

RUAG receives STC for advanced solution on Italian aircraft



Piaggio cockpit after modification

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The European Aviation Safety Agency (EASA) has issued RUAG Aviation with a Supplemental Type Certificate (STC) for the installation of the Garmin GTN 750 advanced touchscreen solution in Italian manufactured Piaggio P180 Avanti cockpits.

RUAG said this upgrade solution allows significantly improve safety while modernising aircraft avionics.



Stephan Woodtli, general manager site Agno, RUAG Aviation, said the certificate will ensure better safety for the Avanti operators.

"This new STC enables Piaggio P180 Avanti operators to benefit from improved safety through heightened situational awareness, as well as improved reliability and added aircraft value," said Woodtli.

"Optimised performance is achieved by the installation of a dual Garmin GTN 750 interface, a dual Garmin GTX 33D transponder and state-of-the-art Garmin GWX 70 weather radar."

"The P180 is renowned for its reliability. The STC solution further enhances these qualities. As a Piaggio Authorised Service Centre, as well as a Garmin dealer, the RUAG Aviation EASA approved Design Organisation is in the position to design a package which builds on the strengths of both OEM systems," added Woodtli.

The Italian Air Force has operated 17 Piaggio P.180 Avanti aircraft since 1994. The design is of three-surface (https://en.wikipedia.org/wiki/Three-surface_aircraft) configuration, having both a small forward wing and a conventional tailplane as well as its main wing.

The scope of the upgrade made available by the RUAG Aviation STC solution includes Localizer Performance with Vertical guidance (LPV) approaches, Precision-Area Navigation (P-RNAV), Terrain Awareness and Warning System (TAWS), as well as Automatic Dependent Surveillance – Broadcast (ADS-B) out.

"Our customers expect time and cost-effective solutions, and we focus on that," said Woodtli.

RUAG Aviation in Agno said it offers this complete STC package at reasonable rates and, depending on the selected avionics configuration, a downtime of just four to six weeks.

With aircraft availability as their ultimate goal, RUAG said the company streamlines the process by preparing installation kits and wiring looms in advance. Furthermore, RUAG believes the upgrade can be easily combined with heavy maintenance inspections, including C or D checks, or landing gear overhaul.

RUAG, a supplier, support provider and integrator of systems and components for civil and military aviation worldwide, has various subsidiaries worldwide, including RUAG Australia located in Bayswater, Victoria.

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