

= Værøy Airport =

Værøy Airport ( Norwegian : Værøy lufthavn ; IATA : VRY , ICAO : ENVY ) was a regional airport located at Nordlandet on the island and municipality of Værøy , Norway . Operated between 1986 and 1990 , it had an 800 @-@ by @-@ 30 @-@ meter ( 2 @,@ 625 by 98 ft ) asphalt runway aligned 07 ? 25 . The airport was owned and operated by the Municipality of Værøy . It was served by Widerøe , who operated de Havilland Canada DHC @-@ 6 Twin Otter aircraft to Bodø and Røst .

Widerøe commenced seaplane operates to Værøy from 1965 ; five years later the first helicopter services were introduced . Planning of an airport started in the late 1960s , but unfavorable weather conditions prolonged finding a suitable location . The decision to build the airport was taken in 1984 , construction began the following year and the airport opened on 1 June 1986 . The fatal Widerøe Flight 839 accident took place on 12 April 1990 , in which heavy wind caused structural failure of a Twin Otter . The airport has been closed since ; helicopter services commenced in 1993 and Værøy Heliport opened in 1997 .

= = History = =

= = = Early aviation = = =

The first aircraft to land in Værøy was a Noorduyn Norseman of the Royal Norwegian Air Force in 1948 . Services to Værøy started in 1965 , when Widerøe commenced sea plane services to the island using de Havilland Canada DHC @-@ 3 Otters and Norseman aircraft . The routes were operated two to three times per week as a charter service , with subsidies from the municipalities of Værøy and Røst . At Værøy the airline parked the aircraft in Sørlandsvågen and rowed passengers to and from land with a rowboat . Ragnar Johansen 's Cessna was a frequent operator to Værøy for charter services .

Helikopter Service flew between Bodø Airport to Værøy and Røst ? the island community further out from Værøy ? with three weekly services from 1973 . The helicopters doubled as serving for search and rescue duty ; in case they were needed for the latter flights to Værøy and Røst were cancelled . The regional airports in Lofoten and Vesterålen opened in 1972 , with the Værøy and Røst service being taken over by Widerøe on 1 September 1973 . As they did not want to operate helicopters , they subcontracted the operations to Helilift . The service operated twice per day on weekdays and once per day in the weekends , using two sixteen @-@ seat Sikorsky S @-@ 58Ts . Subsidies of 1 @.@ 9 million Norwegian krone ( NOK ) was granted for the route in 1973 , and the service transported 5 @,@ 359 passengers ( from both Røst and Værøy ) . At Værøy the helicopters landed at Hanna Bakken @-@ jordet in Sørland .

One of the helicopters was bought by Widerøe in December 1976 and the operations were subcontracted to Offshore Helicopters . The second Sikorsky was bought from Helilift in March 1978 and also operated by Offshore Helicopters . Helikopter Service merged with Offshore Helicopters in 1980 , and the new Helikopter Service took over the route . They introduced an eleven @-@ seat Bell 212 helicopters from 1 January 1982 because of the high maintenance costs of the S @-@ 58Ts . In 1982 the service to both islands handled 7 @,@ 145 passengers and three tonnes of post and cargo , and made 744 landings . It received subsidies for NOK 4 million .

= = = Establishment = = =

The first proposals for an airport on Værøy were launched by the government in the late 1960s . A 1968 meteorological report concluded that the island was highly susceptible for strong winds , dominantly from the west , which could cause problems for air traffic . Three locations were considered : Kvalnes , Røssnesvågen og Nordlandet . The Norwegian Meteorological Institute concluded in 1973 that Nordlandet was the most suitable location in terms of weather , but test

flights showed otherwise . Nordlandet was the cheapest alternative . Estimates showed that the regularity at an airport would be significantly lower than at the existing heliport . This caused local politicians to wish to keep the existing service , but pressure from Røst caused Værøy politicians to support an airport . After initial protests against Nordlandet as a site , Mayor Asmund Berg accepted the location on 3 May 1984 . There had not been conducted sufficient test flights to establish the wind conditions above the airport caused by Teisthammeren , a mountain next to the airport . Widerøe was opposed to the location of the airport .

Planning of the airport ran parallel with five other regional airports : Fagernes Airport , Leirin ; Førde Airport , Bringeland ; Mosjøen Airport , Kjærstad ; Rørvik Airport , Ryum and Røst Airport . Construction was approved by the Parliament of Norway on 10 April 1984 and construction began in 1985 . The municipality was granted concession to operate the airport on 22 August 1985 . Værøy and Røst Airports were opened on 1 June 1986 , after NOK 15 million had been spent on constructing Værøy Airport .

= = Operative history = =

Værøy Airport was plagued with bad wind conditions and low regularity . The airport had the highest number of cancellations in the country , with 31 of 609 flights canceled in the first eleven months of operation . During some periods , regularity was as low as 50 % . The navigational aids were moved in 1989 to increase safety , more runway lights were installed and an anemometer was installed on the mountain , costing NOK 1 million . Widerøe introduced self @-@ imposed restrictions on landing at Værøy from 31 October 1988 . Aircraft were not allowed to land or take off if the wind came from 090 ° ? 240 ° ( though south ) if the wind speed exceeded 20 knots ( 37 km / h ; 23 mph ) , including gusts . Additional restriction were introduced following an incident on 18 January 1989 . These were again modified on 1 November 1989 .

On 12 April 1990 , Widerøe Flight 839 crashed one minute after take @-@ off , killing all five on board . The cause of the accident was the turbulence and high wind speeds around the airport . The airport was immediately closed after the incident ; no public flights have taken off from the Airport after Flight 839 . Private flights still use the airport on occasion . The Ministry of Transport and Communications decided on 17 January 1992 to permanently close the airport , after it had been temporarily closed since the accident . This made Værøy Airport the civilian airport in Europe to have operated the shortest time . Helikopter Service resumed helicopter flights from Hanna Bakken @-@ jorden on 1 January 1993 . Construction of a new heliport started in 1996 and Værøy Heliport opened on 15 February 1997 . The old airport was in 2000 bought by a private individual who has converted the terminal building into a private dwelling and uses the control tower for a small @-@ scale chocolate factory .

= = Facilities = =

The airport is located at Nordlandet on the north side of the island of Værøy . It is located on level section of land ; just south of the runway is the 465 @-@ meter ( 1 @,@ 526 ft ) tall mountain Teisthammeren . The asphalt runway measured 800 by 30 meters ( 2 @,@ 625 by 98 ft ) and was aligned 07 ? 25 . The terminal building had a café and was connected to the rest of the island with a dirt road .

= = Airlines and destinations = =

The airport was served by Widerøe using de Havilland Canada DHC @-@ 6 Twin Otters . The airline operated two trips Bodø ? Røst ? Værøy ? Bodø on weekdays and one round trip during the weekend . In addition , there were two weekly trips that connected Værøy to Leknes Airport before returning to Bodø . The service was subsidized by the Ministry of Transport and Communications .

= = Accidents and incidents = =

On 19 January 1989 , a Widerøe Twin Otter became uncontrollable due to turbulence during final approach to Værøy . Control was regained when there was 80 meters ( 260 ft ) height above the sea . This incident caused the airport to be temporarily closed .

On 12 April 1990 , Widerøe Flight 839 crashed one minute after take @-@ off , killing all five on board . It was caused by high wind speeds , in excess of the construction dimensions , cracking the tail rudder and vertical stabilizer , crashing the plane in the sea after eight seconds .