



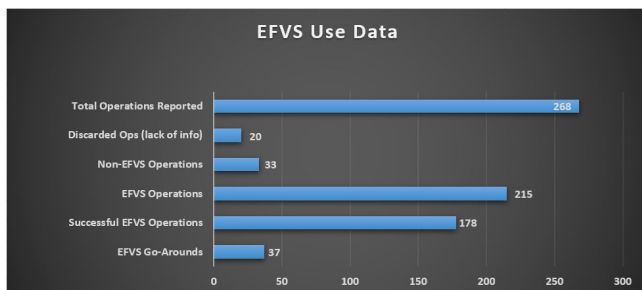
VISION 2025 (edition 2)

Welcome to Fall 2025!

In this edition of the newsletter, we focus on the numbers of EFVS operations, LED conversions, EFVS users, and EFVS ops credit.

EFVS User Feedback

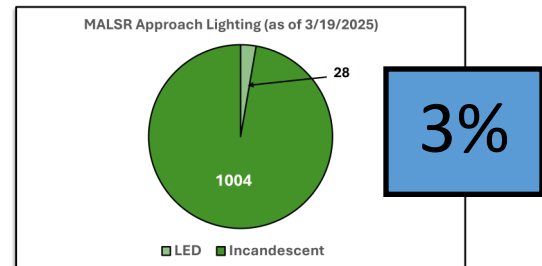
The EFVS User Feedback web form was developed as a tool for EFVS users to submit information about their experiences any time an EFVS is used on an approach in challenging weather conditions. The information in this form allows for improvements to EFVS operational policy and increases awareness of EFVS sensor performance in the EFVS operator community. The web form can be found on the FAA EFVS web page (<https://www.faa.gov/efvs>). Although it is not mandatory, any information provided through the web form is greatly appreciated and is extremely useful.



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.

LED Conversion

Conversions from incandescent bulbs to LEDs in MALS systems began in early 2024, and the complete transition is expected to take 6-8 years. Currently, 28 of the 1032 MALS systems in the NAS have been converted to LEDs.



EFVS User Profiles

The majority of EFVS users remain in the part 91 space, but there has been a slight increase in numbers of part 135 and 129 operators in recent months.

FAR Part	C048 Issued
91	699
91K	2
121	1
125	0
129	8
135	31

EFVS Operational Credit

EFVS operational credit is used to allow the operator to release a flight or dispatch to the destination airport or begin an approach at an airport when the forecast/reported visibility is less than that on the approach being used. Parts 91 and 91K do not need the EFVS credit to begin an approach.

FAR Part	C048 Issued	Using EFVS Credit
121	1	1
129	8	6
135	31	13