RUAG FIRST IN EUROPE TO COMPLETE 2020 ADS-B AVIONICS COMPLIANCE MODIFICATION ON BOMBARDIER CHALLENGER CL601

News / Business aviation, Maintenance / Trainings

RUAG Aviation has successfully upgraded the avionics baseline of a Bombardier Challenger CL601 to comply with regulatory mandates for 2020 and beyond. The first upgrade of this kind completed in Europe, the ADS-B Out, FMS 6.1 and LPV requirements were met in full ahead of compliance deadlines. The integration of the avionics upgrades was carried out at RUAG Aviation's Bombardier Authorized Service Center facilities in Munich, Germany, during a scheduled heavy maintenance visit.

"This is a milestone on behalf of our customer, as well as on behalf of all operators of older aircraft," states Volker Wallrodt, Senior Vice President Business Jets, Dornier 228 & Components, RUAG Aviation. "For aircraft like the Challenger CL601, flying with ADS-B today provides pilots with a number of immediate benefits, yet it also ensures the aircraft is equipped to fly after December 31, 2019. Equipping older aircraft with ADS-B transponders improves operational flexibility and preserves investment, well past 2020 requirements, because it allows those aircraft to continue to operate reliably and profitably while adhering to the latest aviation regulations with state-of-the-art technology," he confirms.

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The engineering specialists at RUAG Aviation integrate complete solutions for older aircraft, like the Bombardier Challenger CL601 and Dassault Falcon 900, to meet the full scope of European Aviation Safety Agency (EASA) and Federal Aviation Administration (FAA) standards for ADS-B, including the later DO-260B. The scope of the Bombardier Challenger CL601 avionics project included wiring, modifications and new mechanical and electrical installations, as well as the upgrade of existing transponders to comply with the DO-260B (V2) standard for ADS-B Out. The upgrade also introduced the Wide Area Augmentation System (WAAS) for Global Positioning System (GPS) sensors and the new FMZ 2000 Flight Management System software version 6.1.. Future Air Navigation System (FANS) 1/A+ and Protected Mode Controller Pilot Data Link Communications (PM-CPDLC) are set to follow for the same aircraft.

“Our customers appreciate our thorough engineering know-how and integration expertise,” explains Volker Wallrodt further. “They also know, that with RUAG, they can rely on outstanding support for their newer and ageing aircraft from a proven and independent services provider.” In fact, engineering is at the center of RUAG Aviation’s capabilities. The company is an EASA Part 145 Maintenance Organization, a Part 21G and 21J Design Organization (DOA), and it retains FAA approvals, all to ensure full maintenance and support services for the spectrum of business aircraft.

The avionics upgrade for the Challenger CL601 was combined with a scheduled maintenance, repair and overhaul (MRO) event, also managed by RUAG. This optimized downtime enabled the business jet owner to achieve significant savings on both time and budget. “The 2020 compliance date is approaching fast. We are dedicated to continuing to offer highly effective engineering solutions for aircraft in service ahead of the date limits,” states Ralf Ott, Senior Manager Sales & Customer Support, RUAG Aviation. He asserts, “We recommend that all operators, and especially operators of older aircraft, begin the upgrade process as soon as possible to ensure individual schedules and operations can continue as planned.”

RUAG Aviation is a one-stop shop for the support of business aircraft, performing all required services within one single downtime, adapted to suit individual schedules. Services include line, base and heavy maintenance, C-checks, modifications and system upgrades, complete cockpit and avionics reconfigurations, cabin interior restylings and refurbishments, aircraft painting, component services, AOG, pre-purchase inspection, aircraft remarketing, FBO and support and consulting.

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