

## FX852CB

Taxiway intermediate  
holding position  
and clearance bar  
Narrow beam  
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)

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### Applications

CAT II/III all weather operation airfield ground  
lighting systems.

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\* 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	Fitting*		Tx Primary**	
				Watts (VA)	PF	Watts (VA)	PF
-3.5 to +3.5	1 to 8	YEL/BLK	1.49/-	11.32 (11.54)	0.995	20.65 (21.60)	0.965

Fixture Operational Current Range: 2.8 to 6.7A 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 210 watts.

Note: Isolating transformer shall be suitably sized to accommodate specific secondary and other applicable losses.

## Photometry

### Specification

#### Holding position / clearance bar - Straight (Narrow) Yellow

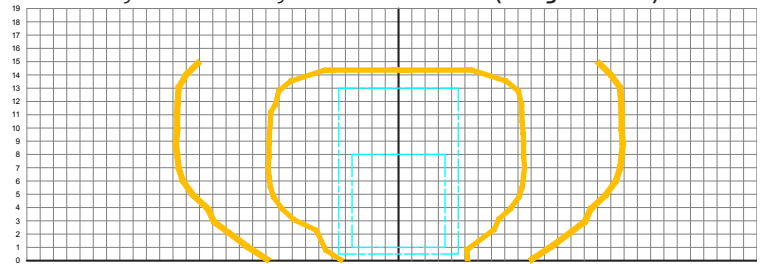
Colour	Yellow
Max/Min Intensity Ratio	<3.0
Main rect. average intensity	200 cds
Main rect. minimum intensity	100 cds
Second rect. minimum intensity	20 cds

### Typical Measured Values

#### Taxiway Centreline - Straight (Narrow) Yellow

Colour	Yellow
Max/Min Intensity Ratio	1.96
Main rect. average intensity	462 cds
Main rect. maximum intensity (A)	584 cds
Main rect. minimum intensity (B)	299 cds
Second rect. minimum intensity	228 cds

Intensity Chart - Taxiway Centreline Luminaire (straight narrow) Yellow



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## Features

Low energy consumption compared with the tungsten halogen equivalent.

Greatly reduced maintenance: calculated MTBF 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.

Full compatibility with existing airfield lighting series circuits. Installation on same mounting device as most conventional lights, for a straightforward replacement.

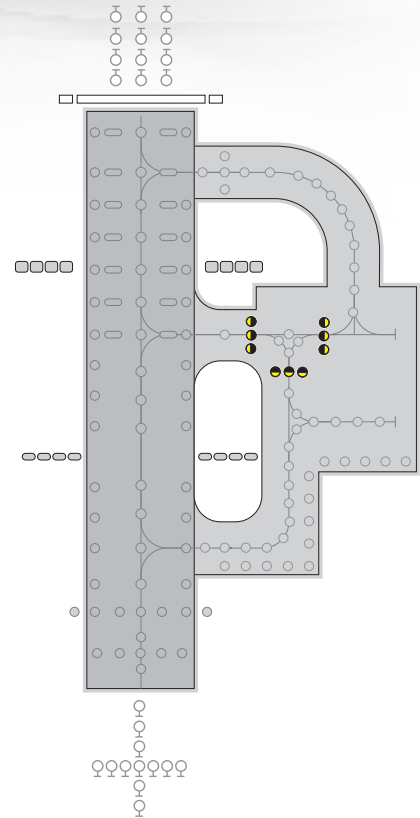
Monitoring function of the individual light arrays for open circuit, short circuit, and over temperature. The LED light automatically disconnects from the secondary side of the isolation transformer, resulting in an open circuit condition.

Low operating temperature, ensuring longer component life.

FAA style 3, ICAO style 4 fixture with a 3.5 mm profile above gradient

L-823 connectors

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	IP68 (IEC69598-1)
Vibration resistance	IEC60068-2-6

UK: +44 (0) 1942 68 5555 | USA: +1 (239) 985-9406

**FX852CB**

www.atgairports.com | enquiries@atgairports.com | sales-usa@atgairports.com

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Ordering Codes: FX-852CB8 ○ ○ ○ ○ ○ ○ ○ ○

**Application**  
L-852CB(L) Taxiway holding / clearance bar straight

**Beam Type**  
**A Side**  
4 = Straight (narrow)  
0 = Blank  
.....  
**B Side**  
4 = Straight (narrow)  
0 = Blank

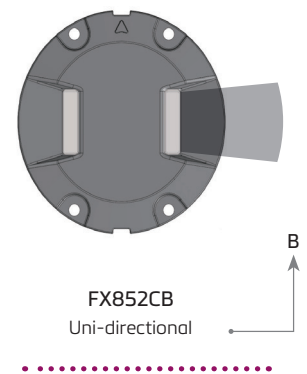
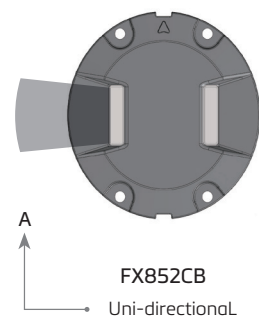
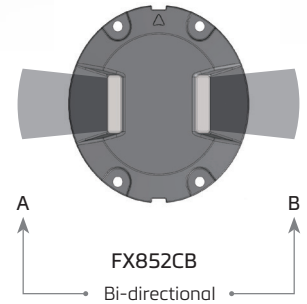
**Colour**  
**A Side**  
Y = Yellow  
.....  
**B Side**  
Y = Yellow

**Specification**  
2 = ICAO

**Connections**  
1 = 1 x Bi-pin plug  
2 = 2 x Bi-pin plug

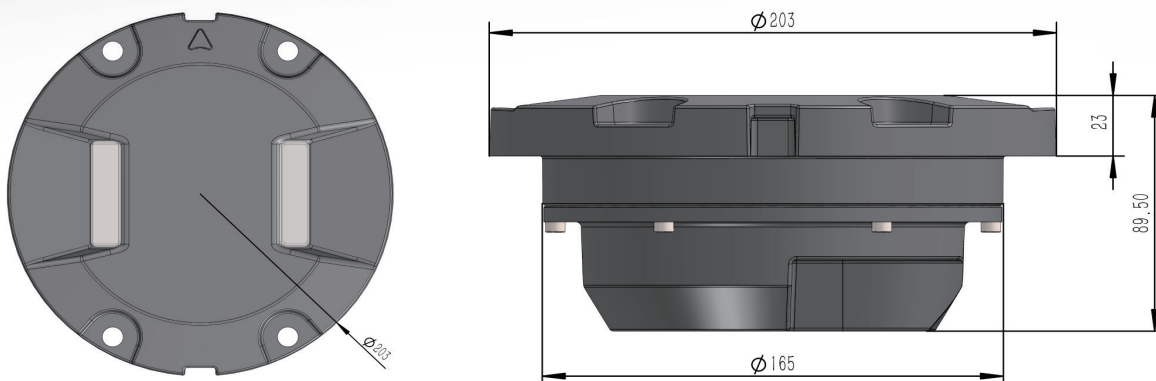
Additional optional features may be available upon request

## Beam Options



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## Dimensions



## Packaging

- ▶ Net weight 2.5Kg
- ▶ Gross weight 2.9 (boxed)
- ▶ Box 220mm (L) x 220mm (W) x 225mm (H)

weights and dimensions are nominal



**Head Office:**

**atg airports ltd**

Lowton Business Park | Newton Road

Lowton St. Mary's | Warrington

WA3 2AP | United Kingdom

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



UK: +44 (0) 1942 68 5555 | USA: +1 (239) 985-9406

[www.atgairports.com](http://www.atgairports.com) [enquiries@atgairports.com](mailto:enquiries@atgairports.com) [sales-usa@atgairports.com](mailto:sales-usa@atgairports.com)

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