

Notice of Requirement NTC 91.273

**NIGHT VISION IMAGING SYSTEM
(NVIS) - HELICOPTER**

Revision 1
05 Apr 2026

Preliminary

The Director of Civil Aviation issues the following provisions relating to the use of night vision imaging system (NVIS) under section 64(5) of the Civil Aviation Act 2023 (the Act) and Civil Aviation Rule 91.273(a).

Purpose

The purpose of this notice is to specify –

- (1) the airworthiness and performance requirements for helicopters operating at night using NVIS;
- (2) the airworthiness and performance requirements for NVIS;
- (3) the requirements regarding the testing, installation and approval of NVIS;
- (4) suitable training requirements, courses, manoeuvres or NVG helicopter operations for a person operating a helicopter at night using NVIS;

- (5) the requirements for the appropriate night flight using NVIS experience;
- (6) the operational procedures and any limitations associated with operating a helicopter at night using NVIS;
- (7) the areas of competencies on the eligibility requirements for the issue of a NVIS rating; and
- (8) the definitions and abbreviations to give full meaning to the terms used in this notice.

General

Civil Aviation Authority (CAA) notices contain approvals and requirements including the detail about the approvals, standards, conditions, procedures and technical specifications that have been approved or determined by the Director under the Civil Aviation Rules. These details must be complied with by parties to whom it applies. They apply in particular circumstances to certain aviation document holders as specified in the notice.

CAA notices are issued under Civil Aviation Rules in accordance with section 64(5) of the Act . This section permits the Minister of Transport to make ordinary rules, and to specify any terms and conditions within the rules:

- to require a matter to be determined, or undertaken or approved by the Authority, the Director or another person; or
- to empower the Authority, Director, or another person to impose requirements or conditions as to the performance of any activity, including (but not limited to) any procedures to be followed.

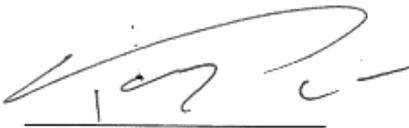
Notices support a performance-based approach to regulation and improve the flexibility and responsiveness of the Civil Aviation Rules. They may be used where performance-based regulation is the

appropriate way to achieve the desired regulatory outcome. For example in circumstances where new technological changes or challenges require more flexibility than prescribing requirements in the rules (and rulemaking may get quickly out-dated), or where there is a need to respond to safety issues which the rules do not adequately deal with.

Related Rules

Civil Aviation Rules 91.271, 91.273, 91.273B

Issue of CAA Notice



Signed by
Director of Civil Aviation

01 APRIL 2026

Date

Revision History

Revision 1 Original version

Night Vision Imaging System (NVIS) - Helicopter

Subpart A - General

1.1. Title

This notice is the Night Vision Imaging System (NVIS) - Helicopter Civil Aviation Notice and may be identified as NTC 91.273.

1.3. Effective date

This notice comes into effect on 5 April 2026.

1.5 Application

- (a) This notice applies to an air operator, a flight instructor, a pilot, or any other crew member who is engaged in a helicopter operation at night using NVIS under VFR or IFR.
- (b) This notice applies to a helicopter operation referred to in paragraph (a) that is conducted under Parts 135 or 91.

1.7 Definitions

- (a) Terms used in this notice have the same meaning set out in Civil Aviation Rule Part 1.
- (b) Unless the context otherwise requires –

IFR capable helicopter refers to –

- (1) a helicopter being operated at night and using NVIS; and
- (2) the helicopter is equipped for IFR flight as required by the rules; and
- (3) the pilot-in-command meets all the relevant requirements for performing a IFR flight:

NVIS crew member means a person who carries out any of the functions specified in clause 4.31 of this notice and is a crew member for purposes of Part 1 paragraph (5) of the **crew member** definition and rule 91.227D(a)(1):

NVIS flight crew member means an appropriately qualified person assigned by the operator for duty in a helicopter during flight time as a pilot or engineer to ensure the safe operation of the aircraft during a helicopter NVG operation:

Unimproved landing area means a site that is not an aerodrome, a heliport, or any other landing site authorised in the operations specifications of a holder of an air operator certificate under Part 135:

Subpart B –Operational approval, operational procedures and limitations

2.1 Person to comply with requirements of this Subpart

For the purposes of rule 91.273(a)(6), a person must comply with the requirements of this Subpart if the requirements apply to the person.

2.3 Air operator must be authorised to carry out helicopter operations under Part 135

An air operator who operates a helicopter at night using NVIS must –

- (1) establish operating procedures to ensure compliance with the applicable requirements of Parts 91 and 135; and
- (2) the NVG used in the operation is listed in the rotorcraft flight manual; and
- (3) any limitations regarding the use of NVIS as specified in the flight manual supplement are complied with; and
- (4) in accordance with rule 119.165(a), amend their exposition –
 - (i) to include those procedures that are acceptable to the Director;
 - (ii) to include any other procedures as may be required by the Director in the interest of aviation safety; and
- (5) be authorised in their operations specifications to perform the operation using NVIS in a helicopter that meets the requirements of this notice.

2.5 Director's approval is required before carrying out helicopter operations under Part 91

A person must not conduct a helicopter operation at night using NVIS under Part 91 unless the –

- (1) the person complies with all the applicable requirements of this notice; and
- (2) the NVG used in the operation is listed in the rotorcraft flight manual; and
- (3) any limitations regarding the use of NVIS as specified in the flight manual supplement are complied with; and
- (4) the person is approved by the Director before conducting the helicopter operation.

2.7 Operational risk management

- (a) An air operator must ensure that, as part of its risk analysis and management process, risks associated with the NVIS environment are minimised by specifying in the operational procedures the matters specified in clause 2.13 and the Appendix to this notice.
- (b) A person who operates a helicopter at night using NVIS under Part 91 –
 - (1) must comply with the equipment standards specified in Subpart C; and
 - (2) implement operating procedures, crew member training and competency procedures, and maintenance procedures that are equivalent to those procedures and standards specified in this notice for an air operator.

2.9 Pilot-in-command must meet NVIS competency and currency requirements

A pilot-in-command operating a helicopter at night using NVIS must meet the NVIS competency and currency requirements of this notice.

2.11 Passenger must not be carried on an operation for training purposes

A person who operates a helicopter at night using NVIS for training purposes must not carry a passenger.

2.13 Operational procedures for NVIS- equipped helicopter operations

- (a) A person operating a NVIS-equipped helicopter must ensure that the operational procedures for the helicopter include –
 - (1) the capabilities and limitations of the NVIS and personnel and any constraints of the operating environment; and
 - (2) the procedures specified in the Appendix to this notice.
- (b) A NVIS crew member must participate in briefings before each shift to –
 - (1) become familiar with the general weather conditions;
 - (2) confirm that NVIS equipment has been pre-flight checked;
 - (3) know of any restrictions regarding NVIS operations.
- (c) A NVIS crew member must participate in crew member briefings before a NVG operation to –
 - (1) obtain a general knowledge of the weather conditions along the route of flight; and
 - (2) obtain a general knowledge about obstacles and significant terrain along the route or flight.

2.15 Weather conditions

- (a) A person operating a helicopter at night using NVGs under VFR must comply with the VFR meteorological limitations under rules 91.301 and 135.155.
- (b) A pilot-in-command of an IFR capable helicopter performing a NVG operation under VFR must not perform the operation lower than the

in-flight cloud requirements provided for under paragraph (a) unless

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- (1) the operation is performed in meteorological conditions of not less than a ceiling of 1000 feet AGL and flight visibility of not less than 5 km;
- (2) the operation is being performed under an air operator certificate and is authorised to use NVIS; and
- (3) the lower requirements are the subject of a detailed risk assessment given to the CAA; and
- (4) it is operationally necessary to utilise the lower requirements.

(c) A pilot-in-command of an IFR capable helicopter performing a NVG operation under IFR must not operate the helicopter on a “Proceed VFR” category H standard instrument departure (SID) unless –

- (1) the weather conditions are at or above those prescribed in rule 91.413(f); and
- (2) the pilot-in-command’s own terrain clearance by visual reference to the initial departure fix (IDF) must be maintained; and
- (3) the procedures utilised are the subject of a detailed risk assessment given to the CAA.

(d) A pilot-in-command of an IFR capable helicopter performing an IFR NVG operation must not operate an aircraft below the MDA, or continue an instrument approach procedure below the DA or DH prescribed in 91.413 (b) on a “Proceed VFR” Cat H approach, unless

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- (1) the aircraft is continuously in a position from which a descent to a landing on the intended helipad can be made at a normal rate of descent using normal manoeuvres; and
- (2) the flight visibility is not less than the visibility published in the applicable AIP for the instrument approach procedure being used; and

- (3) the procedures utilised are the subject of a detailed risk assessment given to CAA.

2.17 Minimum height requirements for VFR flights

A person operating a helicopter at night using NVIS under VFR must comply with the minimum height requirements for VFR flights under rules 91.311, 135.85 and 135.93.

2.19 Overwater operations

- (a) An air operator must not carry out overwater operations, operations to small offshore islands, ship decks or offshore platforms using NVIS below a height of 500 feet above the surface unless procedures covering these operations have been established in the operator's exposition and accepted by the Director.
- (b) The procedures must address at least the following factors -
 - (1) sea state and wind velocity;
 - (2) the ability of the crew to maintain continuous visual contact with the shoreline using NVIS, including any illumination levels and potential hover references;
 - (3) any specific training and checking requirements above that required for overland NVIS operations;
 - (4) availability of sufficient water or surface disturbance and/or surface objects which may provide adequate surface contrast to maintain depth perception which may assist the crew in maintaining a safe height; and
 - (5) whether crew members are suitably trained to use any height hold function or automatic hover function coupled to the automatic pilot or stabilisation equipment.

Subpart C – Airworthiness approval of NVIS and ancillary equipment

3.1 Airworthiness approval of NVIS

For the purposes of the approval of a NVIS under rule 91.273(a)(3), a design change to install or modify NVIS must follow an approval process acceptable to the Director.

3.3 Airworthiness and performance requirements for helicopters

For the purposes of rule 91.273(a)(1) –

- (1) an air operator must not operate a helicopter at night using NVIS under Part 135 unless the helicopter meets –

the acceptable technical data under rule 21.503 and Appendix D to Part 21 for any NVIS related design changes or modifications as applicable; and
- (2) a person must not operate a helicopter at night using NVIS under Part 91 unless the helicopter meets the requirements equivalent to those in paragraph (1) that are acceptable to the Director.

3.5 Airworthiness, equipment and performance requirements for NVIS

- (a) For the purposes of rule 91.273(a)(2) the following equipment are required –
 - (1) NVGs used in a helicopter operation must meet at least performance standards acceptable to the Director; and
 - (2) a radio altimeter that can emit an audio warning below a pre-set height and an audio and visual warning at a height selectable by the pilot, instantly discernible during all phases of NVIS operation; and
 - (3) the internal and external lighting does not adversely affect the operation of the NVGs during any phase of an NVIS operation; and

- (4) NVIS-compatible instrument panel flood-lighting, if installed, that can illuminate all essential flight instruments; and
 - (5) NVIS-compatible utility lights, if installed; and
 - (6) portable NVIS compatible flashlight; and
 - (7) a pilot steerable external light is adjustable in both pitch and azimuth from the flight controls; and
 - (8) a means for removing or extinguishing internal NVIS non-compatible lights; and
 - (9) a back-up or secondary power source for the NVGs; and
 - (10) a helmet with the appropriate NVG attachment.
- (b) A person who operates a helicopter at night using NVIS immediately before 5 April 2026 –
- (1) without a radio altimeter that meets the requirements of paragraph (a)(2); or
 - (2) without a pilot steerable external light that meets the requirements of paragraph (a)(7),

is not required to meet those requirements until 5 April 2028.

3.7 Requirements for testing and installation of NVIS

For the purposes of the testing and installation of NVIS under rule 91.273(a)(3) -

- (1) the applicable testing and installation standards specified in the FAA guidance material entitled **Miscellaneous Guidance 16 of FAA AC27-1()**, for **Part 27 Helicopters** or **Miscellaneous Guidance 16 of FAA AC 29-2()**, for **Part 29 Helicopters** are met; or
- (2) any other equivalent testing and installation standard acceptable to the Director.

3.9 Continued airworthiness of helicopters and NVIS

- (a) For the purposes of rules 91.273(a)(2) and (3), a person must comply with this clause if the clause applies to the person.
- (b) A person must not operate a helicopter at night using NVIS if any subsequent internal or external modifications to the helicopter are made, including operational equipment involving light emitting or reflecting device, unless a re-evaluation of the NVIS against the original airworthiness requirements for the NVIS approval has been conducted.
- (c) Procedures for continuing airworthiness shall contain the information necessary for carrying out ongoing maintenance and inspections on NVIS equipment installed in the helicopter and shall cover, as a minimum:
 - (1) helicopter windscreens and transparencies;
 - (2) NVIS lighting;
 - (3) NVGs; and
 - (4) any additional equipment that supports NVIS operations.
- (d) In accordance with the helicopter instructions for continued airworthiness NVIS re-evaluation schedule, the helicopter must be re-evaluated by an aircraft maintenance engineer certificated under Part 66 or Part 145 organisation where required for the helicopter type and certified to be airworthy for night operations using NVIS, before the person can continue to operate the helicopter.
- (e) Each NVG used by a crew member during a helicopter operation at night must be maintained by –
 - (1) the manufacturer; or
 - (2) an appropriately rated Part 145 maintenance organisation; or
 - (3) an equivalent maintenance organisation outside of New Zealand that has been endorsed by the manufacturer of the NVG as appropriate to carry out the maintenance.

Subpart D - NVIS training, relevant experience, competencies and currency requirements

4.1 NVIS flight instructors and crew members to comply with training requirements, relevant experience and competencies

- (a) For the purposes of rules 91.273(a)(4), 91.273(a)(5) and 91.273(a)(7), a person operating a helicopter or engaged in a helicopter operation at night using NVIS must comply with the training requirements, relevant experiences and competency requirements specified in this Subpart.
- (b) An air operator must ensure that an NVIS flight instructor or crew member training for helicopter operations using NVIS under Part 135 must successfully complete the training programme required under Subpart I of Part 135.

4.3 NVIS flight instructor prerequisites

- (a) To be eligible as a NVIS flight instructor, a flight instructor must –
 - (1) hold a current category A, B or D flight instructor rating for the appropriate category of aircraft;
 - (2) hold valid night instruction privileges endorsed in the pilot's logbook;
 - (3) have at least 50 hours flight instruction experience in the appropriate category of aircraft including at least 5 hours of night instruction;
 - (4) have successfully completed a NVIS flight instructor training course conducted in accordance with the NVIS instructor training syllabus acceptable to the Director; and
 - (5) have completed at least 40 hours NVIS flight time and 100 NVIS operations as the sole manipulator of the aircraft controls as pilot-in-command in the appropriate category of aircraft performing NVIS operations.

- (b) The training course under paragraph (4) is conducted by a holder of a Part 141 aviation training organisation certificate or a holder of a Part 119 air operator certificate if the certificate holder is authorised to conduct NVIS training.

4.5 NVIS flight instructor currency

A NVIS flight instructor must meet the recent flight experience requirements specified in clause 4.11 before giving flight instruction at night using NVIS.

4.7 NVIS pilot prerequisites

A pilot must meet the following requirements before operating a helicopter at night using NVIS -

- (1) hold a current night cross-country certification for night operations beyond 25nm of a lighted heliport or aerodrome; and
- (2) have a minimum of 20 hours VFR night flight time experience including 10 hours as PIC of which 5 hours need to be VFR night cross-country; and
- (3) demonstrate to an appropriately qualified flight instructor acceptable instrument flight competency by:
 - (i) maintaining a nominated altitude within ± 100 feet, a nominated heading within $\pm 5^\circ$, in balance during straight and level flight and level turns; and
 - (ii) maintaining a rate one turn or a nominated angle of bank $\pm 10^\circ$ during all turning manoeuvres to within $\pm 10^\circ$ of pre-selected roll-out heading; and
 - (iii) maintaining a nominated climbing or descending speed within ± 5 knots. Level flight to be re-established at the pre-selected altitude \pm no more than 100 feet; and
 - (iv) performing an instrument recovery appropriate for the area of operations whilst maintaining the above manoeuvring limits; and
 - (v) correctly identifying an aircraft unusual attitude and returns to straight and level references after a small

delay, without entering a second unusual attitude while attempting to regain the references; and

- (4) have at least 250 hours of flight time experience as pilot-in-command in the appropriate category of aircraft, of which no more than 50 hours can be in an approved flight simulator representative of the aircraft category that will be used for NVIS training.

4.9 NVIS pilot training

- (a) For the purposes of rule 61.935(4), a pilot must —
 - (1) have successfully completed an approved NVIS ground training course acceptable to the Director; and
 - (2) have successfully completed an approved NVIS flight training course acceptable to the Director for the same type of helicopter as the one intended for using NVIS, consisting of a minimum of 5 hours flight time; and
 - (3) have successfully completed a NVIS initial flight check conducted by an appropriately qualified flight instructor or flight examiner.
- (b) The approved NVIS ground training course referred to in paragraph (a)(1) must be conducted by an aviation training organisation certificate under Part 141 or as part of an air operator training programme under Part 119 if the aviation training organisation certificate authorises the holder to conduct NVIS ground training and check approvals.
- (c) The approved NVIS flight training course referred to in paragraph (a)(2) must be conducted by an aviation training organisation certificate under Part 141 or as part of an air operator training programme under Part 119 if the aviation training organisation certificate authorises the holder to conduct NVIS flight training.
- (d) A NVIS initial flight check must require the pilot to demonstrate competency in at least the following areas:
 - (1) mission planning/flight planning for the flight:

- (2) determining the serviceability of NVIS equipment, including the helicopter components:
 - (3) performing cockpit drills and 'Goggle up/de-goggle' procedure:
 - (4) performing NVIS hover (if appropriate), taxi departure, transit, navigation and arrival procedures:
 - (5) performing NVIS practice malfunctions and emergency procedures:
 - (6) performing circuit operations to unlit confined areas located in areas devoid of surrounding cultural lighting:
 - (7) performing loss of visual reference procedures on landing and take-off:
 - (8) performing inadvertent IMC penetration procedures and safe recovery to VMC flight, including a single pilot unusual attitude recovery, maintaining controlled flight within the limits stated in clause 4.7(3) for the **demonstration of instrument flight competency**; and
 - (9) performing a selection of practice emergency procedures, under NVIS conditions, applicable to the helicopter type.
- (e) A pilot-in-command of a helicopter operation under Part 91–
- (1) must have successfully completed the relevant training conducted by a training provider authorised in accordance with Part 141 or 119 to conduct the NVIS training; and
 - (2) must ensure that any flight instructor, pilot, or crew member who is part of the operation has successfully completed the relevant training conducted by a training provider authorised in accordance with Part 141 or 119 to conduct the NVIS training.

4.11 NVIS pilot currency

- (a) For a pilot who has a logbook certification for night flight using NVIS -
- (1) the take-offs and landings required under rules 61.37(c), and 61.37(d) for a helicopter pilot must -

- (i) be carried out in a NVIS-equipped helicopter of the same type that is normally used by the pilot for NVG aircraft operations; and
 - (ii) be performed using NVGs; and
 - (iii) include hovering tasks and an enroute segment or an area reconnaissance.
- (b) A pilot who operates a helicopter at night under VFR using NVIS must complete the acceptable instrument flight proficiency demonstration specified in clause 4.7(3) within the preceding 90 days.
- (c) For avoidance of doubt, a pilot who holds a helicopter instrument rating and who meets the instrument rating currency requirements of rule 61.807 is deemed to meet the requirements of paragraph (b).

4.13 NVIS pilot competency check

- (a) A NVIS annual competency check must include a NVG helicopter operation that is representative of a typical NVG helicopter operation conducted by the pilot to satisfy the requirements of clause **4.9 NVIS pilot training**, and include as a minimum -
- (1) approach and departure from an unimproved landing area:
 - (2) procedures for utilising backup power to the NVGs:
 - (3) NVG unit failure for each of the flight crew members:
 - (4) standard emergency exercises from the NVIS flight training syllabus:
 - (5) procedures for loss of visual reference (brownout/whiteout, etc) when visibility is inadvertently lost on departure or arrival to or over a landing area:
 - (6) procedures for coping with deteriorating in-flight visibility and/or picture quality:
 - (7) inadvertent IMC penetration, unusual attitude recovery and instrument recovery to VMC flight, maintaining controlled flight within the limits stated in clause **4.7 NVIS Pilot Prerequisites** for the demonstration of instrument flight competency:

- (8) completing one unaided approach to a lit area in the circuit.
- (b) The competency check must be conducted by -
 - (1) a flight instructor or flight examiner who is current to perform NVIS operations in that same aircraft category and type; or
 - (2) a person approved by the Director to conduct NVIS competency checks.

4.15 NVIS pilot requalification training

A pilot who holds a NVIS rating and has not operated a helicopter at night using NVIS for 12 months or more must not carry out such an operation unless the pilot has successfully completed the NVIS recurrent training programme acceptable to the Director.

4.17 Training requirement for New Zealand Defence Force (NZDF) NVIS pilot

- (a) For the purposes of rule 61.939, a person specified in paragraph (b) must comply with this clause.
- (b) A pilot who has a NZDF NVIS qualification may be certified for night flying using NVIS if-
 - (1) the pilot has completed the night flight training required under Part 61; and
 - (2) has successfully completed the NVIS recurrent training acceptable to the Director, conducted by a flight instructor who is certified for NVIS instruction and authorised under the authority of a Part 141 aviation training organisation certificate or a Part 119 air operator certificate to conduct the NVIS training.

4.19 Training requirement for foreign civil and military NVIS pilot

- (a) For the purposes of rule 61.941, a person specified in paragraph (b) must comply with this clause.
- (b) A pilot who holds a foreign military NVIS qualification or a civil NVIS qualification from an ICAO Contracting State must complete the night flight training required under Part 61 and the NVIS recurrent training acceptable to the Director, conducted by a flight instructor who is certified for NVIS instruction and authorised under the

authority of a Part 141 aviation training organisation certificate, or a Part 119 air operator certificate to conduct the NVIS training.

4.21 NVIS crew member instructor

A NVIS crew member Instructor must have the following minimum experience -

- (1) hold a recognised NVIS qualified crew member or NVIS qualified pilot endorsement or certificate; and
- (2) meet the instructional experience, standards and qualification requirements in the operator's exposition for day and night (unaided) operations for the relevant crew member position; and
- (3) have logged at least 20 hours of NVG aircraft operation time inclusive of a recognised NVIS course.

4.23 NVIS crew member training prerequisites

To be eligible to be a NVIS crew member for a helicopter operation using NVIS, a person must -

- (1) meet the experience, competency, recency and qualification requirements as specified in the air operator's exposition for day and night (unaided) operations for the relevant crew member position and helicopter; and
- (2) meet any physical and medical standards specified in the operator's exposition.

4.25 NVIS crew member training

- (a) A crew member who is part of a helicopter operation at night using NVIS must have successfully completed an approved NVIS ground theory course that is conducted by an aviation training organisation certificated in accordance with Part 141 or as part of the air operator's training programme under Part 119, if authorised to do so under the certificate.
- (b) After completing an approved NVIS ground theory course, a crew member must have successfully completed an approved NVIS flight training acceptable to the Director, with a minimum of 2 hours flight time, conducted by an aviation training organisation

certificated in accordance with Part 141 or by an air operator certificated in accordance with Part 119, if the certificate authorises NVIS flight training and checking.

4.27 Training requirement for crew member with NZDF NVIS qualification

A crew member, other than a flight crew member, who has a NZDF NVIS qualification may be qualified as a NVIS crew member if the crew member completes as a minimum the NVIS recurrent training acceptable to the Director, conducted by a NVIS crew member instructor authorised under the authority of a Part 141 aviation training organisation certificate or a Part 119 air operator certificate to conduct the NVIS training.

4.29 Training requirement for crew member with foreign military NVIS qualification or civil NVIS qualification from ICAO Contracting State

A crew member who holds a foreign military NVIS qualification or a civil NVIS qualification from an ICAO Contracting State must complete the NVIS recurrent training acceptable to the Director, conducted by a NVIS crew member instructor authorised under the authority of a Part 141 aviation training organisation certificate, or a Part 119 air operator certificate to conduct the NVIS training.

4.31 NVIS crew member functions

- (a) During a NVG operation, a NVIS crew member must –
 - (1) use crew members resource management principles to maintain situational awareness; and
 - (2) maintain appropriate cockpit and aircraft lighting discipline.
- (b) A NVIS flight crew member must be available to assist the pilot-in-command when carrying out a risky manoeuvre such as landing at an unimproved landing area.
- (c) Any additional NVIS crew member required for the safe operation of a NVG flight must wear approved NVGs and receive ground and flight training acceptable to the Director.

Appendix – Procedures for using NVGs on helicopter night VFR operations

The following items, as a minimum, must be included in the operating procedures for NVG operations:

Airworthiness and Maintenance of NVIS Equipment

- (a) aircraft pre-flight
- (b) NVIS pre-flight
- (c) MEL
- (d) reporting of NVIS equipment defects

Crew Member functions

- (a) Pilot:
 - (1) duties, responsibilities and authority
 - (2) logging NVG operations
 - (3) training and qualification
 - (4) recency of experience.
- (b) NVIS crew member:
 - (1) duties, functions and authority
 - (2) training and qualification
 - (3) recency of experience.
- (c) NVIS Flight Instructors:
 - (1) experience and qualifications
 - (2) duties, responsibilities and authority
 - (3) recency of experience.

Operations

- (a) Pre-flight and departure:
 - (1) before takeoff NVIS check
 - (2) NVG Goggle and de-goggle limitations. Transitions:
 - (i) Unaided to aided
 - (ii) aided to unaided
 - (3) area of operations
 - (4) route planning
 - (5) risk assessment procedures to be completed
 - (6) NVIS operations ceiling and visibility requirements
 - (7) fuel requirements
 - (8) briefing of passengers
 - (9) equipment requirements.
- (b) Enroute:
 - (1) minimum safe altitudes
 - (2) hostile terrain
 - (3) helicopter surface reference
 - (4) operating near other aircraft.
- (c) Standard Flight Manoeuvres
- (d) Arrival:
 - (1) landing area requirements
 - (2) reconnaissance

- (3) unimproved landing sites.
- (4) post Flight Procedures.

Crew Member Procedures

- (a) minimum crew members.
- (b) pre-flight brief:
 - (1) required actions of each person, duties and responsibilities during each phase of flight
 - (2) light discipline
 - (3) sterile cockpit procedures
 - (4) crew members resource management
 - (5) standardise terminology.

Emergency Procedures

- (a) inadvertent IMC
- (b) NVIS equipment failure
- (c) aircraft emergencies.
- (d) reports and Forms
- (e) training Forms
- (f) recency of Experience Forms
- (g) NVG Maintenance Logbook.