

NVIS EVALUATION CHECK LIST

NVIS Evaluation Guide/Check List

NVIS Lighting System Evaluation Check Lists:

Aircraft Make-Model: _____

S/N: _____

Registration Number: _____

NVIS Lighting System Ground Evaluation: Daylight Readability

Setup:

Aircraft should be in full sunlight, preferably late afternoon or early morning with sun low on horizon. The aircraft should be rotated such that the sun shines onto the instrument panel at different angles to evaluate effect on readability.

A "sun gun" or similar sunlight simulator capable of 10,000 cd/m² at instrument face is acceptable.

Evaluate instruments altered by alternate lighting system (filtered, etc.).

Objective of test: Ensure instruments/gauges are readable in various daytime environmental conditions. Colors are conserved.

#	Item	Remarks/Comments
1.	All filtered displays are readable from pilot's position and other front seat position with sunlight shining on the display.	
2.	MASTER WARNING & WARNING LIGHTS a. Filtered Master Warning, Caution, Advisory, Warning System (CAWS) panel warning lights that use NVIS Red are distinguishable as "red" (not orange/amber) compared to other lights on the instrument panel (there are no other red lights on the instrument panel that are true red that could lead to confusion). b. Bright and distinguishable enough to capture pilot's attention at all external light levels and sun angles.	

3.	<p>MASTER CAUTION & CAUTION LIGHTS</p> <p>a. Filtered Master Caution, (CAWS) panel caution lights that use NVIS Yellow are distinguishable as amber/yellow compared to NVIS Red lamps. (Do not look green, white, orange.)</p> <p>b. Bright and distinguishable enough to capture pilot's attention at all external light levels and sun angles.</p>	
4.	<p>Gauges with filtered material are readable, including any colored arcs or markings (the colors must be distinguishable through the filter material) as required by 14 CFR 27/29.1321, 27/29.1381.</p>	
5.	<p>Radio, GPS, or other readout displays with filters are readable.</p>	
6.	<p>Colors are uniform. (there are not different shades of Red, Amber, and Yellow). In some cases, mixing NVIS colors with EFIS or filtered colors leads to different shades of colors. For instance, use of NVIS red on CAWS panels with normal red on EFIS or a filtered instrument can lead to NVIS red looking orange or amber compared to red. Same with Yellow, NVIS yellow can appear greenish.</p> <p>Ensure colors are uniform to preclude confusion. (There is an NVIS compatible red that is closer to aviation red than pure NVIS Red.)</p>	