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Subject: CEN23LA350

The accident with N288AE (Bell 206L-3) occurred while using NVGs in a rural farming area, it involved shadows, construction (a man-made object, the wire fence that was impacted by the tail rotor system), and the subject areas of terrain density and vegetation came into play also.

The NTSB investigator-in-charge reviewed the night vision goggle (NVG) training program that Air Evac Lifeteam created and utilizes. The different areas taught on terrain interpretation were compared with what is in the U.S. Army Training Circular 3-04.4 Fundamentals of Flight (utilized by the U.S. Army for NVG training), for terrain interpretation.

A side-by-side comparison of the different areas taught regarding terrain interpretation for the two training programs was created and was shared with Air Evac Lifeteam. Air Evac Lifeteam was asked by the NTSB on August 18, 2023, if they would consider adding some additional information to their NVG training program on shadows, construction, terrain density, and vegetation. Air Evac Lifeteam agreed and updated their NVG training program with all these additional areas. The updated NVG training program was implemented at Air Evac Lifeteam on August 31, 2023.

Nothing Follows

CEN23LA350 (N288AE, Bell 206L-3)

Safety Improvement Proposal

Air Evac Lifeteam – NVG Training

(Terrain Interpretation Areas)

- Size (72)
- Shape (73)
- Contrast (74)
- Reflectivity (74)
- Color (74)
- Texture (74)
- Background (74)

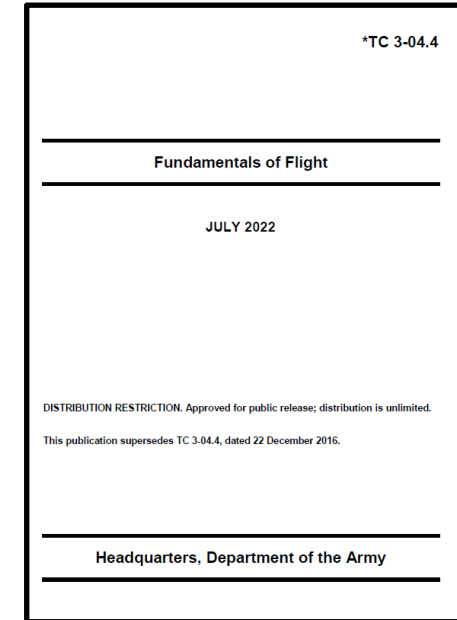


Suggestion: Add some additional slides about shadows, construction, terrain density, and vegetation to the Air Evac Lifeteam NVG training presentation?

U.S. Army – NVG Training

(Terrain Interpretation Areas)

- Size (4-26)
- Shape (4-26)
- Contrast (4-26)
- Reflectivity (4-28)
- Color (4-26)
- Texture (4-27)
- Shadows (4-27)
- Construction (4-28)
- Terrain Density (4-30)
- Vegetation* (4-30)



*Different from vegetated rolling terrain.