

SCANDINAVIAN AVIONICS A/S, DENMARK

CELEBRATING 40 YEARS IN THE AVIATION BUSINESS

40 ANNIVERSARY

1978 - 2018

Scandinavian Avionics has been providing turn-key avionics solutions for 40 years. Initially, to civil aircraft, then military aircraft and helicopters, and today also drones are on the long list of avionics capabilities that SA holds.

“ The development of The SA Group have only been possible with great support from very good colleagues and especially my family. It is a very great pleasure, knowing that next generation will bring it even further. Thanks a lot! / Hardy

Start-Up

Scandinavian Avionics derived from the avionics department in BJFC which closed in 1978. The Activity was re-established by Hardy B. Truelsen, with the same assets and great support from the same 7 colleagues, actually starting up in a trailer.

Only two years later, Scandinavian Avionics expanded with the first division abroad. Scandinavian Avionics Norway was a reality and since then The SA Group has continued to expand with more facilities around the world. Today The SA Group consists of 11 divisions located in Europe, the Middle East, South- and Southeast Asia.



2 AVIONICS TEST CENTER DENMARK
Terma and SA team up

3 ULB UPGRADE
New EASA STC available for upgrade of a 30 days to a 90 days ULB.

4 COCKPIT DOOR SURVEILLANCE SYSTEM
CDSS integrated into the SA EFB system

AVIONICS TEST CENTER DENMARK

In the spring, we announced the new collaboration between Terma and Scandinavian Avionics to form Avionics Test Center Denmark.

With the F-35 fighter aircraft being introduced in Europe these years, there is a growing requirement for European Regional Maintenance Capabilities.

In practice Terma and Scandinavian Avionics will:

- Jointly, as one team, provide a proposal on support F-35 avionics toward the F-35 Program Office
- Seek mutual MRO possibilities on the EH-101 helicopter, UH-60R Seahawk, and C-130.

- Jointly invest in depot stand up capability and seek possibilities to establish the facility in close cooperation with the relevant operators.



40 YEARS

13. April 2018

★ **Hardy B. Truelsen** ★ Head of The SA Group, VP & Sales Director of Scandinavian Avionics A/S

30 YEARS

1. March 2018

★ **Ole Sølvsten Kjeldsen** ★
Certifying Engineer B2 License

20 YEARS

1. August 2018

★ **Thomas M. Pedersen** ★
Certifying Engineer/Project Manager

15 YEARS

4. August 2018

★ **Mads Dam** ★
Part-21 Sales Engineer

IN MEMORIAM



EVALD MUNK THALUND

JEN

1929-2018

It is with great sorrow that we inform that JEN – Evald Munk Thalund passed away 27th April 2018.

Retiring from his honorable career of 40 years in the Danish Military as horse riding Dragon and later the Air Force as Major and Pilot, JEN joined SA BLL in 1989. He achieved 29 years of service in the SA Military Sales Department. A department that was formed due to JEN's ideas and driving forces.

JEN's personality and spirit will be remembered and missed in honor of his memory.

SA GREECE, GREECE

NEW LOCATION FOR SA GREECE

As of 30th March SA Greece has joined the two greek departments under one roof at Athens International Airport.

The new address

Scandinavian Avionics Greece SA
Athens International Airport
Building 46, 5th km Spata-Loutsa Ave.,
19019 Spata
Athens, Greece

P: +30 210 354 1235
M1: +30 6944 830 890
M2: +30 6937 410 972
ELK@scanav.com
SCANAV@otenet.gr



SA DESIGN, DENMARK

NEW STC: ULB UPGRADE TO DK120/90

Our latest EASA STC's are covering the mandated upgrade of a 30 days ULB to a 90 days ULB, DK120/90 on a large number of aircraft types.

The ULB upgrade consists of replacing the battery, from the existing (30 days) ULB, to a new Li Ion battery to support 90 days ULB operation. Typically there is one ULB attached to the cockpit voice recorder and one ULB attached to the flight data recorder.

THE UPGRADE

As the ULB has its own battery and the physical dimensions are identical no mechanical or electrical changes have to be performed during the upgrade.

For info, is a ULB also attached to the data link recorder if the aircraft have such system.

There are several requirements in different Air Operations Regulation demanding the 90 days ULB which operators have to consider.

If you need more information about this, or any other recorder and/or ULB upgrade, we are always at your disposal and ready to discuss and advice on your specific requirements.

PLEASE FEEL FREE TO CONTACT US:

SA@scanav.com or give us a call on +45 7950 8000.

Example of ULB/Recorder



COCKPIT DOOR SURVEILLANCE SYSTEM



Icelandair deploys Cockpit Door Surveillance System (CDSS) from Scandinavian Avionics for their Boeing 737MAX fleet.

Scandinavian Avionics Design ApS has designed, EASA certified and delivered a complete EFB Integrated CDSS to Icelandair fleet of B737MAX. With this, Icelandair have extended their existing SA EFB solution.

proves the flexibility, modularity and future proof EFB philosophy. With the Part 21.J. and 21.G. in house, we can guarantee a seamless delivery of products and services now and over time.

INSTALLATION AND INTEGRATION

The cameras and viewing software are easily integrated into any aircraft EFB system using standard Ethernet connections. Viewing and control are performed from the EFB tablet device.

Based on our EASA Part 21.J. and 21.G privileges, we can, as one out of a few suppliers, design, manufacture and certify tailored EFB products in house. These values added, limit risk exposure and increases predictability for customer projects. This is in line with the philosophy of The SA Group to provide Turn-Key Avionics Solutions to its valued customers.

Christian Eriksson, Sales Manager at Scandinavian Avionics, explains:

“ Our modular EFB solution is a well proven concept appreciated by a range of operators. The extension of the EFB system with CDSS

Haukur Reynisson, VP Flight Operation comments:

“ The core competence and extensive knowledge Scandinavian Avionics has in the area of EFB has been proven in the preceding projects. We feel very comfortable in the way we jointly shaped the implementation of the SA CDSS for our fleet of B737 MAX. The utilization of new technology is crucial in optimizing our daily processes, both today and in the future as we continue to expand.

Håkan Norell, CTO at Scandinavian Avionics Technologies concludes:

“ We are proud to partner in this highly prestigious and important Icelandair Boeing B737 Max project. We've shown that our new portfolio of products are suitable for retrofit and for immediate integration into modern new delivery airframes as OEM alternatives, to a fraction of the OEM cost.

