SECTION P NIGHT VISION IMAGING SYSTEM (NVIS) RATING

Appendix P.1 Night vision imaging system rating flight test

1. Flight test requirements

An applicant for a night vision imaging system (NVIS) rating flight test must demonstrate the following:

(a) knowledge of the topics listed in clause 2, which are relevant to the endorsement that is being assessed during the test;

(b) ability to conduct the activities and manoeuvres mentioned in clause 3, within the operational scope and under the conditions mentioned in clause 4, to the competency standards required under section 12 of this MOS, which are relevant to the endorsements that are being assessed during the flight test.

2. Knowledge requirements

For paragraph 1 (a), the topics are the following topics:

(a) privileges and limitations of the NVIS rating and the endorsement that is covered by the flight test;

(b) proficiency check requirements;

(c) night recency requirements;

(d) NVFR and IFR operations as applicable to the endorsement that is being assessed during the test;

(e) ground and aircraft lighting requirements;

(f) interpreting operational and meteorological information;

(g) use of instrument and navigation systems;

(h) take-off minima;

(i) holding and alternate requirements;

(j) operational requirements and procedures for all airspace classifications;

(k) operations below LSALT and MSA for day and night operations;

(l) ERSA normal and emergency procedures.

3. Activities and manoeuvres

Note For paragraph 1 (b), the flight test includes all of the following activities and manoeuvres. The sequence set out here is not necessarily intended to direct the order of activities and manoeuvres.

3.1 Pre-flight

Note The relevant competency standards are in unit code NVI.

(a) plan an NVIS operation and determine the serviceability of the aircraft and the night vision goggles (NVG) equipment to be used for the operation;

(b) consult and brief all stakeholders about the proposed operation;

(c) plan a night VFR flight;

(d) perform pre-flight actions and procedures.

Note An NVIS operation is defined in Civil Aviation Order 82.6.

3.2 Ground operations, take-off, departure and climb

Note The relevant competency standards are in unit codes IFF and NVI.

(a) complete all relevant checks and procedures;

(b) lift-off, hover and taxi helicopter using NVG;

(c) plan, brief and conduct take-off and departure procedures using NVG;

(d) establish a stable hover, take-off from and climb out from an unlit helicopter landing site (HLS) using NVG.

3.3 En route cruise

Note The relevant competency standards are in unit code NVI, NAV and CIR (if applicable).

(a) navigate en route using night VFR and IFR procedures as applicable;

(b) transit to and from the operational area using NVG.

3.4 Test specific activities and manoeuvres

Note The relevant competency standards are in unit codes IFF, IFL and NVI.

(a) perform full and limited panel instrument flying;

(b) recover from at least 2 different unusual aircraft attitudes.

(c) perform cockpit procedures and checks during goggled and de-goggled flight;

(d) maintain control of the aircraft during transition between goggled and de-goggled flight;

(e) using NVG, perform 1 of the following:

(i) land and take off from sloping ground;

(ii) land and take off from a pinnacle;

(iii) land and take off from a ridgeline;

(f) manage abnormal and emergency situations while using NVG;

(g) recover from inadvertent entry into IMC conditions and re-establishing VMC while using NVG;

(h) manage flight during multi-crew NVIS operations.

3.5 Descent and arrival

Note The relevant competency standards are in unit code NVI.

(a) plan and conduct an arrival and circuit joining procedures;

(b) descend to an unlit HLS while using NVG.

3.6 Circuit, approach and landing

Note The relevant competency standards are in unit code NVI.

(a) conduct a circuit pattern, approach and landing using NVG;

(b) conduct an approach to, and land on, an unlit HLS using NVG;

(c) perform a baulked landing using NVG;

(d) perform after landing actions and procedures.

3.7 Shut down and post-flight

Note The relevant competency standards are in unit code NVI.

(a) park, shutdown and secure aircraft;

(b) complete post-flight administration;

(c) conduct post-flight operational debriefing.

3.8 General requirements

Note The relevant competency standards are in unit codes NTS1, NTS2 and NVI.

(a) maintain an effective lookout;

(b) maintain situational awareness;

(c) assess situations and make appropriate decisions;

(d) set priorities and manage tasks effectively;

(e) maintain effective communication and interpersonal relationships;

(f) recognise and manage threats;

(g) recognise and manage errors;

(h) recognise and manage undesired aircraft states;

(i) communicate effectively using appropriate procedures for the airspace being used during the flight;

(j) manage the aircraft systems required for the flight;

(k) manage the fuel system and monitor the fuel plan and fuel usage during the flight.

4. Operational scope and conditions

4.1 The following operational scope applies to the flight test:

(a) managing an aircraft system that is not required for the flight is not an assessable item unless it is used by the applicant;

(b) conduct an NVIS operation;

(c) conduct the operation using NVG;

(d) conducted under the night VFR, including an IFR segment if the test is for the grant of a grade 1 endorsement;

(e) emergencies and abnormal situations relating to aircraft systems, powerplants and the airframe are simulated and limited to those described in the AFM.

4.2 The following conditions apply to the flight test:

(a) activities and manoeuvres are performed in accordance with published procedures;

(b) conducted in an aircraft that is relevant to the NVIS endorsement covered by the flight test or an FSTD that is approved for the purpose;

(c) if the flight test is conducted in an aircraft, it must be certified for operations appropriate to the endorsement the flight test is for.