

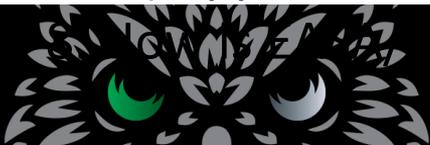
# NVG Inspection and Maintenance

1. Can inspections be performed in Europe? (3)
2. NVG Inspection/Certification (4)
3. A European operator sent two technicians to Harris Corp. for an inspection and maintenance course. Which certification can they release upon those NVGs being inspected other than a maintenance record form?
4. Should NVG servicing be regulated under EASA regulations similar to FAA regulations?
5. NVG Inspection and release to service IAW Part 145 regulation as components. EASA Form 1 issue. ???



# NVG Inspection and Maintenance (Cont.)

6. NVG Certification by EASA and FAA.
  - a) What are the differences?
  - b) What is the possibility of mutual acknowledgement of the European and US certification?
7. In regards to Part 145, how are companies managing NVIS activity in terms of:
  - a) Training?
  - b) Procedures?
  - c) Facilities?
  - d) Tools?
  - e) Approvals?



# Aircraft Modifications

1. Changes to approved NVIS STC – Minor vs Major (2)
2. STC Modifications/FMS (3)
3. STC Rules in Europe
  - a) Differences between EASA and FAA in the [STC] approval process?
  - b) EASA approval on base of the Bilateral Agreement.
  - c) Possible points of objections for EASA (EC135 Helionx)
  - d) Should NVG certification of helicopters be type specific ???
  - e) What can be done from the operator side to help authorities in the certification process and is there a willingness to exchange experiences and to tighten together the process?
  - f) What is the fastest way to obtain an STC for an aircraft type already having another [STC]???
  - g) Expanding existing STC on one aircraft type to another???



# Aircraft Modifications (Cont.)

1. Aircraft NVIS Modification & approval for specific NVG model/part number/FOM/Phosphor
2. Aircraft modification approvals vs specific NVG models, FOM and TSO. (2)
3. Technical issues around compatibility of aircraft cockpits vs green and white phosphor.
4. Helicopter upgrades for flights with NVG.
5. Amber Light ??

APMS Modification ??



# Night Vision Goggles

1. White vs Green phosphor NVGs over snow
2. Advantages of different color phosphor (p-43 green vs P-45 white)
3. Flip up NVGs at 100 ft or NVIS flight to the ground?
4. Export license
  - i. Purchase Order
  - ii. Letter of Intent
  - iii. High FOM NVGs >2000 FOM

Testing goggle performance before flight – checking airworthiness



# Night Vision Goggles (Cont.)

1. Is it possible to reduce lead time to buy and deliver NVGs
2. How to overcome ITAR and DSP-83 related Export challenges?
  - a) Export license
    - i. Purchase Order
    - ii. Letter of Intent
3. NVG TSO C164a / ETSO C-164 or alternative fulfillment of requirements. (3)



# Aircraft External Lighting

1. Some major helicopter manufacturers (Leonardo as Example) state some limitations for using external white light during NVIS operations in the Rotorcraft Flight Manual (RFM).
2. How could the NVIS certification process be more flexible in order to allow the operator stating light use policy and limitation based on NVGs types and performance?



# Ambient Light

1. Illumination level – Looking for a simple application for millilux and astronomical data (moon rise, set, azimuth) collection for a specific area. (LunaSolCal for IOS, Andriod, Windows)  
<https://www.vvse.com/products/en/lunasolcal.html>
2. Is there a value to introduce a minimum millilux level in the Risk Assessment even if a civil operator is able to use conventional white light?



# NVIS Regulations

1. NVIS and EVS
2. NVG Operations and Training (**3**)

