

= Kirkenes Airport , Høybuktmoen =

Kirkenes Airport , Høybuktmoen (Norwegian : Kirkenes lufthavn , Høybuktmoen ; IATA : KKN , ICAO : ENKR) is an international airport located at Høybuktmoen , 15 kilometers (9 mi) west of the town of Kirkenes , in the municipality of Sør -@- Varanger , Finnmark county , Norway . Operated by the state @-@ owned Avinor , the airport has a single 2 @,@ 115 @-@ by @-@ 45 @-@ meter (6 @,@ 939 by 148 ft) asphalt runway numbered 06 ? 24 . Scandinavian Airlines and Norwegian Air Shuttle operate Boeing 737 @-@ services to Oslo Airport , Gardermoen , in part generated by Høybuktmoen 's function as a hub for Widerøe 's regional services to other airports in eastern Finnmark . There are also summer charter flights to Central Europe to bring tourists to the Hurtigruten cruises . The airport had 297 @,@ 149 passengers in 2013 .

Høybuktmoen was built as a military air station by the Luftwaffe during World War II . Civilian services were introduced after the war , but abandoned in 1948 . The airport reopened in 1963 with a new terminal and an extended runway . Originally the airport was served by Scandinavian Airlines System and Finnair , and from the 1970s also Widerøe and Norving . Since 1990 , five airlines have attempted to provide services to Murmansk , Russia . Originally the airport had two runways , 1 @,@ 600 and 1 @,@ 200 meters (5 @,@ 200 and 3 @,@ 900 ft) long , respectively , but the smaller was closed in 1996 when the longer was extended . A new terminal building was put into use in 2006 . Because of the terrain the runway 's length cannot be exploited under some wind conditions , so there is a proposal to level some of the land .

= = History = =

= = = Construction = = =

The first aircraft to land in Sør @-@ Varanger was part of a trial undertaken in 1922 by the Royal Norwegian Navy Air Service to test the flight time from Horten to Kirkenes . The mission was awarded to Hjalmar Riiser @-@ Larsen and Finn Lützow @-@ Holm , who chose to fly the 45 @-@ hour trip along the coast . The next landing was a military Fokker which landed on the iced lake of Andrevann in 1934 . Widerøe undertook several flights within the municipality in 1937 , offering sightseeing and undertaking aerial photography . The first scheduled service started to Kirkenes the following summer with postal flights to Tromsø flown by Widerøe on behalf of Norwegian Air Lines (DNL) . The flight allowed post to be sent from Oslo to Kirkenes in one day and was continued the next season . The route was flown from Tromsø with intermediate stops at Vadsø and Hammerfest . There were public demands for passenger services be started .

Instead , in 1940 the German occupation of Norway terminated all civilian aviation until 1945 . A limited service was kept in Northern Norway during the resistance , but these were terminated after the German forces took control of the whole country . From 26 September 1940 , three weekly services were operated from Trondheim to Tromsø , with two of these continuing to Kirkenes , using a 16 @-@ passenger Junkers Ju @-@ 52 . This was terminated on 20 March 1941 , after most of the airline 's pilots had fled to the United Kingdom to support the Allied forces .

Høybuktmoen was selected by the Luftwaffe as one of three air stations in Northern Norway , along with Bardufoss Airport and Lakselv Airport , Banak . They built two runways , 1 @,@ 000 and 1 @,@ 200 meters (3 @,@ 300 and 3 @,@ 900 ft) long , respectively . Høybuktmoen was primarily used for attacks against the Arctic convoys . With the German withdrawal in Operation Nordlicht in October 1944 , the runways were blasted at several points . The damage proved easy to repair and by January 1945 , both troops of Norwegian police officers from Sweden led by Bernt Balchen and the Soviet Air Forces could land at Høybuktmoen .

= = = Reopening = = =

The first service after the war was started by DNL on 13 October 1945 and flew to Tromsø , with

onwards connection to Trondheim and Oslo . The service only lasted until 1948 , when it was replaced with a Ju @-@ 52 seaplane route with intermediate stops at Vadsø and Hammerfest to Tromsø . The route flew one direction each day , was only operated during the summer and was plagued with poor regularity . The original water aerodrome was located at Soldatbukta at Prestøya . Later it was moved to the quay on the north side of Langfjorden , on the other side as Kirkenes . Passengers were therefore freighted across the fjord by boat to the aircraft . The air traffic control moved from Høybuktnoen to Haganes in 1949 , but returned in 1963 .

The route had doubled its patronage since its introduction by 1953 ? the last year it was operated by DNL . From 1954 the route was taken over by Widerøe , who introduced smaller Noorduyt Norseman and de Havilland Canada DHC @-@ 3 Otter aircraft . The Widerøe seaplane service was flown on behalf of DNL and later Scandinavian Airlines System (SAS) and remained until 1963 . Varangfly ? based in Kirkenes ? was established in 1959 by general aviation enthusiasts from Kirkenes Flyklubb . The airline originally had two seaplanes , a two @-@ seat Piper J @-@ 3 Cub and a five @-@ seat Norsk Flyindustri C @-@ 5 Polar . Operations started on 17 June 1960 . The company gradually developed services within scheduled , charter and air ambulance services . Varangfly later also bought an eight @-@ seat land aircraft which was operated to Lakselv and Bardufoss , and to Ivalo Airport in Finland , where i corresponded with Finnair 's service to Helsinki .

Planning for a new airport at Høybuktnoen was initiated by a committee established by the Ministry of Transport and Communications in 1947 , and resulted in the National Plan of 1952 . Although Kirkenes was included in the plan construction was placed on hold , both because of high costs and because other airports further south had to be completed before or at the same time . Construction at Høybuktnoen started in 1961 and the airport opened on 4 May 1963 . Work consisted of expanding the east ? west runway to 1 @, @ 600 meters (5 @, @ 200 ft) and building a new passenger terminal and control tower ; the latter two were not completed in time for the opening . Alta Airport and Lakselv Airport , Banak opened the same year , and Tromsø Airport followed suit the following year .

= = = Operational history = = =

SAS introduced the 52 @-@ passenger Convair Metropolitan on their domestic services , while Finnair served the airport with the 30 @-@ seat Douglas DC @-@ 3 on their flights to Finland . In the first month the two airlines had 88 aircraft movements , while the Royal Norwegian Air Force had 44 and Varangfly 60 . Both SAS and Finnair replaced Varangfly 's routes , which did not operate scheduled flights from the new airport . Varangfly therefore sold its land aircraft and instead became a seaplane operator . SAS introduced the 122 @-@ passenger Douglas DC @-@ 9 jet aircraft at Kirkenes from 1969 . Helikopter Service flew a civilian helicopter to Høybuktnoen for the first time the same year . Kirkenes Airport served 20 @, @ 638 passengers in 1964 and 40 @, @ 477 in 1970 .

Busy Bee was contracted by the Norwegian Armed Forces to fly military charters in June 1968 . They had two 50 @-@ passenger Fokker F27 Friendships stationed at Høybuktnoen and flew two daily services from Kirkenes and other locations in Northern Norway to Bodø , with onwards connection to Stavanger and Oslo on Fridays . This arrangement continued until Busy Bee 's bankruptcy in 1992 .

Varangfly merged with two other airlines in 1970 to create the Kirkenes @-@ based Norving . The new airline bought an eight @-@ passenger Britten Norman Islander and started round trips between Kirkenes and the newly upgraded Berlevåg Airport and Mehamn Airport . This was later followed up with routes to Hasvik Airport and Kjøllefjord Airport , and in 1975 to Båtsfjord Airport and Vadsø Airport . On the other hand , Widerøe received the concessions to operate to Hammerfest Airport , which opened on 1 August 1973 , and Honningsvåg Airport , which opened in 1977 . To serve the regional services Widerøe originally operated twenty @-@ passenger de Havilland Canada aircraft .

Finnair terminated their services to Kirkenes in 1975 . At the same time the ministry and SAS started looking at the airport structure in Finnmark , as all the services in the county were in need of

subsidies . The proposals were either for a hike in the ticket prices or a reduction of Kirkenes to a regional @-@ only airport . SAS was flying a 90 @-@ seat aircraft two to three times per day between Kirkenes and Alta with only ten to fifteen passengers . The airport structure was kept , but ticket prices continued to rise . The airport served 110 @, @ 000 passengers in 1983 . Norving continued Varangfly 's air ambulance contract until 1987 , when the service was taken over by Air Express . Later the contract was awarded to Lufttransport , who operated the Beechcraft Super King Air . Norving filed for bankruptcy in 1992 and their routes were taken over by Widerøe .

SAS Commuter was established in 1988 and started operations in Northern Norway in May 1990 . This involved a change to the operations so that all DC @-@ 9 services from Kirkenes to Oslo were terminated and instead Fokker 50 services were introduced to Alta and Tromsø . SAS was able to reduce costs by no longer operating local routes with the DC @-@ 9 and instead increased the number of flights . The new system was met with massive opposition in Kirkenes . Emergency meetings were being held between SAS Commuter and the ministry by June 1990 because of low regularity and many cancellations . Non @-@ transfer flights from Kirkenes to Oslo were reintroduced on 1 April 1992 , albeit with the services stopping at Tromsø .

Service between Kirkenes and Murmansk Airport were initiated by SAS Commuter in 1990 , but the airline quickly terminated the service . Aeroflot started two weekly services between Kirkenes and Murmansk and onwards to Arkhangelsk Airport in June 1990 . The service was summer @-@ only until 1992 , when they increased to an all @-@ year service . Norving also started a service from Kirkenes to Murmansk , but their service terminated with the airline failing . Widerøe started two weekly services between Kirkenes and Murmansk in 1994 , using Twin Otter aircraft . Aeroflot terminated their service in 1998 and Widerøe followed suit in 2000 .

The runway was extended eastwards by 290 meters (950 ft) in the late 1990s . The first expansion took place in 1996 and the second in 2000 . The extensions never received operating permit from the Civil Aviation Authority of Norway as there are two hills which hinder aircraft landing from the east to follow a safe final approach .

Arctic Air took over Widerøe 's flights to Vardø in 2000 , using a 19 @-@ passenger Dornier Do 228 . They also flew a service to Murmansk in 2001 and 2002 . They lost the Vardø ? Kirkenes contract back to Widerøe in 2003 . SAS bought Braathens in 2002 , resulting in the latter taking over the service and increasing to two daily flights to Oslo . SAS and Braathens merged in 2004 to form SAS Braathens . The airline changed its name back to Scandinavian Airlines in 2007 . Norwegian Air Shuttle started flights from Kirkenes to Oslo in 2004 , at first with four weekly services . The terminal building was almost unchanged since 1963 , although it had seem some smaller upgrades . Avinor decided in 2004 that the terminal would be upgraded , consisting a new road to the airport , parking lot , tarmac and terminal . The investments cost NOK 180 million and opened on 4 May 2006 . Widerøe reopened its Murmansk service in August 2007 , but low patronage caused the airline to terminate the route from December 2008 . SAS reduced from two to one daily trip to Oslo in 2008 .

= = Facilities = =

The airport is located at Høybuktmoen in Sør @-@ Varanger , about 15 kilometers (9 mi) west of Kirkenes . The terminal has room for six category C aircraft (Airbus A320 / Boeing 737) . During summer the airport experiences a very high traffic peak with both scheduled and charter aircraft arriving at the same time , as both intend to correspond with Hurtigruten ; this causes patronage to rise beyond the airport 's capacity . Kirkenes Airport had a revenue of NOK 26 @. @ 4 million in 2009 , of which commercial income made up fifteen percent , and an operating deficit of NOK 45 @. @ 4 million . The deficit is cross subsidized by profits at Avinor 's largest airports . In 2013 , the airport had 297 @, @ 149 passengers , 8 @, @ 643 aircraft movements and 367 tonnes of cargo .

The runway is located southwest ? northeast (06 ? 24) and is 2 @, @ 015 by 45 meters (6 @, @ 611 ft × 148 ft) . The touchdown zone from the west is 60 meters (200 ft) from the start of the runway , while it is 420 meters (1 @, @ 380 ft) from the east . There are no parallel taxiways , but two taxiways run from the runway to the tarmac . Because of the terrain to the east the maximum take @-@ off lengths on the runway vary depending on the direction : it is only 1 @, @ 605 meters (

5 @, @ 266 ft) from the east compared to 1 @, @ 755 meters (5 @, @ 758 ft) from the west . Runway 24 is equipped with instrument landing system . There is also a closed runway located normally to the main runway (14 ? 32) . It is 1 @, @ 270 meters (4 @, @ 170 ft) long and gravel ; part of the length has been paved and is used as a taxiway .

The airport is located next to European Road E6 . Boreal Transport operates an airport coach service from Kirkenes to the airport in connection with all arrivals and departures . The company also serves the airport with coach services from Kirkenes to other parts of Finnmark . Parking , taxis and car rental is available at the airport .

= = Airlines and destinations = =

Three airlines serve the airport with scheduled flights . Scandinavian Airlines (SAS) and Norwegian Air Shuttle both operate a daily flight to Oslo , with SAS operating two services per day during summer ; both airlines use the Boeing 737 . Widerøe flies to various regional airports in Finnmark and Troms , and uses Kirkenes as a hub to feed regional passengers to Oslo flights . Widerøe operates its eight daily services with de Havilland Canada Dash 8 aircraft . Hamburg International operates charter services from Germany from May to September on behalf of Hurtigruten Group with tourist transferring to the Hurtigruten coastal voyage . There are sporadic charters of fishermen operated by Atlantic Airways .

= = Future = =

In the period 2015 to 2020 , Avinor plans to build a new control tower and a new fire- and rescue station . The former is located too close to the runway while the latter is too small and out of date . There are also plans to expand the terminal building to allow the simultaneous handling of two large and two small aircraft . Finnmark County Municipality is considering establishing a fast ferry service between Kirkenes and Vadsø which would have a service time of 45 minutes . There is a possibility of marketing Kirkenes as an alternative airport for Murmansk as Kirkenes can offer cheaper flights to Oslo than what is available from Murmansk to Moscow .

Avinor has also proposed lowering the terrain east of the airport . The terrain is actually flatter to the east , but because the runway was expanded in that direction , the extension cannot be used without removing all ground in the twelve @-@ degree slope . Although it has no impact on smaller aircraft , the reduced runway length has a severe impact on the performance of Boeing 737 aircraft , which are used by both Norwegian and SAS . For instance , during winter a 180 @-@ seat 737 @-@ 800 can only utilize 71 percent of its permitted take @-@ off weight ; this would hinder fully loaded aircraft flying further than Oslo . The impacts for 150 @-@ seat 737 @-@ 700 aircraft are smaller , as they can reach Oslo during winter and Berlin during summer . The airport served 169 @, @ 428 passengers in 1996 and 216 @, @ 000 passengers in 2000 .

The project was estimated to cost 267 million Norwegian krone . Estimates show that the benefit for society would be lower than the investment costs (a negative net present value) , giving an average estimated NOK 124 million deficit . Norwegian Air Shuttle is building a unified fleet of 737 @-@ 800 aircraft and will only be able to serve the airport during winter if the investments are carried out . The extension would allow increased charter traffic to Central Europe and increased regularity with existing flights . Avinor has stated that it cannot finance the investments without direct subsidies from the state .