

Remote Air Traffic Control Tower Project

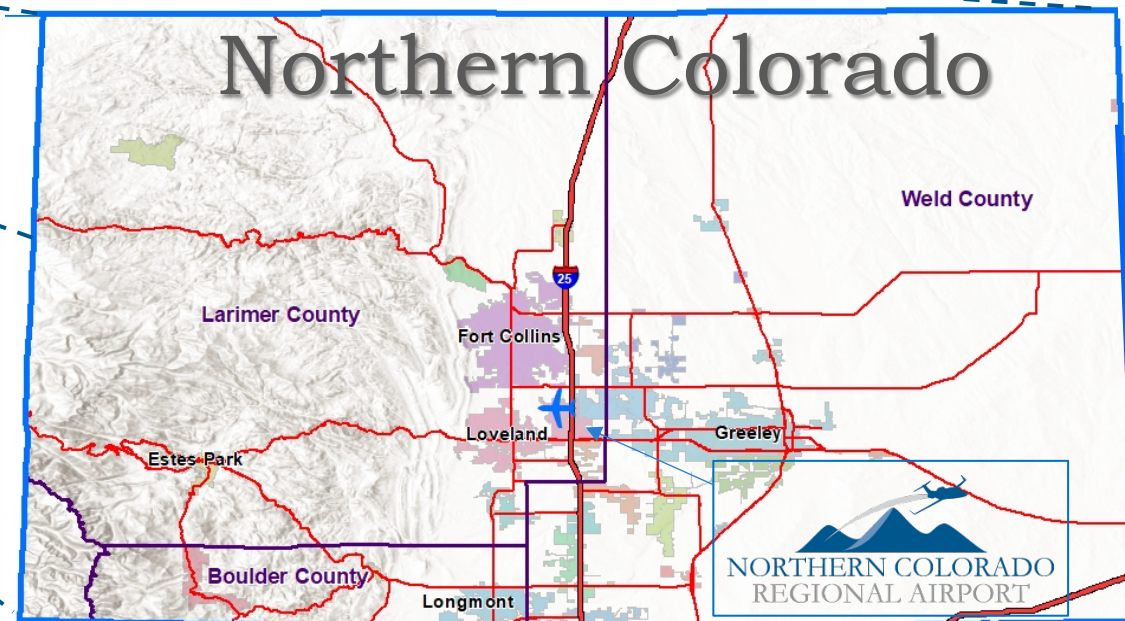
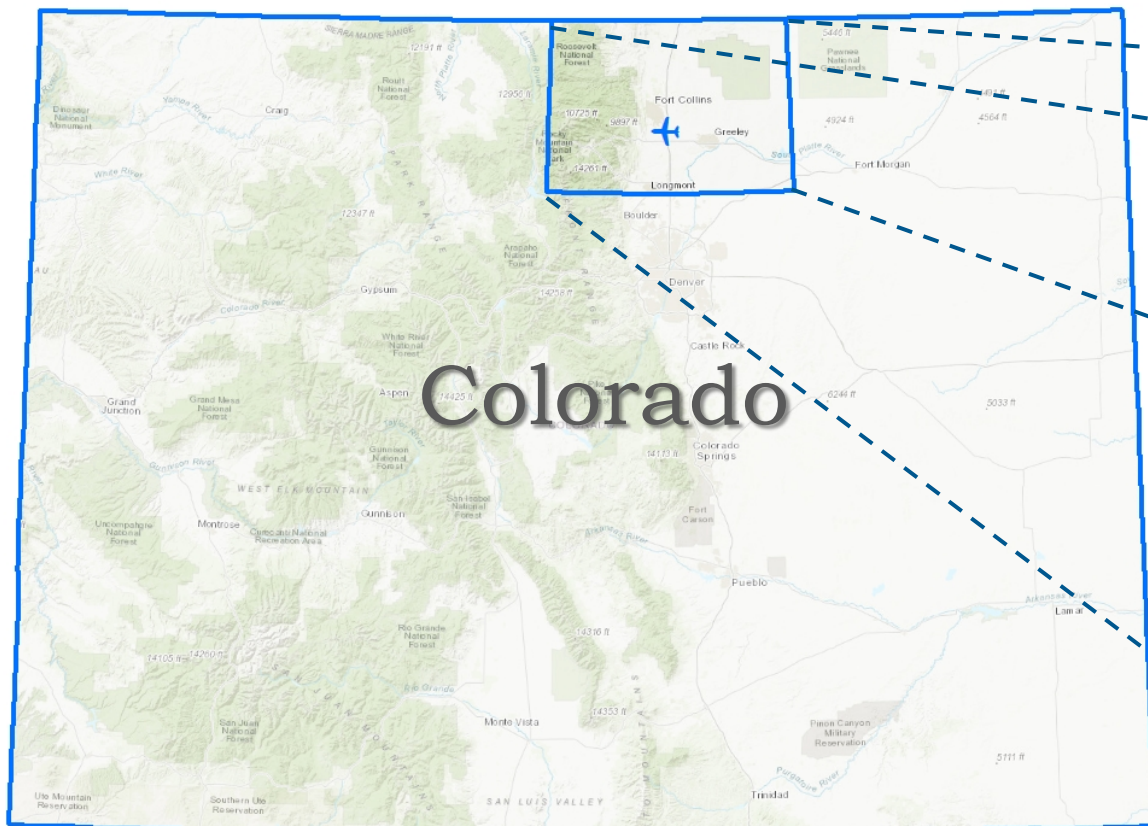


Jason R. Licon
Airport Director
Northern Colorado Regional Airport FNL
Colorado Remote Air Traffic Control Project



Northern Colorado

NORTHERN COLORADO
REGIONAL AIRPORT



FNL Airport Introduction

NORTHERN COLORADO
REGIONAL AIRPORT

- Airport facilities
 - Two runways
 - Primary 8,500' x 100'
 - Crosswind 2,280' x 40'
 - Commercially certified
 - FAA design category C-III
- Aircraft activity supported
 - 95,000 annual operations
 - 85,000 general aviation, piston
 - 9,000 general aviation, turbine
 - 1,000 airline, military, & other
 - 260 based aircraft; 215 hangars



FNL User Diversity

NORTHERN COLORADO
REGIONAL AIRPORT

- Private General Aviation
- Flight Training Schools
- Helicopter Fleet Operators
- Corporate Flight Departments
- Wildfire Air Tankers
- Medical Transport
- Airline Activities
- Military Aircraft



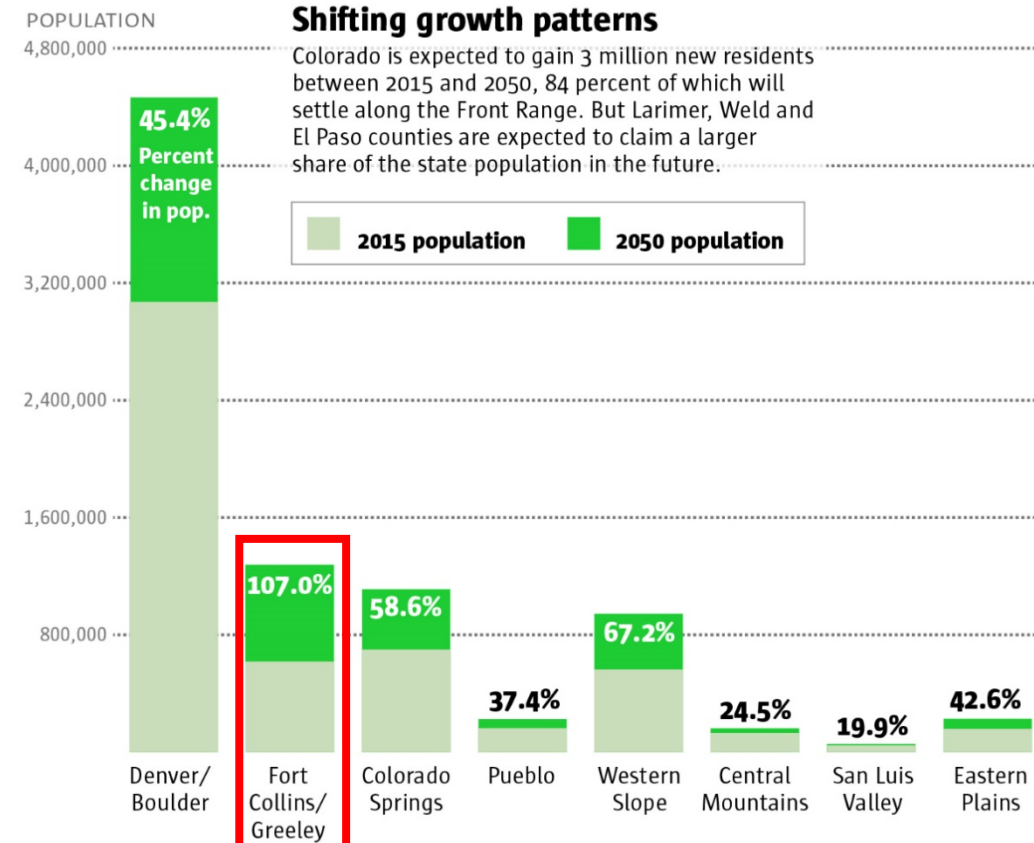
ATC Need at FNL

- Northern Colorado Growth
 - Population doubled in past 30 years
 - 690,000 people live within the region
- In 2006 the Downtown Fort Collins Airport (3V5) closed
 - Private Airport located 9 miles away
 - Displaced 127 based aircraft & 4 general aviation businesses to FNL & GXY
- From 2003-2012 Allegiant Airlines operated at FNL
 - Discontinued service citing lack of ATC



ATC Need in Colorado

- 50% of commercial service airports in Colorado do not have ATC
 - Alamosa, Cortez, Durango, Gunnison, Montrose, Steamboat-Hayden, & Telluride
 - Many have seasonal service which would be ideal for part time ATC
- Colorado has and continues to experience high rates of population growth



Sources: Colorado Division of Local Affairs; State Demography Office

The Denver Post

Colorado Remote Tower Project Milestones

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2014

Project approved by Colorado Department of Transportation Division of Aeronautics Board & initial funding

FAA begins to work jointly on Remote Tower Development

2015

October 2015

Northern Colorado Regional Airport announced as being selected as Colorado test site

August 2016

FAA selects Searidge Technologies Remote Tower System

August 2018

Installation begins at FNL



Preliminary system installation completed, begin optimization and initial testing

November 2019

The Colorado Remote Tower System

- **Components:**
 - 31 video cameras mounted on three camera masts
 - 13 screen “video wall”
 - 3 controller workstations
 - 3 screens at each
 - 1 Touchscreen interface
 - 2 Displays for both camera and radar data
 - Electrical redundancies including generator and UPC backup systems



System Component Airfield Locations



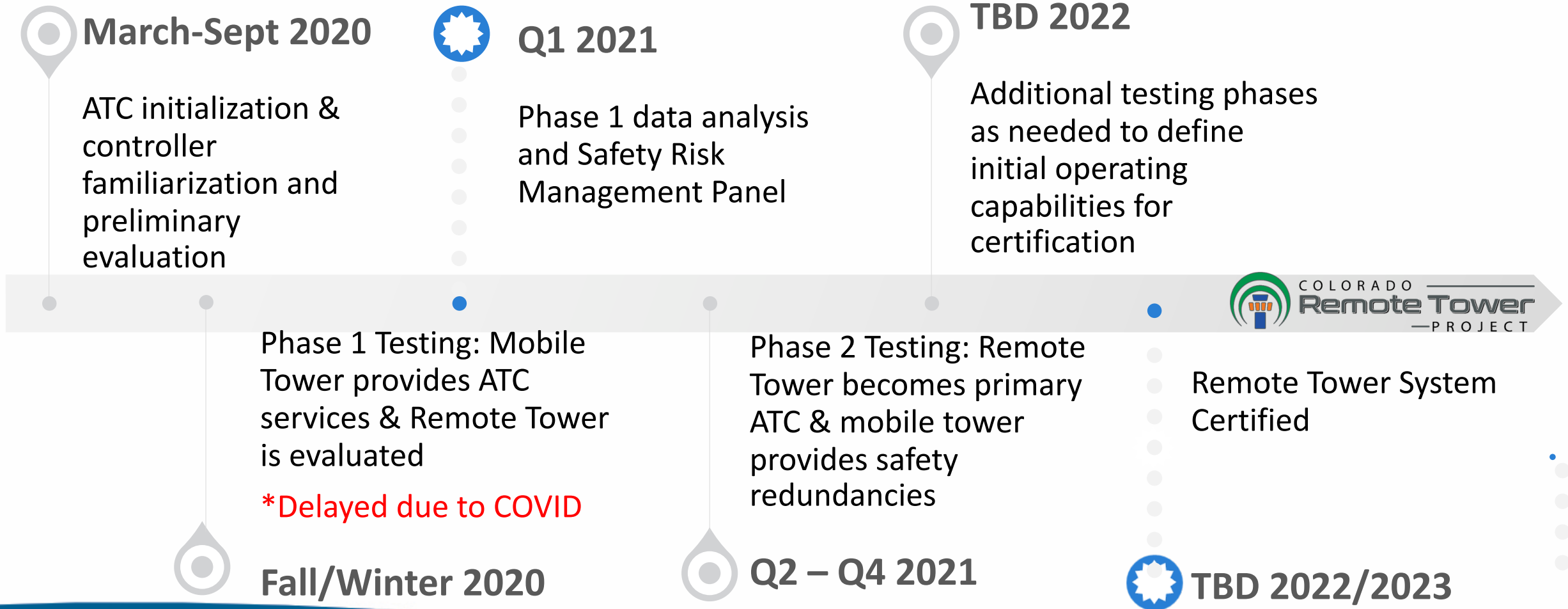
System Component Airfield Locations





- Control room
 - 360 view video wall
 - 3 controller positions & camera interface panels
 - Radar
 - Radio
 - Weather information

Colorado Remote Tower Project Timeline



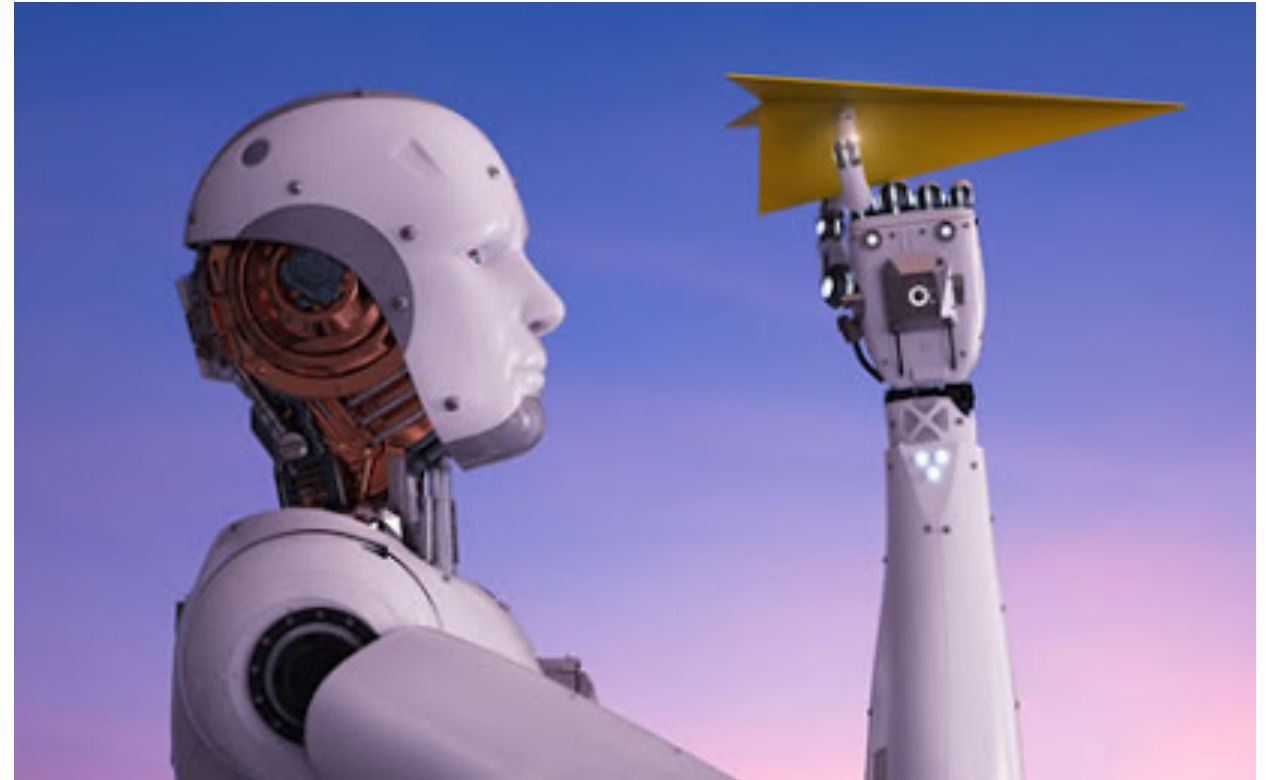
Remote Tower Advantages

- Cost savings
 - 50% or more for construction
 - 75% on operation and maintenance
 - Scalable to adapt to needs
- “Off the shelf” technology
 - Easy to keep operational
 - Requires no proprietary equipment



Common Misconceptions

- Is not an automated platform for controlling aircraft traffic – or “unmanned”
- Does not replace jobs with technology
- Does not use unproven technology
- Is not more expensive than a traditional tower system
- Is not the answer to all future airport air traffic control needs



How to Follow Progress

NORTHERN COLORADO
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- FNL website: www.flynoco.com
- CDOT website: www.coloradoremotetower.com
- Social media:
 - www.instagram.com/noco_airport/
 - www.facebook.com/fortloveair
 - www.twitter.com/flynoco



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NORTHERN COLORADO REGIONAL AIRPORT

Tweets	Following	Followers	Likes	Lists
374	77	604	91	1

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Tweets Tweets & replies Media

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