

Test Hazard Analysis Worksheet						
Test Title: Night Lighting Demonstration - NVG (aided)	Hazard Category	Subjective Probability of Occurrence				
		high	probable	uncertain	remote	improbable
Aircraft/System: All NTPS Aircraft	catastrophic					
	critical	High		Medium		
	marginal				Low	
	negligible					
Hazard: Improper adjustment and use of the Night Vision Goggles						
Cause: Lack of knowledge pertaining to effective NVG adjustment and use in flight						
Effect: Improper adjustment and the lack of understanding about the limitations associated with NVG can cause spatial disorientation and a loss of aircraft control.						
Minimizing Procedures: <ol style="list-style-type: none"> 1. At no time should the aircraft captain permit the students to handle the controls of the aircraft while they are wearing NVG unless the aircraft is above 1000 feet AGL and away from built-up areas. 2. The students are to be briefed extensively on the limitations and characteristics of the NVG. 3. The aircraft captain shall ensure that the NVGs are properly fitted and adjusted or best resolution. 4. The aircraft captain will not be wearing NVG during demo flight and will ensure that the flight profile of the aircraft remains within normal unaided night flying limits. 5. Only NVG certified (by the school) pilots will conduct these missions. 6. Currency will be maintained by instructor prior to conducting NVG flights. 						
Emergency Procedures: <ol style="list-style-type: none"> 1. Should any student become disoriented while wearing NVG and at the controls of the aircraft, the aircraft captain shall take control. If the problem persists, the aircraft will be RTB 						
Risk Level (after minimizing procedures taken into account): High ____ Medium ____ Low <u>X</u>						

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	catastrophic					
	critical					
	marginal					
	negligible					
Hazard: Loss of equipment and/or exposure of poisonous substances, found on the internal surface of the NVG glass tubes, to crew members						
Cause: Improper handling to include inadvertently dropping the NVG or knocking them off their helmet mount when ingressing or egressing the aircraft.						
Effect: Damage to the Night Vision Goggles with the most serious being the shattering of the NVG tubes which have a poisonous covering on the internal surface of the glass.						
Minimizing Procedures: 1. All personnel using the goggles will be thoroughly briefed on their use and the actions required should the goggles be damaged based upon manufacture's recommendation. 2. The aircraft captain will assist all students with their ingress and egress if the students are using helmets with NVG mounted.						
Emergency Procedures: 1. Any NVG that have suspected damage to the NVG tubes are to be left in place and are to be removed using only approved HAZMAT procedures.						
Risk Level (after minimizing procedures taken into account): High ____ Medium ____ Low <u>X</u>						

Test Hazard Analysis Worksheet						
Test Title: Night Lighting Demonstration (unaided)	Hazard Category	Subjective Probability of Occurrence				
		high	probable	uncertain	remote	improbable
Aircraft/System: All NTPS Aircraft	catastrophic					
	critical					
	marginal					
	negligible					
Hazard: Insufficient lighting to operate the aircraft safely during critical phases of flight and during emergencies.						
Cause: Lighting switches/rheostats turned off or to low settings as part of the lighting evaluation just prior to a critical phase of flight or an emergency.						
Effect: Disorientation resulting in possible loss of the aircraft and/or serious injury to the crew.						
Minimizing Procedures: <ol style="list-style-type: none"> 1. Selection of movement of switches are to be done only with the concurrence of the instructor pilot. At no time are these switches to be operated during critical phases of flight, such as landing and takeoff, unless required by the aircraft as part of the normal operating profile of the aircraft. 2. The IP should ensure that all participants demonstrate familiarity with switch/rheostat location and identity. 3. The IP should be able to quickly locate and operate required switches at a no or low light environment. 4. A flashlight will be readily accessible and all crew members should be briefed on its location and use. 						
Emergency Procedures: <ol style="list-style-type: none"> 1. Fly the aircraft first and carry out essential initial actions. 2. If possible, return lighting to desired levels. 						
Risk Level (after minimizing procedures taken into account): High ____ Medium ____ Low <u> X </u>						