

Air Service Provision

The current inter-island air service in the Shetland Islands is provided by Directflight, which has operated the service since June 2006. Tingwall Airport located 5 miles north west of Lerwick is the operating base for the service with flights between Tingwall and the outer islands of Fair Isle, Foula, Papa Stour and Skerries.

Two Britten Norman Islander Aircraft are used to provide the services, due to this aircraft's suitability to operate in the challenging climatic conditions. These aircraft have the capacity to carry 9 passengers (although this is dependent on the aircraft used and the combined weight of the passengers and freight carried.) and are an integral lifeline service for inhabitants of the islands as well as the growing tourist market in the region.



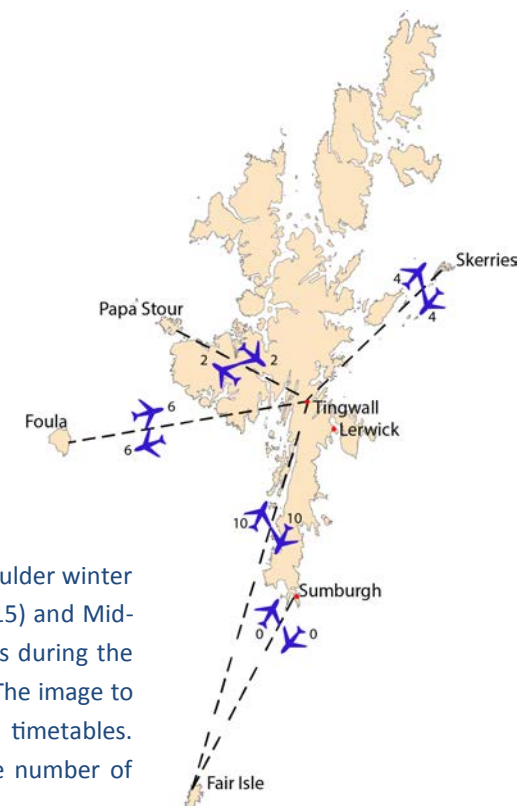
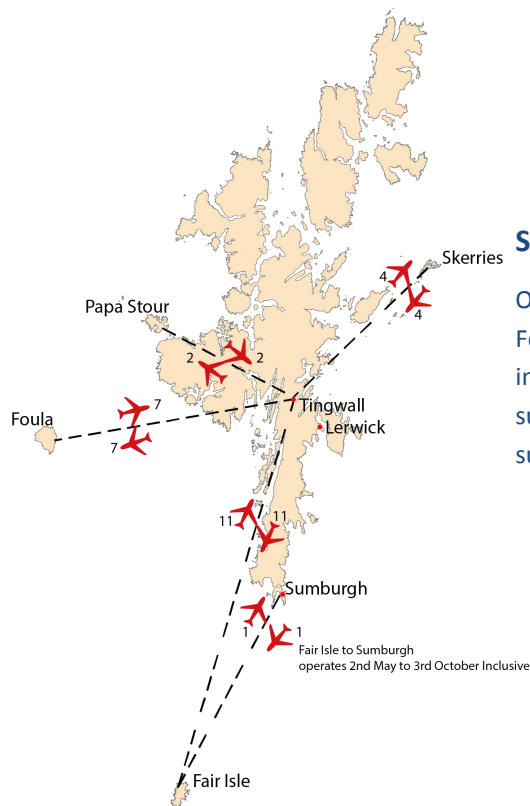
*This report currently reflects the present connections within the network at the outset of the SIITS study and it should be **noted** that the Skerries air service provision was suspended as of 23rd November 2015 due to a lack of fire cover. We have reported the Skerries service as it operated originally before any reduction in service provision due to fire cover issues.*

Summer Service Frequency

One main timetable operates during the summer, which normally runs from late February through to early October (eg 23rd February—17th October summer 2015). The image to the left shows the total number of flights each week that operate during the summer timetable. Fair Isle has the greatest service provision and also has an additional summer service to Sumburgh which operates from May 2nd to 3rd October (2015).

Winter Service Frequency

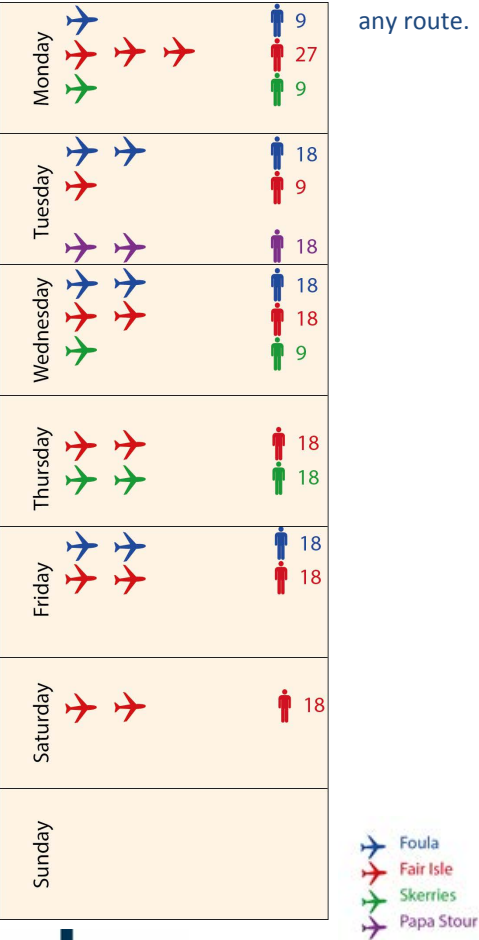
During the winter, two different timetables are operated. One that covers the shoulder winter periods between October and early November (eg 12th Oct—15th November 2015) and Mid-January to February (eg 18th Jan-21st Feb 2016). The second timetable operates during the shorter flying days during November to January (16th Nov-17th Jan 2015/2016). The image to the right shows the number of weekly flights that operated during the winter timetables. Although there are two different timetables in operation during this period, the number of services provided do not change, only the flight times differ.



Air Service Provision—Daily Flights & Capacity

Summer Daily Services

The chart below highlights the number of flights operating between the islands and the mainland for each day of the week during the summer timetable. The chart also shows the daily capacity based on these aircraft carrying the maximum passenger number of 9. As can be seen in the chart the service between Fair Isle and Tingwall has the most comprehensive coverage throughout the week, with services provided on 6 days of the week. The Fair Isle service is also the only one that operates at the weekend with two flights on Saturday. There is no service on Sundays for any route.



Winter Daily Services

As with the summer timetable, Fair Isle has the most comprehensive daily flight provision with services provided on 5 days of the week. There is no weekend provision for any routes during the winter timetables. Foula sees one service removed from Wednesday.



Air Service Provision—Operation Hours—Summer

		Foula	Fair Isle	Skerries	Papa Stour
Monday	First Departure from Island	10:40	09:35	14:00	
	Last Arrival to Island	10:30	16:25	13:50	
	First Departure from Mainland	10:15	09:00	13:30	
	Last Arrival to Mainland	10:55	17:00	14:20	
Tuesday	First Departure from Island	10:15	11:35		09:20
	Last Arrival to Island	16:35	11:25		15:35
	First Departure from Mainland	09:50	11:00		09:00
	Last Arrival to Mainland	17:00	12:00		15:55
Wednesday	First Departure from Island	09:25	10:35	14:00	
	Last Arrival to Island	16:35	15:25	13:50	
	First Departure from Mainland	09:00	10:00	13:30	
	Last Arrival to Mainland	17:00	16:00	14:20	
Thursday	First Departure from Island		10:45	09:30	
	Last Arrival to Island		15:10	16:20	
	First Departure from Mainland		10:10	09:00	
	Last Arrival to Mainland		15:45	16:50	
Friday	First Departure from Island	10:40	09:35		
	Last Arrival to Island	16:35	15:25		
	First Departure from Mainland	10:15	09:00		
	Last Arrival to Mainland	17:00	16:00		
Saturday	First Departure from Island		14:00		
	Last Arrival to Island		11:45		
	First Departure from Mainland		10:55		
	Last Arrival to Mainland		14:50		
Sunday	First Departure from Island				
	Last Arrival to Island				
	First Departure from Mainland				
	Last Arrival to Mainland				

Foula—the single flight on a Monday is does not allow island residents to visit the mainland and return on the same day. Tuesday, Wednesday and Friday allow island residents to visit and return on the same day, with each day allowing over 5 hours of time on the mainland. On the other hand visitors to Foula can spend over 6 hours visiting the island, with Wednesday providing the best opportunity with 7 hours and 30 minutes between flights.

Fair Isle— the operating hours for services to and from Fair Isle allows island residents to visit and return from the mainland on 5 days of the week. Monday provides the longest opportunity with a 6 hours ashore. Thursday has the shortest time with only 3 hours and 35 minutes. Monday is also the best day for visitors to Fair Isle with 7 hours and 10 minutes between return flights.

Skerries— although there are 4 flights a week from Skerries, only Thursday allows for a return journey on the same day from the island to the mainland or vice versa. Flights on both Monday and Wednesday arrive on Skerries and leave 10 minutes later. As such islanders can visit the mainland for 6 hours and 10 minutes, where as visitors to the island can spend 7 hours 10 minutes between flights.

Papa Stour— is served by 2 flights on a Tuesday. These flights allow for a return journey for both islanders and visitors. Flight times allow island residents to spend just under 6 hours on the mainland, with island visitors being able to spend just over 6 and a half hours on Papa Stour.

Air Service Provision—Operation Hours—Winter Shoulder

		Foula	Fair Isle	Skerries	Papa Stour
Monday	First Departure from Island	10:40	09:35	14:00	
	Last Arrival to Island	10:30	15:10	13:50	
	First Departure from Mainland	10:15	09:00	13:30	
	Last Arrival to Mainland	10:55	15:45	14:20	
Tuesday	First Departure from Island	10:15	11:35		09:20
	Last Arrival to Island	15:05	11:25		14:10
	First Departure from Mainland	09:50	11:00		09:00
	Last Arrival to Mainland	15:30	12:00		14:30
Wednesday	First Departure from Island	09:25	10:35	14:00	
	Last Arrival to Island	09:15	15:10	13:50	
	First Departure from Mainland	09:00	10:00	13:30	
	Last Arrival to Mainland	09:40	15:45	14:20	
Thursday	First Departure from Island		10:45	09:30	
	Last Arrival to Island		14:05	15:15	
	First Departure from Mainland		10:10	09:00	
	Last Arrival to Mainland		14:40	15:45	
Friday	First Departure from Island	10:40	09:35		
	Last Arrival to Island	15:10	14:05		
	First Departure from Mainland	10:15	09:00		
	Last Arrival to Mainland	15:35	14:40		
Saturday	First Departure from Island				
	Last Arrival to Island				
	First Departure from Mainland				
	Last Arrival to Mainland				
Sunday	First Departure from Island				
	Last Arrival to Island				
	First Departure from Mainland				
	Last Arrival to Mainland				

Foula—during the winter shoulder timetable, return flights are brought forward due to the shorter daylight hours. As such the time provided to visit the mainland and for visitors to the island is reduced. Wednesday also sees a reduction in the number of flights provided removing the ability to perform a return trip. Only Tuesday and Friday allows for return journeys with island residents being able to spend 4 hours and 20 minutes on the mainland on Tuesday and 4 hours on Friday.

Fair Isle— the ability to carry out 4 return trips a week from Fair Isle can still be performed during the winter shoulder timetable, however, the available time to spend on both the island and the mainland are reduced, with most days seeing at least a hour removed from the operating day.

Skerries— as with the summer timetable, only Thursday allows for a return flight between the island and mainland. Due to the shorter daylight hours the operating day is reduced by around an hour.

Papa Stour— the operating day on Tuesday during the winter shoulder timetable is reduced by an hour and 25 minutes, therefore, reducing the overall time available to spend on either the mainland or the island.

Air Service Provision—Operation Hours—Winter

		Foula	Fair Isle	Skerries	Papa Stour
Monday	First Departure from Island	10:40	09:35	13:30	
	Last Arrival to Island	10:30	14:40	13:20	
	First Departure from Mainland	10:15	09:00	13:00	
	Last Arrival to Mainland	10:55	15:15	13:50	
Tuesday	First Departure from Island	10:15	11:35		09:20
	Last Arrival to Island	14:50	11:25		13:55
	First Departure from Mainland	09:50	11:00		09:00
	Last Arrival to Mainland	15:15	12:00		14:15
Wednesday	First Departure from Island	09:25	10:35	13:30	
	Last Arrival to Island	09:15	14:40	13:20	
	First Departure from Mainland	09:00	10:00	13:00	
	Last Arrival to Mainland	09:40	15:15	13:50	
Thursday	First Departure from Island		10:45	09:30	
	Last Arrival to Island		13:35	14:45	
	First Departure from Mainland		10:10	09:00	
	Last Arrival to Mainland		14:10	15:15	
Friday	First Departure from Island	10:40	09:35		
	Last Arrival to Island	14:50	13:45		
	First Departure from Mainland	10:15	09:00		
	Last Arrival to Mainland	15:15	14:20		
Saturday	First Departure from Island				
	Last Arrival to Island				
	First Departure from Mainland				
	Last Arrival to Mainland				
Sunday	First Departure from Island				
	Last Arrival to Island				
	First Departure from Mainland				
	Last Arrival to Mainland				

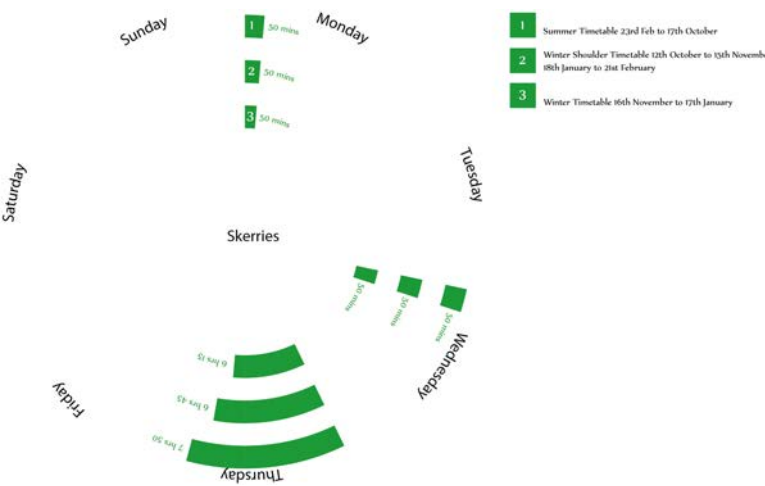
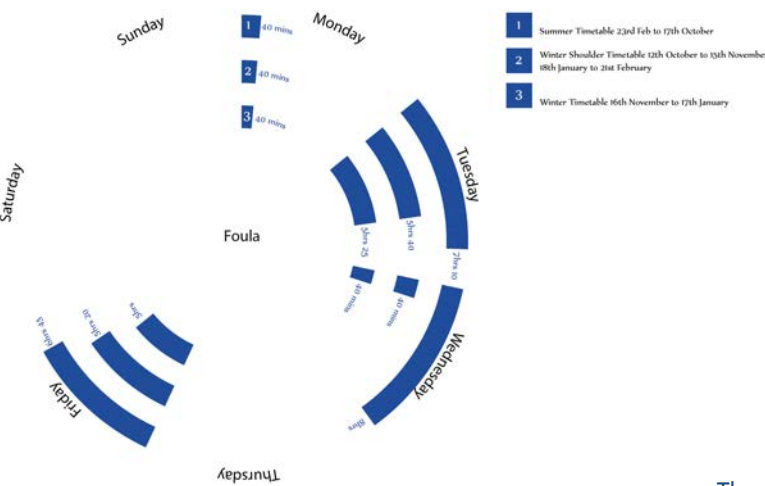
Foula— during the shortest daylight hours the winter timetable sees the Foula operating days reduced by a further 15 or 20 mins on both Tuesday and Friday from the shoulder winter timetable.

Fair Isle— a similar trend can be seen in the Fair Isle timetable with the operating hours further reduced by 30 minutes on Monday, Wednesday and Thursday with a 20 minute reduction on Friday.

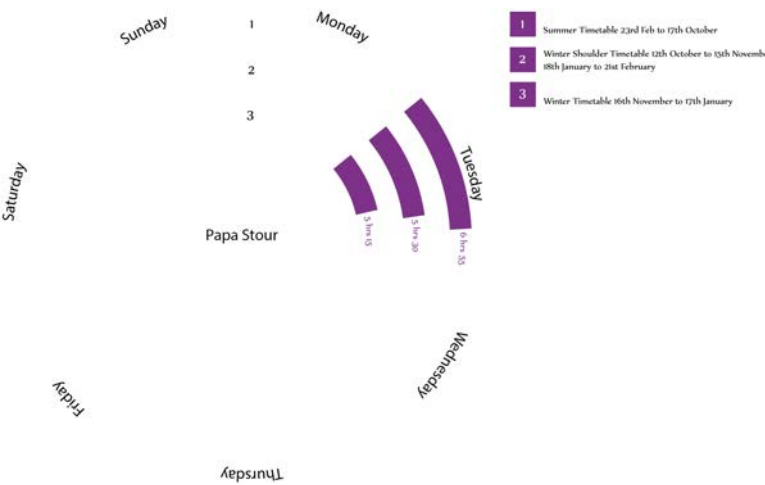
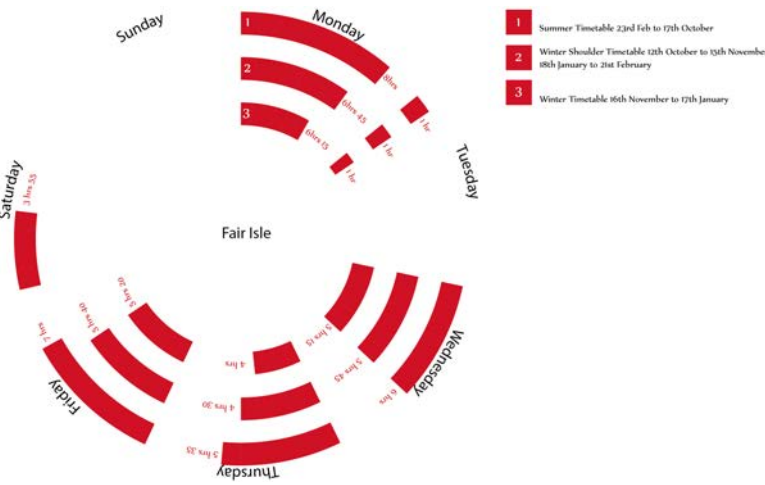
Skerries— Skerries also sees a reduction in operating hours during this timetable, with the operating hours on Thursday reduced by a further 30 minutes.

Papa Stour— the timetable for Papa Stour sees the shortest change in operating hours with times brought further forward by 15 minutes from the winter shoulder timetable. This may be a result of its proximity to the mainland and short flight time.

Air Service Provision—Length of Daily Operation



The charts on this page indicate the length of daily operation per island based on the first flight leaving Lerwick to each island and the last flight arriving back at Lerwick.



Air Service Provision—Flight Times and Total Weekly Flying Hours

FOULA

✈️ 15 MINS

FAIR ISLE

✈️ 25 MINS

SKERRIES

✈️ 20 MINS

PAPA STOUR

✈️ 10 MINS

FAIR ISLE TO SUMBURGH 15 MINS

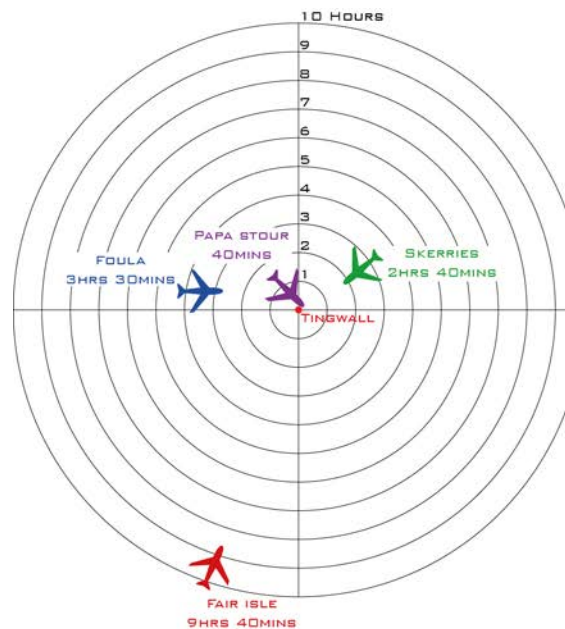
Flight Times

Flights between the islands and Tingwall on the mainland are all relatively short at under 30 minutes. There is a time difference for Fair Isle of 10 minutes during the summer when the Fair Isle to Sumburgh route is in operation. Although the flight time is reduced, there is the added journey time on the mainland to Lerwick by car (22 minutes) and by public transport (45 minutes).

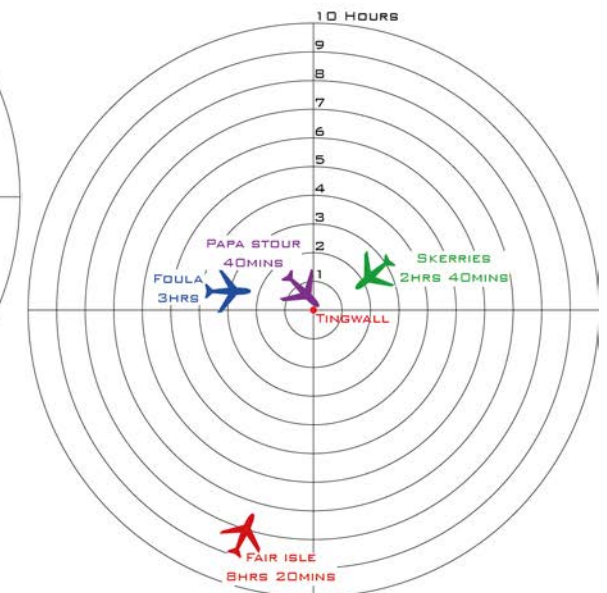
Weekly Flying Hours

The charts to the right display the total weekly flying hours during the summer and winter timetables. Fair Isle has the greatest number of flying hours during the week under both the summer and winter timetables, due to a longer flight time and a greater number of flights per week than the other islands. These hours include the Saturday service between Fair Isle and Sumburgh.

Both Skerries and Papa Stour have relatively low weekly flying hours due to the lower number of flights that each island receives compared to Fair Isle and Foula, and also due to the short flight time between Papa Stour and Tingwall.



Summer Total Weekly Flying Hours



Winter Total Weekly Flying Hours

Travel Times & Cost

The following pages look at each island in turn and highlight the journey times by mode and overall cost of a journey to the mainland from the island.

Journey Times

Journey times to Lerwick have been examined for; car and bus (including walk time). Times are calculated from the main settlement on the island to the airport, flight time and then time to the centre of Lerwick. These times represent the quickest travel time, and, therefore, **do not** include wait time for interchange between modes of public transport or check in time at the airport.



Travel Costs

The travel costs associated with making a journey from the island to Lerwick are shown in the following pages. These costs are shown as pure monetary costs and also as generalised cost as follows:

Pure Monetary Costs

These costs are the absolute user costs of making a journey to Lerwick and include costs such as bus fares, plane tickets and in the case of car, associated fuel costs of travelling to and from the airport at either end of the journey.

Generalised Cost

Generalised cost is the cost of a journey including monetary and non-monetary elements of the journey. The monetary elements include costs as mentioned above, whereas the non-monetary element refers to the time spent to undertake the journey. Both monetary and non-monetary elements are converted into a consistent unit of measure, normally expressed in pence. For the costs calculated in this paper the Values of Time (VoT) used are the “Leisure” and “Commuter” VoT. This associates a cost to the time spent travelling, based on the assumption that the travel is for either leisure or commuting purposes. When looking at these costs, VoT is doubled when applied to those walking and cycling, reflecting the higher perceived cost of this element of a journey compared with in vehicle time for example.



All the data and charts on the following pages use the summer timetable as the basis, although the winter timetable is broadly similar.

Foula to Lerwick—Travel Time & Cost

TRAVEL TIME TO LERWICK BY CAR



TRAVEL TIME TO LERWICK BY PT



Foula Travel Cost

The generalised cost of making a trip from Foula to Lerwick using the leisure and commute values of time are indicated in the diagram adjacent. The cost of travelling by public transport is £4.55/£5.00 more than travelling by car. This cost difference is mainly attributed to the difference in journey time at the start leg and the additional bus fare which costs more than the fuel used when travelling by car.

The diagram second right breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second price indicates the generalised cost per kilometre. As can be seen the costs are more aligned when considering pure monetary terms of the journey per kilometre.

Foula Travel Times

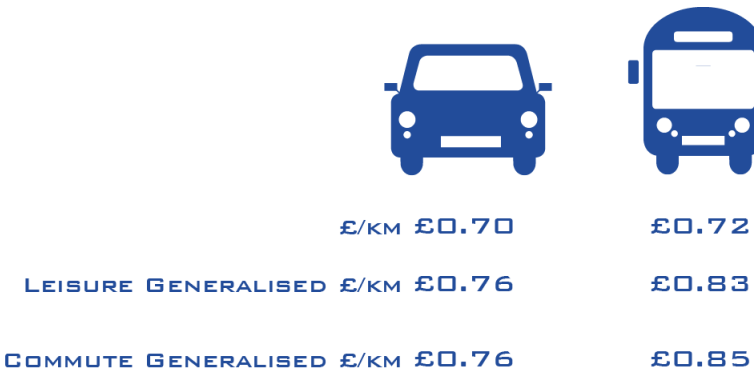
The travel times opposite reflect the quickest journey time on any given day, where there is little to no wait times involved at the airport or transferring to Public Transport. Total travel time to Lerwick from Foula is around 31 minutes travelling by car at either end of the flight leg. This time then increases by 18 minutes when travelling by Public Transport. This is due to the first leg of the journey being slightly longer due to walking to the airfield. The bus journey is only 1 minute longer due to the speed of travel compared to travelling by car.

However, there is currently only one bus service operating between Tingwall Airport and Lerwick Town Centre, which operates 5 journeys in each direction a day Monday to Friday and 1 service in each direction on a Saturday. This Service 90 is a Dial a Ride (DAR) service and the vehicle meets the flight irrespective of timetabled arrival or departure time. The current fare is £1.70 per person (October 2015).

Generalised Cost by Mode



Cost by Km



Fair Isle to Lerwick—Travel Time & Cost

TRAVEL TIME TO LERWICK BY CAR



TRAVEL TIME TO LERWICK BY PT



Fair Isle Travel Cost

The generalised cost of making a trip from Fair Isle to Lerwick or Sumburgh using the leisure and commute values of time are indicated in the diagram adjacent. The cost of travelling by public transport is £5.17/£5.70 more than travelling by car via Tingwall and £7.92/£8.74 via Sumburgh. This cost difference is mainly attributed to the difference in journey time at the start leg and the additional bus fare which costs more than the fuel used when travelling by car. For Sumburgh the extra travel time by bus (45 minutes) also impacts upon the cost.

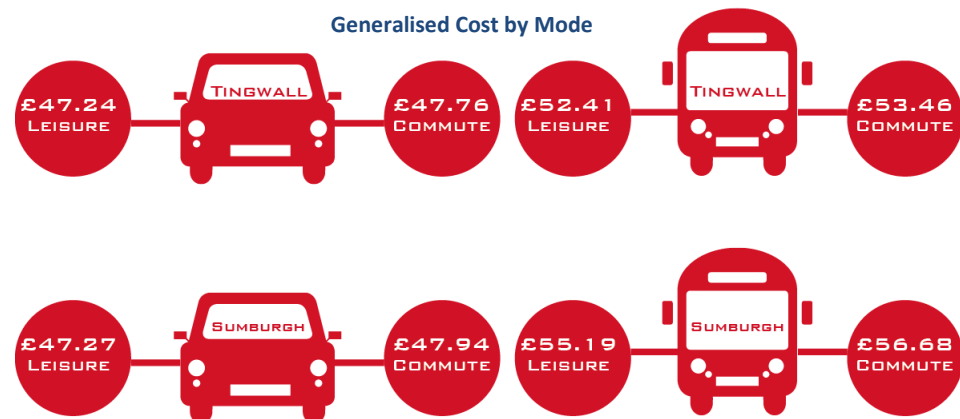
The diagram second right breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second price indicates the generalised cost per kilometre. As can be seen the costs are more aligned when considering pure monetary terms of the journey per kilometre.

Fair Isle Travel Times

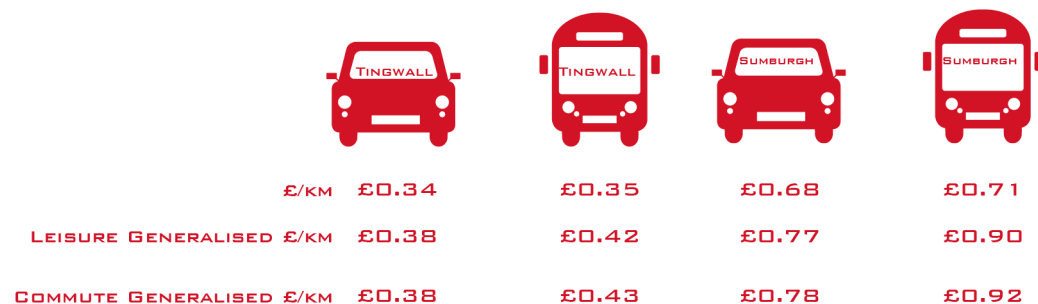
The travel times opposite reflect the quickest journey time on any given day, where there is little to no wait times involved at the airport or transferring to Public Transport. Total travel time to Lerwick from Fair Isle is around 41 minutes travelling by car at either end of the flight leg. This time then increases by 20 minutes when travelling by Public Transport. This is due to the first leg of the journey being slightly longer due to walking to the airfield. The bus journey is only 1 minute longer due to the speed of travel compared to travelling by car.

There is currently one bus service operating between Tingwall Airport and Lerwick Town Centre, which operates 5 journeys in each direction a day Monday to Friday and 1 service in each direction on a Saturday. This Service 90 is a Dial a Ride (DAR) service and the vehicle meets the flight irrespective of timetabled arrival or departure time.. The current fare is £1.70 per person (Oct 2015). From Sumburgh Airport there is a service to allow an interchange on a Saturday. The current fare of this service is £2.70 (Oct 2015).

Generalised Cost by Mode



Cost by Km



Skerries to Lerwick—Travel Time & Cost

TRAVEL TIME TO LERWICK BY CAR



TRAVEL TIME TO LERWICK BY PT



Skerries Travel Cost

The generalised cost of making a trip from Skerries to Lerwick using the leisure and commute values of time are indicated in the diagram adjacent. The cost of travelling by public transport is £1.68/£1.75 more than travelling by car. This cost difference is mainly attributed to the difference in journey time at the start leg and the additional bus fare which costs more than the fuel used when travelling by car.

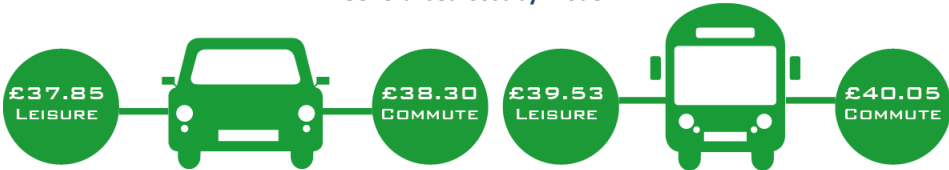
The diagram second right breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second price indicates the generalised cost per kilometre. As can be seen the costs are more aligned when considering pure monetary terms of the journey per kilometre.

Skerries Travel Times

The travel times opposite reflect the quickest journey time on any given day, where there is little to no wait times involved at the airport or transferring to Public Transport. Total travel time to Lerwick from Skerries is around 35 minutes travelling by car at either end of the flight leg. This time then increases by 3 minutes when travelling by Public Transport. This is due to the first leg of the journey being slightly longer due to walking to the airfield. The bus journey is only 1 minute longer due to the speed of travel compared to travelling by car.

There is currently one bus service operating between Tingwall Airport and Lerwick Town Centre, which operates 5 journeys in each direction a day Monday to Friday and 1 service in each direction on a Saturday. This Service 90 is a Dial a Ride (DAR) service and the vehicle meets the flight irrespective of timetabled arrival or departure time. The current fare is £1.70 per person (October 2015).

Generalised Cost by Mode



Cost by Km



Papa Stour to Lerwick—Travel Time & Cost

TRAVEL TIME TO LERWICK BY CAR



TRAVEL TIME TO LERWICK BY PT



Papa Stour Travel Cost

The generalised cost of making a trip from Papa Stour to Lerwick using the leisure and commute values of time are indicated in the diagram adjacent. The cost of travelling by public transport is £3.16 more than travelling by car. This cost difference is mainly attributed to the difference in journey time at the start leg and the additional bus fare which costs more than the fuel used when travelling by car.

The diagram second right breaks down the costs by the distance travelled. The first price is an absolute cost per kilometre to make the journey, while the second price indicates the generalised cost per kilometre. As can be seen the costs are more aligned when considering pure monetary terms of the journey per kilometre.

Papa Stour Travel Times

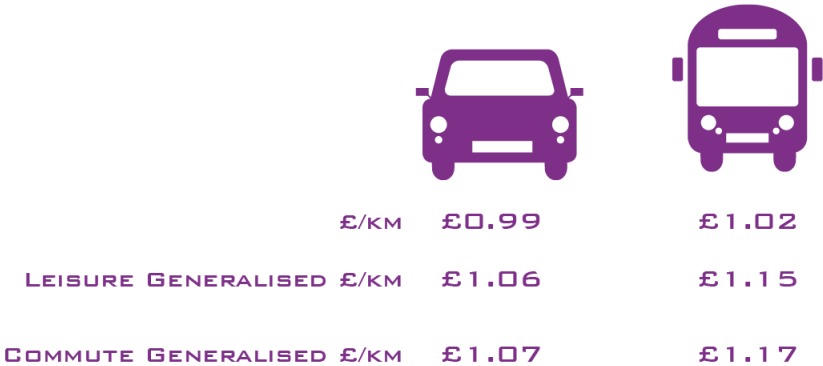
The travel times opposite reflect the quickest journey time on any given day, where there is little to no wait times involved at the airport or transferring to Public Transport. Total travel time to Lerwick from Papa Stour is around 26 minutes travelling by car at either end of the flight leg. This time then increases by 10 minutes when travelling by Public Transport. This is due to the first leg of the journey being slightly longer due to walking to the airfield. The bus journey is only 1 minute longer due to the speed of travel compared to travelling by car.

There is currently one bus service operating between Tingwall Airport and Lerwick Town Centre, which operates 5 journeys in each direction a day Monday to Friday and 1 service in each direction on a Saturday. This Service 90 is a Dial a Ride (DAR) service and the vehicle meets the flight irrespective of timetabled arrival or departure time.. The current fare is £1.70 per person (October 2015).

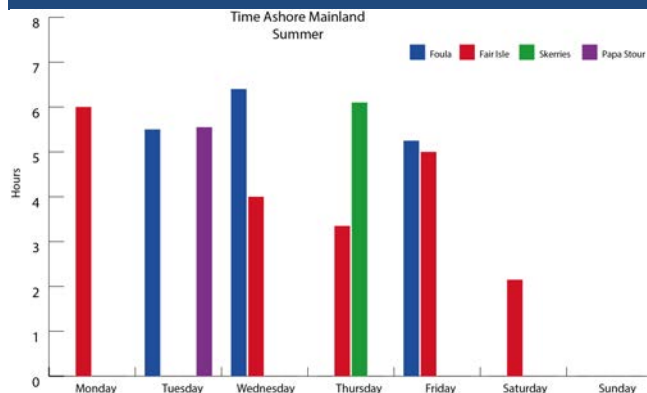
Generalised Cost by Mode



Cost by Km

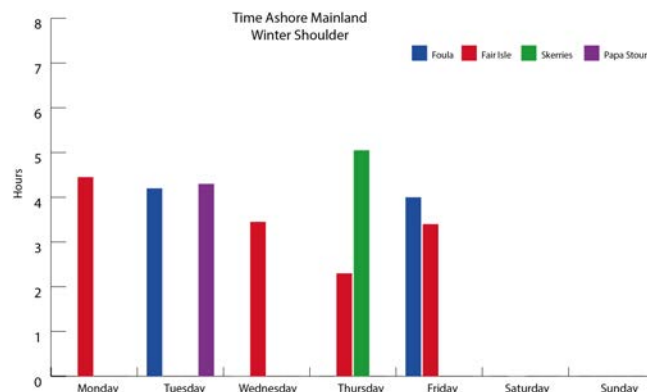


Time Ashore—Daily (Mainland)



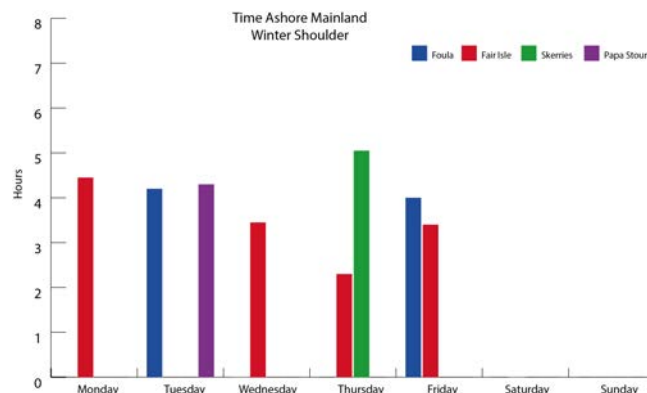
Summer Timetable

As can be seen in the chart opposite the daily hours that can be spent on the mainland by residents of each of the four islands varies widely throughout the week and ranges from a minimum of 3 hours and 35 minutes (Thursday) for residents of Fair Isle to a maximum of 6 hours and 40 minutes (Wednesday) for residents of Foulca. No day would allow for a complete working day on Lerwick by island residents. Both Skerries (Thursday) and Papa Stour (Tuesday) are restricted to only having one day a week each to spend any time on the mainland and return on the same day.



Shoulder Winter Timetable

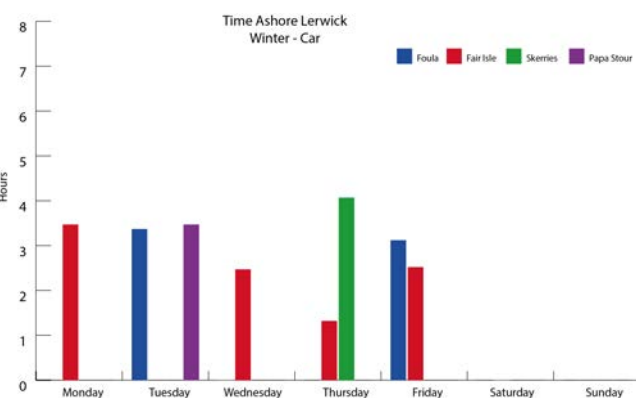
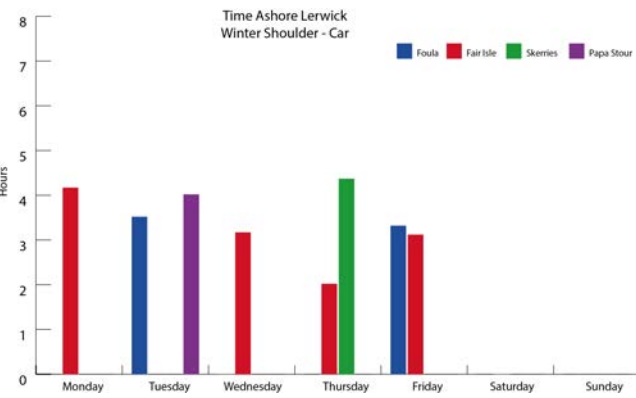
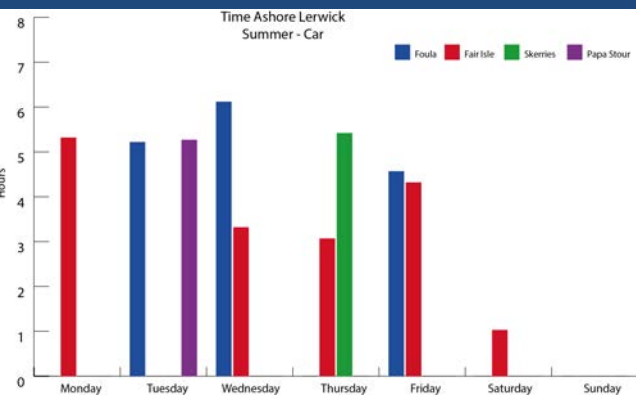
As with the summer timetable, the shoulder winter timetable also does not permit a full working day in Lerwick to be completed by island residents. Due to the shorter operating day the time available per day to spend on the mainland reduces with Fair Isle still having the minimum time available on a Thursday at 2 hours and 30 minutes. Residents of Skerries have the maximum available time to spend on the mainland at 5 hours and 5 minutes, however, they along with Papa Stour residents have the least overall time throughout the week to spend on the mainland.



Winter Timetable

As the operating hours again reduce due to the shorter flying days, daily time available to spend on the mainland by island residents again reduces further. The minimum time on any one day is 2 hours for residents of Fair Isle on a Thursday. Skerries again sees the maximum time available on a Thursday at 4 hours and 35 minutes, but again it is key to note that they have only one opportunity a week to spend any considerable time on the mainland.

Time Ashore—Daily (Lerwick)

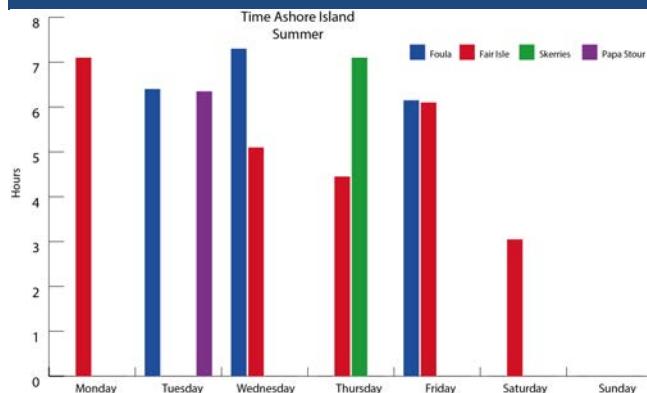


Daily Hours in Lerwick

The diagrams opposite highlight the daily number of hours that can be spent in Lerwick each day. The graphs show travel time by car, but as there is little difference in time between travel by car or bus, these graphs can be used as an indication for both.

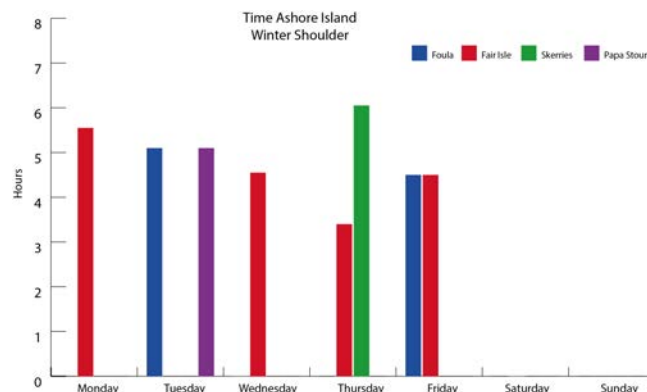


Time Ashore—Daily (Islands)



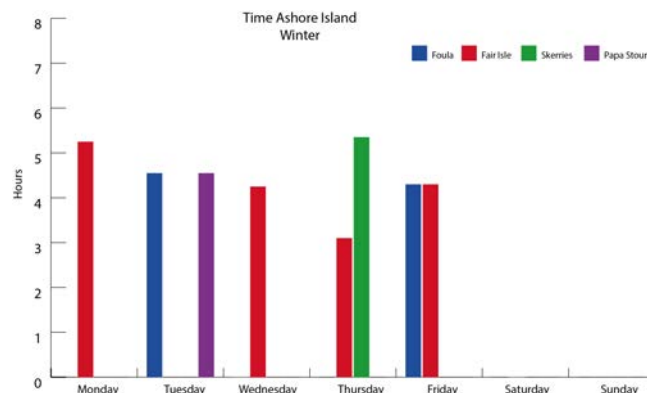
Summer Timetable

As the aircraft are based at Tingwall, the operating hours for the summer timetable allow visitors to spend more time on the islands than island residents can spend on the mainland. The flight times allow for over 7 hours to be spent on Fair Isle on Monday, Foula on Wednesday and Skerries on Thursday. Although this is still short of a working day, travel to the islands for work could be possible with a degree of flexibility. However, it is only possible to achieve 7 hours ashore for each of the three islands mentioned above for one day of the week although 6 hours is possible to some islands on other days. Overall, however, the daily hours ashore on the islands is still greater than the hours that residents can spend on the mainland.



Shoulder Winter Timetable

The shoulder winter timetable sees the weekly available time to spend on Foula decrease as the Wednesday return flight is dropped from the timetable. There is also no weekend connectivity during the operation of this timetable. As a result of the shorter operating hours daily time available on the islands is on average reduced by around an hour from the summer timetable per day.



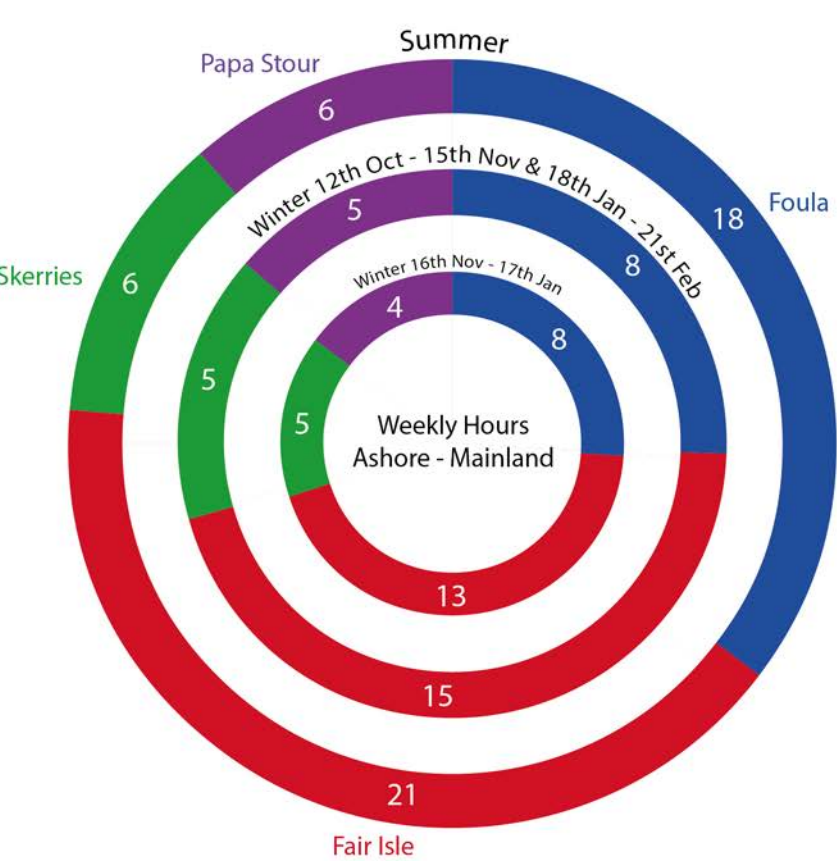
Winter Timetable

The daily hours available ashore the islands reduces further still during the operation of this timetable. As such the maximum time decreases from 7 hours and 10 minutes on Skerries under the summer timetable to 5 hours and 35 minutes under the full winter timetable. A similar trend can be seen for all islands.

Time Ashore—Weekly

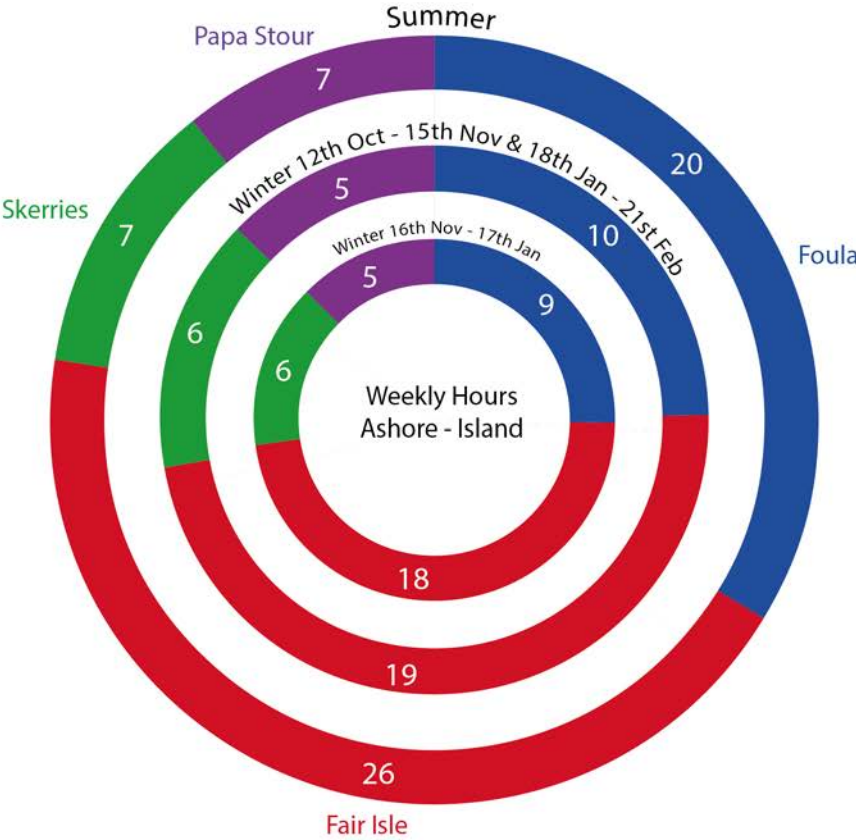
Weekly Hours Ashore—Mainland

The diagram directly below displays the total weekly hours that can be spent on the mainland by residents of each of the four islands. Each concentric ring represents a different timetable in operation throughout the year. From this diagram it can be seen that as each timetable comes into operation the total weekly hours that can be spent on the mainland becomes shorter. For example residents of Foula have 10 hours less to spend on the mainland during the winter timetable than when the summer timetable is in operation.



Weekly Hours Ashore—Island

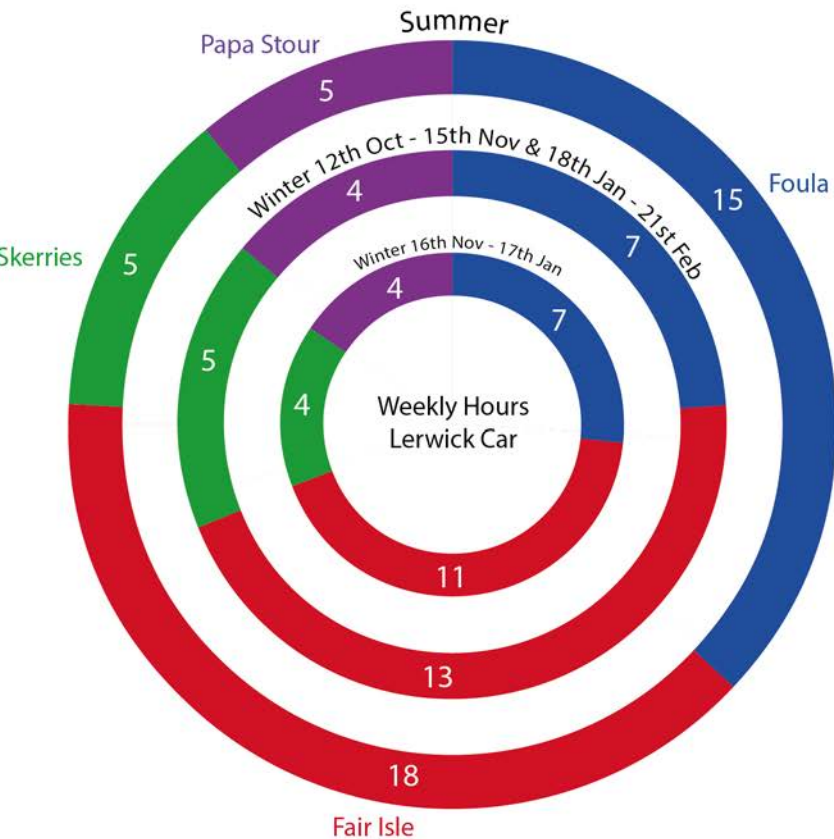
The diagram directly below displays the total weekly hours that can be spent on each of the respective four islands by visitors. Each concentric ring represents a different timetable in operation throughout the year. From this diagram it can be seen that as each timetable comes into operation the total weekly hours that can be spent on each of the islands becomes shorter. For example visitors to Foula have 11 hours less available to spend on the island during the winter timetable than when the summer timetable is in operation.



Time in Lerwick—Weekly

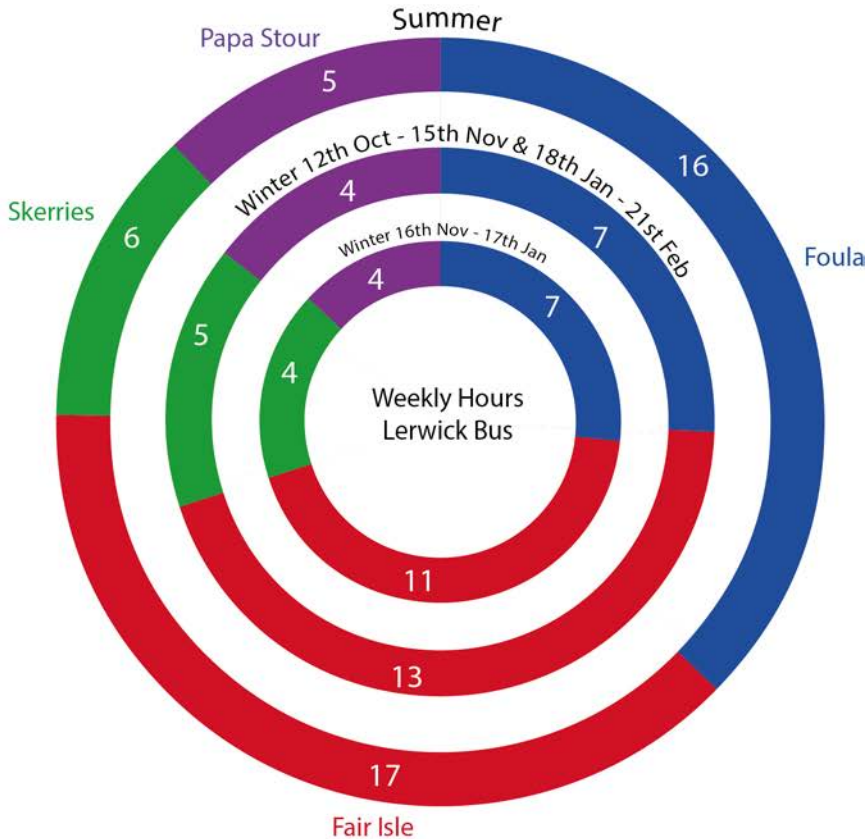
Weekly Hours in Lerwick—Car

The diagram directly below displays the total weekly hours that can be spent in Lerwick by residents of each of the four islands. This time excludes all travel time to Lerwick including the start of the journey on the island, up to and including travel to Lerwick from Tingwall airport. Each concentric ring represents a different timetable in operation throughout the year. The numbers below represent car based travel at either end of the flight leg.



Weekly Hours in Lerwick—Bus

The diagram directly below displays the total weekly hours that can be spent in Lerwick by residents of each of the four islands. This time excludes all travel time to Lerwick including the start of the journey on the island, up to and including travel to Lerwick from Tingwall airport. Each concentric ring represents a different timetable in operation throughout the year. The numbers below represent bus based travel at the Lerwick end of the journey.



Fares

Foula

The diagram directly below displays the total cost of a one way journey to Tingwall from Foula, for both visitors and residents. Resident tickets are actually return fares, as such the figure below represents an equivalent single fare for residents by halving the return fare.



Fair Isle

Similar to Foula all ticket types for residents on Fair Isle are return tickets. There are two options open to travellers depending on the time of the year due to flights to both Tingwall and the Saturday flight to Sumburgh during the summer. Resident tickets are actually return fares, as such the figure right represents an equivalent single fare for residents by halving the return fare.



Skerries

The diagram directly left highlights the fare costs associated with a trip from Skerries to Tingwall. Resident tickets are actually return fares, as such the figure left represents an equivalent single fare for residents by halving the return fare.

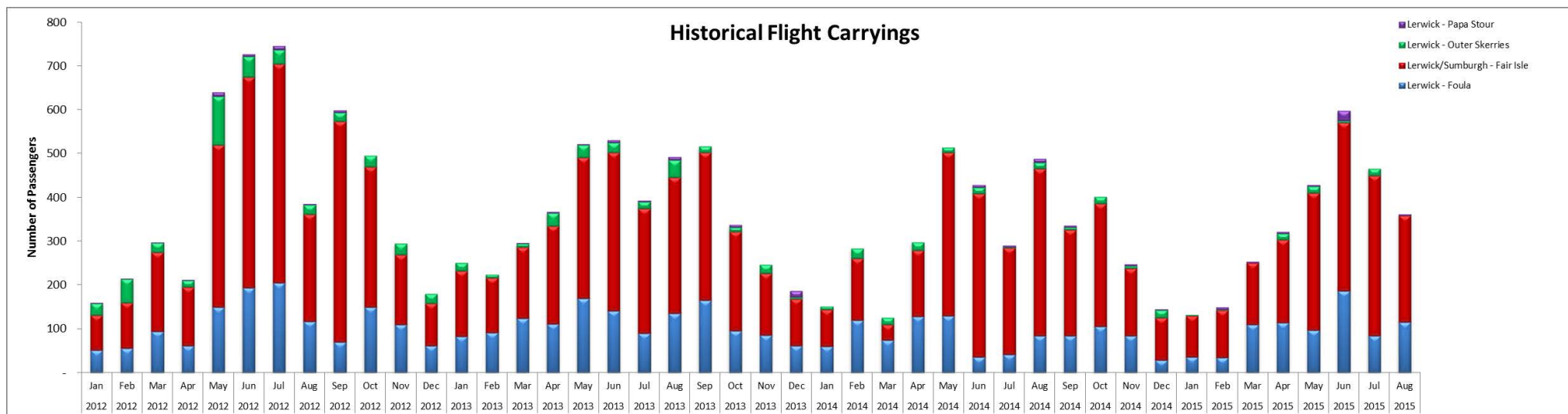


Papa Stour

The diagram directly right highlights the fare costs associated with a trip from Papa Stour to Tingwall. Resident tickets are actually return fares, as such the figure right represents an equivalent single fare for residents by halving the return fare.



Historical Flight Carryings

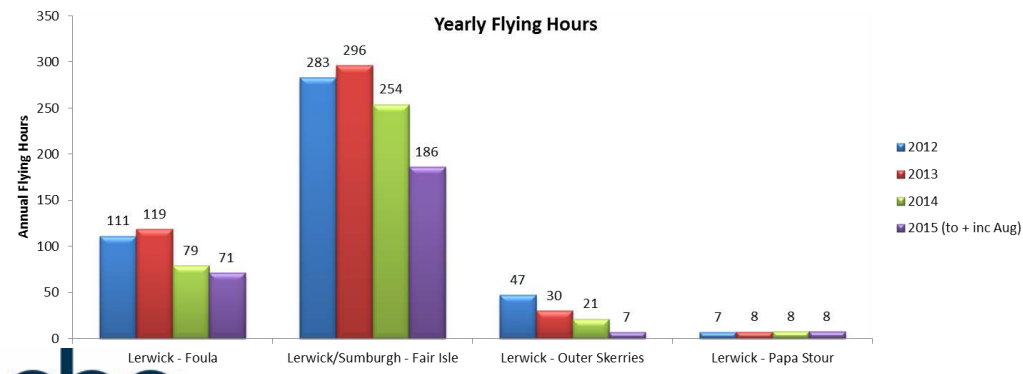
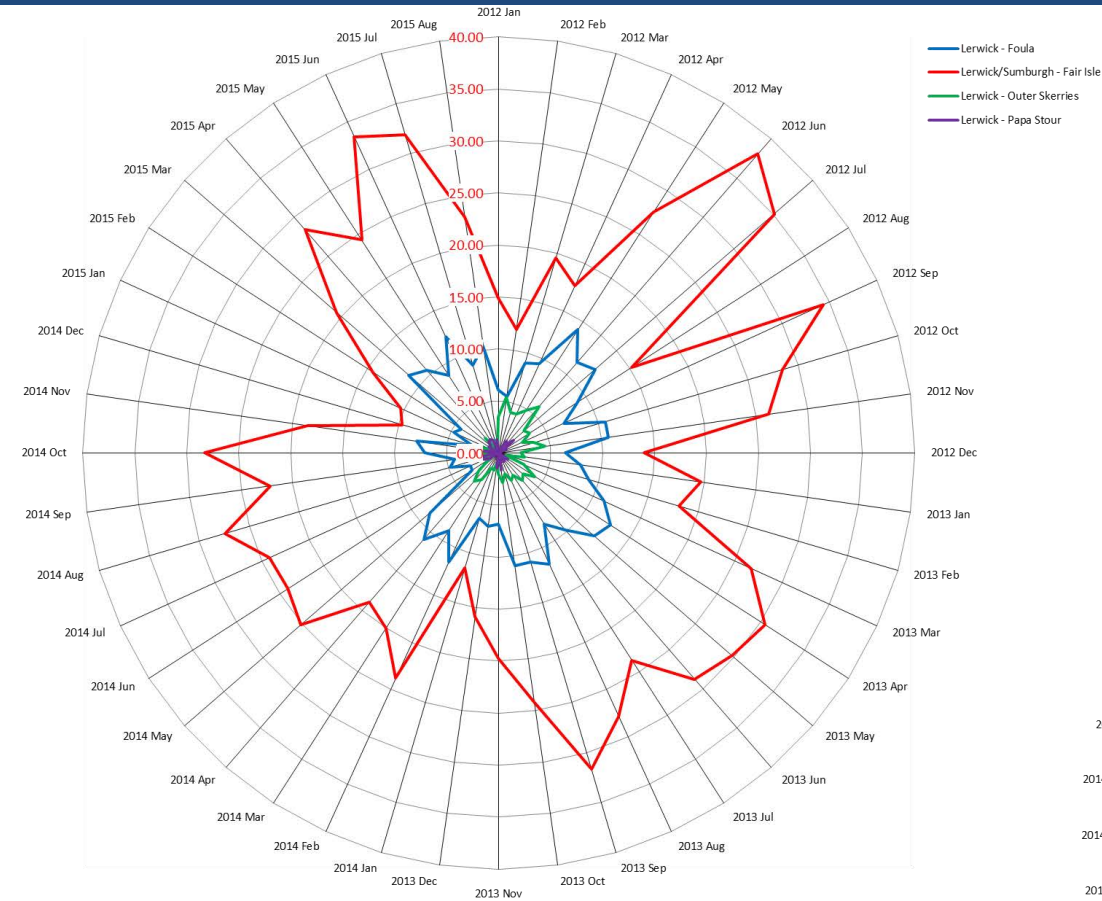


Carryings

The diagram above illustrates the historical carryings of the air services from each of the four islands over the past four years. It is apparent that both Foula and Fair Isle show the highest number of carryings, which is influenced by the greater number of flights that these islands see compared to both Skerries and Papa Stour. As expected the summer months show the greatest number of carryings, when a fuller service is in operation.

It is also apparent that since 2012 the number of people travelling by plane between the mainland and the islands has declined. Total carryings in June 2015 compared to June 2012 is down by 18%, and July carryings in 2015 compared to July 2012 are down by 38%. Overall all passenger numbers across all routes has declined over the four year period.

Historical Flight Hours



Flying Hours

The diagrams below show the recorded flying hours for each of the four islands over the past four years. As can be seen from the charts, the majority of flying hours were recorded pre-November 2013, with there being a prominent lean towards the right hand side of the axis. From this period on the number of monthly flying hours recorded decreases, which is particularly evident for the Skerries and Papa Stour routes, highlighted in the sub-chart below. This will be reflected in the carryings figures above.

