

## A high-speed train (TGV) is shown from a front-on perspective, moving through a tunnel. The train is white with blue and red accents. The tunnel's opening reveals a dramatic sky with large, dark, billowing clouds. The train's headlights are on, and the overall scene is dynamic and visually striking.

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.

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.

A photograph of a large commercial airplane, possibly a Boeing 747, on a runway. The plane is white with a dark stripe along the fuselage. It is positioned in the center of the frame, facing the viewer. In the foreground, there is a fence made of barbed wire. The background is hazy, suggesting a foggy or overcast day. The overall tone of the image is somewhat somber and industrial.

- ## 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.

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.

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

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