



FX862THA

Runway threshold
Elevated LED fixture
High intensity
lighting solutions

Compliant to Latest International Standards*

- ▶ ICAO Annex 14. Vol 1
- ▶ FAA AC 150/5345-46
- ▶ FAA Engineering Brief No.67
- ▶ IEC 61827
- ▶ EASA
- ▶ Stannag 3316 (NATO)

Applications

CAT I/II/III all weather operation airfield ground
lighting (agl) systems.

* As applicable to the application, compliance with other civil aviation and
military regulations confirmed on request

† Electrical/Mechanical/Environmental characteristics only

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Electrical Performance

Main Beam Aperture		Colour	Typical Power Consumption - Watts (VA) @ 6.6A				
Horiz(°)	Vert(°)		Per Beam Watts nominal	Watts	Fitting [*] PF	Tx Primary ^{**} Watts	PF
-2 to +9	1 to 7	Green	22	24	0.98	24	0.98

Fixture Operational Current Range: 2.8 to 6.6A RMS

* as measured at the input leads of the fixture.

** as measured across the primary winding of an appropriately sized isolation transformer with a total fixture and transformer secondary length not exceeding - 1.85m (72").

*** electrical characteristics measured with 45 watt transformer; fitting can operate from transformers up to 100 watts.

Note: lighting junctions shall be suitably sized to accommodate specific secondary and other applicable cases.

Photometry

Specification

threshold / runway end ICAO Fig. A2-3, Fig. A2-8

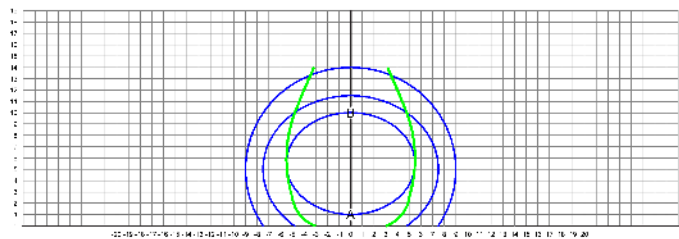
Specification

Colour	Green
Max/Min Intensity ratio	<3.0
Main ellipse average intensity	10000cdfs
Main ellipse minimum intensity	5000cdfs
Second ellipse minimum intensity	1000cdfs
Third ellipse minimum intensity	500cdfs

Typical Measured Values

Colour	Green
Max/Min Intensity ratio	1.91
Main ellipse average intensity	10824cdfs
Main ellipse maximum intensity	10436cdfs
Main ellipse minimum intensity	4628cdfs
Second ellipse minimum intensity	2035cdfs
Third ellipse minimum intensity	1514cdfs

Intensity Chart - Elevated Threshold runway end - Green

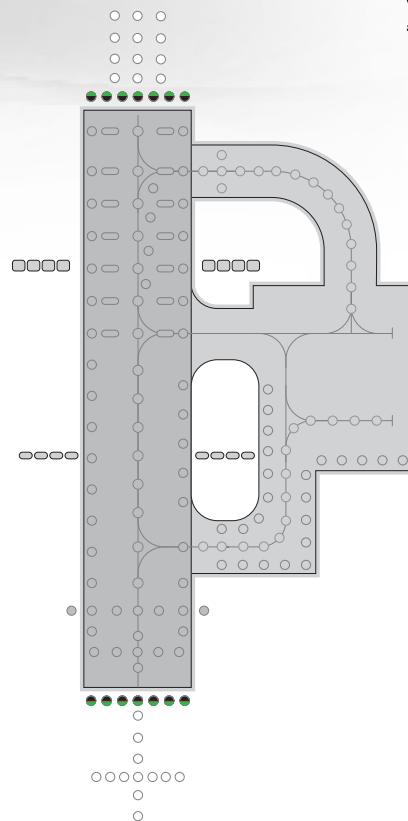


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Features

- Low energy consumption compared with the tungsten halogen equivalent.
- Greatly reduced maintenance: Estimated lamp life of 75,000 hours at 6.6A.
- Operates on the full range of 2.8A to 6.6A on either 3 or 5 step IGBT, ferroresonant or thyristor CCRs that are designed in compliance with IEC or FAA requirements. Fully dimmable lights, replicating the response curve of traditional halogen lights.
- Omnidirectional beam for circular guidance is available for bidirectional runway Edge fixture
- No need to replace the CCRs, series transformers, or cables. Full compatibility with existing airfield lighting series circuits. Installation on same mounting device as most conventional lights, for a straightforward replacement.
- Monitoring function of the individual light source. In case of a defect, the LED light automatically disconnects from the secondary side of the isolation transformer, resulting in an open circuit condition.
- Low operating temperature, ensuring longer component life.
- FAA L-823 connector
- Sealed cable entry to main assembly interface preventing insect and water ingress.
- powder coating, aviation yellow colour
- Integral surge protection



Environmental Conditions

- ▶ Ambient Temperature -55 °C to +55°C (-67 °F to +131°F)
- ▶ Atmospheric Altitude up to 10,000 feet (3000m)
- ▶ Storage Temperature -55°C to +70°C (-67 °F to +158°F)
- ▶ Relative Humidity 0-100% (sealed unit)

Standards	
EMC protection	Immunity IEC 61000-4 Emission IEC 61000-2
Ingress protection class dust/liquids	IP67 (IEC69598-1)
Vibration resistance	IEC60068-2-6

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Ordering Codes: (FX) 862THA 1 N G N 2

Application
FX862TH(L) Threshold End

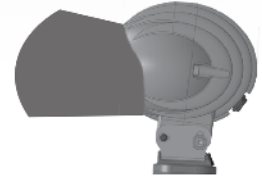
Beam Type
A Side
1 = Straight / Axial
.....
Beam Type
B Side
N = Not applicable

Colour
A Side
G = Green
.....
B Side
N = Not applicable

Specification
2 = ICAO

Additional optional features are available upon request

Beam Options

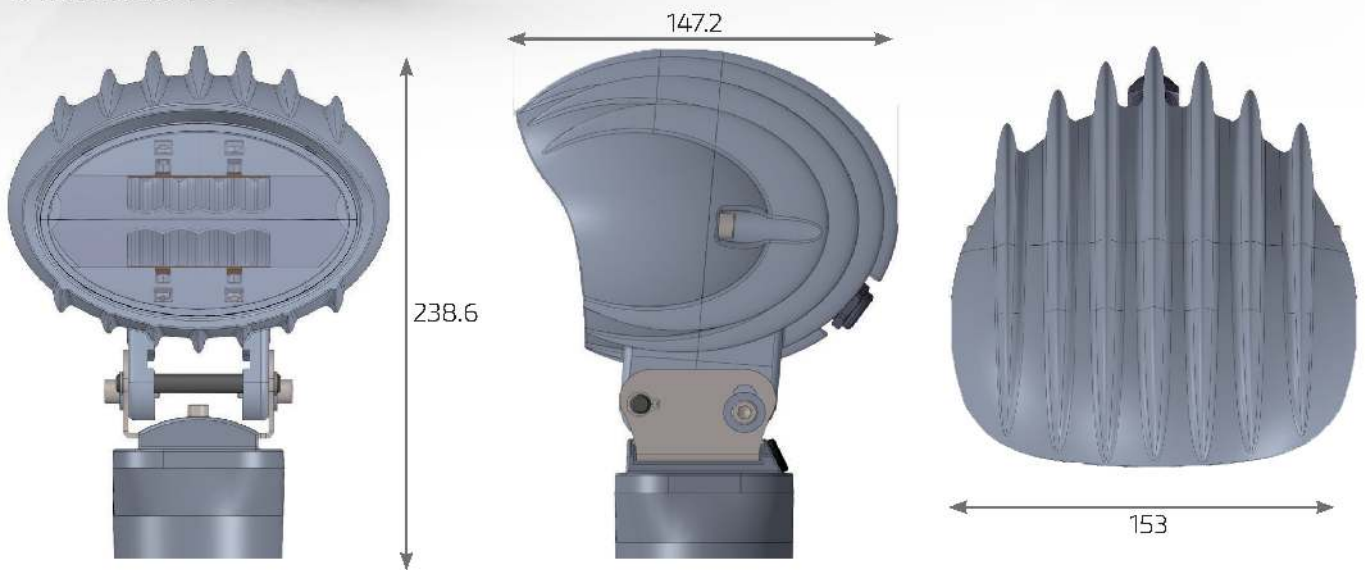


A
FX862THA
Uni-directional



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Dimensions



Packaging

- ▶ Net weight 2.9Kg
- ▶ Gross weight 3.2 (boxed)
- ▶ Box 302mm (L) x 250mm (W) x 203mm (H)



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atg airports reserve the right to change technical data and details at any point in time. Errors may have occurred



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