



VISION

2026 (edition 2)

This edition of “Vision” is the first edition following the release of the most current chart update (May 14, 2026). Edition 3 will be released following the next chart update planned for July 9, 2026.

LED Approach Lighting Installations

The FAA has begun using Light Emitting Diode (LED) lamps to replace incandescent bulbs in approach lighting systems. Pilots using EFVS with IR-based sensors on approaches to runways with LED approach lights may have a decreased sensor performance.

It was determined that the most efficient method of disseminating the information about LED approach lighting is to include a standard remark in the “Additional Remarks” section of the chart supplement pages for airports where LEDs have been installed. These remarks should be considered the official documentation of where LEDs have been installed in approach lighting systems. The Projected LED table below may assist EFVS users in identifying the next locations where LEDs will be installed. The locations where LEDs were installed during the last charting cycle will be left on the table until the next charting cycle is released.

An answer to frequently asked questions regarding IR emitters: Currently, there are no plans for the FAA to include IR emitters in any of the LED bulbs. Some systems in colder climates might have an additional heating element to assist with snow and ice, but those heaters are not intended to be used as IR emitters and may not produce enough heat to be effective.

LED INSTALLATION PROGRESS



3%

Projected LED Approach Lighting Locations (as of 5/14/2026)

Airport Identifier	Airport Name	Runway	Remarks
KILM	Wilmington International Airport	35	LEDs installed and charted
KAND	Anderson Regional Airport	5	LEDs installed and charted
KDAL	Dallas Love Field Airport	31L	LEDs installed and charted
KDAL	Dallas Love Field Airport	31R	LEDs installed and charted
KHOU	William P. Hobby Airport	22	LEDs installed awaiting next chart cycle
KGLS	Scholes International Airport	14	LEDs installed awaiting next chart cycle
KMYR	Myrtle Beach International Airport	18	LEDs installed awaiting next chart cycle
KSNS	Salinas Municipal Airport	31	LEDs installed awaiting next chart cycle
KVLD	Valdosta Regional Airport	36	LEDs installed awaiting next chart cycle
KLAX	Los Angeles International Airport	7R	
KMHR	Sacramento Mather Airport	22L	
KMOD	Modesto City-County Airport	28R	
KDAB	Daytona Beach International Airport	25R	
KTLH	Tallahassee International Airport	36	
KTBR	Statesboro-Bulloch County Airport	32	
KJAN	Jackson-Medgar Wiley Evers International Airport	34L	
KFAY	Fayetteville Regional Airport	4	
KCAE	Columbia Metro Airport	5	

Projected LED Approach Lighting Locations Continued

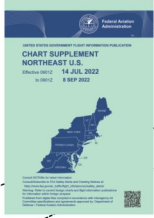

Airport Identifier	Airport Name	Runway	Remarks
KABI	Abilene Regional Airport	35R	
KAUS	Austin-Bergstrom International Airport	36R	
KCRP	Corpus Christi International Airport	13	
KIAH	George Bush Intercontinental/Houston Airport	8R	
KIAH	George Bush Intercontinental/Houston Airport	9	
KIAH	George Bush Intercontinental/Houston Airport	15R	
KIAH	George Bush Intercontinental/Houston Airport	33R	
KCRE	Grand Strand Airport	23	
KFLO	Florence Regional Airport	9	
KECP	Northwest Florida Beaches International Airport	16	
KLHM	Lincoln Regional Airport / Karl Harter Field	15	
KSMX	Santa Maria Public Airport	12	
KJAX	Jacksonville International Airport	14	
KPNS	Pensacola International Airport	17	
KSMF	Sacramento International Airport	17L	
KCFO	Colorado Air and Space Port Airport	35	
KCFO	Colorado Air and Space Port Airport	26	
KDEN	Denver International Airport	16R	
KMYR	Myrtle Beach International Airport	36	
KDEN	Denver International Airport	17R	
KDEN	Denver International Airport	25	
KDEN	Denver International Airport	8	
KDEN	Denver International Airport	17L	
KBLV	MidAmerica St Louis Airport (Scott AFB)	32R	
KALN	St Louis Regional Airport	29	
KCPS	St Louis Downtown Airport	30L	
KMWA	Veterans Airport of Southern Illinois	20	
KMDH	Southern Illinois Airport	16L	
KMRY	Monterey Regional Airport	10R	

Pilots can determine whether LED approach lighting is installed by reviewing the FAA’s Chart Supplement (formerly known as Airport/Facility Directory). When LED lighting is in use, it is noted in the **“Additional Remarks”** section for the affected airport. Other aeronautical chart providers also publish this information. For example, Jeppesen includes LED lighting details for specific approach lighting systems on the **-9A page** for applicable airports. The images shown provide examples of how this information appears in these publications.

Contact the EFVS Point of Contact at 9-AVS-AFS-EFVS@faa.gov if you encounter LED bulbs in approach lighting systems that have not been annotated in the chart supplement .

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.

AIRPORT REMARKS LED APPROACH LIGHTING

AIRPORT REMARKS: Attended 1100-0300Z. Birds and deer on and in/ovt arpt. Pilots conducting EFVS ops; be aware LED ALS in use Rwy 10. Fuel: A+; avbl 1100-0300Z† C912-964-1557, OT 2 hr PN, C912-313-6310. Svc fee. Air carrier act ctc gnd prior to push back from all gates. Pilots should complete all calculations prior to push back fm trm gate. No 180° turns on asph for act over 12,500 lbs gross. Rwy 01-19 ctr 75' keel section of rwy conc: full length, last 500' conc, full



APP. I	APP. II	APP. III	APP. IV	APP. V	APP. VI	APP. VII	APP. VIII	APP. IX	APP. X	APP. XI	APP. XII	APP. XIII	APP. XIV	APP. XV	APP. XVI	APP. XVII	APP. XVIII	APP. XIX	APP. XX
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