



Atlantic Airways

Being the only aviator in the Faroe Islands, Atlantic Airways has a huge responsibility to ensure the safe and frequent passage into the global community. As an international company, the key ingredients of the corporate culture are emphasis on safety, punctuality, the customer and the result. The Sørvágur-based company, which is the Faroese Flag Carrier airline, currently employs around 200 people. The Atlantic Airways fleet consists of five aircraft and three helicopters. The aircraft provide a regular service between the Faroes and a range of cities in Denmark as well as the neighbouring countries England, Scotland, Shetland, Iceland, Greenland, Norway and from the summer 2008, also Sweden. In addition, the company's activities include the leasing of aircrafts and half of the company's revenue originates from outside of the Faroes. The helicopter department provides a regular service to the outer islands, search-and-rescue activities and offshore transport in the North Atlantic.

History of Faroese aviation

In 1941, during World War II, the British army officer Leo Maxton



Magni Arge, general director of Atlantic Airways

November, Atlantic Airways was established. In the beginning Cimber Air owned shares in the company but later on the Faroese government took full ownership. On 28th March 1988 Faroese people were able for the first time to fly from Vágur to Copenhagen with their new Faroese airline company.

Continuously expanding

Today, all Atlantic Airways flights are available in the generally used aviation reservation systems like Amadeus, Sabre, Galileo and World span. Tickets can be purchased through any IATA approved travel agent worldwide, and at our own sales offices. Chartered flights are in demand for oil and fishing exhibitions, international football matches, music festivals, package holidays and in connection with off-shore crew changes on oil rigs and fishing boats. In the summer Atlantic Airways also flies on behalf of Icelandair to Narsarsuaq in Greenland. Thus the connection to Greenland has also been improved.

flew around the Faroe Islands to search for the most suitable location to build an airport. The British needed an airport in the North Atlantic. Mr Maxton came to the conclusion that the most suitable location to build the airport was in Vágur and his advice was followed. The first plane landed at this airport in the

autumn of 1942. After the war, when the British army had departed Vágur, air traffic diminished to next to nothing. In fact, air traffic didn't resume again until 1963, when Iceland started a regular passenger route between the Faroes and Denmark. Initially, a DC/3 plane was used, but as demand increased newer

and better planes were assigned to this route. Discussions about establishing an airline company began in the 1980s. Passenger numbers were steadily increasing and there was no competition on this route. There was only the one airline that had regular flights to the Faroes. In 1987 the idea became reality and, in



HK Bussar Sp/f

FO-430 Hvalvík
Tel: 23 33 20 / 21 34 61
E-mail: hk@olivant.fo
www.hk-flutningur.fo

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