



VISION 2025 (edition 1)

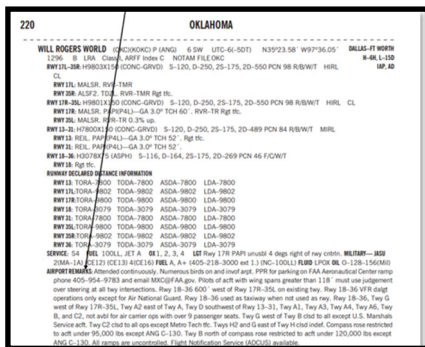
Welcome to Spring 2025!

In this edition of the newsletter, we focus on the transition to LED approach lighting systems, the EFVS OSR and EFVS ops credit.

LED CHARTING

In this newsletter we continue to raise awareness of the growing number of LED approach lighting systems. Pilots conducting EFVS operations using EFVS utilizing IR technology may experience a significant reduction in visual advantage when flying approaches to runways with LED approach lighting systems. Our goal is to provide a means for pilots to determine if a particular approach lighting system is LED so that they can plan accordingly.

Starting in mid-April general remarks in the airport chart supplement will contain more detailed information on LED installations in approach lighting systems. Currently, there is a general remark stating that LEDs are present in the approach lighting system but doesn't specify which runway. We continue to refine and improve this process and will list the specific runway in the remark. Although this is not the perfect solution, it is a balance between resources and the ability to make timely changes to flight information publications. Once this process is well established, the need to keep a separate spreadsheet on the EFVS web page will be unnecessary.

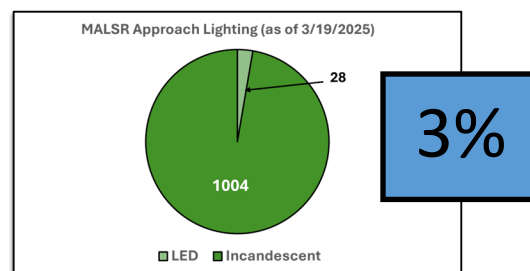


PILOTS CONDUCTING EFVS OPS; BE AWARE LED ALS IN USE RWY 10
PILOTS CONDUCTING EFVS OPS; BE AWARE LED ALS IN USE RWY 10 & RWY 28
PILOTS CONDUCTING EFVS OPS; BE AWARE LED ALS IN USE RWY 1C & RWY 28 & RWY 27

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.

LED DASHBOARD

Conversions from incandescent bulbs to LEDs in MALS systems began in early 2024, and the complete transition is expected to take 6-8 years. Currently, 28 of the 1032 MALS systems in the NAS have been converted to LEDs.



EFVS OSR Update

Revision 7 to the EFVS OSR is in coordination and contains updated, detailed information on the process to have EFVS operational credit added to the OSR. It also includes more details regarding the data needed for a recommended credit and the source of the data.

Although the LED columns were added to the OSR in Revision 6, the updated information in Revision 7 will make the process more clear and easier to navigate. This should allow manufacturers to begin submitting reports that include data for LEDs which will allow us to begin populating those columns.

LEDs and OPS CREDIT

The EFVS ops credit is based on quantified visual advantage that an IR-based sensor demonstrates when conducting an EFVS operation with approach lighting that uses incandescent bulbs. An EFVS ops credit may be reduced or not allowed when using these sensors with LED lights. This will be annotated in the EFVS OSR and in OpSpec C048. Although part 91 operators do not rely on EFVS ops credit, the use of LEDs may significantly affect their ability to conduct EFVS operations.