

Subject: **New Noga Light Ltd NL-93 Night Vision Goggles – Replacement**

Ref. Publications:

None.

Applicability:

All helicopters, having Night Vision Imaging System (NVIS) airworthiness certification and having Night Vision Goggles (NVG) New Noga Light NL-93 model installed as authorised NVG.

Description:

New Noga Light NL-93 NVG are approved for use on different helicopters with NVIS certification issued by EASA over the past years. In 2015, the company New Noga Light Ltd was acquired by Meproflight Ltd. Since then, the company discontinued the production of the NL-93 and started to produce a new NVG, named Binimon (A). Continued support for the NL-93 in-service was expected to be provided by Meproflight.

EASA has been made aware that operators using the NL-93 NVG, when returning these NVG to Meproflight for scheduled maintenance or repair, are receiving in return Binimon (A) NVG instead. Meproflight claims that the Binimon (A) is essentially the same as the NL-93, except for the commercial designation.

EASA has not received any official communication supported by relevant technical documentation regarding the equality of design between the two NVGs. However, EASA has assessed the Binimon (A) in the frame of a recent certification project. It was found that these NVG are different from the NL-93 in terms of both physical characteristics and optical performance.

Moreover, EASA identified several deficiencies in the optical characteristics of Binimon (A) NVG and its technical publications. In particular, the maintenance manual lacks important information, as there are no clear criteria for determining acceptability of the NVG vision before flight and there is no calendar-time-based periodical NVG maintenance by qualified organisations established. It could happen that any NVG performance degradation is compensated by the flight crew during operation.

At this stage, EASA has insufficient evidence to allow the authorisation of the Binimon (A) NVG onboard of any NVIS certified helicopter, since compliance with the Radio Technical Commission for Aeronautics DO-275 requirements for these NVG has not been demonstrated. However, this is a prerequisite indicated in the Acceptable Means of Compliance Miscellaneous Guidance 16 included in Book 2 of Certification Specifications CS-27 and CS-29.

This is information only. Recommendations are not mandatory.



As of today, the safety concerns raised by EASA remain unsolved. Risk assessment actions are ongoing and, depending on the outcome, EASA may consider taking AD action(s) for specific aircraft types.

Recommendation(s):

EASA recommends all aircraft owners and operators to use only those NVG specifically listed in the Limitations Section of the applicable Rotorcraft Flight Manual (RFM).

It is reminded that only the NVG(s) listed in the RFM Limitations Section ensure the continued validity of the NVIS airworthiness approval of a respectively certified helicopter when operated with NVG. Unauthorised use of other NVG models constitutes a failure to comply with Commission Regulation (EU) 2018/1139, Annex V, article 4.1.

In case an unauthorised NVG has been provided as a replacement of the authorised NL-93 model and no other NVG are available, operators are recommended to contact the affected helicopter design (change) approval holder with a request to include the Binimon (A) NVG or other NVG design in the RFM by means of a change to Type Certificate or Supplemental Type Certificate, as applicable, as foreseen by Commission Regulation (EU) No 748/2012.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate, E-mail: ADs@easa.europa.eu.

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