



NVG
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Published:

December 18, 2008

NVG Pilot Training Requirements FAR 135

The following guidance is provided by the Federal Aviation Administration as the minimum training required to act as pilot in command of an aircraft while using Night Vision Goggles (NVGs) under FAR Part 135. The rule outlines both Ground and Flight training requirements. The information contained was taken directly from the FAA Order 8900.1 Volume 4, Chapter 7, Section 4 accessible by visiting <http://www.faa.gov>.

FAA Order 8900.1 Training Program Requirements (NVG Part 135)

Training Program. NVG training may be conducted within the initial new hire, initial equipment, transition, upgrade or recurrent training programs or in a special qualification program for pilots already serving in the type of aircraft for which NVG qualification is desired.

The ground training for initial NVG qualification must include at least five hours of ground school. These hours must be added to existing initial new-hire and initial equipment ground training curricula. In the case of transition, upgrade, or recurrent training, one hour of ground is required.

Refer to the following table to determine the national norm for flight training hours for training programs that include NVG operations:

Table 4-21, NVG Flight Training Hours

	Kind of Operations	Category of Flight Training				
		Initial New Hire	Initial Equipment*	Transition*	Upgrade*	Recurrent*
H e l i c o p t e r	IFR and VFR/NVG	PIC - 14 SIC - 14	PIC - 12 SIC - 12	PIC - 4 SIC - 4	SIC to PIC-5	PIC - 5 SIC - 5
	VFR/NVG	PIC - 8 SIC - 8	PIC - 7 SIC - 7	PIC - 4 SIC - 4	SIC to PIC 3	PIC - 3 SIC - 3
	Minimum NVG Flight Training Hours	5	2	1	1	1

*These categories assume that the pilot is already NVG qualified.

Volume 3, Chapter 19, Section 6, Flight Training Curriculum Segments, applies in cases where the pilot has demonstrated proficiency before accumulating the program flight hours.

If a pilot is currently qualified as a pilot crewmember, but is not NVG qualified, initial equipment, transition, upgrade and recurrent training hours are governed by the national norms identified in Tables 3-60 and 3-61 found in Volume 3, Chapter 19, Section 6, as appropriate. If NVG qualification is desired, these training programs must be augmented by no less than five hours of ground and five hours of flight training on NVG operations.

NOTE: These five hours of flight training may be integrated with aircraft-specific training, but in no case must programs contain less than five hours of NVG flight time.

If NVG training is conducted under a special qualification program, the minimum number of flight training hours is five. For subsequent transition, upgrade or recurrent training programs, refer to Table 4-21.

For air transportation flight instructor and check airman training, see Volume 3, Chapter 20, Section 4, Check Airman and Air Transportation Flight Instructor Training.

Guidelines for the development of NVG training programs are contained in Volume 3, Chapter 19, Training Programs and Airman Qualifications. During the formal application phase, the POI will review the training program for appropriate content. If the program requires additional information, the POI will inform the operator in writing. After the satisfactory review of the training program, the POI will approve the NVG training program. If necessary, the POI may request an NVG NRS to assist in reviewing the training program prior to POI approval. Initial and final approval processes are the same as for other training program approvals. Inspectors should ensure the elements outlined in Volume 4, Chapter 5 are included in an operator's training program for flightcrew and medical personnel in air ambulance operations. This section also contains elements that inspectors should consider when making evaluations, as appropriate to the operator's operations (see Volume 3, Chapter 19 for the types of training categories that operators must use in training curricula in general).

All categories of training have both ground training and flight training curricula. Portions of ground training can be divided into airman-specific and operator-specific segments, normally included in basic indoctrination.

Modules within the airman-specific segment include, appropriate to the crewmember position (pilot, medical crewmember, etc.):

- Introduction to NVGs;
- Limitations/Emergency Procedures;
- NVG Aeromedical Consideration/Aviation Physiology, including visual illusions;
- NVG/Night Flight planning (including terrain interpretation); and
- Risk management tool for each phase of flight (see FAA Handbook 8083-21, Rotorcraft Flying Handbook, Chapter 14, Aeronautical Decision Making. This handbook may be found at:
<http://www.faa.gov/library/manuals/aircraft/media/faa-h-8083-21.pdf>.

Modules within the operator-specific segment include:

- Authorized Operations,
- Forms and Records,
- Responsibilities of the Duty Position,
- Applicable regulations and OpSpecs, and
- GOM.

Modules within the aircraft ground-training segment include:

- Lighting systems,
- Caution/warning systems, and
- Cockpit familiarization and NVG compatibility.

Detailed descriptions of the normal, abnormal, and emergency maneuvers must be a part of the NVG training program. These descriptions may be the same as those used for unaided VFR operations. If differences exist, however, those differences should be noted in the basic description package. Volume 3, Chapter 19, Section 7, Table 3-71, outlines the minimum maneuvers to be covered on a Part 135 Checking Modules—Helicopters. The POI will verify that an adequate amount of time is allocated to meet the flight-training curriculum. It must be realistic in meeting the stated training objectives. The company pilot must be proficient in recognizing visual illusions, spatial disorientation, and performing inadvertent IMC recovery procedures. The total time within the flight-training curriculum can only be determined by direct observation as described in Volume 3, Chapter 19, Section 1, paragraph 3-1074.

Source: FAA

Learn More

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