

CHAPTER – 5

NIGHT FLYING

1. In order to conduct efficient and safe night flying following procedures are to be strictly adhered to :

- a. A detailed night flying briefing is to be carried out by squadron operations off (SOO) or any designated officer and aircraft lighting system and night flying procedures and tech
- b. Before every sortie a mission brief is to be carried out by the captain.
- c. A blind fold cockpit check of all aircrew is to be conducted before commencement of night flying.
- d. Pilots must be have flown a day mission with in last 5 days.

2. **OIC Night Flying and Ground Supervisor.** One unit Pilot of the rank of Flight Lieutenant and above is to be detailed as OIC night flying along with one instructor/OC being on ground supervisor. OIC Night Flying who is to co-ordinate the night flying program with other units, assist the aircraft in emergency and update the aircraft position and weather scenario to on ground supervisor.

3. **Pre Flight Inspection.** It is to be carried out as per the day time In addition the following should be checked by the Load Master/Co-Pilot.

- a. Functional checks of all ext lights.
- b. Cleanliness of the canopy and wind screen.
- c. All cockpit lights.
- d. Display of the standard position.

4. **Start Up.** Before starting all crew are to put all cockpit lights. To max illumination and subsequently adjust the brightness with the dimmer. For starting the main engine pilot is to flicker the taxi lights once or twice to indicate whether the left or right engine is going to be started. Engines are to be started only after getting clearance from ground crew.

5. **Taxing.**

- a. When ready to taxi out, Co-Pilot is to switch on the taxi light and obtain clearance from the ground crew.
- b. Taxing is to be done with taxi lights on.
- c. The judgment of speed and distance is more difficult at night then day time due to lack of visual cues. Care must be taken, therefore to keep taxing speed down to norm. In case of any doubt stop immediately, use the Taxi/landing light.
- d. Switching off the taxi lights when the aircraft straightens out for stopping in the parking

are to help the marshaller ascertain the exact position of the nose wheel.

- e. Instrument checks must be carried out whilst taxiing out (away from the maneuvering area)

CAUTION : Landing light can be used on ground for max 5 min.

6. **Take off:**

- a. Initially Pilot will remain visual by ref to the runway lights and complete transfer to instrument should be accomplished by the time runway lights disappear.
- b. 'X' wind turn is to be initiated at 600 ft.

7. **Circuit and Landings:**

- a. **Ni Circuit Procedure.** At night the circuit procedure is same as of the day time except the following:

- (1) After take off remain on instrument till 600 ft height.
- (2) On time final app take the help of the VASI,PAPI or any other available approach light system is available.
- (3) If the aircraft has not touched down within 4000 ft or avail runway length is less than 4000 ft, an immediate go round is to be executed.

- b. **Bad Weather and Short Circuits.** Bad weather and short circuits may be practice at night with specify authorization of the Officer Commanding.

- c. **Use of Lights during Take off/Landing:**

- (1) As a general rule, all take off and landing are to be carried out with landing lights on.
- (2) Taxi/no light take off and landing may be carry out for training purposes in dual mission only.
- (3) It is allowed to app and land with Taxi lights during rain, drizzle or fog.

NOTE :

- 1. During mission involving day and night flying, the aircraft's internal light sys is to be switch on 30 min before official sunset.
- 2. At night every effort must be made to give all circuit R/T calls from the standard position.
- 3. If there is a strong reflection of navigator and anti-collision lights from cloud, rain, drizzle or fog, then the lights may be switch off.