

= Fagernes Airport , Leirin =

Fagernes Airport , Leirin (Norwegian : Fagernes lufthavn , Leirin ; IATA : VDB , ICAO : ENFG) serves Fagernes , in the municipality of Nord -@ Aurdal , Oppland county , Norway . It also serves the surrounding valleys of Valdres , Hallingdal and Gudbrandsdal in Southern Norway , 190 kilometres (120 mi) from Oslo . Opened in 1987 , it is owned and operated by state @-@ owned Avinor . The airport is 822 metres (2 @, @ 697 ft) above sea level , and has a 2 @, @ 049 @-@ metre (6 @, @ 722 ft) runway . It provides a regional service for the local population to Oslo , subsidized by the Ministry of Transport , as well as charter services during winter serving the nearby ski resorts . In 2014 , the airport had 6 @, @ 393 passengers .

The airport was originally planned as a conventional regional airport , but during its construction it was redesigned to accommodate larger jet aircraft . Originally owned by six local municipalities , it was taken over by the state in 1996 . Norsk Air started operations in 1987 , but terminated them the following year . Coast Air introduced state @-@ subsidized services in 1990 , and continued until the contract was won by Teddy Air in 1996 . From 2000 the airport was served by Guard Air , but following their bankruptcy in 2001 , services were taken over by Widerøe for six months , when Arctic Air won a one @-@ year contract . Coast Air resumed the service from 2003 to 2008 , when they went bankrupt . Air Norway then operated services for one year , pending DOT LT 's take over in 2009 .

= = Operations = =

Charter services are provided during the winter season , serving the wide range of ski resorts in the area . During the winter of 2010 / 11 and 2011 / 12 , weekly services are provided by Thomas Cook Airlines using an Airbus A320 , on behalf of the British tour operator Neilson , serving Gatwick - Fagernes on Sundays in the period of December 19 until April 24 .

= = Facilities = =

Fagernes is an international airport with a 1 @, @ 800 @-@ square @-@ metre (19 @, @ 000 sq ft) terminal building which includes immigration and customs clearing facilities , a self @-@ serve cafeteria , duty @-@ free store and several car rentals . Parking is free , and there is a shuttle service to Fagernes town center which coordinates with all scheduled services to Oslo . The bus leaves the town center 50 minutes before each departure . The airport is closed on Saturdays . The asphalt paved runway is 2 @, @ 049 by 45 metres (6 @, @ 722 ft × 148 ft) , without a taxiway . The apron has standings for three A320 / 737 @-@ size jets , which allows charter aircraft up to the size of Airbus A321 and Boeing 757 to use the airport .

= = History = =

Plans for an airport at Fagernes were initiated in 1975 , and approved by Parliament in 1984 , along with three other regional airports , at Rørvik , Mosjøen and Førde Airport , Bringeland . Construction started in 1985 , but plans were changed in 1986 , when local authorities decided to build a longer runway to allow charter flights . The nearby Geilo Airport , Dagali , a two @-@ hour drive away , had already made a similar decision , and was in the process of extending its own runway . The airport opened on 31 October 1987 . The state had initially paid 60 % of the NOK 29 @. @ 3 million investments for the 800 @-@ metre (2 @, @ 600 ft) version of the airport , and the rest was financed by municipal and county grants . The increased cost of building a longer runway was estimated at NOK 59 million , financed by loans and municipal grants , plus a NOK 10 million investment from Dansk Folkeferie . The airport was owned by Valdres Lufthavn A / S , a privately held limited company with six municipalities as its principal shareholders . Following the airport 's establishment , the Norwegian State Railways ' Valdres Line was closed in 1989 .

By 1988 , building costs had increased from NOK 88 to 131 million . The municipalities had co

@-@ signed for a foreign loan , and were forced to pay NOK 3 @.@ 5 million annually just in interest , in addition to the operating cost of the airport ; these were aggravated by not only the loss of the sole scheduled service , but also considerably less charter traffic than estimated . In 1990 , the airport company was forced to refinance , and NOK 61 of 85 million in dept was refinanced , and the obligations transferred from the airport company to the municipalities and the county . However , by 1991 , passenger numbers were above 20 @,@ 000 , three quarters coming from charter traffic . On 1 January 1996 , Fagernes Airport was nationalized , along with 25 other regional airports , and put under the control of the Norwegian Airport Authority (now Avinor) . Following the closure of Geilo Airport , Dagali in 2003 , Fagernes experienced an increase in charter traffic .

= = = Operators = = =

Norsk Air started a route from Fagernes to Oslo Airport , Fornebu , and Bergen Airport , Flesland , on 4 November 1987 , using Embraer EMB 120 Brasilia aircraft . The route turned out to be unprofitable , and was terminated on 1 June 1988 , after the company had lost NOK 5 million . About 4 @,@ 500 passengers were using the airport each year , compared to the 120 @,@ 000 carried annually by the Valdresekpressen coach service on the 190 kilometres (120 mi) to Oslo . Local politicians contacted Widerøe to discuss the possibility of introducing scheduled services , but the airline stated that it would only fly if it was granted subsidies .

An agreement for the provision of subsidies on services to Oslo and Bergen was not reached with the Ministry of Transport until 1990 . The state agreed to provide NOK 4 @.@ 5 million , with the municipalities providing another NOK 2 @.@ 6 million , and Oppland County Municipality NOK 2 million . The county and municipalities were allowed to reduce their subsidies in the event that passenger numbers increased . Although initially planned to be introduced in January 1990 , Widerøe later dropped out , and the contract was awarded to Coast Air , who began operating on 3 September 1990 , using a de Havilland Canada Twin Otter aircraft . The deal was the most expensive subsidy for regional aviation in the country ; while the national average was NOK 156 , the Fagernes route cost the authorities NOK 2 @,@ 000 per passenger .

Coast Air continued to provide a service until 1 August 1996 , when Fagernes became a trial for the use of public service obligations for regional aviation in Norway . The first contract was won by Teddy Air , to serve both Oslo and Bergen . The contract agreed a subsidy of NOK 23 @.@ 7 million for three years , 15 % less than Coast Air had been receiving . Teddy Air operated until 1 August 1999 , when Widerøe took over using de Havilland Canada Dash 8 @-@ 100 aircraft . At the same time , the route from Fagernes to Bergen was dropped from the schedule . Widerøe 's contract lasted only eight months , until 1 April 2000 , when Guard Air , who bid NOK 6 @.@ 93 million per year , won the tender , and started flying with Dornier 228 aircraft . On 8 October 2001 , Guard Air filed for bankruptcy , and the ministry signed an intermediate contract with Widerøe to fly the route . The subsequent tender was won by Arctic Air , who continued operation until 31 March 2003 , using Dornier 228 aircraft .

From 1 April 2003 , the contract was taken over by Coast Air , who put Jetstream 31 aircraft into use . The same company won the contract again in 2006 . Following Coast Air 's bankruptcy on 23 January 2008 , the route was taken over by Air Norway on 4 February , after an extraordinary tender , using Fairchild Metroliner aircraft . From 1 April 2009 , the service will be provided by DOT LT , who operate Saab 340 aircraft . The services are subsidized by the Norwegian Ministry of Transport and Communications , based on three @-@ year public service obligation tenders .

In March 2016 the route to Oslo was closed down . The operator was Air Norway at this time . This leaves charter flights as the only traffic , and big uncertainty whether the airport should be closed down or not . The road travel time to Oslo Airport is around 2 hours 30 minutes , which is planned to be shortened by 15 minutes by 2025 .

= = Airlines and destinations = =