EFVS QUARTERLY

March 2021

We spent most of 2020 hammering out the details for authorizing the use of current technologies and there are still lessons to be learned and improvements to be made. But technology continues to improve and we are always looking at the next generation of vision systems.

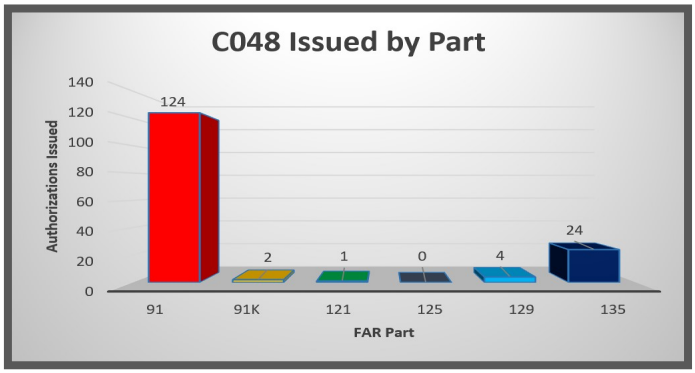
2021 and Beyond ….

Improving the application process:

- We continue to improve the C048 application guides and will be adding a guide for Part 91K operators soon. Any feedback you can provide on your experience is appreciated.
- The Operations Approval Portal System (OAPS) is available for authorized users to submit applications for C048 to the FAA. The interface has been updated for Part 91 operators and we will be improving the interface for Part 135 and Part 121.
- The FAA is developing a LOA application bundle that will allow Part 91 operators taking delivery of new aircraft from the manufacturer to apply for up to 10 common LOAs. The C048 will be one of the authorizations included in the application when it becomes available.

There are technologies in development that expand the use of EFVS and may improve system performance.

- Head Worn Displays (HWD) have the potential to make EFVS technology more accessible. HWDs certified as HUD equivalents may provide affordable and space-saving EFVS solutions.
- Millimeter Wave (MMW) technology may offer a notable improvement in EFVS performance.
- FAA and industry are exploring ways in which EFVS technology can benefit rotorcraft and their unique operating environment. The focus is on enhancing safety, but with some success we will be looking into potential operations that may receive credit.
- Synthetic vision technologies are improving rapidly. Synthetic elements are increasingly used to supplement the sensor derived enhanced vision display. A true combined vision system (CVS) may provide even more operational credit in the future.
- Currently EFVS operations are limited to reported visibilities equal to or greater than 1000 RVR or 1/4 statute mile. Research regarding copilot effectiveness during an EFVS operation may provide information on the reduction of the current 1000 RVR minimum.



APPLICATIONS EFVS OPERATIONS TO TOUCHDOWN AND ROLLOUT

Recently we have seen a number of LOA applications for EFVS operations to touchdown and rollout submitted with incomplete training documentation.

Operators that have received EFVS Operations to touchdown training through a supplementary EFVS course have been including ONLY the training record from the supplementary course in their application. Supplementary training for EFVS operations to touchdown assumes the operator was previously trained in the EFVS operation to 100 feet. The application should include documentation of the prerequisite EFVS training to 100 feet AND the supplemental training for EFVS operation to touchdown.

There are many acceptable ways to provide the inspector with documentation of EFVS operations training to 100 feet. We are updating the Part 91 application guide to add provide more clarity on training record requirements, and prevent any unnecessary delays in processing C048 applications.