
Issued: 10.3.2011	Enters into force: 18.3.2011	Validity: Until further notice
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Legal basis:
Aviation Act (1194/2009) section 69, paragraph 2.1 in Aviation Regulation OPS M3-14, paragraph 3.005(j) in JAR-OPS 3 requirements.

Modification details:

Scope of application:
Commercial air transportation with helicopters.

Use of night vision imaging systems (NVIS) in helicopter commercial air transportation operations on VFR flights at night

This Advisory Circular describes one possible way of organising the operations so that the Finnish Transport Safety Agency considers the requirements for that operation to be fulfilled. The procedure described in this Advisory Circular is not the only acceptable procedure. Any operator wishing to use a different procedure shall carry out a safety review showing that the suggested procedure will lead to at least the same level of flight safety as the procedure in accordance with this Advisory Circular.

1 GENERAL

In accordance with paragraph JAR-OPS 3.005(j), night VFR operations with the aid of Night Vision Imaging Systems (NVIS) shall be conducted in accordance with JAR-OPS 3 requirements and procedures contained in the Operations Manual for which a specific approval is required.

The Finnish Transport Safety Agency accepts the use of night vision imaging systems in helicopter commercial air transportation operations on VFR flights at night, when the operations are conducted in accordance with the procedures specified in this Advisory Circular. However, the operator is required to have a specific approval from the Finnish Transport Safety Agency for the use of night vision imaging systems, and the operational arrangements shall be described in the Operations Manual as specified in the approval.

2 ACCEPTABLE MEANS OF COMPLIANCE

The requirements and recommendations in JAA Temporary Guidance Leaflet no. 34, "Night Vision Imaging System (NVIS) operations", 01.06.03, shall be complied with. In addition, the following requirements must be met:

2.1 The Operations Manual shall contain:

- a) Criteria for the selection of crew members and crew composition. The experience requirements defined by the operator shall be stated.
- b) Requirements for recurrent training and recent experience using night vision imaging systems. Recurrent training shall be provided at six-month intervals during a period when darkness prevails according to the graphic almanac published by the *IT Center for Science* (<http://www.csc.fi/csc/julkaisut/graafinenallakka>), also considering the ef-

fect of snow. The pilot shall, during the past 90 days, have completed at least 3 take-offs and 3 landings using night vision imaging systems in darkness as defined above, and the use of night vision imaging systems must be evidenced.

- c) Consideration of risks associated with the use of night vision imaging systems. The effects of whirling snow, overcast ceiling and different lighting conditions must be described. In addition, any specific limitations applied by the operator when starting to use of night vision imaging systems and their duration shall be stated.
- d) Minimum flight altitude for transition from normal visual navigation at night to the use of night vision imaging systems, and from the use of night vision imaging systems to normal visual navigation.

2.2 On flights using night vision imaging systems, all flight crew members and any other crew members assigned for the task and meeting the requirements (reference: Temporary Guidance Leaflet no. 34, paragraph 6.2, "NVIS Crew Member") shall have the training referred to in this Advisory Circular and have a night vision imaging system at their disposal.

2.3 The operator shall be responsible for ensuring that all devices associated with the night vision imaging system meet the applicable airworthiness requirements.

2.4 The applicable weather minima shall be the VFR minima as specified in JAR-OPS 3 requirements.