

**CHAPTER 12**  
**NIGHT VISION GOGGLE OPERATIONS AND TRAINING POLICY**  
**DECEMBER 2015**

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## CHAPTER 12

### NIGHT VISION GOGGLE OPERATIONS AND TRAINING POLICY

1. GENERAL. The Department's night vision goggle (NVG) program is designed to enhance the safety of night visual flight rules (VFR) operations. All flights conducted with the use of NVGs shall be in accordance with the night VFR requirements of Highway Patrol Manual (HPM) 100.7, Air Operations Manual, Flight Manual Supplements, and applicable Federal Aviation Regulations (FAR). This policy applies to departmental helicopter aircrew training and operations only. Departmental airplane crew use of NVGs is not covered by this policy. Crew members that have a current or past neck injury claim on file, or are in the process of filing a neck injury claim with State Compensation Insurance Fund, are prohibited from participating in the departmental NVG program until written consent and approval is obtained from the treating or evaluating physician. Any questions regarding a medical evaluation are to be directed to Disability and Retirement Unit. The following definitions shall apply to this policy:

- a. Aided Flight. Night flight conducted while using NVGs.
- b. Unaided Flight. Night flight conducted without the use of NVGs.
- c. Night Vision Goggle Enhanced Operations. Night vision goggles are used as a supplement to the flight operation being conducted to enhance the crew's ability to observe the night environment. Night vision goggle enhanced operations are always conducted under night VFR conditions. The crew shall continuously monitor light and environmental conditions and remain able to continue the flight unaided. Rules applicable to night unaided operations in HPM 100.7 and all air units' Standard Operating Procedures (SOP) remain applicable to NVG enhanced operations.
- d. Night Vision Goggle Enabled Operations. Night vision goggles are required to complete the flight operation safely. Night vision goggle enabled operations are conducted under night VFR conditions; however, the technical nature of the operation requires an advanced knowledge of, and experience with, NVG flight operations.
- e. Night Vision Goggle Pilot-in-Command Time. This includes all time logged as a military NVG pilot-in-command (PIC), and civilian or departmental NVG flight time as defined by the applicable FARs.

2. AIRCRAFT EQUIPMENT AND NIGHT VISION GOGGLE OPERATIONS. In addition to equipment required for VFR night/special VFR flight, the following items are required:

- a. Night vision goggles issued by the Department with documented 180-day inspection compliance.
- b. Interior and exterior aircraft lighting systems required for NVG operations as required by the appropriate supplemental type certificate.
- c. Radar altimeter.

3. NIGHT VISION GOGGLE OPERATING MINIMUMS/REQUIREMENTS.

a. Night Vision Goggle Enhanced Operations.

(1) Aircrews, Pilots, and Flight Officers. Pilots and flight officers shall complete the departmental initial NVG training outlined in Annex A prior to using NVGs. Exceptions to this training may be considered by the chief helicopter pilot and shall be granted only after a thorough ground and flight evaluation by the chief pilot or designee. Upon successful completion of training, pilots and flight officers shall initially be restricted to NVG enhanced operations only. Once trained, pilots or flight officers may use NVGs for any segment of the operation. Additionally, when a crew member elects to use NVGs, the following shall apply:

(2) Pilots.

(a) Shall meet FAR 61.57(f) NVG currency requirements.

(b) Shall perform NVG preflight and initial focusing procedures prior to take off.

(c) Shall have the NVGs mounted on the helmet or properly hanging from the neck cord prior to usage to allow for minimal distraction during the transition between aided and unaided flight.

(d) Should use NVGs for high recons, even if a decision is made to perform an unaided approach.

(3) Flight Officers.

(a) Should perform NVG preflight and initial focusing procedures prior to take off.

- (b) Should have the NVGs mounted on the helmet or properly hanging from the neck cord prior to usage to allow for minimal distraction during the transition between aided and unaided flight.
- (c) Should use NVGs for high and low recons.
- (d) Should use NVGs during take-off and landing phases of flight when the pilot elects to use NVGs during these phases of flight.
- (e) May use the clip-on NVG power supply in lieu of the helmet mounted power supply.

b. Night Vision Goggle Enabled Operations.

(1) Units. The Office of Air Operation's (OAO) approval shall be obtained prior to departmental air operations units conducting NVG enabled operations. The training syllabuses Annex B and Annex C, shall be used for enabled training. Night vision goggle enabled operations include the following:

(a) Night Mountain Operations. Flight into the NVG region as described in the field Division's SOP. An endorsement for NVG mountain operations allows crews to operate, land, and take off in mountainous terrain and the NVG region within existing weather limitations. One skid maneuvers are permitted, long-line operations are not. Hoist operations are only permitted when properly endorsed for "NVG Hoist Operations." Minimum altitude is restricted to above 700 feet above ground level until a thorough area reconnaissance is completed after which altitude is at the discretion of the crew.

(b) Night/Night Vision Goggle Hoist Operations. This includes hoist operations during the night in all areas to include the NVG region. However, hoist operations within the NVG region require the additional endorsement of "NVG Mountain Operations." Night/NVG hoist operations shall only be conducted by trained personnel; this requirement extends to all personnel involved in the operation.

(2) Pilots.

- (a) Shall meet the requirements for NVG enhanced operations.
- (b) Shall have logged a minimum of 100 hours of NVG PIC time.

(c) Shall have passed an initial evaluation flight with an appropriately endorsed departmental training pilot for the NVG enabled operation to be conducted.

(d) Night vision goggle enabled endorsements expire annually. Recurrent training shall be completed by the end of the 12<sup>th</sup> month after the month of initial or last recurrent training.

(e) Annual NVG mountain training may satisfy annual night training, annual mountain training, and annual NVG training requirements.

(f) Annual NVG hoist training may satisfy a semiannual hoist training requirement.

(g) Shall use NVGs for the duration of the NVG enabled operation. However, when required, unaided flight is permissible based on the crew's assessment of the safest method of performing the mission.

(h) Shall conduct a thorough assessment of weather, moon angle and illumination, and cultural lighting as it relates to an overall risk versus gain analysis for the desired NVG enabled operation. This assessment shall be briefed to the flight officer prior to the operation.

(i) Shall terminate, in the safest manner possible, the NVG enabled operations when either crew member experiences an NVG failure which is not immediately remedied. An NVG failure does not, necessarily, preclude the pilot from continuing aided flight while terminating the NVG enabled operation.

(3) Flight Officers.

(a) Shall meet the requirements for NVG enhanced operations.

(b) Shall have passed an evaluation flight with an appropriately endorsed departmental training pilot or training flight officer for the NVG enabled operation to be conducted. After the initial evaluation, an annual evaluation shall be completed to remain current. An annual NVG hoist evaluation will satisfy a semiannual hoist day time training requirement.

(c) Shall use NVGs for the duration of the NVG enabled operation. However, when required, unaided flight is permissible based on the crew's assessment of the safest method of performing the mission.

4. ANNUAL NIGHT VISION GOGGLE INITIAL TRAINING.

- a. After initial NVG training, annual NVG training replaces the night training requirement contained in HPM 100.7, Chapter 4, Training.
- b. Flight officers who have completed initial NVG training shall complete annual NVG training.
- c. Annual NVG training shall follow Annex D.

5. OFF-SITE PRACTICE AREAS.

- a. Off-site practice areas are landing zones (LZ) designated by the unit training pilot and approved by the aerial supervisor for aircrews to use to maintain NVG currency and off-site landing proficiency. Training pilots may find it useful to designate an off-site practice area as an in-ground-effect or out-of-ground-effect LZ.
- b. Aircrews that are not restricted from off-site landings may use off-site practice areas to maintain NVG currency and proficiency without the requirement to have a training pilot or training flight officer on-board.
- c. When a unit elects to designate off-site practice areas, the areas shall be checked annually during daylight for hazards and suitability by a unit training pilot who shall document the location by latitude/longitude, as well as, any hazards observed.
- d. Unit SOP's shall address guidelines for off-site practice area use by aircrews not engaged in training with a departmental training pilot. Aircrews shall note on the CHP 93, Aircraft/Flight Duty Report, the flight, the name or location of the off-site practice area used, and the number of approaches performed.

6. TRAINING PILOT QUALIFICATIONS FOR NIGHT VISION GOGGLE TRAINING.

Departmental, NVG enhanced unit training pilots, and NVG enabled unit training pilots are designated by the chief helicopter pilot.

- a. Night Vision Goggle Enhanced Unit Training Pilots. May conduct recurrent NVG enhanced flight training and annual NVG enhanced evaluations provided they meet the following criteria:
  - (1) Shall have completed departmental initial NVG training and meet FAR 61.57(f) NVG currency requirements.
  - (2) Shall have logged a minimum of 50 hours NVG PIC time.

- (3) Shall have completed a minimum of an additional 4.5 hours of NVG flight training from the left seat with a departmental NVG training pilot and demonstrated a thorough understanding of the subject matter covered in the departmental initial NVG training.
  - (4) Shall pass an evaluation flight with the chief helicopter pilot or their designee for NVG enhanced unit training pilot.
  - (5) Shall conduct NVG training only with pilots and flight officers who have completed departmental initial NVG training.
- b. Night Vision Goggle Enabled Unit Training Pilot. May conduct NVG enabled training appropriate to the endorsement held.
- (1) Shall meet all the requirements for NVG enhanced unit training pilot.
  - (2) Shall have logged a minimum of 100 hours NVG PIC time.
  - (3) Shall have demonstrated a thorough understanding of the subject matter covered in the appropriate annex for the specific NVG enabled operation to be taught.
  - (4) Shall pass an evaluation flight with the chief helicopter pilot or their designee for NVG enabled unit training pilot appropriate to the endorsement for the specific NVG enabled operation.
  - (5) Shall conduct NVG enabled training within the scope of the endorsement held. This training shall be conducted only with pilots and flight officers who are authorized as NVG enhanced operators, current on all Federal Aviation Administration (FAA) and departmental currency requirements, and have no off-site landing restrictions. Density altitude restrictions should not preclude NVG enabled training as long as the NVG training remains within the density altitude restriction.
- c. Departmental Night Vision Goggle Training Pilots.
- (1) Shall meet FAR 61.195(k) requirements in order to conduct departmental initial NVG training.
  - (2) Shall be an NVG enhanced unit training pilot.
  - (3) Shall have logged a minimum of 100 hours NVG PIC time.

(4) Shall have completed a minimum of an additional 4.5 hours of NVG flight training from the left seat with a departmental NVG training pilot and demonstrated a thorough understanding of the subject matter covered in the departmental initial NVG training.

(5) Shall pass an evaluation flight with the chief helicopter pilot or their designee for departmental NVG training pilot.

(6) Shall receive an FAA endorsement as an authorized NVG trainer and may provide departmental initial NVG training.

7. TRAINING FLIGHT OFFICER QUALIFICATIONS FOR NIGHT VISION GOGGLE TRAINING. Departmental, NVG enhanced unit training flight officer, and NVG enabled unit training flight officers are designated by the chief flight officer with the concurrence of the chief helicopter pilot, or by the chief helicopter pilot or designee.

a. Night Vision Goggle Enhanced Unit Training Flight Officers. May conduct recurrent NVG enhanced flight officer training and annual NVG enhanced flight officer evaluations provided they meet the following criteria:

(1) Shall have completed departmental initial NVG training and current with departmental annual NVG enhanced evaluation.

(2) Shall have received a recommendation from the unit training pilot.

(3) Shall have completed a minimum of an additional 3.5 hours of NVG flight officer training from the left seat with a departmental NVG training pilot and demonstrated a thorough understanding of the subject matter covered in the departmental initial NVG training.

(4) Shall pass an evaluation flight with either the chief flight officer or their designee, or the chief helicopter pilot or designee, for departmental NVG training flight officer.

(5) Shall conduct NVG training only with flight officers who have completed departmental initial NVG training.

b. Night Vision Goggle Enabled Unit Training Flight Officer. May conduct NVG enabled training appropriate to the endorsement held.

(1) Shall first be designated an NVG enhanced unit training flight officer.

(2) Shall have received a recommendation from the unit training pilot.

(3) Shall have demonstrated a thorough understanding of the subject matter covered in the appropriate annex for the specific NVG enabled operation to be taught.

(4) Shall pass an evaluation flight with the chief helicopter flight officer or their designee, or the chief helicopter pilot or designee, for NVG enabled unit training flight officer appropriate to the endorsement for the specific NVG enabled operation.

(5) Shall conduct NVG enabled training within the scope of the endorsement held. This training shall be conducted only with flight officers who are authorized as NVG enhanced operators, current on all departmental currency requirements, and have no off-site landing restrictions. Density altitude restrictions should not preclude NVG enabled training.

c. Departmental Night Vision Goggle Training Flight Officers.

(1) Shall first be designated as NVG enhanced unit training flight officers.

(2) Shall receive a recommendation from the unit training pilot.

(3) Shall have completed a minimum of an additional 3.5 hours of NVG flight training from the left seat with a departmental NVG training pilot and demonstrated a thorough understanding of the subject matter covered in the departmental initial NVG training.

(4) Shall pass an evaluation flight with either the chief helicopter flight officer or their designee, or the chief helicopter pilot or designee, for departmental NVG training flight officer.

(5) May conduct initial departmental NVG training for flight officers.

## ANNEX A

### NIGHT VISION GOGGLE INITIAL TRAINING FOR PILOTS AND FLIGHT OFFICERS

1. NIGHT VISION GOGGLE INITIAL TRAINING. Pilot and flight officer initial night vision goggle (NVG) qualification shall consist of the instruction outlined in this annex. Departmental initial NVG training is a formal NVG training program approved by the Office of Air Operations (OAO) which is completed by aircrews prior to operating departmental aircraft with NVGs. The OAO shall maintain a digital copy of the NVG initial training course.

2. DEPARTMENTAL INITIAL NIGHT VISION GOGGLE TRAINING, TIMELINE FOR COMPLETION.

a. Departmental NVG initial training is an intense four-day course designed around the 4/10 work week. Units working the 9/80 or 5/8 work week should allow at least one additional day for training. To allow flexibility without compromising training quality, the following shall also be considered:

(1) Academics should be completed over a period of no less than three days and no more than two weeks to allow crews time to adequately review the material.

(2) Training flights should be limited to no more than 1.5 hours per night (2.0 hours total if mission requirements interfere with training).

(3) Crews scheduled for departmental initial NVG training should not be scheduled for additional duties (such as shift coverage staffing).

b. Deviations from the training timeline above shall be approved by the chief pilot or their designee.

3. ACADEMIC INSTRUCTION. Night vision goggle academic instruction shall include, at a minimum, instruction in the following subjects:

a. Introduction to NVG's including normal, abnormal, and emergency operations of NVG equipment. Scanning techniques and use of peripheral vision with NVGs.

(1) PowerPoint "NVG Ground School History of NVGs."

(2) Federal Aviation Administration (FAA) video "Vision."

(3) FAA video "NVG Introduction Part I & II."

## ANNEX A

### NIGHT VISION GOGGLE INITIAL TRAINING FOR PILOTS AND FLIGHT OFFICERS (continued)

- b. PowerPoint “NVG Ground School Introduction to NVGs, Normal, Abnormal, and Emergency Operations.” Applicable portions of Federal Aviation Regulations (FAR) that relate to NVG limitations and flight operations. PowerPoint “NVG Ground School FARs.”
  - c. Night vision goggle operation flight planning and navigation, including night terrain interpretation and factors affecting terrain interpretation including: illumination, phases of the moon, moon angle, celestial lighting, and cultural lighting. PowerPoint “NVG Ground School Flight Tips.”
  - d. Aeromedical factors related to the use of NVGs, including how to protect night vision, how the eyes adapt to night, self-imposed stresses that affect night vision, effects of lighting on night vision, cues used to estimate distance and depth perception at night, and visual illusions. PowerPoint “NVG Ground School Aeromedical Factors.”
  - e. Night vision goggle performance and scene interpretation. PowerPoint “NVG Ground School NVG Performance and Scene Interpretation.”
4. FLIGHT INSTRUCTION. Night vision goggle flight instruction shall include, at a minimum, flight instruction in the following subject areas (5.5 hours for pilots and 4.0 hours for flight officers, which may be reduced by a maximum of 1.0 hours at the discretion of a departmental NVG training pilot):
- a. Preflight and use of internal and external aircraft lightning systems for NVG operations.
  - b. Preflight preparation of NVGs for NVG operations.
  - c. Proper piloting techniques when using NVGs during the takeoff, climb, enroute navigation, descent, and landing phases of flight.
  - d. Urban versus rural flight environment (differing effects of celestial and cultural light on NVG operations).
  - e. Spatial perception and awareness (height perception, terrain interpretation, unaided versus aided light interpretation, use of peripheral vision with NVG), and unusual attitude recognition and recovery.

## ANNEX A

### NIGHT VISION GOGGLE INITIAL TRAINING FOR PILOTS AND FLIGHT OFFICERS (continued)

- f. Off-site landing operations.
- g. Environmental conditions (dust, over water, tall grass, etc.)
- h. Normal, abnormal, and emergency flight operations using NVGs.
- i. Aircraft emergency procedures.
- j. Inadvertent instrument meteorological conditions recovery procedures.
- k. Aircrew coordination. Use of crew concept to maintain spatial awareness.

5. DOCUMENTATION. Daily ground school and flight training shall be documented on an NVG training checklist. The chief pilot, or designee, may approve alternate NVG training checklists prior to training. Quizzes shall be given for each of the PowerPoint presentations and a sampling of those quiz questions make up the final written exam. The evaluation flight will be documented on a CHP 93D, Helicopter Training Checkride Evaluation, or CHP 93K, Flight Crew Performance Evaluation.

- a. See Annex E for an example of a Regional Helicopter NVG training checklist.
- b. See Annex F for an example of a Metro Helicopter NVG training checklist.

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## ANNEX B

### NIGHT VISION GOGGLE MOUNTAIN TRAINING FOR PILOTS AND FLIGHT OFFICERS

1. INITIAL NIGHT VISION GOGGLE MOUNTAIN TRAINING. Night vision goggle mountain training shall include the following:

- a. Lessons learned case studies on mountain accidents.
- b. Highway Patrol Manual 100.7, Air Operations Manual, policy review.
- c. Mountain weather.
- d. Weight and balance calculations.
- e. Inlet barrier filter/sand filter effects on aircraft performance.
- f. Electrical load management and related performance limitations.
- g. Mountain terrain and techniques for determining wind direction in a mountain environment.
- h. Powered up approach technique.
- i. Out of ground effect power checks.
- j. Settling with power.
- k. Confined area off-site landings.
- l. Pinnacle/ridgeline operations.
- m. Dust/snow landing operations.
- n. Go around procedures.
- o. Lighting considerations for mountain operations.

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## ANNEX C

### NIGHT VISION GOGGLE/NIGHT HOIST TRAINING FOR PILOTS AND FLIGHT OFFICERS

1. INITIAL NIGHT/NIGHT VISION HOIST TRAINING. Night/Night vision goggle (NVG) hoist training shall include the following:
  - a. Weight and balance calculations.
  - b. Out of ground effect power checks.
  - c. Thorough review of Highway Patrol Manual 100.7, Air Operations Manual, Chapter 11, Helicopter External Load Operations, and appendices as they pertain to hoist operations.
  - d. Lighting techniques for hoist operations, aided vs. unaided.
  - e. Hoist operation practice with all equipment intended to be used during missions.
  - f. Hoist emergency procedures.
  - g. Familiarize with policy requirement for all personnel (California Highway Patrol and allied agencies) to be trained in night/NVG hoist operations.

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## ANNEX D

### NIGHT VISION GOGGLE ANNUAL TRAINING FOR PILOTS AND FLIGHT OFFICERS

1. ANNUAL NIGHT VISION GOGGLE TRAINING. Annual night vision goggle (NVG) training shall include, at a minimum, a ground and flight review of the following:

- a. Night vision goggle preflight procedures, including acceptable and unacceptable NVG defects.
- b. Night vision goggle focusing procedures, scanning techniques, and use of peripheral vision.
- c. Aircrew coordination (requires participation of a pilot and flight officer).
- d. Inadvertent instrument metrological conditions recovery procedures.
- e. Emergency procedures and unusual attitude recognition and recovery.
- f. Off-site procedures.

2. Unit NVG training pilots may elect to conduct the aircrew coordination and off-site procedures portion of the annual NVG training from the back seat in order to more effectively evaluate aircrews.

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**ANNEX E**

**REGIONAL HELICOPTER NIGHT VISION GOGGLE TRAINING CHECKLIST**

<b>Pilot/FO Name &amp; ID:</b> John Smith			
<b>Certificate #:</b> 12345678			
<b>Training Dates:</b> 1/1/15 – 1/6/15		<b>Final Exam Score:</b> 95	

  

DATE:	FLIGHT TIME	
1/1/15	1.5	This check sheet is intended to help NVG training pilots track training progress during initial Departmental NVG training. When used for this purpose the original shall be placed in the training folder and a copy attached to CTR 93DQ.  For initial Departmental NVG endorsement trainees must demonstrate proficiency or familiarization in all listed tasks. The Date of Completion (DOC) of each task shall be annotated in column to left of task.  All tasks are required for Pilot training. Asterisk indicate task is required for Flight Officer training. All non-asterisked tasks shall be performed with Pilot Officer occupying the FO seat for familiarization purposes.
1/2/15	1.5	
1/3/15	1.5	
1/4/15	1.5	
1/5/15	1.5	
1/6/15	1.5	
<b>TOTAL:</b>	9	

  

ACADEMICS	
DOC	<b>CLASS:</b>
1/1/15	Introduction to NVG
1/1/15	Aeromedical factors
1/1/15	NVG performance and scene interpretation
1/1/15	FAR's
1/1/15	Departmental policy
1/1/15	Scanning techniques, use of peripheral vision
1/1/15	Flight planning
1/1/15	Final Exam
<b>PLANNING</b>	
DOC	<b>TASK:</b>
1/2/15	*Moon – Rise: Set: %Illum:
1/2/15	*Sun – Rise: Set:
1/2/15	*Weather:
1/2/15	*Hazards:

  

AIRCRAFT	
DOC	<b>TASK:</b>
1/2/15	STC Compliance
1/2/15	NVG Cockpit
1/2/15	LED Position/Anti collision lights
1/2/15	*Night preflight (white light)
<b>NVG'S</b>	
DOC	<b>TASK:</b>
1/3/15	*Accountability
1/3/15	*Documentation
1/3/15	*P refight
1/3/15	*Care and cleaning
1/3/15	*Soft case (in aircraft)
<b>BLIND COCKPIT DRILLS</b>	
DOC	<b>TASK:</b>
1/4/15	Moveable landing light
1/4/15	*Fixed landing light
1/4/15	*Taxi light
1/4/15	Anti-collision light
1/4/15	Position lights
1/4/15	Instrument and console lights
1/4/15	Belly strobe (off for NVG)
1/4/15	Night-Sun cyclic controls
1/4/15	*Night-Sun hand controls
1/4/15	*Fuel shut off
1/4/15	*On-idle-off
1/4/15	*Master all off switch
1/4/15	*Moving map NVG features
1/4/15	*Moving map keyboard dimmer

## ANNEX E

### REGIONAL HELICOPTER NIGHT VISION GOGGLE TRAINING CHECKLIST (continued)

BLIND COCKPIT DRILLS (continued)		FLIGHT AND OPERATIONAL (continued)	
1/4/15	*Audio panel switches	DOC	<b>TASK:</b>
1/4/15	*FLIR Controller	1/6/15	Autorotation: Straight-in
		1/6/15	Autorotation: With turns
		1/6/15	Autorotation: Hovering
	<b>FLIGHT AND OPERATIONAL</b>	1/6/15	*Off-site operations (Amps, SBATT)
	<b>DOC TASK:</b>	1/6/15	*Confined area operations (Amps, SBATT)
1/5/15	Aircraft run up	1/6/15	*Wire hazard recognition
1/5/15	Set and adjust interior/exterior lighting	1/6/15	Slope operations (10, 6, 8)
1/5/15	*Set and adjust mission equipment: FLIR, Map, N/S	1/6/15	Brown/White out: go-around, no lateral drift
1/5/15	Hover taxi – proper use of lights, rate of closure		
1/5/15	Normal takeoff/landing – lights, rate of closure		
1/5/15	Max performance takeoff		
1/5/15	Shallow approach		
1/5/15	Steep approach		
1/5/15	Quick stop – below ETL		
1/5/15	Quick stop – above ETL		
1/5/15	*Transition between Aided and Unaided flight		
1/5/15	*Height perception, aided vs unaided		
1/5/15	Enroute flt, urban (brightly lit)		
1/5/15	Enroute flt, rural (few lights)		
1/5/15	*Scene operations – orbits, situational awareness		
1/5/15	*Moving map		
1/5/15	*FLIR operations – proper initial orbit (altitude, bank angle, airspeed, one ball out of trim, search techniques)		
1/5/15	*Night Sun operations (pilot and FO controls, Amps)		
1/5/15	*Unusual attitude recognition and recovery (conditions that may lead to: steep orbits, low light, low contrast, fixated on scene, dust and snow, over water, DEATH, etc.)		
1/5/15	*NVG failure procedures		

**NOTES:**





## ANNEX F

### METRO HELICOPTER NIGHT VISION GOGGLE TRAINING CHECKLIST (continued)

FLIGHT AND OPERATIONAL		FLIGHT AND OPERATIONAL (continued)	
DOC	TASK:	DOC	TASK:
1/6/16	Aircraft run up	1/6/16	Slope operations
1/6/16	Set and adjust interior/exterior lighting	1/6/16	Brown/White out: go-around, no lateral drift (optional)
1/6/16	*Set and adjust mission equipment: FLIR, Map, N/S		
1/6/16	Hover taxi – proper use of lights, rate of closure		
1/6/16	Normal takeoff/landing – lights, rate of closure		
1/6/16	Max performance takeoff		
1/6/16	Shallow approach		
1/6/16	Steep approach		
1/6/16	Quick stop – below ETL		
1/6/16	Quick stop – above ETL		
1/6/16	*Transition between Aided and Unaided flight		
1/6/16	*Height perception, aided vs unaided		
1/6/16	Enroute flt, urban (brightly lit)		
1/6/16	Enroute flt, rural (few lights)		
1/6/16	*Scene operations – orbits, situational awareness		
1/6/16	*Moving map		
1/6/16	*FLIR operations – proper initial orbit (altitude, bank angle, airspeed, one ball out of trim, search techniques)		
1/6/16	*Night Sun operations (pilot and FO controls, Amps)		
1/6/16	*Unusual attitude recognition and recovery (conditions that may lead to: steep orbits, low light, low contrast, fixated on scene, dust and snow, over water, DEATH, etc.)		
1/6/16	*NVG failure procedures		
1/6/16	Autorotation: Straight-in		
1/6/16	Autorotation: With turns (optional)		
1/6/16	Autorotation: Hovering (optional)		
1/6/16	*Off-site operations (Amps, SBATT)		
1/6/16	Roof-top helipad		
1/6/16	*Wire hazard recognition		

NOTES: