



VISION

2023 (edition 1)

In this edition, we discuss some potential uses of vision systems in the future as well as how information provided by pilots provides valuable information on EFVS sensor performance.

A Look Ahead

Flight Standards is exploring different methods to use vision systems to enhance and expand flight operations. We have numerous Human Factors research items in the queue and are awaiting simulator and equipment availability. Although not an exhaustive list, and no promises are being made that these will occur, the following will give a sense of potential things to come.

- The use of Synthetic Vision Guidance Systems (SVGS) during low visibility operations including CAT I and CAT II IAPs
- The use of SVGS as a CAT III rollout aid
- The use of Combined Vision Systems (CVS) during instrument approach operations
- Human Factors aspects of binocular and monocular head-worn displays (HWD) and their use in various flight operations
- The use of Enhanced Flight Vision Systems (EFVS) for lower than standard takeoff credit

Another vision system item that may come your way in the near future is the European Aviation Safety Agency (EASA) EFVS rules. These rules include an operation called EFVS 200 which is not recognized in the FAA regulations.

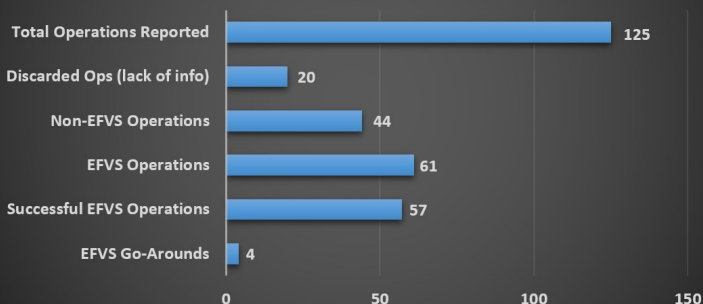
EFVS Authorization Data

CFR	C048
Part 91	314
Part 91K	2
Part 121	1
Part 129	6
Part 135	29
Total	352

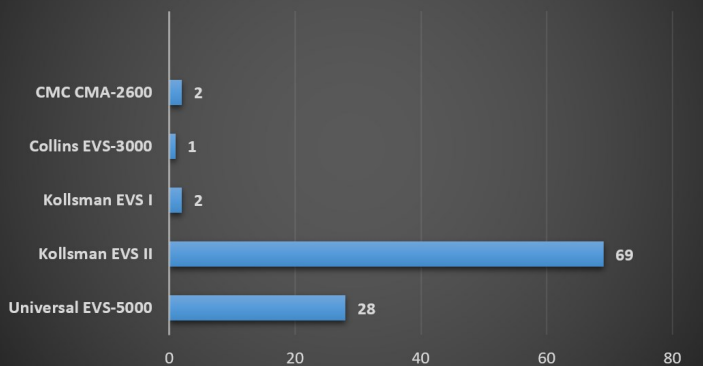
Pilot Feedback

These charts summarize some of the data collected over the last two years. We appreciate the pilots that took the time to send us the information. We did receive a lot of feedback from pilots using EFVS in non-EFVS operations, and any information we can collect in low visibility conditions is appreciated. Adding an email address to your submission helps us by giving an extra look into the operation and gathering additional information if needed. Thanks again for all the support.

EFVS Use Data



Sensor Types Reported



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