

# THE NAVIGATOR

Quarterly Newsletter on Inertial Navigation Repair & Overhaul

Fall 2008

**NAVHOUSE**  
CORPORATION



## Navhouse Passes Major Repair Milestone

This fall Navhouse surpassed a major milestone in the company's history with the repair of the 2,000th inertial navigation system. Over the past 12 years Navhouse has emerged as the leader in the repair and overhaul of legacy and mature inertial navigation systems delivering thousands of LRU and SRA repairs to a global network of Commercial and Military customers. Navhouse thanks our customers and dedicated team of technicians for helping take us past this important milestone.

## Leading Technical Team Continues to Grow

The Navhouse technical team just added another 12 years of inertial navigation experience with the addition of a new senior INS technician with expertise on LTN 92 and Delco Carousel systems. The Navhouse technical team has more than 350 years of inertial navigation experience, one of the industry's most experienced repair and overhaul teams.

## Navhouse Supports ACPC in Chicago

Navhouse joined 865 suppliers in the beautiful city of Chicago to meet the 70 airlines in attendance to discuss procurement issues and develop relationships to help resolve supply chain challenges. It was a great opportunity to meet up with old friends and establish relationships with new industry representatives. Navhouse was pleased to provide support as a conference volunteer, ensuring this meeting continues to be an important industry venue. It was a pleasure to meet with the airlines and suppliers and Navhouse will continue to support this important conference in 2009 in New York City.

## Ask Dave: What's the Importance of Proper Packaging?

*With more than 30 years of experience, Operations Manager Dave Scott has seen it all when it comes to customers shipping INUs for repair. Dave shares his expertise on the proper packaging of delicate instruments and the repercussions when it's not done right.*

Proper packaging is essential when shipping an INU for repair. Sensitive elements in an INU are designed and manufactured to detect extremely minute changes in 3-axis motion and angular rotation and excessive movement or jarring can result in serious damage to these delicate components. To minimize unnecessary movement or shock during shipment Navhouse has designed shipping containers which meet the requirements of ATA Specification 300 Category II, the industry standard for packaging airline supplies. These custom manufactured containers protect INUs and instruments sent in for repair.

Many customers mistakenly think that because INUs withstand takeoff and landing shock on a frequent basis they do not need special packaging for shipping. They forget the INU is protected by resilient mounts when installed on an aircraft. Improper packaging causes excessive motion during shipping, damaging key elements in the unit. The result ranges from significantly increased repairs costs to outright beyond Economical Repair (BER). Shipping damage is completely unnecessary considering the nominal costs involved in proper packaging. It's in the customer's best interest to correctly package units to ensure maintenance spending is on unit failure and not on damage created in transit.

At Navhouse, we're using our experience and expertise to help customers lower their program costs by avoiding unnecessary repair costs due to improper packaging. It's part of our total solution for inertial navigation system repair and overhaul.

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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FAA FAR 145 BASA Approval  
EASA 145.7082 Approval Certificate

### Upcoming Events

Meet Navhouse at the following upcoming industry events:

P-3 IOISC, Oct 20-24, Atlanta, Georgia

Hercules Operators Conference, Oct 27-31, Atlanta, Georgia

Aircraft Maintenance Outsourcing Conference, Dec 3-4, Atlanta, Georgia