

THE NAVIGATOR

Quarterly Newsletter on Inertial Navigation Repair & Overhaul

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NAVHOUSE
CORPORATION



The Navigator is a quarterly publication of Navhouse Corporation. To learn more about Navhouse's INS programs, please contact us at:

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Upcoming Events

Meet Navhouse at the following upcoming industry events:

SpeedNews 23rd Annual Aviation Industry Suppliers Conference March 9-11, Los Angeles, California (Guest speaker)

2009 Avionics Maintenance Conference March 31 - April 2, Minneapolis, Minnesota

MRO 2009 North America April 21-24, Dallas, Texas (Exhibitor)

Speaking at the Aircraft Maintenance Outsourcing Conference

With more than 27 years of INS experience at both the OEM and Navhouse, Business Development Manager Doug Jenkinson spoke from experience during his presentation "OEM versus 3rd Party Repair: What You Need to Know" at the Aircraft Maintenance Outsourcing Conference in December. The presentation examined the myths and realities of the OEM vs. 3rd Party debate by highlighting the pros and cons of the key factors airlines need to consider to make the best choice for their organization. The OEM vs. 3rd Party presentation is now available through the Navhouse website.

Navhouse Celebrates the Life of David Scott

The Navhouse family was saddened by the sudden loss of David Scott to cancer this past December. After starting in the aviation industry with Litton Systems Canada, Dave joined Navhouse in 1997 as a leading authority on mature and legacy INS. Dave served in a number of key roles, most recently as Operations Director. A private man, Dave kept his illness to himself, not wanting to bother others until his last days. His dedication to the industry and his hard work were valued by customers from around the world. Dave will be missed by his wife, children, grand children and the many friends and co-workers within the aviation industry. His legacy of customer service excellence will proudly live on.

Ask Jacob: How Does Accurate Failure Reporting Save Money?

As a former avionics technician with a major airline and as a test technician with more than 30 years of INS experience, Jacob has experienced the frustrations and merits of accurate failure reporting on both fronts.

As a flight line technician there is nothing worse than a call from the Captain with an avionics problem shortly before pushback or an in-flight failure which occurred on the previous leg and must be rectified during a short turnaround. In situations like these, making an accurate and comprehensive tag / failure report can be the furthest thing from a mechanics mind, but for a test technician at a repair facility a snag which reads "failed or inop" can lead to increased and sometimes unnecessary troubleshooting.

A couple minutes to accurately and completely report a failure benefits both the airline and the repair facility. Complete fault reporting often leads to earlier problem diagnosis by directing test technicians to the right area. Repair facilities such as Navhouse keep historical records for our customers so when an accurate snag report shows a unit is being pulled for the same fault from the same A/C and position, the customer is alerted and another removal possibly avoided, saving repair costs and keeping flights on time.

Below are some of the most important points to highlight in a failure report:

- How did the unit fail - were their indications on associated units CDU, MSU, ADI etc.?
- When did it fail - how long after Turn On - what mode/action - malfunction if known?
- Was it an in flight failure - is there anything in the log book to help troubleshooting?
- Is it a performance problem - accuracy - was it reported before - how many times?
- What is the Tail Number of the A/C - From which position was it removed?
- Has another unit failed in a similar way on this A/C & position? Was the unit Cold/Hot?

While most of this information is required on a typical removal tag, more often than not it has not been completed or is illegible. Complete and accurate repair tags can help reduce repair costs and TAT.

A Team Reliance™ Company

INERTIAL NAVIGATION SOLUTIONS