

CHECK-IN

Vagar



KOMIKK / ARRIVAL				
DATE	TIME	EXP.	FROM	TO
8. jun.	18:50		Bergen	WF
8. jun.	20:20		Copenhagen	RC
9. jun.	08:20		Copenhagen	RC
9. jun.	09:30		Stavanger	RC
9. jun.	13:50		Copenhagen	RC
9. jun.	15:40		Stansted	RC
1. iun.	16:20		Reykjavik	CI5





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Vagar Airport - gateway to the outside world

The new terminal inaugurated on June 18th is the final chapter in a process which started some seven years ago, when the airport became a Faroese area of responsibility on 1 January 2007.

When we took over responsibility for the airport from the Danish authorities, it was a clear condition that financial means to modernise the airport were part of the takeover. And the Faroese government was given DKK 365 million to do that. Air traffic is vital to growth and development in the Faroe Islands, so it was decided to use the money to extend the runway.

This project was finished in 2011 and today we have a runway of almost 1,800 metres, which meets all requirements for modern air traffic and transport and can also handle bigger aircraft.

The extended runway will also bring better regularity, better security and a

better basis for healthy competition in the airline business.

All this will benefit the Faroese people and has a completely clear purpose, that the new and improved facilities will lead to less expensive and better air travel. And Atlantic Airways' new business strategy shares the same purpose.

The new modern terminal – the next step in the expansion plans and now in use – is built for the future with much better facilities and opportunities, making it possible to handle many more travellers than before. Furthermore, the terminal gives Vagar Airport more income opportunities, which I hope and expect will benefit the Faroese traveller.

Today we can note that virtually all conditions for development in Faroese air travel and tourism have been made available, so that tourism can become



a more important part of the Faroese economy.

With the new terminal we can give foreign travellers a good impression of our country, as soon as they land and pass through these new and wonderful facilities.

As they say: "First impressions last."

Joban Dabl, Minister of Industry



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With the airport reconstruction completed, Vagar Airport can now look to the future. CEO Jákup Sverri Kass is excited about the many new opportunities the new airport will bring. He has a vision of more direct routes to and from Vagar Airport and that in ten years' time the airport will service two different airlines with different routes.

For Vagar Airport, a healthy financial operation is pivotal. And with the new airport the conditions for a steady income and profit are considerably improved.

"In short, this gives us better opportunities to run a business," CEO Jákup Sverri Kass says.

He is looking forward to starting this new chapter in the airport's history.

"The reconstruction is completed and now we can really start to work on making some sales," he explains.

“At first we hope to get increased secondary income from duty free sales in the new shop, from leasing old buildings and from our parking area. All in all our income opportunities will increase, and successively that will benefit our customers, maybe through lower airport taxes.”

Two airlines ten years from now

Today Atlantic Airways is the only airline using Vagar Airport for regular passenger routes. Atlantic Airways has destinations to neighbouring countries and recently also to destinations in Southern Europe. But Jákup Sverri Kass’ biggest expectation is that the airport can have more routes than today. And he expects this to happen in the not so distant future.

“My biggest vision for the future is that we will have more routes. Foreign airlines have shown a specific interest in establishing a route to Vagar before, and I envisage two different airlines – one Faroese and one foreign – with Vagar Airport as a destination in ten years’ time at the latest,” said Jákup Sverri Kass, who has been CEO since April 2012.

A good start

The chief executive is delighted to see the new airport completed.



“A journey starts by leaving home, and with the new terminal we can give travellers a good start to their journey,” he says.

“In the old terminal it was quite crowded at times, and the conditions for travellers suffered as a result, but in the new spacious terminal people can stay for several hours without compromising the comfort. In other words they will have a better experience in the airport.”

The old terminal was built to handle 100,000 passengers a year, but the new terminal can handle 400,000 passengers a year.

In 2013, Vagar Airport had 236,564 passengers, and the number of passengers outgrew the capacity of the terminal several years ago.

Around the millennium new opportunities opened up for Faroese workers within the offshore industry abroad, which led to a big increase in charter flight operations.

“Since the offshore industry started some 15 years ago, expansion has been needed. Before that, the travel pattern was quite simple, but that has changed in recent years and an expansion has been absolutely necessary,” CEO Kass says.



Big prospects *in the air*

The director of Visit Faroe Islands, Guðrið Højgaard, is delighted that the only airport in the islands now has a new up-to-date terminal. "Today only one in three tourists come to the Faroe Islands by air, but the biggest potential for development is in air traffic," she says.



"This is great work within the time limit and still well done. And it makes it easier for us to stay connected with the outside world."

Guðrið Højgaard, director of the Faroese tourist board Visit Faroe Islands, is pleased with the new terminal at Vagar Airport.

"It's great to have a new terminal, because it's the first and last thing people see when travelling to and from the Faroe Islands. It is indeed a bonus for our tourism industry."

Runway brings more opportunities

The tourist industry obviously needs

excellent facilities for arriving and departing tourists. But even though Mrs Højgaard welcomes the new terminal, she does not foresee a boost in Faroe tourism because of it.

"No, I wouldn't think so. Don't get me wrong, I'm very pleased about the new terminal, and it will provide better service for our customers. But I don't think the terminal itself will bring us more tourists," she says.

"For the tourism industry the new and longer runway has greater significance. Even bigger aircraft can now land at Vagar, carrying more passengers."

The old runway was 1,250 metres long, but in late 2011 a new and improved 1,799-metre runway was completed. Since then Vagar Airport has seen a steady rise in passengers coming through – from 200,000 in 2010 to 225,000 in 2012 and 236,000 in 2013.

In this same period, Atlantic Airways renewed its fleet, bringing in three Airbus 319s and withdrawing its well-worn BAE Avro RJ-100 planes, the last of which will leave the company in August this year.

Potential in the air

Today two thirds of tourists arrive in the Faroe Islands by sea, either via Smyril Line's Norrøna or by cruise ship.

"For our tourism, both methods of transportation are of equal importance.



As things stand today, the possibility to travel by sea attracts tourists from places like Germany and the Netherlands, who often visit on their way to Iceland, while tourists travelling by air come from different countries.”

But with the emergence of low-cost airlines, ordinary people now have better opportunities to travel by air, and this has propelled a great increase in air travel,” Guðrið Højgaard says.

She also believes that air travel has the biggest potential in tourism.

“This is the general feeling everywhere. You’ll reach your destination quicker by air, and now that air travel is becoming less expensive people are starting to divide their holidays into so-called long weekends, because they can travel abroad and back home in just a few hours for a reasonable amount of money. And so having a longer runway and an up-to-date airport terminal in Vagar gives us new opportunities to work with,” Guðrið Højgaard explains.



Airport creates diverse local community

Vagar Airport’s importance for the town of Sörvágur cannot be underestimated. According to Mayor Sune Jacobsen, the airport not only creates employment but also ensures diversity in the municipality

Sune Jacobsen, mayor of Sörvágur, home to Vagar Airport, says that the importance of the airport for the local community cannot be underestimated.

“Atlantic Airways and Vagar Airport combined provide more than 200 full-time jobs. Our municipality has around 1,100 inhabitants. In other words, the airport and the airline provide jobs for around 20% of our citizens.”

He also points out that the airport is a very diverse working place, which in turn also makes the municipality more diverse.

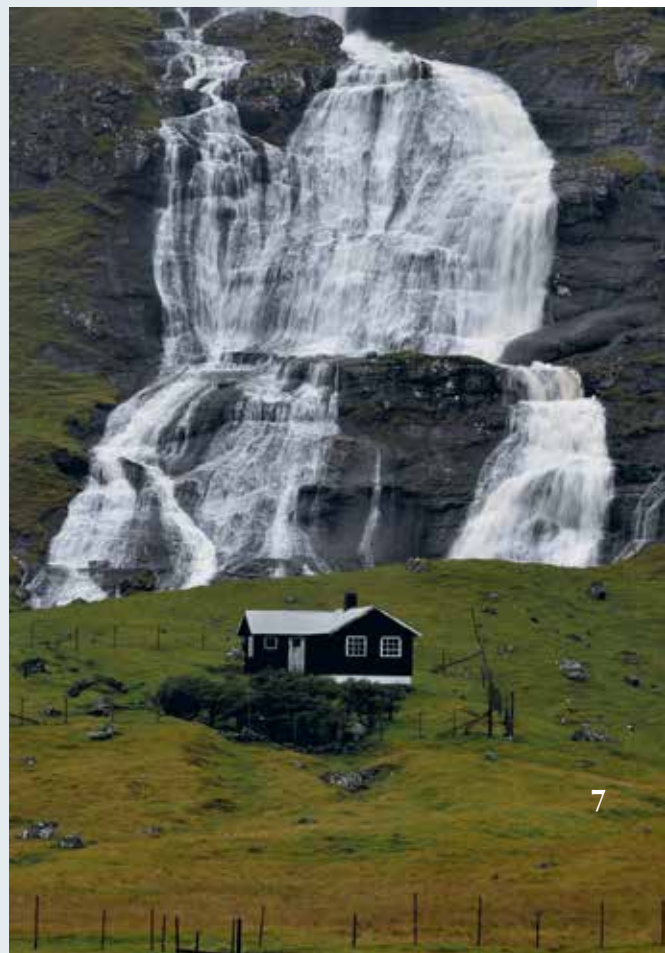
“We are talking about some very different types of jobs. We have pilots, mechanics and technicians, computer experts and other kinds of people, and altogether this gives a great variety of work for a small town,” Jacobsen says.

Sense of security

Besides bringing a lot of work and tax money to the municipality, Vagar Airport also provides the community with a certain sense of security and confidence.

“There has been quite a debate about building a brand new airport somewhere else in the islands. But now the existing airport has been improved, we can safely assume that we will keep the airport here in Sörvágur,” Jacobsen says.

The mayor also notes that the local police as well as the local post office have moved their headquarters to Vagar airport. This will ensure that not only travellers but the entire local community will use the airport.





THE BEGINNING of a new era

With the work of modernizing Vagar Airport completed, a new era is beginning in Faroese aviation history. Johan Dahl, minister of industry, is excited by the prospect of potential growth the airport will bring.

When the Faroese government took over the responsibility of Vagar Airport from the Danish authorities in 2007, it was accompanied by a wish to expand and modernise the only airport on the islands. At the time, the Faroese and Danish authorities both knew that the current airport was out of date.

Seven years later, and the wish has come true.

“A new era in Faroese aviation history and transport history as a whole has begun. We now have the ability to meet the demands for a good runway and the facilities surrounding it,” the minister says.

“These last few years have been very exciting. We have a new strategy in tourism with the tourist board Visit Faroe Islands, Atlantic Airways has just recently presented its new strategy, and we have a longer runway, which allows bigger aircraft to land at Vagar, as well as a new terminal to take more passengers than before,” Dahl says.

“All this means that we now have better facilities for tourism, for travel and

for cargo transport, which in turn gives us great potential for growth in tourism as well as in our exports.”

Recession was helpful

The minister of industry says that the process for reaching the stage we are at today all started in 2007, when the Faroese government took over responsibility for the airport from the Danish authorities.

“When we took over Vagar Airport, we made a request to the Danish authorities to provide the financing for the modernisation of the airport. We were granted DKK 365 million, and the first step was to extend the runway itself,” Dahl says.

The latter part of the last decade saw a recession in the USA as well as in Europe. But the recession also appears to have worked in favour of Vagar Airport.

“It may sound a bit strange, but for the expansion of Vagar Airport the recession turned out to be a blessing in disguise, because the offers made by entrepreneurs to extend the runway weren’t as expensive as they might have

been in better times. So when the new runway was completed there was still money left to build a new terminal.”

Heart of our society

The terminal is now completed, thus ending the expansion of Vagar Airport for now.

“It pleases me that Faroese companies and Faroese architects have created this new airport, which provides us with a whole bunch of new opportunities,” Johan Dahl says.

“We can never underestimate the importance of being well connected to the outside world by air. In that sense, Vagar Airport is the heart of our society, and I sincerely hope that this will provide us with an excellent network to our neighbours and beyond,” the minister says.

“I also hope this will spur people on to come to the Faroe Islands. That is extremely important. Not only foreigners, but Faroese people as well. It has to be possible to travel for a reasonable price, not least for people working abroad.”

NEW GATE

to the Faroe Islands



FAERPORT
ARCHITECTURE AND ENGINEERING





Luggage in good hands

With the new facilities in Vagar Airport, the luggage is in good hands. Passengers can use the new self-check-in system and the baggage drop for their luggage, or they can use the regular check-in desk.

At check-in the luggage will be weighed and labelled. The allowed weight differs. At Atlantic Airways, for example, the luggage can weigh between 20 and 30 kilograms – it depends on what kind of ticket you have – without extra cost.

Luggage weighing more than 32 kilograms is too heavy and must be divided into two smaller bags.

After check-in, a brand new luggage belt will transport the luggage from the check-in desk to security, where it will go through a security check. The luggage will be scanned to meet security regulations and is then transported to the aircraft. Vagar Airport has acquired a new luggage lifter, which is especially useful for heavy luggage. The luggage lifter makes it easier and faster to handle transportation to the aircraft.



Customs Regulations for travellers to the Faroe Islands

Alcoholic beverages



or



or



Tobacco



Cigarettes 100 pcs.
or



Cigarillos 100 pcs.
or

or

Cigars 50 pcs.
or

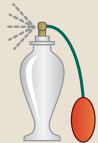


or



Tobacco 250 grams

Eau de toilette, perfume, chocolate, soda



Perfume 50 g



Eau de toilette 25 cl



Chocolate products 3 kg



Soda 10 litres

Other goods



You may import other types of goods without paying duty and tax for a total value of DKK. 2.500,-.



If the total value exceeds DKK. 2.500,- duty and tax must be payed of the total value.



Goods consisting of multiple parts, form a whole, operate together or are normally sold together, where the total value exceeds DKK 2.500,- are liable to duty and tax. They can not be imported in parts, e.g. multiple times or by multiple persons despite the value of each part being less than DKK 2.500,-.



Travellers to the Faroe Islands can import these goods duty and taxfree, provided that the traveller is 18 years old.

New products *in every price range*

The new duty-free shop at Vagar Airport supports a wide range of both cheaper and more expensive products. Here you can find something for everyone.

The size of the duty-free shopping area in the old Vagar Airport was only 60 square metres, but among the biggest improvements in the new terminal is the brand new duty-free shop totalling 450 sq m. And the new shop also gives travellers a much wider range of products to choose from.

"It's a great feeling to see that the Faroe Islands can present such wonderful duty-free shopping opportunities," Jonny Müller Prisco says.

She is head of Duty Free FAE, which is the name of the new shop. Duty Free FAE will offer all the products usually found in airport shops and, according to Prisco, there will be something for everyone.

"The selection of products is very wide, for example in the whisky section.



There has been a certain demand for a wider selection of brands, and we have taken this into consideration with a lot of new whisky labels in all price ranges," Prisco says.



"We've also made efforts to have a great selection of perfumes, lotions and other cosmetics, and the selection of sweets is also much wider than before," she says.

Some of the brands available in Duty Free FAE include Gucci, Ray-Ban, Prada, Armani, Skagen and Sif Jakob jewellery. Along with all of the well-known foreign brands, Duty Free FAE will of course also have some Faroese products for sale.

Cheaper than Copenhagen

"We've had a look at what Faroese travellers buy in Copenhagen Airport,





and we strive to be less expensive than Copenhagen so that travellers will buy their products here rather than in Copenhagen,” Prisco says.

The shop is run by the recently established public company Duty Free FAE, in which Vagar Airport and Atlantic Airways have a 50% share each.

Including holiday workers and half-time jobs, the shop employs 17 people. The well-known German retailer Gebr. Heinemann assisted with the design and assortment of the new store.



British origins *found in architecture*

The architectural structure of the new terminal bears witness to the origins of the airstrip, built by the British during World War II

Both Faroese and foreign architects were among the 15 architectural firms handing in their propositions for the new terminal in Vagar Airport. In December 2010 the Vagar Airport board picked out the best four of these propositions, based on architectural design, construction costs and the proposed planning of the assignment.

In June 2011 the proposition made by FAERPORT was chosen as the winner. This proposition included an arch construction, meant to draw parallels to

the original airstrip, built by the British during World War II.

“The British built the first runway, and our proposition takes that into consideration. They left many barrack behind with the same arch construction, that we have used. As well as being a modern airport design, the arch reminds us of the British origin of the airport,” architect Árni Winther from FAERPORT said.

As well as being delighted that their proposition was chosen as the best one,

Winther was also pleased that Faroese architects made it.

Wide open spaces

A big priority for any airport is to have a good and swift flow in traffic, and this was also a major consideration for the planning and drawing of the new Vagar terminal.

The architects have made it a priority, that it must be simple for passengers to move from one place to another and to get a quick view of where they should be at a given time. As a result the terminal is very easy to navigate.

A big portion of the front facing the runway is made of glass, making the terminal very light and giving it a more spacious feel. At the same time, the runway itself is very visible from the terminal.

And the typical Faroese landscape of mountains and moors surrounding the airport makes the big arch structure – the airport’s landmark structure – act as a transition from the constructed geometrical figures into the unspoiled rugged landscape surrounding it.



The big glass windows give the terminal a more spacious feel and provide a great view to the runway



It is a big priority for every airport, that the flow of people is as smooth as possible



The roof of the new terminal resembles the barracks built by the British army during the Second World War. The British built the first runway in Vagar



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DATE	TIME	EXP.	FROM	ROUTE	STATUS
8. jun.	18:50		Bergen	WF7429	
8. jun.	20:20		Copenhagen	RC459	
9. jun.	08:20		Copenhagen	RC451	
9. jun.	09:30		Stavanger	RC431	
9. jun.	13:50		Copenhagen	RC453	
9. jun.	15:40		Stansted	RC411	
9. jun.	16:20		Reykjavik	CI55069	

Destinations from *the Faroe Islands*

Bergen

Gateway to the Fjords of Norway. This is a city with its feet in the sea, its head in the skies and its heart in the right place.

Bergen has become a melting pot of cultures and at the same time is Norway's most international city. Bergen grew up around its colourful harbour. It was the hub of commerce, seafaring and craftsmanship.

The wharf, called Bryggen, has stayed the same. Its contours are just as they were in the 11th century, untouched by the shifting times, and became the brand for this World Heritage City.

Aberdeen

With a mesmerizing blend of unspoiled nature, a dramatic coastline and a busy cosmopolitan town, Aberdeen City and Shire offers everything from picturesque castles to untouched beaches, Highland games, gourmet food and drink, amazing wildlife and some of Scotland's most breathtaking scenery.

An outstanding fusion of landscapes with rugged shores, misty mountains and lush forests makes the natural environment of Aberdeenshire the home for an amazing spectrum of animal life. Experience the remarkable landscape in Cairngorms National Park, the biggest national park in the United Kingdom.

modern Reykjavik boasts an impressive collection of exciting attractions and historical sites.

From impressive landmarks such as the Church of Hallgrím and the Pearl to places of great historical significance like Höfði House, it's a location for world history. Or, as a more romantic destination, it's where you can appreciate the wonders of nature and the arts.

Mallorca

The food, the climate, the wonderful hotels for families and couples – Mallorca has many advantages. On this perfect holiday island the choices range from family activities to unique hotels in the mountain villages and luxurious spa hotels right by the beach. The island will tempt you with its crystal-clear waters, beautiful bays and untouched nature for a hike or a bike-ride.

Barcelona

Take a deep breath when you're on tour in Barcelona. Feel the scent of the ocean mixing with the spices at the colourful markets. Enjoy tapas, see the wonderful architecture of Gaudi, have a swim in the Mediterranean or lose yourself in the gothic quarters. Take a stroll down the buzzing Rambla, enjoy the views and the modern art at Montjuïc and be inspired by the fantastic architecture. Or visit the football stadium.

Copenhagen

Capital of Denmark and the most visited destination from the Faroe Islands. Most people travel here to either transfer further out into the world or are on a business or leisure trip. From Copenhagen Airport you can go to just about anywhere.

Billund

Billund occupies a central place in Denmark, with the most Faroese people. But many also use it as a base for a family vacation to places like Legoland and Lalandia. Quite a few holiday experiences can be found in the Jutland and Fyn area. Billund can also be used as a transfer point, as big carriers such as KLM, British Airways, Air France, Finnair and SAS use Billund Airport.

Aalborg

Aalborg is in rapid development from an industrial city to a city full of exciting culture and experiences. Here you have every aspect of city life in a relatively small area, with a lovely mix of the Viking times and the Middle Ages to modern international art and architecture.

In and around Aalborg you will find the only art museum dedicated to architect Alvar Aalto, and Lindholm Høje is one of the finest old Norse relics with a lovely view of the town and firth and the old garrison – experiences for the entire family.

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LANDSINS



MORE ROOM FOR CUSTOMS

The separation of the duty free shop and baggage claim along with more inspection rooms has made life much easier for the customs authority.

For the customs authority in Vagar Airport, the new terminal has made life much easier.

More inspection rooms is a major improvement. Before the reconstruction, customs had to use different rooms not built for the purpose of searching passengers and luggage, and when work on the new terminal started customs had only a single room for this kind of work. Today customs have three separate inspection rooms, which means the

opportunity to search up to three people at the same time if necessary.

And the new spacious offices will also help customs do its job.

Duty free separate from baggage

Another big improvement for customs is that the duty free shopping area and the baggage claim area have been separated. This means that passengers have to buy what they need in the duty free area airside before going to the baggage claim landside. This is an advantage for sniffer dogs, as the passengers don't move around in the duty free shop while waiting for their luggage.

"Our biggest problem with the old terminal was a lack of space," dog handler Fróði M. Davidsen says.

The only downside with the new terminal is that customs officers now have to go through security to enter the gate. Customs officers sometimes have to be right at the gate, if there is a suspicion



that a passenger is carrying drugs and intends to get rid of them before going through customs, for example by flushing them down the toilet.

The next step for the customs authority at Vagar Airport will be an X-ray scanner that can see through suitcases and other solid items. According to Fróði M. Davidsen, an increasing number of smugglers hide narcotics and other items in secret compartments in suitcases, making it impossible for customs to get hold of them without defacing the suitcase. An X-ray scanner is standard equipment at most airports close to the Faroes.



Twice as much cargo in Vagar



it a lot easier and more user-friendly for cargo companies to get their goods.

Most of the cargo to and from Vagar Airport goes through the Faroese postal service Posta, which now has its own offices and storage units at the airport. This will make it much more convenient for everyone to collect their packages and goods.

Room for more

The new cargo facilities will tempt the freight companies to use Vagar Airport.

The amount of air cargo going through Vagar Airport today is relatively small. It's mostly cargo going out, and

The expansion of Vagar Airport will make cargo transport easier as well as quicker, which will help the airport to increase the volume.

Cargo transport in Vagar Airport will be much easier after the expansion has been completed, and the airport can now handle twice the amount of cargo as before.

Before the expansion all cargo had to be processed airside, which made it a lengthy process. But these new facilities will make

the amount coming in is quite insignificant. The competition from sea cargo is tough.

But Atlantic Airways' new strategy also places special emphasis on more cargo sales as there is free space on nearly every flight.

One advantage with air cargo is, of course, that the waiting period is much shorter compared to cargo by sea. And with the new facilities that waiting period will be even shorter.



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The future is safe

The rebuilding of Vagar Airport has given the Faroe Islands a runway and a terminal with airport safety long into the future.

An airport has to meet a lot of safety regulations. And with the building of the new terminal and the extension of the runway updated safety measures came naturally.

“Obviously the safety regulations have been present at all times, but now

it is easier for us to keep up with these regulations,” Finnbogí Niclasen, Vagar Airport COO, says.

When the extended runway was completed in 2011, it also made the aircrafts’ landing approach much easier due to the new ILS landing system, complete with a localizer system, a glide path system and marker beacons, which make it possible to land in almost all kinds of weather. Some 35 years ago, visibility at Vagar Airport had to be at

least eight kilometres for commercial flights to be able to land, but since 2011 a visibility of 1,500 metres has been good enough to land in.

Lights have also been installed down the centre of the runway, making the task of landing much easier for pilots, while flash lights have been set up at each end of the runway. Furthermore, the airport has invested DKK 5 million in two light buoys placed in the lake at the eastern end of the runway.

For Faroese airline Atlantic Airways, an old problem with the light reflecting off the mountainsides was also eradicated a couple of years ago, when the carrier became the first in Europe to use the RNP satellite navigation system, which helps determine the best approach to land.

Long-lasting improvements

In the new terminal, safety measures are now easier to apply and a more spacious security area gives a better flow going through security.

Customs now have more space and more rooms to check baggage and tourists, and as a whole the safety at Vagar Airport today benefits staff and passengers alike.

According to Niclasen, Vagar Airport now has safety facilities that will last long into the future.





ØVERÅASEN

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AWOS: Automatic Weather Observation System ANSP: Air Navigation Service Provider FPL: Flight Plan
AFTN: Aeronautical Fixed Telecommunication Network AGL: Airfield Ground Lighting ILS: Instrument Landing System



The first commercial flight from Vagar was in 1946. This Scottish DC-3 flew from Vagar via Prestwick to Copenhagen, but the route only lasted a few months
Photo: P/F N. Niclasen/Vága Samferðslusøga

Built by *the British*

The Royal Air Force chose Vagar as the best suited location for an airstrip in the Faroes. The runway was completed in 1943, but twenty years later it was in decay.

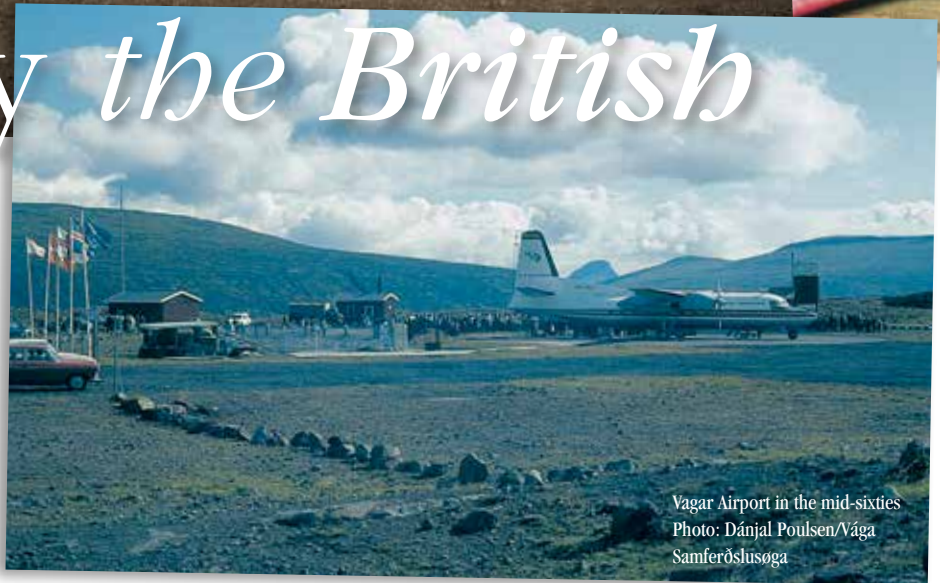
In a speech in the House of Commons on April 12th 1940, British Prime Minister Winston Churchill announced that Great Britain would occupy the Faroe Islands and build an air base in the islands.

In that same year and the year after, several British planes circled the islands to find the most suitable location for the base. On March 2nd 1942, the RAF chose Vagar as the best location – not at least because of the lake nearby where planes also could land on water.

Originally the British wanted to build three runways on the site, but it turned out that the project would take longer than expected and it was soon decided to build just one single runway, which was completed in the autumn of 1943.

At this time, the allies were already starting to get the upper hand in the war, and when the RAF left Vagar on September 1st 1944, only ten aircraft had landed in Vagar and around 65 aircraft on the lake nearby.

In December 1944, the British handed the air base over to the Faroese. At that



Vagar Airport in the mid-sixties
Photo: Dánjal Poulsen/Vága Samferðslusøga

point the base consisted of a 1,096 metre-long runway with lights. The runway had a width of 180 metres at one end and 92 metres at the other.

Immediately after the war, there was interest in establishing regular air traffic between the Faroe Islands and other countries, and the airline company Føroya Flogfelag was established in 1946. A DC-3 aircraft was leased to operate between Vagar and Copenhagen via Prestwick in Scotland. The route started in July, but ended already in October that same year due to financial difficulties.

In December 1949, the company bought another aircraft, but the plane was wrecked only three days after arriving in the Faroe Islands, thus ending any dreams of regular air traffic in the islands at the time.

Cooperation with Iceland

After the war, the Vagar airstrip fell into decay. But in 1963, the Faroese cooperated with Icelandic carrier Flugfélag Íslands to launch a regular route. Cooperation went on to last for the next 40 years.

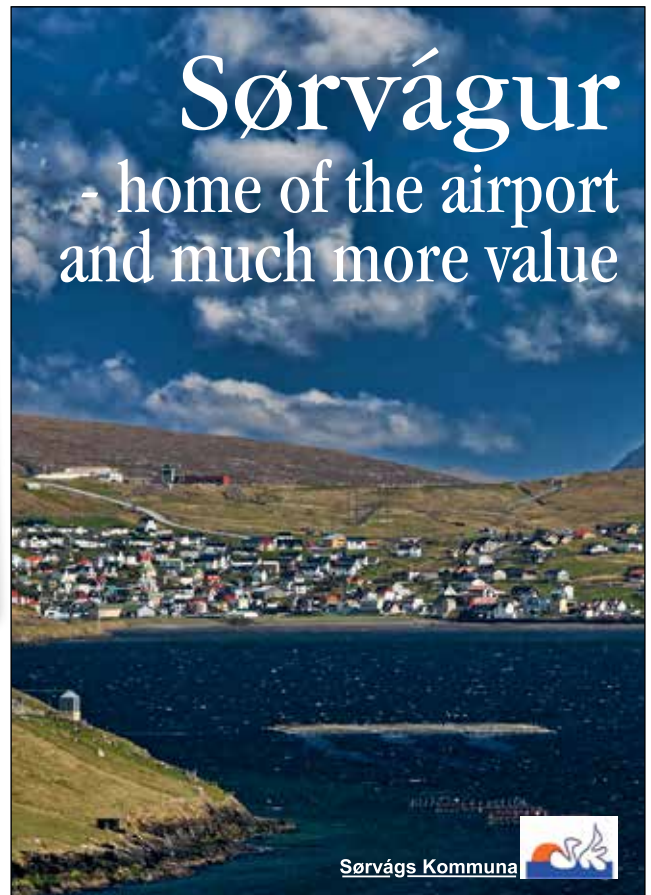
Danish Aviation Authorities' regulations for passenger air traffic meant that big changes had to be made at the airfield in 1963. The tarmac had to be repaired and a tower, a waiting room and a cafeteria as well as facilities for the fire department and technicians had to be built.

Between 1978 and 1980, the runway was extended from 1,100 to 1,250 metres, the area around the runway was levelled, and a safety area was made at both ends of the runway where new lighting masts were erected.



Vagar Airport and runway in the late sixties.
 The picture is taken from the Danish navy's
 Alouette III helicopter
 Photo: Jens Mikkelsen/Vága Samferðslusøga

In 1988, the same year that Atlantic Airways started flying, a new terminal was inaugurated, but after that no improvements were made at Vagar until 2007 when the administration of Vagar Airport was handed to the Faroese authorities. In 2011, the runway was extended to 1,799 metres and a new complete ILS landing system was installed. In June 2014, a new terminal was inaugurated giving the Faroe Islands a top notch modern airport.



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