

## VISION 2024 (edition 2)

Welcome to the Fall 2024!

In this edition of the newsletter, we focus on the transition to LED approach lighting systems and the use of EFVS for credit in low visibility takeoffs.

## **LED Installations**

The FAA is replacing incandescent bulbs in approach lighting systems with LED bulbs. Pilots conducting EFVS operations using EFVS utilizing IR technology may experience a significant reduction in visual advantage when flying approaches to runways with LED approach lighting systems.

We are developing a couple flight planning tools that should help pilots identify runway ends with LED lighting.

- The FAA will soon include a general remark in the airport chart supplement to alert EFVS users to the presence of LED approach lighting at an airport. Unfortunately this will only indicate that at least one of the runway ends at the airport has LEDs installed, but wont identify which one.
- The Flight Technologies and Procedures Division maintains a list of runways ends with LED approach lighting systems installed. This list is published on the FAA EFVS web page and updated quarterly.

As the numbers of LED installations increase, EFVS operational credit to begin an approach or to dispatch to the destination airport may need to be adjusted for IR systems.

220	OKLAHOMA
WILLE	OGERS WORLD (CKC)(KOKC) P (ANG) 6 SW UTC-6(-5DT) N35°23.58" W97°36.05" DALLAS-FT WORTH
1296	B LRA Class I, ARFF Index C NOTAM FILE OKC H-6H, L-150
	71_359: H9803X150 (CONC-GRVD) S-120, D-250, 2S-175, 2D-550 PCN 98 R/B/W/T HIRL IAP, AD
CL	
RW	YIN: MALSR. RVII-TMR
RW	Y35R: ALSF2, TD3L, RVR-TMR Rgt tfc.
RWY 1	78-35L: H9801X L50 (CONC-GRVD) S-120, D-250, 2S-175, 2D-550 PCN 98 R/BW/T HIRL CL
RW	Y17R: MALSR. PAPI(P4L)—GA 3.0° TCH 60°. RVR-TR Rgt tfc.
RW	7 35L: MALSR. R\$R-TR 0.3% up.
	3-31: H7800X110 (CONC-GRVD) S-120, D-250, 2S-175, 2D-489 PCN 84 R/B/W/T MIRL
	Y13: REIL. PAP (P4L)—GA 3.0° TCH 52′. Rgt tfc.
	Y31: REIL. PAP (P4L)—GA 3.0° TCH 52'.
	#-36: H3078X 5 (ASPH) S-116, D-164, 2S-175, 2D-269 PCN 46 F/C/W/T
	Y18: Rgt tfc.
	AY DECLARED DISTANCE INFORMATION
	Y13: TORA-7800 TODA-7800 ASDA-7800 LDA-7800
	Y11LTORA-∮802 TODA-9802 ASDA-9802 LDA-9802 Y17R-TORA-∮800 TODA-9800 ASDA-9800 LDA-9800
	TIR:TORA-9800 TODA-9800 ASDA-9800 LDA-9800 Y18:TORA-3079 TODA-3079 ASDA-3079 LDA-3079
	118: TORA-20079 TODA-3079 ASDA-3079 LDA-3079 111: TORA-200 TODA-200 ASDA-200 LDA-200
	131: TORA#7800 TODA-7800 ASDA-7800 LDA-7800 1351:TORA#9800 TODA-9800 ASDA-9800 LDA-9800
	Y358-TORA-9802 TODA-9802 ASDA-9802 LDA-9802
	136 TORA-3079 TODA-3079 ASDA-3079 LDA-3079
	CE: S4 FUEL 100LL, JET A 0X 1, 2, 3, 4 LGT Rwy 17R PAPI unusbi 4 degs right of rwy cntrin, MILITARY—JASU
	MA-1A) (CE12) (CE13) 4(CE16) FUEL A. A+ (405-218-3000 ext 1.) (NC-100LL) FLUID LPOX OIL 0-128-156(Mil)
	RTREMARKS: Attended continuously. Numerous birds on and invol arct. PPR for parking on FAA Aeronautical Center ramp
ph	one 405-954-9783 and email MXC@FAA.gov. Pilots of acft with wing spans greater than 118 ' must use judgement.
ov	er steering at all twy intersections, Rwy 18-36 600° west of Rwy 17R-35L on existing twy, Rwy 18-36 VFR dalgt
op	erations only except for Air National Guard. Rwy 18-36 used as taxiway when not used as rwy. Rwy 18-36, Twy G
	st of Rwy 17R-35L, Twy A2 east of Twy A, Twy D southwest of Rwy 13-31, Twy A1, Twy A3, Twy A4, Twy A6, Twy
	and C2, not avbl for air carrier ops with over 9 passenger seats. Twy G west of Twy B clsd to all except U.S. Marshals
	rvice acft. Twy C2 clsd to all ops except Metro Tech tfc. Twys H2 and G east of Twy H clsd indef. Compass rose restricted
	acft under 95,000 lbs except ANG C-130. Twy B north of compass rose restricted to acft under 120,000 lbs except
AN	IG C-130. All ramps are uncontrolled. Flight Notification Service (ADCUS) available.

The views and opinions expressed in this newsletter are those of the authors and do not necessarily reflect the official policy or position of the FAA, editor, or newsletter staff.



## **Use of EFVS During Takeoff**

Operations Specifications C078 and C079 are used to authorize lower than standard takeoff operations. The main method of authorizing takeoffs in visibilities below RVR 1600 and as low as RVR 300 is the use of very specific aircraft equipage and airport infrastructure requirements.

A new provision being added to the OpSpec will allow pilots to make assessments of takeoff visibility using a EFVS certified for EFVS operations. For EFVS derived takeoffs, the derived enhanced visibility must be estimated to be no less than RVR 1600 as viewed through the EFVS of the pilot performing the takeoff.

The enhanced visibility assessment may be conducted in reported visibilities no lower than RVR 500 when using a system that meets the requirements of § 91.176(b)(1). Also, there is no requirement for the runway to have centerline lighting.

The enhanced visibility assessment may be conducted in reported visibilities no lower than RVR 300 when using a system that meets the requirements of § 91.176(a)(1) and has an EFVS display for the pilot monitoring as prescribed in § 91.176 (a)(1)(ii)). There is also a requirement for the runway to have centerline lighting in order to use EFVS for takeoff below RVR 500.

This authorization does not apply to part 91 or 91K operators, but they should familiarize themselves with these procedures before applying them.