

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.80

National Policy

Effective Date:
05/11/09

Cancellation Date:
05/11/10

SUBJ: OPSPEC/MSPEC/LOA C048 Enhanced Flight Vision System (EFVS) Use on Straight-In Instrument Approach Procedures Other Than Category II or Category III - All Airports

- 1. Purpose of This Notice.** This notice provides new guidance and authorizations for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) assigned to certificate holders, operators or program managers conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (91K, 121, 125 (including the Letter of Deviation Authority (LODA) 125 operators), 129 and 135. This notice establishes operations specification (OpSpec), management specification (MSpec), and letter of authorization (LOA) for operations with Enhanced Flight Vision Systems (EFVS).
- 2. Audience.** The primary audience for this notice is FAA CHDOs and POIs assigned to certificate holders, operators or program managers conducting airplane operations under parts 91K, 121, 125 (including the LODA 125A for part 125M operators), 129, and 135 regarding the authorization of EFVS operations. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.
- 3. Where You Can Find This Notice.** Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators may find this information on the FAA Web site at: <http://fsims.faa.gov>.
- 4. Background.** For many years part 91, § 91.175 prescribed flight visibility requirements using the pilot's natural vision to identify the approach lights and the runway environment when operating an aircraft under instrument flight rules (IFR). Until Amendment 91-281 (69 FR 1620, January 9, 2004), § 91.175 did not allow descents and landings if the pilot could not see certain required visual references using natural vision. Amendment 91-281 revised § 91.175, part 121, § 121.651, part 125, § 125.381, and part 135, § 135.225, to allow a pilot to descend below Decision Altitude (DA) or minimum descent altitude (MDA) on straight-in instrument approach procedures (IAP) other than Category II (CAT II) or Category III (CAT III) using an FAA-certificated EFVS. This revision of the regulations allows a pilot to use an EFVS to identify the required visual references, to verify proper runway alignment, and to descend from the decision altitude or minimum descent altitude, to 100 feet above the touchdown zone elevation (TDZE) of the runway of intended landing when the runway environment is not visible using the pilot's natural vision.

5. Guidance. The Flight Technologies and Procedures Division, AFS-400, developed this notice in conjunction with members of the Operations Specification Working Group (OSWG). This notice introduces the use of EFVS to identify required visual references for straight-in IAPs when weather conditions do not allow use of natural vision alone. This notice contains the following:

- The sample OpSpec C048 template in Appendix A applies to part 121,
- The sample OpSpec C048 template in Appendix B applies to part 135,
- The sample OpSpec C048 template in Appendix C applies to part 125,
- The sample MSPEC MC048 template in Appendix D applies to part 91 subpart K,
- The sample LOA C048 template in Appendix E applies to part 125M,
- The sample OpSpec C048 template in Appendix F applies to part 129,
- The sample OpSpec C048 template in Appendix G applies to part 121/135 split certificates.

Note: The guidance for inspectors that FAA will incorporate into Volume 3, Chapter 18, Section 5, Part C Operations Specifications-Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations. It should be noted that part 91 operators (except for part 91K) are authorized by the regulations to conduct EFVS operations without being issued a LOA.

6. Action. POIs should review the new guidance for issuance of the paragraph contained in this notice. POIs should provide this notice to the certificate holders, operators or program managers for whom they are responsible, alerting them of updated optional operating procedures as well as pilot knowledge and training guidance.

7. Disposition. We will permanently incorporate this information in FSIMS before this notice expires. Direct questions or comments concerning this notice in regard to the Flight Operations Branch (AFS-410), at 202-385-4625.

ORIGINAL SIGNED by
John McGraw for

John M. Allen
Director, Flight Standards Service

Appendix A. Sample OpSpec C048 Enhanced Flight Vision Systems, 14 CFR Part 121 Certificate Holders

a. The certificate holder is authorized to conduct straight-in IAPs, other than CAT II or CAT III, using a certified Enhanced Flight Vision System (EFVS) installed in the following aircraft in accordance with the limitations and provisions as specified in this operations specification under the provisions of 14 CFR § 91.175(l) and (m) and, § 121.651, as applicable.

b. Authorized Aircraft and EFVS Equipment. The certificate holder is authorized to conduct instrument approach operations using the following aircraft and FAA-certified EFVS:

Table 1 - Authorized Aircraft and EFVS Equipment

Aircraft Type (M/M/S)	EFVS (Model/Version)	Equipment and/or Special Limitations	Remarks
TABL01	TABL02	TABL03	TABL04

c. Limitations and Provisions. The certificate holder is authorized to operate with an FAA-certified EFVS in accordance with the following limitations and provisions:

(1) An EFVS may be used to descend below DA or MDA on straight-in IAPs, other than CAT II or CAT III, in accordance with applicable regulations.

Note: EFVS shall not be used to satisfy the § 91.175 (e)(2) requirement that an identifiable part of the airport be distinctly visible to the pilot during a circling maneuver at or above MDA or while descending below MDA. EFVS shall only be used during a circle-to-land maneuver provided the visual references required throughout the circling maneuver are distinctly visible using natural vision.

(2) The enhanced flight visibility, as determined by the pilot, shall not be less than the minimum visibility prescribed in the IAP being flown.

(3) When EFVS is used to descend below DA or MDA, the EFVS sensor imagery shall be used to determine the enhanced flight visibility and to identify the required visual references to no lower than 100 feet above the touchdown zone elevation (TDZE).

(4) Below 100 feet above the TDZE, the flight visibility shall be sufficient for the required visual references to be distinctly visible and identifiable using natural vision.

(5) The airborne equipment required by subparagraph b, above, is installed and operating satisfactorily.

d. Pilot Qualifications and Approved EFVS Training Program. The use of EFVS as prescribed in this operations specification is authorized for only those PICs and SICs who have completed the certificate holder’s approved EFVS training program and who have been qualified for EFVS operations by one of the certificate holder’s check airmen or FAA inspector.

e. Missed Approach Requirements. A missed approach shall be initiated:

(1) In accordance with the certificate holder’s approved procedures for EFVS failures or abnormalities.

(2) At or below DA or MDA, if the enhanced flight visibility becomes less than the visibility minimums prescribed in the IAP being used.

(3) At or below DA or MDA, if the visual references required by the regulations are not distinctly visible and identifiable.

(4) At or below DA or MDA, if any of the requirements of § 91.175(l) are not met.

f. Aircraft Maintenance. The certificate holder shall incorporate into their maintenance program the EFVS manufacturer's requirements for maintenance and instructions for continued airworthiness for the EFVS equipment and aircraft listed in Table 1 of this operations specification. This requirement includes cleaning, inspection, adjusting, testing, lubrication, and any other specified requirements.

TEXT99

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1. Issued by the Federal Aviation Administration.
 2. Support information reference:
 3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective:

Amendment Number:

5. I hereby accept and receive the Operations Specifications in this paragraph.

Date:

Appendix B. Sample OpSpec C048 Enhanced Flight Vision Systems, 14 CFR Part 125 Certificate Holders

- a. The certificate holder is authorized to conduct straight-in IAPs, other than CAT II or CAT III, using a certified enhanced flight vision system (EFVS) installed in the following aircraft in accordance with the limitations and provisions as specified in this operations specification under the provisions of 14 CFR § 91.175(l) and (m) and, § 125.381, as applicable.
- b. Authorized Aircraft and EFVS Equipment. The certificate holder is authorized to conduct instrument approach operations using the following aircraft and FAA-certified EFVS:

Table 1 - Authorized Aircraft and EFVS Equipment

Aircraft Type (M/M/S)	EFVS (Model/Version)	Equipment and/or Special Limitations	Remarks
TABL01	TABL02	TABL03	TABL04

- c. Limitations and Provisions. The certificate holder is authorized to operate with an FAA-certified EFVS in accordance with the following limitations and provisions:

(1) An EFVS may be used to descend below DA or MDA on straight-in IAPs, other than CAT II or CAT III, in accordance with applicable regulations.

Note: EFVS shall not be used to satisfy the § 91.175 (e)(2) requirement that an identifiable part of the airport be distinctly visible to the pilot during a circling maneuver at or above MDA or while descending below MDA. EFVS shall only be used during a circle-to-land maneuver provided the visual references required throughout the circling maneuver are distinctly visible using natural vision.

(2) The enhanced flight visibility, as determined by the pilot, shall not be less than the minimum visibility prescribed in the IAP being flown.

(3) When EFVS is used to descend below DA or MDA, the EFVS sensor imagery shall be used to determine the enhanced flight visibility and to identify the required visual references to no lower than 100 feet above the touchdown zone elevation (TDZE).

(4) Below 100 feet above the TDZE, the flight visibility shall be sufficient for the required visual references to be distinctly visible and identifiable using natural vision.

(5) The airborne equipment required by subparagraph b, above, is installed and operating satisfactorily.

- d. Pilot Qualifications and Approved EFVS Training Program. The use of EFVS as prescribed in this operations specification is authorized for only those PICs and SICs who have completed the certificate holder’s approved EFVS training program and who have been qualified for EFVS operations by one of the certificate holder’s check airmen or FAA inspector.

- e. Missed Approach Requirements. A missed approach shall be initiated:

(1) In accordance with the certificate holder’s approved procedures for EFVS failures or abnormalities.

(2) At or below DA or MDA, if the enhanced flight visibility becomes less than the visibility minimums prescribed in the IAP being used.

(3) At or below DA or MDA, if the visual references required by the regulations are not distinctly visible and identifiable.

(4) At or below DA or MDA, if any of the requirements of § 91.175(l) are not met.

f. Aircraft Maintenance. The certificate holder shall incorporate into their maintenance program the EFVS manufacturer's requirements for maintenance and instructions for continued airworthiness for the EFVS equipment and aircraft listed in Table 1 of this operations specification. This requirement includes cleaning, inspection, adjusting, testing, lubrication, and any other specified requirements.

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Appendix C. Sample OpSpec C048 Enhanced Flight Vision Systems, 14 CFR Part 135 Certificate Holders

- a. The certificate holder is authorized to conduct straight-in IAPs, other than CAT II or CAT III, using a certified enhanced flight vision system (EFVS) installed in the following aircraft in accordance with the limitations and provisions as specified in this operations specification under the provisions of 14 CFR § 91.175(l) and (m) and, § 135.225, as applicable.
- b. Authorized Aircraft and EFVS Equipment. The certificate holder is authorized to conduct instrument approach operations using the following aircraft and FAA-certified EFVS:

Table 1 - Authorized Aircraft and EFVS Equipment

Aircraft Type (M/M/S)	EFVS (Model/Version)	Equipment and/or Special Limitations	Remarks
TABL01	TABL02	TABL03	TABL04

- c. Limitations and Provisions. The certificate holder is authorized to operate with an FAA-certified EFVS in accordance with the following limitations and provisions:

(1) An EFVS may be used to descend below DA or MDA on straight-in IAPs other than CAT II or CAT III in accordance with applicable regulations.

Note: EFVS shall not be used to satisfy the § 91.175 (e)(2) requirement that an identifiable part of the airport be distinctly visible to the pilot during a circling maneuver at or above MDA or while descending below MDA. EFVS shall only be used during a circle-to-land maneuver provided the visual references required throughout the circling maneuver are distinctly visible using natural vision.

(2) The enhanced flight visibility, as determined by the pilot, shall not be less than the minimum visibility prescribed in the IAP being flown.

(3) When EFVS is used to descend below DA or MDA, the EFVS sensor imagery shall be used to determine the enhanced flight visibility and to identify the required visual references to no lower than 100 feet above the touchdown zone elevation (TDZE).

(4) Below 100 feet above the TDZE, the flight visibility shall be sufficient for the required visual references to be distinctly visible and identifiable using natural vision.

(5) The airborne equipment required by subparagraph b, above, is installed and operating satisfactorily.

- d. Pilot Qualifications and Approved EFVS Training Program. The use of EFVS as prescribed in this operations specification is authorized for only those PICs and SICs who have completed the certificate holder's approved EFVS training program and who have been qualified for EFVS operations by one of the certificate holder's check airmen or FAA inspector.

- e. Missed Approach Requirements. A missed approach shall be initiated:

(1) In accordance with the certificate holder's approved procedures for EFVS failures or abnormalities.

(2) At or below DA or MDA, if the enhanced flight visibility becomes less than the visibility minimums prescribed in the IAP being used.

(3) At or below DA or MDA, if the visual references required by the regulations are not distinctly visible and identifiable.

(4) At or below DA or MDA, if any of the requirements of § 91.175(l) are not met.

f. Aircraft Maintenance. The certificate holder shall maintain the aircraft and equipment listed in Table 1 of this operations specification in accordance with the aircraft manufacturer's or the equipment manufacturer's maintenance instructions. This requirement includes cleaning, inspection, adjustment, testing and lubrication.

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1. Issued by the Federal Aviation Administration.
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 3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective: Amendment Number:
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Date:

Appendix D. Sample MSpec MC048 Enhanced Flight Vision Systems, 14 CFR Part 91 Subpart K Program Managers

- a. The program manager is authorized to conduct straight-in IAPs, other than CAT II or CAT III, using a certified enhanced flight vision system (EFVS) installed in the following aircraft in accordance with the limitations and provisions as specified in this management specification under the provisions of 14 CFR part 91, § 91.175(l) and (m).
- b. Authorized Aircraft and EFVS Equipment. The program manager is authorized to conduct instrument approach operations using the following aircraft and FAA-certified EFVS:

Table 1 - Authorized Aircraft and EFVS Equipment

Aircraft Type (M/M/S)	EFVS (Model/Version)	Equipment and/or Special Limitations	Remarks
TABL01	TABL02	TABL03	TABL04

- c. Limitations and Provisions. The program manager is authorized to operate with an FAA-certified EFVS in accordance with the following limitations and provisions:

(1) An EFVS may be used to descend below DA or MDA on straight-in IAPs, other than CAT II or CAT III, in accordance with applicable regulations.

Note: EFVS shall not be used to satisfy the § 91.175 (e)(2) requirement that an identifiable part of the airport be distinctly visible to the pilot during a circling maneuver at or above MDA or while descending below MDA. EFVS shall only be used during a circle-to-land maneuver provided the visual references required throughout the circling maneuver are distinctly visible using natural vision.

(2) The enhanced flight visibility, as determined by the pilot, shall not be less than the minimum visibility prescribed in the IAP being flown.

(3) When EFVS is used to descend below DA or MDA, the EFVS sensor imagery shall be used to determine the enhanced flight visibility and to identify the required visual references to no lower than 100 feet above the touchdown zone elevation (TDZE).

(4) Below 100 feet above the TDZE, the flight visibility shall be sufficient for the required visual references to be distinctly visible and identifiable using natural vision.

(5) The airborne equipment required by subparagraph b, above, is installed and operating satisfactorily.

- d. Pilot Qualifications and Approved EFVS Training Program. The use of EFVS as prescribed in this management specification is authorized for only those PICs and SICs who have completed the program manager's approved EFVS training program and who have been qualified for EFVS operations by one of the program manager's check pilots or FAA inspector.

- e. Missed Approach Requirements. A missed approach shall be initiated:

(1) In accordance with the program manager's approved procedures for EFVS failures or abnormalities.

(2) At or below DA or MDA, if the enhanced flight visibility becomes less than the visibility minimums prescribed in the IAP being used

(3) At or below DA or MDA, if the visual references required by the regulations are not distinctly visible and identifiable.

(4) At or below DA or MDA, if any of the requirements of § 91.175(l) are not met.

f. Aircraft Maintenance. The program manager shall maintain the aircraft and equipment listed in Table 1 of this management specification in accordance with the aircraft manufacturer's or the equipment manufacturer's maintenance instructions. This requirement includes cleaning, inspection, adjustment, testing and lubrication.

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1. Issued by the Federal Aviation Administration.
 2. Support information reference:
 3. These Management Specifications are approved by direction of the Administrator.

4. Date Approval is effective: Amendment Number:
5. I hereby accept and receive the Management Specifications in this paragraph.

Date:

Appendix E. Sample Letter of Authorization (LOA) C048 Enhanced Flight Vision Systems, 14 CFR 125M Operators

1. The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), is authorized to conduct straight-in IAPs, other than CAT II or CAT III, using a certified enhanced flight vision system (EFVS) installed in the following aircraft in accordance with the limitations and provisions as specified in this letter of authorization under the provisions of 14 CFR § 91.175(l) and (m) and, § 125.381, as applicable.

2. Authorized Aircraft and EFVS Equipment. The Operator/Company is authorized to conduct instrument approach operations using the following aircraft and FAA-certified EFVS:

Table 1 - Authorized Aircraft and EFVS Equipment

Aircraft Type (M/M/S)	EFVS (Model/Version)	Equipment and/or Special Limitations	Remarks
TABL01	TABL02	TABL03	TABL04

3. Limitations and Provisions. The Operator/Company is authorized to operate with an FAA-certified EFVS in accordance with the following limitations and provisions:

a. An EFVS may be used to descend below DA or MDA on straight-in IAPs other than CAT II or CAT III in accordance with applicable regulations.

Note: EFVS shall not be used to satisfy the § 91.175 (e)(2) requirement that an identifiable part of the airport be distinctly visible to the pilot during a circling maneuver at or above MDA or while descending below MDA. EFVS shall only be used during a circle-to-land maneuver provided the visual references required throughout the circling maneuver are distinctly visible using natural vision.

b. The enhanced flight visibility, as determined by the pilot, shall not be less than the minimum visibility prescribed in the IAP being flown.

c. When EFVS is used to descend below DA or MDA, the EFVS sensor imagery shall be used to determine the enhanced flight visibility and to identify the required visual references to no lower than 100 feet above the touchdown zone elevation (TDZE).

d. Below 100 feet above the TDZE, the flight visibility shall be sufficient for the required visual references to be distinctly visible and identifiable using natural vision.

e. The airborne equipment required by subparagraph 2, above, is installed and operating satisfactorily.

4. Pilot Qualifications and EFVS Training Program. The use of EFVS as prescribed in this letter of authorization is authorized for only those PICs and SICs who have completed EFVS training and who have been qualified for EFVS operations by a check airmen or FAA inspector.

5. Missed Approach Requirements. A missed approach shall be initiated:

a. In accordance with the Operator/Company’s approved procedures for EFVS failures or abnormalities.

b. At or below DA or MDA, if the enhanced flight visibility becomes less than the visibility minimums prescribed in the IAP being used.

c. At or below DA or MDA, if the visual references required by the regulations are not distinctly visible and identifiable.

d. At or below DA or MDA, if any of the requirements of § 91.175(l) are not met.

6. Aircraft Maintenance. The Operator/Company shall maintain the aircraft and equipment listed in Table 1 of this letter of authorization in accordance with the aircraft manufacturer's or the equipment manufacturer's maintenance instructions. This requirement includes cleaning, inspection, adjustment, testing and lubrication.

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This Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.

Date Approval is effective:

Amendment Number:

I hereby accept and receive this Authorization.

Date:

Appendix F. Sample OpSpec C048 Enhanced Flight Vision Systems, 14 CFR Part 129 Certificate Holders

- a. The foreign air carrier is authorized to conduct straight-in IAPs, other than CAT II or CAT III, using a certified enhanced flight vision system (EFVS) installed in the following aircraft in accordance with the limitations and provisions as specified in this operations specification under the provisions of 14 CFR § 91.175(l) and (m), as applicable.
- b. Authorized Aircraft and EFVS Equipment. The foreign air carrier is authorized to conduct instrument approach operations using the following aircraft and an EFVS certified by either the FAA or the State of the Operator:

Table 1 – Authorized Aircraft and EFVS Equipment

Aircraft Type (M/M/S)	EFVS (Model/Version)	Equipment and/or Special Limitations	Remarks
TABL01	TABL02	TABL03	TABL04

- c. Limitations and Provisions. The foreign air carrier is authorized to operate with an EFVS in accordance with the following limitations and provisions:

(1) The foreign air carrier is approved by the State of the Operator to use an EFVS on straight-in IAPs, other than CAT II or CAT III, and a copy of that approval is provided to the FAA.

(2) The foreign air carrier's EFVS has either an FAA type design approval or, for a foreign-registered aircraft, the EFVS complies with all of the EFVS requirements of § 91.175.

(3) An EFVS may be used to descend below DA or MDA on straight-in IAPs, other than CAT II or CAT III, in accordance with applicable regulations.

Note: EFVS shall not be used to satisfy the § 91.175 (e)(2) requirement that an identifiable part of the airport be distinctly visible to the pilot during a circling maneuver at or above MDA or while descending below MDA. EFVS shall only be used during a circle-to-land maneuver provided the visual references required throughout the circling maneuver are distinctly visible using natural vision.

(4) The enhanced flight visibility, as determined by the pilot, shall not be less than the minimum visibility prescribed in the IAP being flown.

(5) When EFVS is used to descend below DA or MDA, the EFVS sensor imagery shall be used to determine the enhanced flight visibility and to identify the required visual references to no lower than 100 feet above the touchdown zone elevation (TDZE).

(6) Below 100 feet above the TDZE, the flight visibility shall be sufficient for the required visual references to be distinctly visible and identifiable using natural vision.

(7) The airborne equipment required by subparagraph b, above, is installed and operating satisfactorily.

- d. Pilot Qualifications and Approved EFVS Training Program. The use of EFVS as prescribed in this operations specification is authorized for only those PICs and SICs who have successfully completed the foreign air carrier's approved EFVS training program and who have been certified as being qualified for EFVS operations by one of the foreign air carrier's check airmen properly qualified for EFVS operations or a CAA inspector from the State of the Operator.

- e. Missed Approach Requirements. A missed approach shall be initiated:

- (1) In accordance with the foreign air carrier’s approved procedures for EFVS failures or abnormalities.-
 - (2) At or below DA or MDA, if the enhanced flight visibility becomes less than the visibility minimums prescribed in the instrument approach procedure being used.
 - (3) At or below DA or MDA, if the visual references required by the regulations are not distinctly visible and identifiable.
 - (4) At or below DA or MDA, if any of the requirements of § 91.175(l) are not met.
- f. Aircraft Maintenance. The foreign air carrier shall maintain the aircraft and equipment listed in Table 1 of this operations specification in accordance with its maintenance program approved by the State of the Operator. This requirement includes cleaning, inspection, adjustment, testing, and lubrication.

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- 1. Issued by the Federal Aviation Administration.
 - 2. Support information reference:
 - 3. These Foreign Operations Specifications are approved by direction of the Administrator.

- 4. Date Approval is effective: Amendment Number:
- 5. I hereby accept and receive the Foreign Operations Specifications in this paragraph.

Date:

Appendix G. Sample OpSpec C048 Enhanced Flight Vision Systems, 14 CFR Parts 121/135 Split Certificate Holders

- a. The certificate holder is authorized to conduct straight-in IAPs, other than CAT II or CAT III, using a certified enhanced flight vision system (EFVS) installed in the following aircraft in accordance with the limitations and provisions as specified in this operations specification under the provisions of 14 CFR § 91.175(l) and (m) and, § 121.651 or § 135.225, as applicable.
- b. Authorized Aircraft and EFVS Equipment. The certificate holder is authorized to conduct instrument approach operations using the following aircraft and FAA-certified EFVS:

Table 1 - Authorized Aircraft and EFVS Equipment

Aircraft Type (M/M/S)	EFVS (Model/Version)	Equipment and/or Special Limitations	Remarks
TABL01	TABL02	TABL03	TABL04

- c. Limitations and Provisions. The certificate holder is authorized to operate with an FAA-certified EFVS in accordance with the following limitations and provisions:

(1) An EFVS may be used to descend below DA or MDA on straight-in IAPs other than CAT II or CAT III in accordance with applicable regulations.

Note: EFVS shall not be used to satisfy the § 91.175 (e)(2) requirement that an identifiable part of the airport be distinctly visible to the pilot during a circling maneuver at or above MDA or while descending below MDA. EFVS shall only be used during a circle-to-land maneuver provided the visual references required throughout the circling maneuver are distinctly visible using natural vision.

(2) The enhanced flight visibility, as determined by the pilot, shall not be less than the minimum visibility prescribed in the IAP being flown.

(3) When EFVS is used to descend below DA or MDA, the EFVS sensor imagery shall be used to determine the enhanced flight visibility and to identify the required visual references to no lower than 100 feet above the touchdown zone elevation (TDZE).

(4) Below 100 feet above the TDZE, the flight visibility shall be sufficient for the required visual references to be distinctly visible and identifiable using natural vision.

(5) The airborne equipment required by subparagraph b, above, is installed and operating satisfactorily.

- d. Pilot Qualifications and Approved EFVS Training Program. The use of EFVS as prescribed in this operations specification is authorized for only those PICs and SICs who have completed the certificate holder's approved EFVS training program and who have been qualified for EFVS operations by one of the certificate holder's check airmen or FAA inspector.

- e. Missed Approach Requirements. A missed approach shall be initiated:

(1) In accordance with the certificate holder's approved procedures for EFVS failures or abnormalities.

(2) At or below DA or MDA, if the enhanced flight visibility becomes less than the visibility minimums prescribed in the IAP being used.

(3) At or below DA or MDA, if the visual references required by the regulations are not distinctly visible and identifiable.

(4) At or below DA or MDA, if any of the requirements of § 91.175(l) are not met.

f. Aircraft Maintenance. The certificate holder shall incorporate into their maintenance program the EFVS manufacturer's requirements for maintenance and instructions for continued airworthiness for the EFVS equipment and aircraft listed in Table 1 of this operations specification. This requirement includes cleaning, inspection, adjusting, testing, lubrication, and any other specified requirements.

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