

= Braathens Helikopter =

Braathens Helikopter A / S was a Norwegian helicopter airline based at Stavanger Airport , Sola , and Bergen Airport , Flesland . It used a fleet of seven Aérospatiale Super Pumas to serve offshore oil platforms in the North Sea . The customers were Phillips Petroleum , Norsk Hydro , Statoil , Amoco and British Petroleum , serving their oil fields Ekofisk , Oseberg , Gullfaks , Veslefrikk , Valhall , Ula and Gyda . Braathens Helikopter operated from 1989 to 1993 , after which it was sold to and merged with the main competitor , Helikopter Service . Braathens Helikopter was owned by Ludvig G. Braathens Rederi and was a sister company of the airline Braathens SAFE .

= = Operations = =

Braathens Helikopter was a pure helicopter airline , with a main base at Stavanger Airport , Sola and a secondary base at Bergen Airport , Flesland . It operated seven Aérospatiale Super Puma helicopters , each with nineteen seats . They were used exclusively on long @-@ term contracts with oil companies to ship crews to their oil platforms in the Norwegian sector of the North Sea . The company employed at the most 120 people , was owned by Ludvig G. Braathens Rederi , and was a sister company of Braathens SAFE . The airline served seven oil fields : Ekofisk , Gullfaks , Gyda , Oseberg , Ula , Valhall , Veslefrikk . These were on contract with Amoco , British Petroleum , Norsk Hydro , Phillips Petroleum and Statoil . The company had a 30 % market share before it was sold .

= = History = =

Ludvig G. Braathens Rederi 's first attempt at entering the helicopter market was in 1982 , when it applied for a concession from the Norwegian Ministry of Transport and Communications to operate offshore helicopters , which it was awarded in 1983 . As a protest , the incumbent Helikopter Service applied for the airline routes that Braathens SAFE operated from Stavanger , but this application was rejected .

The airline was not founded until 1 September 1989 , after Ludvig G. Braathens Rederi , the owner of Braathens SAFE , made an agreement with the oil companies Phillips Petroleum , Norsk Hydro and Statoil . The agreement involved flights to the platforms Ekofisk , Oseberg , Gullfaks og Veslefrikk . Prior to this , Helikopter Service had held a monopoly on flights for the oil companies to their offshore installations . The oil companies wanted to establish a competitor to Helikopter Service to press down prices . The initial agreement gave a revenue of NOK 800 million and gave the new company a 20 % market share . Four 19 @-@ seat Aérospatiale Super Puma helicopters were ordered , each costing NOK 60 million . Total investment costs were NOK 300 million . Two helicopters were stationed at Stavanger Airport , Sola , and two at Bergen Airport , Flesland .

Bjarne Sortland was appointed managing director . The first helicopter was delivered in May , with a new helicopter being delivered each month . They were named Havsulen , Havhesten , Havørn and Havsvale . Owner Bjørn G. Braathen stated that his goal was that the airline would reach a 50 % market share . In 1990 , another challenger , Mørefly , had also established themselves in the market . For the start of operations , Braathens Helikopter hired 22 pilots , most of them previously working for the Royal Norwegian Air Force . The company had 70 employees in total . Services started on 1 September 1990 , where the initial contract involved flying 10 @,@ 000 passengers per year .

In January 1991 , the company placed an order and an option for the Super Puma . In June , Braathens Helikopter signed a three @-@ year agreement , with an option for a two @-@ year extension , with Amoco for flights from Stavanger to Valhall . The revenue was between NOK 100 and 200 million , depending on the length of the contract and the capacity needed . Operations started in February 1992 , and involved the company purchasing the Super Puma they had an option for . On 10 September , Braathens Helikopter was awarded the contract with British Petroleum for flights from Stavanger to Ula and Gyda . The contract gave a revenue of up to NOK 300 million in the course five years . Operations started on 1 November 1992 , and involved about 2

@, @ 000 hours of flying per year . With this contract , Braathens Helikopter had about a 30 % market share . As a consequence of the contract , Braathens purchased another Super Puma . After operations started , the company had grown to 120 employees and was the second @-@ largest helicopter operator in the country . The company made a profit of NOK 14 million in 1991 , NOK 11 million in 1992 and NOK 23 million in the seven first months of 1993 .

In 1993 , Norway decided to allow any airline from the European Economic Area to operate helicopter services in Norway from 1995 . This meant that companies like Bristow Group , KLM and Maersk Air could start operation in Norway . This would be coordinated through common technical rules for helicopters through the Joint Aviation Authorities . Braathens Helikopter and Helikopter Service announced on 1 October 1993 that the two companies would merge from 1 January 1994 . Ludvig G. Braathens Rederi would be paid NOK 225 million in Helikopter Service shares . The Norwegian Competition Authority stated they would have to look at the merger , since the new company would have a near @-@ monopoly on offshore flights . However , the Ministry of Transport and Communications stated that the authority could not hinder the merger , because by the time new contracts were awarded in 1995 , helicopter operators from foreign countries would also be allowed to bid . The ownership of Braathens Helikopter was transferred to Helikopter Service on 14 December . Ludvig G. Braathens Rederi received 14 % of the shares in the merged company . They were immediately sold , giving Ludvig G. Braathens Rederi a NOK 170 million profit on the five @-@ year venture . Ludvig G. Braathens Rederi needed the capital to participate in an initial public offering of Braathens . Most of the management of Braathens Helikopter was hired at the newly established competitor United Helicopter , a joint venture between Bristow Helicopters , Leif Höegh & Co and Andreas Ugland & Sønn .

= = Destinations = =

The following is a list of Braathens Helikoper 's destinations . It includes the name of the location or platform , the aerodrome 's ICAO and IATA codes and name .