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RUAG receives EASA STC for the Garmin GTN 750 cockpit solution on the Piaggio P180 Avanti.



Piaggio P180 Avanti Cockpit.jpg

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# RUAG RECEIVES EASA STC FOR THE GARMIN GTN 750 COCKPIT SOLUTION ON THE PIAGGIO P180 AVANTI.

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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 Piaggio P180 Avanti cockpits. This upgrade solution allows RUAG Aviation customers to significantly improve safety while modernising aircraft avionics.

*“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,”* confirms Stephan Woodtli, General Manager Site Agno, RUAG Aviation. *“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 (DOA) is in the position to design a package which builds on the strengths of both OEM systems,”* adds Stephan Woodtli. 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,”* continues Stephan Woodtli. RUAG Aviation in Agno therefore

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 Aviation streamlines the process by preparing installation kits and wiring looms in advance. Furthermore, the upgrade can be easily combined with heavy maintenance inspections, including C or D checks, or landing gear overhaul.

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