

# AIP Program Guidance Letter (PGL) 12-02

## Impact on Lighting Design

Presented to: IESALC

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Federal Aviation  
Administration



- **E.B. 67D can be found at:**
- **[http://www.faa.gov/airports/engineering/  
– engineering\\_briefs/](http://www.faa.gov/airports/engineering/engineering_briefs/)**
- **PGL 12-02 can be found at:**
- **[http://www.faa.gov/airports/guidance\\_letters/](http://www.faa.gov/airports/guidance_letters/)**

# Major Change

- **PGL 12-02 Implements EB 67D changes**
- **EB 67D separates LED and incandescent lighting into separate specification categories.**



# What does this mean?

- **Design Professionals or airports may now specify either LED or incandescent lights without a life cycle cost analysis being required.**
- **To designate LED's use:**
  - L-XXX(L) Type designation as listed in
  - AC 150/5345-53C Addendum

# Exceptions!!!

- **Cannot specify:**
  - LED Obstruction lights
  - LED Approach lights
  - LED High Intensity lights
  
- **Why:**
  - There is a problem with Enhanced Flight Vision Systems or Night Vision Imagery technology “seeing” the lights.

# Slide 5 continued:

- LED fixtures may not provide an infrared signature.
- **Therefore:** LED obstruction lights, LED approach lights and LED high intensity runway edge lights are not “**AIP**” eligible at this time.



# Is a Mod to Standards available?

- No. A modification of standards is not available at this time. This is an FAA policy decision. There are standards however; the FAA has decided to not fund these exceptions at this time. This is a life safety issue and the FAA is looking into the problem.



# LED Compatibility

- LED fixtures must be used with certified power supply systems, cabling, regulators and other electrical equipment.
- Non standard equipment or equipment configurations are not allowed under AIP at this time.





# Modification of Standards

- Under limited circumstances AAS may issue a Mod to Standards when justified by unusual local conditions.
- Cost savings or standardization of equipment is not considered to be an unusual local condition.

# Replacement of non-LED fixtures

- An Airport Owner or design professional may not replace an existing grant funded non-LED fixture before it has met the end of its useful life.

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