

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.51

National Policy

Effective Date:
9/17/08

Cancellation Date:
9/17/09

SUBJ: Corrective Action Plan for Night Vision Imaging System Modifications
Performed by Aviation Specialties Unlimited Incorporated

1. Purpose of This Notice. This notice provides guidance to aviation safety inspectors (ASI) on actions dealing with Night Vision Imaging System (NVIS) modifications performed by Aviation Specialties Unlimited, Inc. (ASU) Boise, Idaho.

2. Audience. The primary audience for this notice is Flight Standards District Office (FSDO) ASIs with oversight responsibilities for helicopter emergency medical services (HEMS). The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.

3. Where You Can Find This Notice. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators and the public can find this notice at <http://fsims.faa.gov>.

4. Background. ASU holds Supplemental Type Certificates (STC) for NVIS modifications for use with night vision goggles (NVG). ASU has modified over 50 percent of the total aircraft capable of NVG use in the United States today. Flight Standards Service has become aware that the aircraft modified by ASU may have been improperly returned to service. This resulted in incomplete installations, due to incomplete technical data, or unapproved data that was not specific to the aircraft installation.

5. Discussion. A Federal Aviation Administration (FAA) Aviation Safety Chief Scientist and Technical Advisor performed a safety analysis and concluded that the ASU NVIS modified aircraft for HEMS have not shown an increase to the overall HEMS NVIS modified fleet accident risk.

a. Return to Service. Although those ASU modified aircraft may have been improperly returned to service, it is important to note the return to service is valid unless actual safety discrepancies are identified. Therefore, an operator is not required to remove an ASU modified aircraft from service based solely on “missing” or “incomplete data.”

b. Corrective Action Plan. The FAA developed a “corrective action plan” to provide for resolution of identified discrepancies pertaining to those aircraft modified by ASU. ASU is currently working to expedite corrective actions for aircraft identified with discrepancies. The

actions include assessing each ASU NVIS modified aircraft to determine the current configuration, and developing any additional data to address specific discrepancies. This effort is scheduled to be completed by October 31, 2008.

6. Action. Principal inspectors of operators with existing STCs that receive new data packages, or those that will require a one-time STC for ASU NVIS modified aircraft, will ensure that the operator conforms the aircraft to the new data. Furthermore, a person authorized by Title 14 of the Code of Federal Regulations (14 CFR) part 43, § 43.7 must complete and file a FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance), in accordance with Advisory Circular (AC) 43.9-1F, Instructions for Completion of FAA Form 337. Copies of the completed FAA Form 337 will be forwarded to 9-ANM-AVS-ASU-ANM230@faa.gov. Should any safety discrepancies be identified during this process, ASIs should immediately contact the Northwest Mountain Flight Standards Division Technical Standards Branch (ANM-230) prior to contacting the operator. This will allow prompt coordination and support from the appropriate organizations in resolving the issue(s). The points of contact are:

Jody Radcliffe, Manager Phone: (425) 227-2871 E-mail: jody.m.radcliffe@faa.gov	James L. Blake, Technical Specialist Phone: (425) 227-1710 E-mail: james.l.blake@faa.gov
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7. Disposition. This is a special emphasis activity. Therefore, Flight Standards will not incorporate the information in this notice into FSIMS. Direct questions concerning this notice to the Aircraft Maintenance Division, General Aviation and Avionics Branch (AFS-350) at (202) 493-4329. Questions concerning conformity issues with an ASU STC should be directed to Rich McCauley, Seattle Aircraft Certification Office, at (425) 917-6502.

ORIGINAL SIGNED by

James J. Ballough
Director, Flight Standards Service