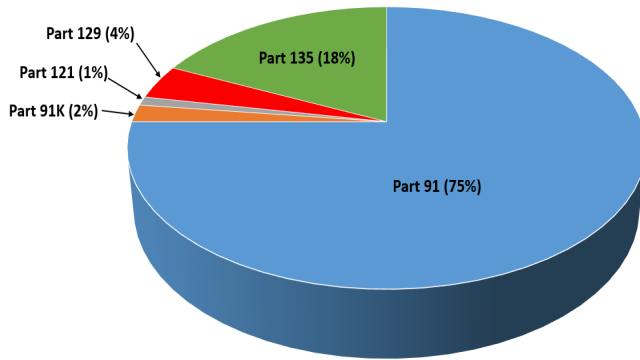


EFVS QUARTERLY

JUNE 2020

EFVS Authorizations



Part 91 operators represent an overwhelming majority of EFVS users the National Airspace System. The FAA has issued over 100 Letters of Authorization for EFVS Operations in just the last two years and we expect use of EFVS to increase as technology improves. It made sense to focus this edition on letter of authorizations for EFVS operations.

DO I NEED A LETTER OF AUTHORIZATION TO CONDUCT EFVS OPERATIONS ?

If you operate under Part 91 rules, the answer depends on which EFVS operation you conduct. If you plan to conduct an *EFVS Operations to Touchdown and Rollout* under 91.176(a), you are required to have an FAA-issued Letter of Authorization (LOA) C048. However, you may conduct an *EFVS operations to 100 feet above the TDZE* under 91.167(b) without an LOA.

WHAT IF I OPERATE OUTSIDE U.S. AIRSPACE ?

Although a LOA is not required to conduct *EFVS operations to 100 feet above the TDZE* in the U.S., an LOA issued by the FAA may be required if a Part 91 operator intends to conduct EFVS operations in the airspace of another civil aviation authority. Part 91 operators with the proper equipment and training may submit an application to their local FAA flight standards safety assurance office for an LOA to help facilitate operating outside the U.S. airspace.

HOW DO I APPLY FOR LOA C048 ?

The most important step is to contact your local FAA flight standards safety assurance office before you begin building your application. Coordinating with an inspector prior to starting the process will ensure that your application is complete and help avoid processing delays. There is a simple guide published on the FAA EFVS webpage that may assist both applicant and inspector through this process. This application guide is also available within the WebOPSS portal under the guidance tabs. This application guide may be incorporated into future revisions of EFVS guidance and other automated application systems.



**Questions? Contact the EFVS Policy Point of Contact
Scott McLellan**



Sign up and start providing feedback about your EFVS operations. Data will be used to support our commitment to improve EFVS policy and credit.

WHAT DO I NEED TO KNOW ABOUT EFVS OPERATIONAL CREDIT?

EFVS operational credit allows Part 121, 125, and 135 operators to release flights or begin approaches when the reported visibility is lower than the published minimums. Although the rules for Part 91 operations do not necessitate the use of EFVS operational credit, the information published in the Operational Suitability Report (Operational Credit for Enhanced Flight Vision Systems) may be beneficial to any pilot conducting an EFVS operation. A link to the report is found on the FAA EFVS Webpage.

WHAT DO I NEED TO KNOW ABOUT EFVS RECENT FLIGHT EXPERIENCE?

Once initial EFVS training is complete, Part 91 operators must maintain EFVS recent flight experience to conduct EFVS operations. The regulatory requirements for recent flight experience and refresher training are found in 14 CFR Part 61 § 61.66(d) and (e). A presentation available on the FAA EFVS Webpage provides a simplified explanation of these requirements.



Visit our EFVS webpage to find links to guidance and resources for EFVS operations all in one location.