



Guidelines on the use of EFVS in SBAS operations

Objective and structure of the guidelines

To provide high level material for Aircraft Operators, Aerodrome Operators and ANSPs to promote, encourage and facilitate the implementation of EFVS operations based on SBAS.

Structure

1. Introduction
2. Enhanced Flight Vision Systems (EFVS)
3. EFVS implementation drivers
4. EFVS (EU) Regulatory Framework

EFVS & SBAS synergies



PBN-IR

Structure of the guidelines (continued)

Structure

1. Introduction
2. Enhanced Flight Vision Systems (EFVS)
3. EFVS implementation drivers
4. EFVS (EU) Regulatory Framework
5. Guidelines for Aircraft Operators
6. Guidelines for Aerodrome Operators and/or ANSPs

Aircraft Operators

Step 1

- Aircraft modification, upgrade, and airworthiness re-certification

Step 2

- Amend operational procedures and relevant manuals

Step 3

- Verification of suitability of aerodromes, runways / FATOs and IAPs

Step 4

- Update and implement training and checking programmes

Step 5

- Carry out safety assessments and establish performance indicators

Step 6

- Obtain operational approval (if required)

Step 7

- Introduction of the capability into the operation



EFVS 200 operations

EFVS Approach operations

EFVS Landing operations

ADR operators & ANSPs

AERODROME OPERATOR

Runway requirements

Aerodrome infrastructure

IAPs

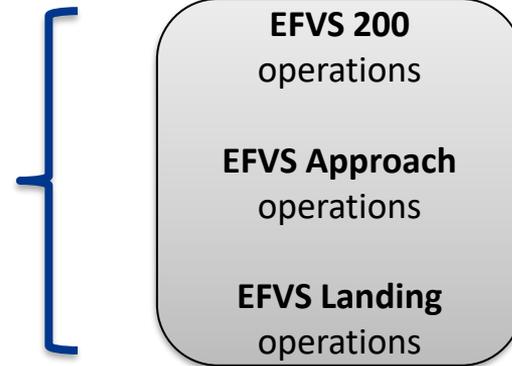
FPD

Implementation of LVPs

ATS

Provision of aeronautical data to AIS

ATS + FPD



Proposed way-forward

ACTION 01 → Consolidate guidelines in accordance with the latest AWO-relevant regulations.

COMPLETE



ACTION 02 → Consolidate guidelines in accordance with validation input provided by EFVS manufacturers (Dassault Aviation and Collins Aerospace)

COMPLETE



ACTION 03 → Gather feedback from aircraft operators and carry out a trial run of the guidelines, in partnership with an operator aiming to implement EFVS during SBAS approaches.

NOT STARTED



THANK YOU FOR YOUR ATTENTION!

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