

= Notodden Airport , Tuven =

Notodden Airport , Tuven (Norwegian : Notodden flyplass , Tuven ; IATA : NTB , ICAO : ENNO) is a municipal regional airport at Heddal in Notodden , a municipality in Telemark county , Norway . The airport is mostly used for general aviation , and has extensive sailplane activity . Bergen Air Transport operates the airport 's only scheduled route , six times per week to Bergen Airport , Flesland . In 2011 , the airport had 5 078 aircraft movements and 3 423 passengers . The airport has a single 1 393 m by 40 m meter (4 570 by 131 ft) runway with flight information service and instrument landing system . In connection with the airport is a water aerodrome , which uses the lake of Heddalsvatnet for take off and landing .

The airport was opened in 1955 , and the following year Braathens SAFE started services to Oslo and Stavanger . Low patronage forced the airline to abandon the route in 1959 . In 1968 , the runway was extended and the municipality hoped to establish charter services , but these never realized . Partnair started flights to Oslo and Stavanger in 1985 , but these were terminated less than a year later , again due to low patronage . In 1998 , Air Team started flights to Oslo and Stavanger , which were replaced by Bergen Air Transport services to Bergen from 2000 .

= = History = =

The first plans for an airport serving Notodden were launched in 1954 by Reidar Hedwig Dahl , director of the tourist office . In late 1954 or early 1955 , he held a meeting with Ludvig G. Braathen , owner of Braathens SAFE , and representatives for his airline . They saw Notodden as a possible gateway to Telemark and Braathen promised to start flying to an airport serving Notodden , should one be built . At the time , Braathen had started flying to several smaller airports in Norway using a fleet of de Havilland Heron aircraft . Braathen had been traveling around Norway and encouraging municipalities to build regional airports , stating that he wanted more but smaller airports than the central authorities were planning . He succeeded at having similar airports built in Hamar and Røros .

The issue was first discussed politically on 23 April 1955 . The municipalities of Heddal and Notodden reached an agreement concerning financing and ownership the airport , whereby Notodden would own seven elevenths and Heddal four elevenths of the airport . Construction of the airport cost 200 000 Norwegian krone (NOK) , which included a 1 000 m by 40 m meter (3 280 by 130 ft) runway . This was sufficient for the Herons , but the plans included the possibility to extend the runway by another 240 meters (790 ft) to allow landing by larger aircraft , such as the Douglas DC 3 . Construction took seven and a half months , and the airport opened on 11 November 1955 (1955 11 11) . The operating costs were estimated at NOK 17 850 for the first year . This excluded air traffic control , which was covered by the state .

Braathens SAFE started test flights on 14 March 1956 , with the service taking 20 minutes from Oslo Airport , Fornebu . The scheduled service was inaugurated on 21 May as a stop on Braathens SAFE 's route between Oslo and Stavanger Airport , Sola . Passengers could travel twice each day to both airports , with tickets costing NOK 30 . The service was seasonal and only flown during the summer half of the year . Notodden Airport proved to have too few passengers , resulting in the route being terminated after the end of the 1958 season . The last season , the service was operated by Thor Solberg on contract with Braathens SAFE . From 1959 , Solberg started with a two month service with six weekly round trips to Fornebu , after securing a NOK 5 000 guarantee from the municipality to cover any losses . The route was abandoned after the single season .

General aviation activities at the airport gradually increased . In the early 1960s , sailplanes became popular at the airport . The aerodrome is located with good wind and air pressure conditions for sailplane flying , and Oslo Flyklubb stationed two of its sailplanes at Tuven . Ronald Stensrud established a pilot school in 1966 , but was forced to close after failing to make ends meet .

In 1967 , Notodden Municipality granted NOK 900 000 and Telemark County Municipality

granted NOK 600 @, @ 000 for the runway to be extended to 1 @, @ 400 meters (4 @, @ 600 ft) . The new section of runway was laid down to Heddalsvatnet . At the same time , the gravel runway was asphalted . This was sufficient to allow Fokker F @-@ 27 Friendship and Convair CV @-@ 440 Metropolitan to operate . The plan was to serve international charter flights during winter , which would bring tourists to neighboring mountain resorts . During a time when there was a heated political debate over state grants to airport , Notodden was the only airport which had expanded without any central grants . The airport never succeeded at attracting any regular charter services .

The opening was planned for 18 October 1968 , but was delayed to the following year after the airport was flooded a week before the scheduled date . The construction work resulted in a legal dispute between the municipality and the consulting company Norsk Teknisk Byggekontroll . The initial filling of earthwork had proved insufficient , so additional earthwork had to be filled , costing an additional NOK 840 @, @ 000 . The municipality demanded that the consulting company cover NOK 250 @, @ 000 of the extra cost .

In 1979 , Det Norske Helikoperskole started Norway 's first helicopter pilot school at the airport . This was met with protests from the neighbors , who were affected by noise pollution all day long . The municipality was sued by 600 locals who wanted to prohibit the school from operating . During an air show in 1983 , the airport was visited by a Boeing 737 @-@ 200 from Braathens SAFE and General Dynamics F @-@ 16 Fighting Falcon from the Royal Norwegian Air Force .

In March 1985 , Partnair was granted concession for scheduled services from Fornebu via Notodden to Stavanger . The route was started on 15 August using a ten @-@ seat Beechcraft 200 Super King Air and flew twice a day , five days a week . This route was made possible after an instrument landing system was installed at the airport . The NOK 2 million cost had been paid for by Norsk Hydro , while Tinfos had paid NOK 100 @, @ 000 for new landing lights . The upgrades also included a new terminal , which included a café in the second story and seating for 14 people . Ticket sales and check @-@ in was managed by NSB Reisebyrå , a subsidiary of the Norwegian State Railways . After five months , Partnair had lost NOK 1 @. @ 2 million on the route . In average , they were selling three to four tickets per flight to Stavanger , and one to Oslo . From March 1986 , the leg from Notodden to Oslo was dropped and the service to Stavanger reduced . However , the route proved unprofitable and was eventually terminated later the same month .

As part of the Oslo Airport location controversy , after the new airport was decided located to Gardermoen , there was a public discussion as to what to do with the general aviation which had operated from Fornebu . While some local aircraft owners wanted to keep a small part of Fornebu for general aviation , the authorities decided to close the airport completely . Instead , the general aviation was distributed to various private airports in Eastern Norway , including Notodden . In May 1998 , Air Team started flights from Notodden to Bergen . Air Team gradually moved all its operations , including its pilot school , to Notodden . After Fornebu was closed in October , the airline experienced a quadrupling of patronage , as Gardermoen had given longer travel time for people in Buskerud and Telemark . In addition to business travel , the airline catered offshore workers commuting to the North Sea via Bergen . The airline stated that it intended to also open routes to Stavanger and Copenhagen .

In 1999 , the British airport operator TBI announced it was in negotiations to purchase an airport close to Oslo , and Dagens Næringsliv speculated that it could be Notodden . The municipality confirmed that they were in negotiations to establish a limited company to operate the airport , which would be jointly owned by Air Team and the municipality . In 2000 , Bergen Air Transport started flying between Notodden and Bergen , using a Cessna 421B . It transported 1 @, @ 000 passengers in 2000 , and 1 @, @ 500 the following year . During the summer of 2002 , the company also attempted to fly from Notodden to Kristiansund Airport , Kvernberget , but was forced to give up due to lack of passengers . In 1995 , the airport saw 770 arriving and departing passengers . It increased to 2 @, @ 467 the following year but fell to 986 in 1998 before increasing to 3 @, @ 682 in 1999 . The patronage has since varied significantly from year to year , but has stayed in the range between 1 @, @ 500 and 3 @, @ 500 passengers per year .

On 20 November 2003 , Notodden Airport was closed for all scheduled traffic by the Norwegian Civil Aviation Authority , due to a not conforming with safety requirements . Bergen Air Transport

was forced to reroute all its aircraft to Skien Airport , Geiteryggen . Following an investment of NOK 500 @, @ 000 from the airline and NOK 1 @. @ 2 million from the municipality , scheduled services could commence . The municipality had ambitions to upgrade the airport to a higher standard , which would allow it to serve charter aircraft weighing more than 5 @. @ 7 tonnes (5 @. @ 6 long tons ; 6 @. @ 3 short tons) and with more than nine passengers . The plans were abandoned after 11 neighboring municipalities rejected giving grants for the necessary technical upgrades . Notodden Municipality instead started a program to increase the popularity of the airport by targeting companies in the neighboring municipality of Kongsberg to encourage use of the airport , instead of going to Oslo Airport , Gardermoen and Sandefjord Airport , Torp . Another NOK 250 @, @ 000 was invested from 1 October 2004 to keep meet safety requirements . Starting in October 2004 , security control was introduced . In September 2007 , the Bergen Air Transport bought a new hangar at Notodden , giving it ample space for expansion , and new arrival and departure facilities .

= = Facilities = =

The airport consists of a 1 @, @ 393 by 40 meters (4 @, @ 570 by 131 ft) asphalted runway aligned 12 ? 30 . County Road 152 crosses the runway , forcing the road to close when the runway is in use . It has a flight information service (AFIS) and is located 19 meters (62 ft) above mean sea level . It has category 3 fire fighting and a rescue vessel . The airport is equipped with an instrument landing system . In connection with the airport lies a water aerodrome , which uses Heddalsvatnet for landing and take @-@ off . The area for landing and take @-@ off is 1 @, @ 000 by 100 meters (3 @, @ 280 by 330 ft) and has the same center @-@ line as the runway .

The airport is operated by the limited company Notodden Lufthavn AS , which is again owned by Notodden Municipality . Tuven is dominated by general aviation , in part organized by Notodden flyklubb and Kongsberg flyklubb . In 2010 , the airport had 5 @, @ 078 aircraft movements and 3 @, @ 423 passengers , making it the scheduled airport in Norway the fewest passengers . Flyteknisk , a retailer and maintainer of Cessna aircraft , including seaplanes , is based at the airport .

= = Airlines and destinations = =