RUAG EXPANDS SCOPE OF EASA DESIGN ORGANIZATION APPROVAL TO INCLUDE NIGHT VISION IMAGING SYSTEMS

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RUAG Aviation has expanded the scope of its EASA Part 21 J Design Organization Approval (DOA) to include Night Vision Imaging System (NVIS) capabilities. The specification of NVIS technical field entitles the aviation life cycle support and services provider to directly classify and approve changes and repairs, to design and develop Supplemental Type Certificates (STC) for aircraft with NVIS configurations, and to integrate new NVIS to existing platforms.

“Requests from our helicopter customers are actively reflecting the clear trend towards an increasing demand for NVIS functionality,” explains Bas Gouverneur, General Manager Engineering, RUAG Aviation. “As we continuously strive to satisfy our customers, it is absolutely essential that we regularly upgrade the scope of our DOA to include state-of-the-art capabilities. Our reputation as an expert integrator, and reliable maintenance and airworthiness partner, is founded on this principle,” he states.

Increasingly, helicopter operators are taking delivery of new aircraft from original equipment manufacturers (OEM) which are already equipped with NVIS configurations. The new DOA Terms of Approval positions RUAG Aviation to provide full life cycle integration

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and support services on behalf of all operators using this technology. “Equally, the same terms also enable us to introduce and fully integrate new NVIS capabilities on all helicopter platforms, regardless of configuration,” confirms Bas Gouverneur.

The NVIS configuration on helicopters comprises a complex matrix involving both capabilities and personnel. It includes a mix of devices, such as night vision goggles (NVG), and authorized procedures as well as crew. Thus, the helicopter’s maintenance organization must be authorized within the scope of NVIS to effect any and all changes, as well as to uphold the overall status of the NVIS configuration. Bas Gouverneur continues, “Even just introducing night vision goggles into the cockpit environment applies NVIS status to the helicopter system.”

Partners, customers and helicopter OEMs alike, are set to realize immediate benefits with the confirmed NVIS scope expansion to the RUAG Aviation DOA. The integration of modifications for mission-specific customer requests on NVIS equipped aircraft enhances the portfolio of helicopter support services already available at RUAG.

“Our aircraft partners look to us to remain a responsive, flexible and engaged Design Organization. We prove this by honing and adding to our comprehensive capabilities within the framework of our over six years of DO expertise,” confirms Lukas Billeter, Vice President Technology, RUAG Aviation.

The requisite revisions to the RUAG Aviation Part 21 J Design Organization Handbook, resulting from the NVIS scope expansion, incorporates leadership changes within RUAG Aviation’s DO, as well. Accordingly, Lukas Billeter, Vice President Technology, moves from Head Of Design Organization (HODO) to Chief Executive of Design Organization with Bas Gouverneur, General Manager Engineering, replacing him as Head Of Design Organization (HODO).

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