hours of meaningful time on the mainland.
- The same is also true of time on Eday by air



# Daily Time in Orkney Mainland – Outer North Isles – Air - Refit



- The refit timetable actually offers Eday an enhanced service (to account for the reduction in ferry connections). Island residents get around 6-7 hours in Orkney mainland on a Wednesday and 7-8 hours on a Saturday



# Problems, Objectives & Options



## Eday Transport Problems

	Service Characteristics	Rating	Why is this a problem or not?
1	Overall Journey Time to Kirkwall	✘	<p>The direct journey time from Eday to Kirkwall is 75 minutes, which is deemed to be acceptable, although marginally longer than journey times for equivalent distances in other parts of Scotland. Whilst the majority of connections are direct, indirect connections via Sanday (+40 minutes) and Stronsay (+65 minutes) add very significantly to journey times. This is a particular issue during refit period, particularly given Eday's lack of a meaningful air service. Journey times to and from Eday can be significantly extended in poor weather, when the vessel transits via Eday Sound.</p> <p><i>The community consultation response noted that inter-island travel is also important for Eday. The haulage needs of the island are served from Stronsay, whilst there is an aspiration for children to be able to attend Sanday Junior High School.</i></p>
2	First sailing / flight	✘✘	<p>The first sailing from Eday does not depart until after 09:00 except on a winter Wednesday and Friday and a summer Friday, which means that the first arrival into Kirkwall is not until mid-morning. This can limit interaction with the mainland and can lead to problems for businesses, e.g. late arrival into the marts. With the exception of a Tuesday and Friday, no sailings depart Eday before 10:00 on weekdays during the refit timetable.</p> <p>The lack of a Monday morning ferry to allow children to get to KGS for the start of the school week is seen as a major problem amongst the community (driven principally by the lack of a Junior High in Eday). Their view is that the children having to leave the island on a Sunday night for school is undermining the long-term sustainability of the island community (although note that this is a broadly common issue across the Outer North Isles).</p>
3	Last sailing / flight	✘	<p>The last sailing time is seen to be broadly acceptable, although the long layover for schoolchildren on a Friday is seen as a problem. School finishes at 12:00 but the ferry does not depart until 16:00, arriving into Eday at 17:15, which truncates an already short weekend.</p>
4	Time on mainland	✘✘✘	<p>Shown on previous consultation boards.</p>
5	Time in Kirkwall	✘✘✘	<p>See point 4.</p>
6	Time on island	✘✘	<p>Shown on previous consultation boards.</p>
7	Frequency / Sailings per day / Timetable gaps	✘✘✘	<p>When considering combined air and ferry connectivity, Eday is the most poorly served island in the Orkney archipelago. With only 16 connections per week (summer timetable), the island lags the other Outer North Isles and the Inner and South Isles where the direct and indirect crossing times are much shorter. Eday's low service frequency significantly disadvantages the island <i>vis a vis</i> other islands. In particular, Eday only gets one return flight per week (on a Wednesday, with the Monday service established for use by school children and shared with North Ronaldsay). An additional return air service is provided on a Saturday during the refit period.</p> <p><i>The community consultation response cited that the once per week air service to Eday is a major problem for the island. The lack of air connections severely limits the benefits of having air connectivity.</i></p>
8	Capacity	✘✘	<p>The ferry capacity issues on Eday are not as marked as those experienced in Sanday and Westray, although capacity problems do still emerge from time to time, particularly on indirect sailings to / from Eday (especially when services are shared with Sanday). The (term time only) Monday AM air connection to Kirkwall is severely capacity restricted as the flight starts from North Ronaldsay and any remaining seats are only made available to Eday residents on the Sunday before the flight.</p>
9	Reliability (weather / mechanical)	✘	<p>There are no major reliability issues on this route but the consultation and data suggests that mechanical problems with the vessels are becoming more frequent as they get older.</p> <p>Journey times to and from Eday can be significantly extended in poor weather when the vessel transits via Eday Sound.</p> <p><i>The community consultation response noted that reliability and punctuality are both problems, particularly during refit timetable.</i></p>
10	Comfort	✘	<p>The facilities on the ferry are broadly appropriate for the length of the crossing, if somewhat dated.</p>
11	Physical access	✘✘	<p>Physical access is a problem. The MV <i>Varagen</i> has disabled facilities but the two <i>Earls</i> are more limited in this respect.</p> <p><i>The community consultation response noted that the MV Varagen can be used on the morning outbound leg with one of the Earls being used on the afternoon return (or vice versa) meaning that appropriate disabled facilities are only available in one direction.</i></p> <p><i>It was further noted that the waiting room at Eday is a long walk from the linkspan and that the vessels have a number of awkward / dangerous steps, stiff doors etc. It was explained that these can present difficulties for passengers with even slight mobility concerns or indeed pregnant women. An example in relation to one of the Earls was given, whereby it was explained that pregnant woman cannot sit at a table in the café.</i></p> <p><i>It was further noted that the seats for people who cannot get up or down the stairs are at the entrance to the staff quarters, which can be a busy and drafty corridor. There is also no play area for young children, which is seen as a problem given the length of crossings.</i></p>
12	Integration with PT (local bus)	✓	<p>The ferry travels into the heart of Kirkwall, whilst there is a relatively frequent bus service to and from Kirkwall Airport. A one day per week public bus service operates on the island to connect with the arrival / departure of the ferry.</p>
13	Integration with PT (strategic)	✘✘✘	<p>Eday's strategic transport integration is limited. It is not possible to catch either the first NorthLink or Pentland Ferries departures, although the 11:50 Pentland departure is accessible (although for those taking the ferry, they would likely need a car on certain days to make this connection). The 11:00 NorthLink departure from Stromness, which operates during the peak timetable, can be accessed from Eday by air on a Wednesday and ferry on a Friday (and potentially on a Monday, although the connection time would be very tight).</p> <p>Eday residents cannot catch the first flights to Aberdeen, Edinburgh or Inverness, although they can catch the first flights to Glasgow and Sumburgh. They can however access the late night NorthLink sailings to Aberdeen and Lerwick on the days which this service operates via Kirkwall. The evening ferry and air arrivals to Orkney from the Scottish mainland arrive too late for onward connections to Eday.</p> <p>Trips to the Scottish mainland therefore require at least one off-island overnight stay.</p>
14	Crossing / flight time	✘	<p>See point 1</p>
15	Onboard facilities	✘	<p>The air service is appropriate to the journey length. Facilities on the ferry are dated but adequate and appropriate to a lifeline service, although of a lesser standard than found in other parts of Scotland.</p>
16	Weekday / weekend service variation	✘✘	<p>The weekday and Saturday timetables are relatively similar, although it is not possible to make a meaningful day return trip to the mainland or the island on a Sunday.</p> <p><i>The community consultation response highlighted the severity of this problem for Eday. It was noted that, during winter, it is not possible to make a meaningful day trip to Kirkwall on a Saturday given the length of the crossing in each direction.</i></p>
17	Landside infrastructure issues	✓	<p>The landside infrastructure is seen to be broadly fit for purpose.</p> <p><i>The community consultation response noted that the landside infrastructure is not for fit purpose, particularly given the recent structural issues which emerged in early 2016. It is also noted that there are inadequate waiting facilities at Eday and nowhere to stand at the linkspan in bad weather.</i></p>
18	Landside human resources	✓	<p>With a relatively small population, managing the long-term human resource needs of the ferry (and to a lesser extent air) services will present a challenge. However, there have been no specific problems in Eday identified in the baselining.</p>

# Study Objectives

In the light of the problems identified across the Orkney Islands, the following objectives have been defined as the basis for the options appraisal:

- **Transport Planning Objective 1:** The capacity of the services should not act as a constraint to regular and essential personal, vehicular and freight travel between the island and Orkney mainland.
- **Transport Planning Objective 2:** Where an island does not have a 'commutable' combined ferry or air / drive / public transport / walk time to a main employment centre, the scheduled connections should permit at least a half day (e.g. 4 hours) in Kirkwall or Stromness 7-days a week, all year round.
- **Transport Planning Objective 3:** The scheduled time between connections should be minimised to increase flexibility for passengers and freight by maximising the number of island connections across the operating day.
- **Transport Planning Objective 4:** The level of connectivity provided should minimise the variation within and between weekdays, evenings, Saturdays and Sundays.
- **Transport Planning Objective 5:** Where practicable and realistic, islanders should be provided with links to strategic onward connections without the need for an overnight stay on Orkney mainland.



# Outer North Isles – Appraisal of Options (1)

The appraisal of options for the Outer North Isles is complex, involving capital & revenue options across six islands and two modes of transport (three if fixed links are included). In carrying out the study, a number of assumptions were made:

- The lifeline mode of transport for **North Ronaldsay & Papa Westray** is **air**. The ferry meets the supply chain and other occasional travel needs.
- The lifeline mode of transport for **Eday, Sanday, Stronsay and Westray** is **ferry**. The air service meets a public service need and provides a handful of ‘fast’ connections to Orkney mainland (but with a very low capacity)

It is also assumed that the future service will work towards at least the RSM-specified minimum level of service of 3-5 connections per weekday, and an assumed two connections on a Sunday. This would consist of:

- A minimum of three return flights for **North Ronaldsay & Papa Westray**, with 1-2 ferry connections per week
- A minimum of three return ferry connections for **Eday, Sanday, Stronsay and Westray**, with supplementary daily air connections

The study used the above defined **minimum service levels** in the subsequent appraisal of options. The required levels of service can be delivered by:

- Capital options: Vessels (supported by harbour improvements); aircraft; airfield investment and fixed links between islands
- Revenue options: Additional ferry and air crew, allowing for a longer operating day



# Outer North Isles – Appraisal of Options (2)

The appraisal was undertaken in three defined steps :

- **Step 1 – Appraisal of fixed links**
  - This step involved consideration of fixed links between Papa Westray & Westray and Westray & Eday
  - The outcome of the fixed links appraisal determines whether the air & ferry services need to meet the needs of six islands (as at present), five islands (Westray linked to Papa Westray **or** Westray linked to Eday) or four islands (Westray linked to Papa Westray **and** Westray linked to Eday)
- **Step 2 – Appraisal of options for North Ronaldsay & Papa Westray**
  - This step involved consideration of the nature of future ferry services to North Ronaldsay & Papa Westray – this a key question in determining the required vessel and crew mix across the network.
  - The main question is whether North Ronaldsay and Papa Westray should be converted to Ro-Ro, or whether the Lo-Lo operation should continue (potentially with harbour improvements)
- **Step 3 – Appraisal of ferry & air capital options:**
  - Having defined the shape of the network, these options consider the future air & ferry mix, as well as ‘enabling options’ which would support an enhanced service, such as harbour improvements, airfield and aircraft improvements, additional aircraft etc



# Outer North Isles – Fixed Link Options

The following **fixed link options** have been identified for the Outer North Isles

- Option CO1: Construct a fixed link between Papa Westray & Westray
  - Various fixed link options considered
  - Ferry service between Papa Westray – Pierowall & Papa Westray – Kirkwall would be discontinued
  - The air service would operate as currently
- Option CO2: Construct a fixed link between Westray & Eday
  - Various fixed link options considered
  - Ferry service between Westray & Kirkwall would be discontinued
  - Eday ferry terminal would be relocated to the west of the island
  - If this option was progressed in addition to Option CO1, the ferry service between Papa Westray – Pierowall & Papa Westray – Kirkwall would be discontinued
  - The air service would operate as currently



# Rationale for Selection / Rejection – ONI Fixed Links

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO1: Construct a fixed link between Papa Westray & Westray	✗	These options are rejected from further consideration given the very high costs and the scope of the work involved. In addition, the technical and funding uncertainty, as well as the elapsed time before this option could be realised, means that it will not be considered further in the appraisal.
Option CO2: Construct a fixed link between Westray & Eday	✗	<p>This elapsed time would mean that if taken forward, this option would not be in place until the tail end of the study period, meaning that an interim solution would be required.</p> <p>Should a nationally funded programme of fixed links emerge in future, the proposal could be revisited at this stage.</p>



# Outer North Isles – North Ronaldsay & Papa Westray

The following options have been identified for North Ronaldsay & Papa Westray:

- Option CO3: Convert North Ronaldsay to a Ro-Ro port
  - Two potential options – one which would permit overnight berthing and another which would not
- Option CO4: Convert Papa Westray to a Ro-Ro port
  - Two potential options – one which would permit overnight berthing and another which would not



# Rationale for Selection / Rejection – North Ronaldsay & Papa Westray Ro-Ro

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO3: Convert North Ronaldsay to a Ro-Ro port	✗	The personal travel markets in North Ronaldsay & Papa Westray are predominantly and generally adequately delivered by the air service. Whilst the provision of Ro-Ro facilities could, particularly with a breakwater, enhance the reliability of the service (and the number of connections if additional revenue funding was provided), the cost and impacts of delivering the necessary improvements significantly outweighs the benefits.
Option CO4: Convert Papa Westray to a Ro-Ro port	✗	<p>Modest harbour improvements could be made to improve the safety and reliability of berthing at both ports.</p> <p>Additional air services would be a more cost efficient way of delivering improved connectivity to both islands.</p>



# Outer North Isles – Ferry Capital & Revenue Options

- Ro-Ro / Lo-Lo Options
  - Option CO5a (Do Minimum): Replace the current fleet with three vessels
  - Option CO5b: Supplement Option CO5a with a freight vessel
  - Option CO6a: Replace the current fleet with four vessels
  - Option CO6b: Supplement Option CO6 with a freight vessel
  - Option CO7: Convert the Papa Westray – Pierowall route to Ro-Ro
- Ro-Ro / Lo-Lo Harbours Options
  - Option CO8a: Develop an overnight berth at Eday
  - Option CO8b: Develop an overnight berth at Westray
  - Option CO9: Develop a new harbour in the west of Stronsay
- Passenger Only Vessel Options
  - Option CO10: Replace the MV *Golden Mariana* with a like-for-like passenger only vessel (mutually exclusive with Option CO7)
  - Option CO11: Operate a passenger only service between Eday and Sanday
- The capital options can be supplemented by increases in crewing increments, with 50% additional crew allowing an operating day of up to 16-18 hours on any given vessel



# Rationale for Selection / Rejection – Ferry Capital Options (1)

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO5a: Replace the current fleet with three vessels	✗	A three vessel solution could not meet the needs of the ONI communities in terms of frequency, length of operating day or capacity. The situation would be worsened during refit timetable
Option CO5b: Supplement option CO5a with a freighter	✓	A four vessel solution, coupled with potentially extended operating days would provide a future-proofed solution for the ONI. This basic conclusion would apply regardless of other potential changes on the network such as new overnight berths, harbour relocations, ro-ro conversions etc. The issue is the appropriate vessel and crewing mix.
Option CO6a: Replace the current fleet with four vessels	✓	Option CO5b would provide a cheaper fourth vessel, but with more limited functionality which may be sufficient depending on further analysis.
Option CO6b: Supplement option CO6a with a freighter	✗	A four vessel solution could meet the frequency, length of operating day & capacity needs of the ONI. A five vessel solution would be disproportionate.
Option CO7: Convert Papa Westray – Pierowall to Ro-Ro	✓	The provision of a Ro-Ro connection would give rise to economic and accessibility benefits for Papa Westray, and to some extent Westray. The impact of this option on the three / four vessel solution options outlined above has to be considered. This option should <b>not</b> be linked to any reduction in air services to / from Papa Westray.

- Note – a two vessel solution has been ruled out as it could not possibly meet the frequency, connectivity & capacity needs of the isles



## Rationale for Selection / Rejection - Ferry Capital Options (2)

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO8a: Develop an overnight berth at Eday	✓	The provision of new overnight berths in Eday and / or Westray would enhance the flexibility of the service and allow for a better matching of supply and demand. This option should be considered as part of any vessel replacement programme.
Option CO8b: Develop an overnight berth at Westray	✓	
Option CO9: Develop a new harbour in the west of Stronsay	✓	This option would offer a small to moderate saving in total ferry operating hours over the week. These hours could be redeployed to provide more connections in the network over the week.
Option CO10: Replace the MV <i>Golden Mariana</i> with a like-for-like passenger only vessels	✓	This option is retained as the Do Minimum for the Papa Westray – Pierowall route. It should be noted that if Option CO7 (convert Papa Westray – Pierowall to Ro-Ro) is pursued, this option would be rejected from further consideration by default.
CO11: Operate a passenger only service between Eday & Sanday	✗	This option is rejected from further consideration as it is a relatively high cost option for the number of people that it would serve. A link between Sanday and Eday could more meaningfully and affordably be offered by an enhanced air service.



# Outer North Isles – Air Capital Options

- The BN2 Islander remains the most appropriate aircraft in the medium-term.
- Option CO12 (Do Minimum): Maintain & continue with the current BN2 Islanders over the strategy period / until life expiry
- Option CO13: Supplement the current aircraft with an additional BN2 Islander
  - This option would permit an enhanced timetable, allowing a minimum of three rotations per day for North Ronaldsay & Papa Westray and at least two rotations per day for all other islands
- Option CO14: Install lighting on all island airstrips
- Option CO15: Install Global Navigation Satellite System (GNSS) on the current BN2 Islanders
  - The implementation of GNSS on the current aircraft could assist in extending the operating day of the current service by allowing instrument rather than visual approaches



# Rationale for Selection / Rejection – Air Capital Options

Option	Take Forward (✓) or Reject (✗)	Rationale for Selection / Rejection
Option CO12 – Maintain and continue with the current BN2 Islanders over the strategy period / until life expiry	✓	This option has been retained for further consideration as the Do Minimum. The current air service generally meets the needs of the islands well. However, the capacity constraints, generally associated with public service delivery, do suggest that continuing with this option will not maximise the potential benefits of the air service or contribute towards the study objectives.
Option CO13 – Supplement the current aircraft with an additional BN2 Islander	✓	<p>This option should be taken forward as it would address the majority of the current capacity issues with the air service and permit frequency enhancements / fewer indirect connections.</p> <p>Far greater flexibility would be provided and the service could be developed to meet specific peaks with relative ease, for example the additional rotations ‘shadowing’ current rotations which are used for education purposes.</p>
Option CO14 – Install lighting on all island airstrips	✗	The experience of runway lighting in Orkney coupled with the restrictions applied to the service in night Visual Flight Rules mean that this option is excluded from further consideration.
Option CO15 – Install GNSS on the current BN2 Islanders	✗	GNSS presents a significant opportunity to extend the operating day. However, it should be noted that the operator has concerns about safety and implementability in the Orkney environment, which would need to be addressed in advance of progressing this option.



# What to do Next?

- Thank you for taking the time to read through the above material – we would be grateful if you could now complete a short questionnaire in relation to the options presented
- Please follow this link to access the questionnaire:

[https://www.surveymonkey.co.uk/r/OIITS-Outer\\_And\\_North\\_Isles](https://www.surveymonkey.co.uk/r/OIITS-Outer_And_North_Isles)

