

# ORKNEY COUNTY COUNCIL

H. A. GRAEME LAPSLEY, B.L., F.F.B., M.B.I.M.  
COUNTY CLERK AND GENERAL MANAGER

TELEPHONE: KIRKWALL 2310

*County Offices,*  
*Kirkwall,*  
ORKNEY

OUR REFERENCE: EF/CM

YOUR REFERENCE: 5B

12th July, 1972.

G.F. Trowbridge, Esq.,  
Town Clerk,  
High Street,  
DORNOCH.

Dear Sir,

DORNOCH AIR- STRIP

I duly received your letter of 30th ulto., regarding the above.

This Council developed an air-strip on each of the six northern isles in Orkney some years ago and they have been used regularly ever since.

The Orkney Islands Shipping Co., who operate the steamer service to the North Isles of Orkney, have an agreement with Loganair Ltd., to provide a scheduled service to the North Isles and any loss is borne by the Shipping Company.

The County Council maintain the air-strips, provide the necessary fire-fighting equipment and employ two part-time attendants who require to be on duty every time the plane makes a landing. The attendants are paid £1-00 for each landing and the County Council charge Loganair Ltd., 75p for each landing.

Very little use has been made by private aircraft and as such landings do not require the services of the attendants no landing dues have been charged.

I trust the above information may be of some assistance to you.

Yours faithfully,



County Clerk and General Manager

# Orkney County Council

## NORTH ISLES AIR SERVICE

### Notes for the Guidance of Attendants in the Performance of their Duties

1. Prior to the arrival of aircraft, all livestock must be cleared from the airfield. Reception Hut and Toilets should be unlocked and in cold weather heater placed in passenger reception hut. On departure of aircraft hut and toilets should be locked.
2. Steps must be taken to ensure that the airfield is unobstructed for aircraft landing. Any debris—e.g. after a gale—removed. Any hazard to the aircraft which cannot be readily moved should be marked with red flags provided.

If a hazard is of widespread nature, e.g. deep snow in drifts, and prior warning has not been given, its existence should be signalled by means of a Verey (Red) Shell.

Birds on the airfield can constitute a hazard and they should be removed by firing a "Cracker" shell from the Verey Pistol near them.

When coloured shells are used, H.M. Coastguard (Telephone, Kirkwall 68) should be advised to obviate "false alarms" resulting in lifeboat being called out.
3. Fire tender must be coupled to vehicle in readiness for use and vehicle engine kept running during aircraft movements.
4. Members of the public should be restricted to the area of the passenger hut and not allowed on the airfield unless accompanied by an attendant or aircraft staff. When an attendant accompanies members of the public to an aircraft he should ensure that he and they remain well clear of the propellers.
5. Embarking passengers should remain at the passenger hut until called to join the aircraft.
6. During the period, say 15th November to 15th March, the paraffin stove provided should be used to maintain an even temperature of at least 40°F in the fire tender hut. During aircraft movements the same heater should be placed in the passenger reception room and returned to fire tender compartment on departure.
7. First Aid equipment should be inspected regularly and blankets provided should be aired, say, at week-ends.
8. Toilets must be kept in a clean and sanitary condition.

### In the event of EMERGENCY ON LAND the following steps should be taken IMMEDIATELY

1. SUMMON DOCTOR — Telephone No. ....
2. SUMMON NURSE — Telephone No. ....
3. ADVISE AIR TRAFFIC CONTROL OFFICER — Telephone No. Kirkwall 421
4. ADVISE POLICE — Telephone No. Kirkwall 241.

### In the event of EMERGENCY INVOLVING AIRCRAFT ON SEA

ADVISE DISTRICT OFFICER, H.M. COASTGUARD.