

= Ny @-@ Ålesund Airport , Hamnerabben =

Ny @-@ Ålesund Airport , Hamnerabben ( Norwegian : Ny @-@ Ålesund flyplass , Hamnerabben ; ICAO : ENAS ) is an airport serving the research community of Ny @-@ Ålesund in Svalbard , Norway . The airport is owned by Kings Bay , who also owns the company town . The only flights available are to Svalbard Airport , Longyear , operated two to four times a week by Lufttransport using Dornier Do 228 aircraft . The services are organized as corporate charters and tickets are only available after permission from Kings Bay .

Between 1925 and 1928 , Ny @-@ Ålesund saw four air expeditions to the North Pole , two of which required the construction of an airship hangar and mast . The first proposal for an airport in Ny @-@ Ålesund was launched in 1956 by Norsk Polar Navigasjon , who proposed an airport at Kvadehuksletta . Soviet protests against the airport caused the Norwegian authorities to oppose the plans , which were laid to rest in the early 1960s . Construction at Hamnerabben started in 1965 following the decision to build Kongsfjord Telemetry Station . The airport first hosted service to temporary landing strips near Longyearbyen , but from 1975 served Svalbard Airport . Lufttransport started flights with helicopters in the 1980s , but from 1989 has flown with fixed @-@ wing aircraft .

= = History = =

= = = Early aviation in Ny @-@ Ålesund = = =

Ny @-@ Ålesund was established as a mining company town by Kings Bay in 1916 . Between 1925 and 1928 , four attempts were made to reach the North Pole by air from Ny @-@ Ålesund . In May 1925 , Roald Amundsen used Ny @-@ Ålesund as a base for two flying boats , but the expedition failed to come closer than 88 degrees north . On 9 May 1926 , Floyd Bennett and Richard E. Byrd used Ny @-@ Ålesund as both the starting and landing for their expedition . Although they claimed to have reached the pole , there is strong evidence that they could not have accomplished this . On 11 May , Amundsen and Umberto Nobile 's airship Norge left Ny @-@ Ålesund and traveled via the North Pole to Alaska . This is regarded as the first successful expedition to the North Pole . After two short skirmishes , Nobile 's airship Italia left Ny @-@ Ålesund on 23 May 1928 to reach the North Pole , but crashed on the return .

The flying boats did not require any specific infrastructure , although they had to be brought by ship to Ny @-@ Ålesund , where they were assembled . They took off from a manually groomed air strip on snow . For the airship expeditions , a hangar and a mast were needed . Twenty @-@ two carpenters arrived in October 1925 along with supplies on SS Alekto . Materials were transported to the site by railway after a track had been laid to the site from the port . The 35 @-@ meter ( 115 ft ) tall steel mast was completed in December . The wooden hangar was 110 by 34 meters ( 361 by 112 ft ) with a height of 30 meters ( 98 ft ) . It was covered in 10 @,@ 000 square meters ( 110 @,@ 000 sq ft ) of tarp . The hangar was completed on 15 February 1926 .

Mining ceased in Ny @-@ Ålesund in 1929 ; it was taken up again in 1941 , but because of the Second World War the town was evacuated the following year . From 1946 , the Royal Norwegian Air Force started serving Ny @-@ Ålesund with their Consolidated PBY Catalina amphibian aircraft . The aircraft were able to land if there was no ice on the fjord and lighting and weather permitted it . The first flight took place on 10 May and consisted of post drops . No further flights were carried out until 1949 ; one of the flights that year was an air ambulance operation . The service also dropped post at the other Norwegian settlements in Svalbard . In 1961 , the Catalinas were replaced with Grumman HU @-@ 16B Albatross aircraft .

= = = Kvadehuksletta proposal = = =

The first proposal for an airport serving Ny @-@ Ålesund was launched by the brothers Einar Sverre Pedersen and Gunnar Sverre Pedersen . Einar worked as chief navigator in the

Scandinavian Airlines System ( SAS ) and was instrumental in developing the airline routes over the North Pole . He envisioned that the airport in Svalbard could serve as an emergency landing aerodrome for intercontinental flights , and proposed that the Norwegian trunk airline service be extended to Svalbard .

The brothers went on an expedition to Spitsbergen in 1956 to conduct further surveys . Their initial observations concluded that Kvadehussletta , the outermost part of Brøggerhalvøya , was the best @-@ suited place for a major airport . They initially planned for a 1 @,@ 600 @-@ meter ( 5 @,@ 200 ft ) long runway , which could easily be expanded to 3 @,@ 000 meters ( 9 @,@ 800 ft ) . Hotellneset and Adventdalen , both close to Longyearbyen , were rejected because the areas were too small and due to poor weather conditions .

The brothers presented the idea to the Government of Norway and SAS , but neither party was interested in investing in an airport . They contacted Kings Bay and asked the company to lease or purchase land to build the airport . The company was positive , but required that the airport remained under Norwegian ownership and regulations . On 22 October 1958 , negotiations started with Vestlandske Flyselskap to start an airline service from the mainland to Svalbard . Financing of the airport was in part to be secured through a Hilton hotel , which would provide accommodation for tourists , and the " Roald Amundsen Institute , " a planned research station .

Although the brothers received initial support from the government , the Soviet Union officially protested the airport on 5 November 1958 . They claimed it could be used as an air force base ? and thus would be a violation of the Svalbard Treaty ? and pointed out that planning was partially financed with American military funding and that Gunnar was a military officer . From then on the Norwegian government started actively opposing the airport . At first they asked the company to cease operations , then asked the American military to cut funding . They also instructed all government @-@ owned companies to not allow an airport to be built on their ground . The government also used Gunnar 's military rank to hinder him , to limited extent , from pursuing the plans . The Aviation Act , which required all airports to have a concession to operate , came into effect from 1961 , effectively stopping the plans .

= = = Hamnerabben = = =

Following the 1962 mining accident and the subsequent Kings Bay Affair , Ny @-@ Ålesund was transformed from a mining town to a research outpost . The need for an airport to support commercial activity in Ny @-@ Ålesund arose in 1965 with the construction of Kongsfjord Telemetry Station . The Royal Norwegian Council for Scientific and Industrial Research needed to have an aviation connection with Longyearbyen to send magnetic tapes with the downloaded data to Germany . A road was built from the settlement to Hamnerabben , the site of the telemetry station . The top of the hill was sufficiently flat that a runway could be constructed . It was built by giving a 850 @-@ meter ( 2 @,@ 790 ft ) long straight section of the road a width of 40 meters ( 130 ft ) . Waste oil was poured on the gravel to bind it . A smaller road was built to the north of the runway to allow road transport while the runway was in use .

The airport was largely used to fly to Longyearbyen , although a limited number of flights were undertaken to the mainland . In addition to magnetic tapes , the aircraft were used to transport personnel and cargo , particularly during winter . Services were originally operated by Ski- og Sjøfly , but were later taken over by Svalbard @-@ Fly , both of which had their Cessna 185 aircraft stationed in Ny @-@ Ålesund . On 3 June 1970 , a miner with a fractured skull was transported by ship from Longyearbyen to Ny @-@ Ålesund and sent on board a Piper PA @-@ 31 Navajo to the mainland for treatment . After the telemetry station closed in 1974 , the airport was taken over by Kings Bay . During this period , Longyearbyen was served by a planed section of tundra in Adventdalen .

Svalbard Airport , Longyear , opened in 1975 , allowing better facilities and connection with scheduled flights to the mainland . At the same time , Lufttransport established itself at Svalbard Airport . During the summer of 1975 , the Norwegian Polar Institute stationed two helicopters at Ny @-@ Ålesund Airport to support their expeditions . During the late 1970s there was little winter

activity in Ny Ålesund , but the air strip was kept operational for the few groups of researchers who did visit . A radio line repeater was installed at Kongsvegpasset in 1980 , resulting in Ny Ålesund receiving a telephone connection . A radio beacon was subsequently installed at the airport .

During the 1980s , the services were gradually taken over by Lufttransport , who used both small aircraft and helicopters . These gradually became more regular and became de facto scheduled services every fortnight . Lufttransport replaced the helicopter service with a two engine five seat aircraft in 1989 , which cut the cost of transport significantly . In 1993 , Widerøe established itself at Svalbard Airport and flew services to Ny Ålesund , but this only lasted the one season . In 1996 , Lufttransport and Kings Bay made an agreement that the airline would fly once per week during the winter and up to five times per week during the summer . The airline would use a Dornier Do 228 , which was also used for flights from Longyearbyen to Svea Airport for Store Norske Spitsbergen Kulkompani .

= = Facilities = =

Ny Ålesund Airport , Hamnerabben , is located at Hamnerabben , 0 65 nautical miles ( 1 20 km ; 0 75 mi ) west of the main settlement of Ny Ålesund . It consists of a single 808 meter ( 2 651 ft ) long and 30 meter ( 98 ft ) wide gravel runway . It is located at 40 meters ( 130 ft ) elevation and aligned 12 / 30 . The airport has a single 30 by 75 meter ( 98 by 246 ft ) apron . The airport has aerodrome flight information service but lacks terminal and hangar facilities .

= = Airlines and destinations = =

The only airline to provide service to and from Hamnerabben is Lufttransport , which operates 16 seat Dornier Do 228 aircraft to Svalbard Airport , Longyear . The airline provides two flights per week during the winter and four flights per week during the summer . All departures are charter flights organized by Kings Bay and tickets are only available through the company . Occasional ad hoc charter flights are also sometimes operated . At Longyearbyen , connections are provided onwards to Tromsø Airport and Oslo Airport , Gardermoen .