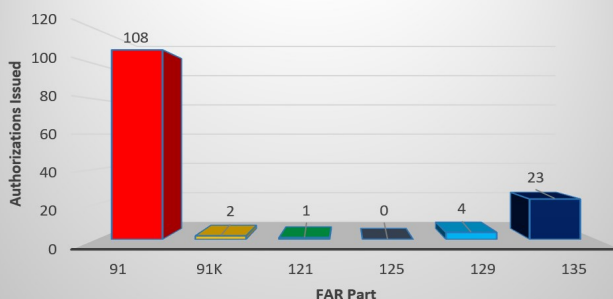


# EFVS QUARTERLY

## September 2020

Pilots have been conducting “EFVS Operations to 100 feet above the touchdown zone elevation (TDZE)” since 2004, but some pilots still find certain aspects of the operation confusing. In this quarter’s newsletter we try to add clarity to the regulations and guidance for EFVS operations.

C048 Issued by Part



## EFVS IS A VISUAL OPERATION

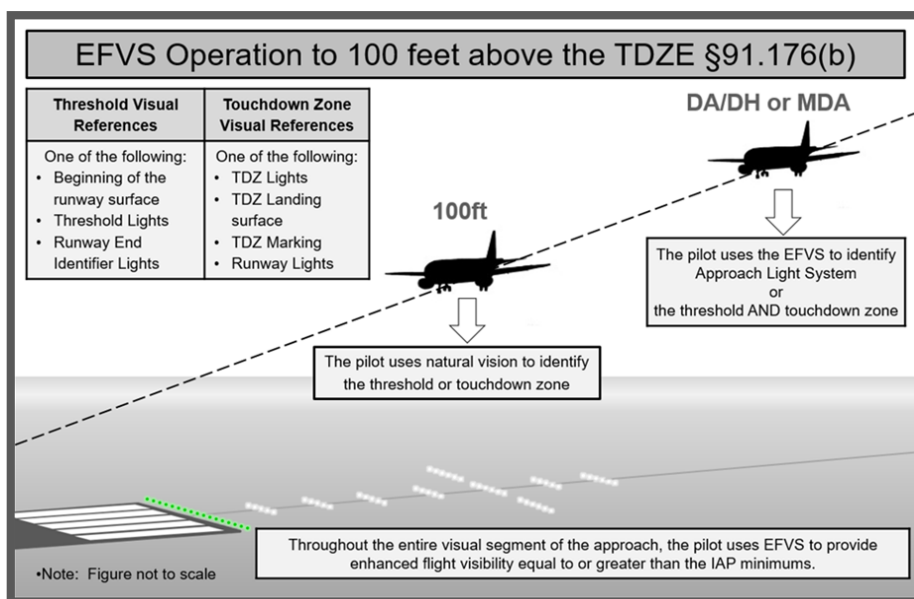
Every instrument approach procedure consists of an instrument segment where the pilot maneuvers the aircraft using instruments as primary reference, and the visual segment where the pilot maneuvers the aircraft with reference to visual cues. An EFVS enhances a pilot’s visibility and, therefore, an EFVS operation is only conducted in the visual segment of an approach.

### EFVS AND IAPS

An EFVS is a tool used to complete the visual segment of an instrument approach procedure, but it does not change the procedure. An EFVS does not allow you to fly to a lower DA/DH or MDA or change the visibility minima for the procedure. When conducting an EFVS operation the pilot uses the EFVS and the enhanced flight visibility to meet visibility requirements of the approach.

### SUFFICIENT FLIGHT VISIBILITY

The “EFVS operation to 100 feet above the TDZE” requires the pilot to have sufficient natural visibility to identify the threshold or touchdown zone reference at 100 feet above the TDZE in order to continue. Sufficient visibility to see a visual reference does not necessarily mean that there is the required amount of flight visibility for the approach (i.e. visibility minima).



Please send us feedback on your EFVS operations experience through your tablet. The data you provide helps us evaluate sensor performance and informs future operational credit policy. [www.cbtopsatcam.faa.gov/efvs](http://www.cbtopsatcam.faa.gov/efvs)

## WHAT’S NEW ?

We are continually working with inspectors to make processing applications for EFVS operations more efficient. The FAA EFVS Webpage, WebOPSS, and OAPS now have links to guides to help Part 91, 121, 135, and 129 applicants build a complete application. In addition, the third revision of the Operational Suitability Report for EFVS Operation Credit was published. Appendix 1 of this report now contains operational credit recommendations for all the installed EFVS sensors allowing the authorization of EFVS operational credit for nearly all Part 121 and 135 operators.

## USE THE EFVS IMAGE

A common misconception with the EFVS operation to 100 feet above the TDZE is that you can remove the EFVS image from the head up display once you have identified visual references with natural vision. This is not true. Use of an EFVS should give the pilot the required enhanced flight visibility from DA/DH or MDA all the way through touchdown as required by regulation. This means the EFVS needs to be on and operating throughout the entire operation.

**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.**