

## NVIS Flight Evaluation

### FLIGHT EVALUATION: DAY – NIGHT

Two flights should be accomplished:

a. Day orientation flight (for the evaluator) to reconnoiter the area and landing zones used during the night evaluation. This flight also serves to check in-flight daylight readability of modified instruments and gauges.

(1) Landing zones should not be confined or so small that the pilot is spending more time trying to position the helicopter than evaluating NVIS/NVG performance.

(2) Special attention must be given to location of obstacles (wires, fences, etc.) that might not be visible at night on NVGs.

(3) CAUTION: Past experience shows that in some cases finding the same LZ is difficult at night and could result in attempting to land in area that was not reconnoitered.

TECHNIQUE: Use a GPS to mark LZ and note the inbound heading and hazard locations (especially wires) relative to inbound flight path.

(4) Evaluate day readability of filtered instruments, particularly CAWS panels, radios, and primary gauges and instruments.

b. Night evaluation flight.

(1) Should be conducted on moonless night, VMC in order to work the NVG in relation to glare and reflections.

(2) Should be conducted in area that allows for both high cultural lighting and minimal to no cultural lighting to assess ability of NVIS lighting-NVG to support pilot operations.

(3) Will consist of high/low recon of LZ, approach to hover, landing in the LZ, takeoff from LZ.

(4) Landings and takeoffs will be performed with and without landing lights and searchlights.

Note: Day evaluation should include the use of polarized sunglasses or corrective lens to determine if the NVIS compatible instruments use polarized filters. The polarized shades or

## NVIS Flight Evaluation

corrective lens should be evaluated for each 90 degrees of rotation to ensure visibility. A flight manual limitation stating the incompatibility of the instruments with polarized shades or corrective lens will be necessary if the instruments cannot be viewed at all angles.

## NVIS Flight Evaluation

Date	Aircraft Type:	Acft S/N: Acft Reg #:
P1:	NVG Make/Model Class A B	NVG S/N NVG P/N
P2:	NVG Make/Model Class A B	NVG S/N NVG P/N
FTE1:	NVG Make/Model Class A B	NVG S/N NVG P/N
FTE2:	NVG Make/Model Class A B	NVG S/N NVG P/N

Environmental Lighting at remote evaluation location:				
Cultural Lighting: High Lo Scattered	Moon Phase:	Overcast?	Forecast Illum	

NVIS Flight Evaluation

**Pre-Flight Items**

#	Item	Comment/Remark
1	<p>Statement of Conformity – CHECK</p> <p>Ensure the aircraft equipment to be evaluated is conformed and is annotated in the appropriate forms.</p>	
2	<p>Aircraft Status – EXPERIMENTAL</p> <p>Ensure the aircraft is in “experimental” status for the flight tests.</p>	
3	<p>Safety Pilot</p> <p>A safety pilot who is current on NVG use must be available to fly with the test pilot. The safety pilot must be familiar with NVG flight and the hazards inherent in NVG use.</p> <p>NOTE: If determined from the ground test that the normal configuration of the aircraft is required for the flight evaluation, it may not be possible to install dual controls. In this case, appropriate training/authorization may be required for the FAA/AUTHORITY engineering test pilot to conduct the in-flight evaluation. In addition, special test equipment may be installed during the evaluation to enhance flight test safety. If additional personnel are required for the evaluation, the appropriate crew stations will be installed.</p>	
4	<p>Flight Briefing – ACCOMPLISH</p> <ol style="list-style-type: none"> <li>1. Crew/Duties</li> <li>2. Aircraft configuration</li> <li>3. Planned T.O./Duration/Land</li> <li>4. Flight Route</li> <li>5. Flight test points (incl MEL evaluation)</li> <li>6. Abnormal Procedures</li> <li>7. Emergency Procedures</li> </ol>	
5	<p>NVIS/NVG Preflight</p> <ol style="list-style-type: none"> <li>1. Power/battery source (ensure spare batteries) - CHECK</li> <li>2. Lenses/objectives-CLEAN (if required)</li> <li>3. Helmet mounts - SECURE</li> <li>4. If test device or light lane available, check NVG focus in accordance with operating instructions.</li> <li>5. Clean aircraft Windscreens</li> <li>6. Instrument lights set for operational NVG levels.</li> </ol>	
6	<p>NVG Adjustment:</p> <p>At aircraft, adjust NVG’s for flight operations in accordance with operating/manufacturers instructions.</p>	

## NVIS Flight Evaluation

NVIS Eval Flight Evaluation: Flt #:

Start.:	
T.O.:	FoL Arr:
Land:	FoL Dprt:
Shut Down:	
Dur (T.O. to Land)	Duration Start – Shut down

7	<p>Exterior Lighting –</p> <ul style="list-style-type: none"> <li>●If NVIS compatible lights were installed, check to see that light color is preserved (Red, Green, White)</li> </ul> <p>Landing light/Taxi light: Aim points, activation.</p> <ul style="list-style-type: none"> <li>●Check function of searchlight. Visible (Default if NVG selector switching installed) IR</li> <li>●Check external equipment (white wire cutters, floats, etc.) that may cause reflections from external lights into the cockpit</li> </ul>	
8	<p>Start the engine with the battery to be sure engine gauges remain illuminated (LED's may require a higher voltage to remain illuminated.)</p> <p>With the engine(s) running, operate aircraft equipment to check for radiated or conducted electrical interference with the alternate lighting system.</p> <p>Note system states or modes of operation that should be evaluated during flight. After worst case is defined, the interference shall be eliminated at the source or the interference shall be evaluated to assure that the NVG or NVIS lighting system functions do not result in an unsafe condition.</p>	

NVIS Flight Evaluation

**FLIGHT TEST/EVALUATION**

#	ITEM	Comments
	<p style="text-align: center;"><b>CAUTION:</b></p> <p>Do not continue evaluation if unable to see outside the aircraft while wearing NVGs due to reflections, glare, or other internal or external interference. Discontinue evaluation activity, climb to a safe altitude and regroup. If interference continues on subsequent attempt, return to land and investigate the interference source using the ground test site.</p>	
1	<p>T.O./Climbout</p> <ul style="list-style-type: none"> <li>a. Ability to clear around and forward of flight path</li> <li>b. Searchlight, external lighting interference (Landing lights, etc)</li> <li>c. Radar altimeter readability, compatibility of altitude alerting system.</li> <li>d. Reflections/glare Altitude glare/reflections from ground no longer factor</li> </ul>	

NVIS Flight Evaluation

#	ITEM	Comments
2	<p>Cruise:</p> <p>a. Reflections (Front and side)</p> <p>(1) Reflections seen in the ground eval that were not corrected must be evaluated in flight.</p> <p>(2) The pilot must be able to see desired target without distraction from the reflection. (Note: Some reflections seen on the ground are not distracting in flight. Alternately, some of the reflections prevent the pilot from seeing outside the aircraft.)</p> <p>(3) Operate all external lights (position, anti-collision, landing, and search light) to find any reflections/glare coming into the cockpit.</p> <p>b. Glare: Activate all previously identified cockpit lights that were a source of glare during ground evaluation. Evaluate the effect of the hot spot on the pilot's ability to see outside the aircraft and interfere with instrument cross checks in flight.</p> <p>c. Failure modes/effects: (incl unmodified cabin/pax/emerg lights)</p> <p>Failure mode test Points:</p> <ul style="list-style-type: none"> <li>- NVG selector switch from NVG to Night or Day: Eval effects on NVG veiling glare (straight ahead, cross-cockpit) outside visibility, transparency reflections, Cross cockpit visibility</li> <li>- Non compatible PAX/Cabin lights - Activate Eval effects on NVG veiling glare, outside visibility, transparency reflections, and curtain/barrier effectivity + result of removing curtain (i.e., pax moving to see up front)</li> </ul> <p>c. Instrument readability:</p> <p>(1) Gauge legibility during normal cross-check. Legibility must be as good or better than legibility using standard instrument lighting set at operational levels. Color bands are discriminable.</p> <p>(2) "Flicker" on gauge due to vibration. NVIS lights should not vibrate and cause "flickering" that makes reading the instrument/gauge difficult.</p>	

NVIS Flight Evaluation

#	ITEM	Comments
3	<p><u>IF WINDSCREEN ANTI-ICE INSTALLED</u></p> <p>Windscreen Anti-Ice (If installed) - ON</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>CAUTION: When testing the anti-ice system, be sure to review operating limitations for the system. Damage to the windshield can occur if the system is operated inappropriately.</b></p> </div> <p>View a target through aircraft windscreen. Determine if there is degradation of NVG acuity/performance as a result of the windscreen anti-ice system.</p>	
4	<p>Landing Zone Reconnaissance:</p> <p>a. Searchlight control and effectiveness: Visible:  IR:</p> <p>b. Reflections:</p> <p>d. Glare.</p> <p>e. Failure modes/effects (incl unmodified cabin/pax/emer lights)</p> <p>f. Failure modes/effects: (incl unmodified cabin/pax/emer lights)</p> <p>Failure mode test Points: - NVG selector switch from NVG to Night or Day: Eval effects on NVG veiling glare (straight ahead, cross-cockpit) outside visibility, transparency reflections, Cross cockpit visibility</p> <p>- Non compatible PAX/Cabin lights - Activate Evaluate effects on NVG veiling glare, outside visibility, transparency reflections, and curtain/barrier effectivity + result of removing curtain (i.e., pax moving to see up front)</p>	

NVIS Flight Evaluation

#	ITEM	Comments
5	<p>Landing Zone Approach and Land:</p> <p>a. RADALT/VSI/Airspeed readability</p> <p>b. Reflections:            Test Technique for evaluating the reflections listed below:            (1) If a reflection is noticed on approach to land or the landing phase, isolate the light causing the reflection.</p> <p>(2) Pick up to a hover to an altitude where reflections occur.</p> <p>(3) Start turning off external lights and note reflection change.</p> <p>(4) Activate the set of lights suspected of causing the reflection to confirm, then land to see if same reflection occurs.</p> <p>(5) This is iterative and may require multiple tests to isolate.</p> <p>(6) The reflections may also be caused by multiple light sources.</p> <ul style="list-style-type: none"> <li>(i) Searchlight-ground-aircraft reflections</li> <li>(ii) Landing light-ground reflections</li> <li>(iii) Anti-collision/position light-ground reflections</li> </ul> <p>c. Ability to see far objects with landing light and/or searchlight on:</p> <p>(1) Select an object at the edge of the landing zone visible with the landing light/searchlight off.</p> <p>(2) Activate the landing light and searchlight separately and see if the object is still visible (not washed out by light reflected back to cockpit from closer objects/ground</p>	

## NVIS Flight Evaluation

#	ITEM	Comments
6	<p>EMI/HIRF:</p> <p>Operate aircraft equipment to check for radiated or conducted electrical interference with the alternate lighting system.</p> <p>Note system states or modes of operation that should be evaluated during flight. After worst-case is defined, the interference shall be eliminated at the source or the interference shall be evaluated to assure that the NVG or NVIS lighting system functions do not result in an unsafe condition.</p>	
7	<p>Check pilot's/observer's ability to move in cockpit, view and operate switches/controls with NVG's in viewing and stowed position.</p> <p>Use representative pilot samples (height: 5'2" to 6'0").</p> <p>a. Record Pilot/Observer ability to see/access overhead panel switches/controls.</p> <p>b. Record Pilot/Observer ability to see/access side/center panel switches/controls.</p> <p>c. Record any interference with aircraft ceiling, structures, controls.</p>	

Note: If the cabin lights have been modified or partially modified for NVG compatibility, the use of these lights should be included in the flight evaluation to ensure no objectionable glare or NVG degradation.