

THE WORD IS OUT

AVIATION CREWMEMBERS AND MAINTAINERS, IF YOU'RE RETURNING FROM OCONUS DEPLOYMENT, **DO NOT** TURN IN YOUR AVIATION NIGHT VISION IMAGING SYSTEM (ANVIS) TO A RESET PROGRAM.

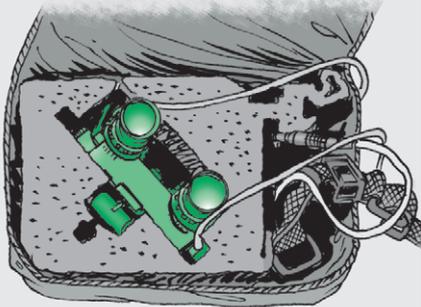


THERE IS NO AUTHORIZED RESET PROGRAM IN PLACE FOR ANVIS.

Upon returning from your deployment, service your binoculars at the normally scheduled six-month intervals like it says in TM 11-5855-263-23&P and TM 11-5855-313-23&P.

Maintenance can be performed **only** by an authorized AVIM, AASF, ASF, or LAD shop. **Do not** ship the ANVIS to unauthorized maintenance facilities claiming to perform RESET, or to people who are not properly trained to perform maintenance. The only authorized ANVIS maintainers are listed in GEN-06-0-02.

ANVIS returned from unauthorized 'RESET' teams have had maintenance performed without being documented. Other problems have included improper collimation, no purging and incorrect zero diopter settings and infinity focus. Doin' your own maintenance on binoculars must stop!



Always turn binoculars in to the right people

Any ANVIS turned into an unauthorized program must be reinspected by a qualified inspector to ensure the -10/20 standards are met.

ALL THE DETAILS ARE IN GENERAL-MIM-2006-011, AVIATORS NIGHT VISION IMAGING SYSTEM RESET CLARIFICATION.



Pages 35-37 of PS 643, June 2006, tells you what you can—and cannot—do to take care of your ANVIS. But there are a few changes since that article was published.

The objective lens and eyepiece assemblies should not be loose but have free movement. Update TM 11-5855-263-10 and TM 11-5855-313-10 with pen and ink changes from GEN-06-ASAM-02.

When performing the power pack test, attach or update the gummed label, NSN 7530-01-514-4913, with the due date for the next inspection like it says in TM 11-5855-263-23&P and TM 11-5855-313-23&P.

Make a note until all changes to the TMs are updated.

CH-47D/UH-60 Series...

BLACK HAWKS AND CHINOOKS, YOUR RADARS ARE BEING MODIFIED!



Radar Modification

CHINOOK AND BLACK HAWK MECHANICS, HERE'S SOMETHING YOU NEED TO KNOW...

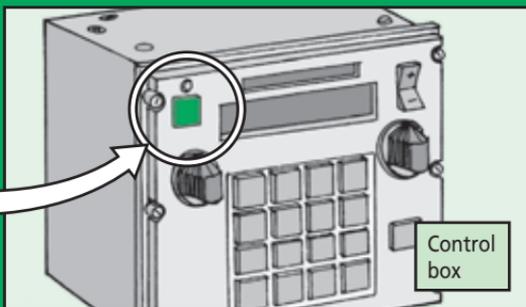
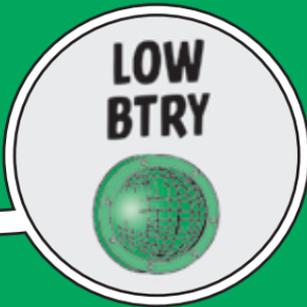
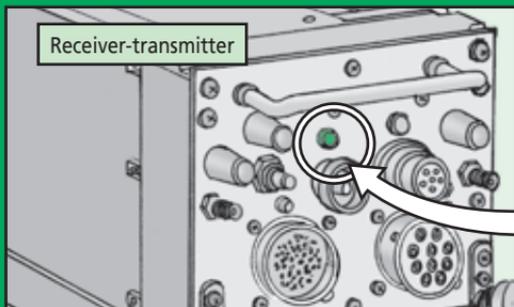


If your CH-47 and UH-60 has had either MWO 1-1520-240-50-90 or MWO 1-1520-237-50-84 applied, then you have the AN/APX-118 common transponder, NSN 5895-01-504-0407.

That means the battery replacement requirement has changed. For the new transponder battery, NSN 1635-01-529-0122, there is no specified battery time change requirement.

The status of the new battery is not checked during normal operation and can only be determined through the power up bit (PUBIT) status.

The BATTERY LOW status and FAULT indicator are displayed on the RCU. The LOW BTRY LED will illuminate on the transponder. When the LOW BTRY LED first lights up, replace the battery prior to the next mission.



This info is currently only on Page 5-7 of TM 11-5895-1733-13&P.

The estimated battery life is 6 months (180 days) when the battery is installed in the operating transponder. The battery shelf life is estimated at 24 months (730 days). Rotate your stock by the Date Code stamped on the battery. For example, Date Code 5206 is Week 52, Year 2006. Unit folks, make a note of this until TM 11-1520-237-23 and TM 11-1520-240-23 series manuals are updated.

Make a note that requisitions for the old battery, NSN 1680-01-493-8794, will be cancelled.

Helicopters that had or still have the old transponder computer kit-1C/TSEC (NSN 7021-01-253-5641) had a battery that was marked with a 180-day changeout.



IF YOU HAVE ANY OTHER AIRFRAME, HOLD TIGHT! YOU *WON'T* BE LEFT OUT!

YOUR BIRDS WILL GET THE NEW AN/APX-118 RADAR SYSTEM AS THE FIELDING PROCESS CONTINUES, SO STAY TUNED.

