

HT-28 NVG BRIEFING GUIDE

1. Solar/Lunar Considerations

- a. **Sunset/EENT:** Sunset will be at ____ and EENT will be at ____
- b. **Moonrise/Moonset & Lux/Luminance Levels:** Moonrise will be at ____, moonset at ____ with a peak luminance of ____ for the night. Discuss when the moon will be up during the flight & the anticipated luminance for the route/landings.
- c. **Moon Angle/Azimuth:** Brief the SLAP data and how it will affect that night's flight. For example, the moon will be low in the east and the anticipated course in use at SITE X will be 090 based on winds. The visibility for this course will be degraded due to the moon setting in the east and degaining the NVG's. Don't forget to brief the effect on course rules!
- d. **Shadowing:** Shadows during the flight will be on the ____ side of objects and will be ____ in length. During the night they will be shifting to the ____ and getting longer/shorter.
- e. **Ambient Light:** Brief working area cultural lighting.
- f. **Visual Illusions:** It will be impossible to discern colors of lights due to NVG limitations. Brighter lights are not necessarily closer lights. Aircraft and tower lights that are close to the horizon may blend in with lights on the ground making them difficult to see. Incorporate an under the goggle scan in order to discern LED tower lights, especially in areas of high cultural lighting.

2. NVG Preflight: Has been/will be completed by all crewmembers in the paraloft prior to flight utilizing the Hoffman box.

3. Goggle/Degoggle Procedures: We will plan to goggle ____ (on the spot/crossing hold short/ 200 feet after departure/in flight at EENT) and degoggle after landing checks prior to landing at homefield. If there is any reason that a crew member needs to degoggle he/she will keep the crew informed to the status of the NVG's.

4. Internal/External Aircraft Lighting

- a. **Anti-collision Lights:** Will be utilized in accordance with the RWOP. They will/will not be secured below 200' AGL prior to landing at all OLF/airfield's. If the HAC determines they are a hazard to flight, they may be secured.
- b. **Navigation Lights:** Will be utilized in accordance to the RWOP. They will/will not be turned to steady/dim prior to landing at all OLF/airfield's.
- c. **Searchlight:** Will be utilized in accordance with the RWOP. It will be slewed to a position to minimize impact on crew's visibility.
- d. **Instrument Lights:** Will be set at a comfortable level for the crew.
- e. **Cockpit Light/Lip Light:** Will be used as required.

5. RADALT: Will be set to 300' at ____ & departing the OLF/airfield.

6. Hazards: Brief the hazards in the operating area and along the planned route.

7. LZ Operations: Brief SWEEP checks for OLF/airfield to be used.

8. NVG Emergencies

- a. **Aircraft/System:** If the aircraft experiences an emergency or system failure the aircrew will remain goggled unless troubleshooting is inhibited by their use. If the nonflying pilot degoggles, they shall inform the flying pilot and regoggle no lower than 200' prior to landing. Searchlight will be turned on for all landings as appropriate.
- b. **NVG Failure:** If either crewmember experiences an NVG failure they will: switch to an instrument scan, inform the other crewmember, "I have a goggle failure, you have the controls" and a positive three way change of controls will be completed. If the failure occurs at or below 200', a waveoff shall be initiated by the flying pilot and switch controls as above. If the failure occurs on takeoff, the flying pilot will continue takeoff using ITO procedure and complete the control change as above. The HAC will then make a decision on the continuation of the conduct of flight.