VISION

2024 (edition 1)

Welcome to 2024! We are beginning to see increasing operator interest generated in vision systems as manufacturers continue to explore new and innovative ways to utilize vision systems in aircraft operations beyond the EFVS operation. We are looking forward to 2024.

Head-Worn Display

We continue to see a lot of progress and innovation in vision system technologies. The FAA recently certified an EFVS utilizing a head-worn display. This technology may make the benefits of vision systems more accessible. Once Flight Standards finishes an operational and training evaluation, the system should be ready for operational authorization. The head-worn display is just one of many innovation in vision technologies we might see in the near future.

Photograph courtesy of Univers[illegible]

OSR Update

The fifth revision of the EFVS Operational Suitability Report (OSR) published recently and includes some important updates:

- Recommendations for credit will be applicable to a sensor installation specific to a aircraft make/model/series.
- The revision includes more detailed information on the data Flight Standards requires to make recommendations for operational credit.
- A recent recommendation for 50% credit.

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.

Turning off the EFVS Image

Turing off the EFVS image during either EFVS operation is not acceptable because FAA regulations requires the system to be operating from decision altitude through landing and rollout. But … there are some instances where it may be acceptable to turn off the image.

- If a display malfunction distracts the pilot prior to touchdown, the image may be removed from the display. The pilot is expected to execute a go around unless continuing is determined to be a safer course of action.
- It is a common technique to temporarily toggle the image off then on so the pilot flying can determine they have sufficient flight visibility to continue at 100 feet.

Leaving the EFVS ON during the entire EFVS operation is required and is the safe thing to do.

LED Lighting Update

The supply of incandescent bulbs used in approach light systems is limited, and soon, the FAA will have no choice but to begin replacing them with LED bulbs. This may have a significant effect on the performance of IR-based EFVS sensors. There are efforts underway to determine a method of informing pilots where these LED approach lights are installed. There may be updates to flight information publications or we may just have to keep a listing on our EFVS website.