



# FX862REA

Runway end  
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
- ▶ TP312
- ▶ MOS139
- ▶ 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
-6 to +6	0.5 to 4.75	Red	7.5	10	0.98	10	0.97

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

## Photometry

### Specification

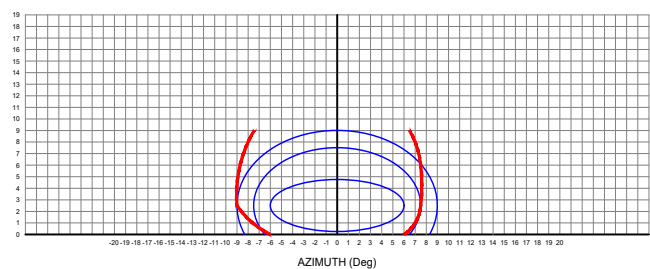
#### Runway End ICAO Fig. A2-8

Colour	RED
Max/Min Intensity ratio	<3.0
Main ellipse average intensity	2500cdfs
Main ellipse minimum intensity	1250cdfs
Second ellipse minimum intensity	250cdfs
Third ellipse minimum intensity	125cdfs

#### Typical Measured Values

Colour	RED
Max/Min Intensity ratio	2.75
Main ellipse average intensity	2600cdfs
Main ellipse maximum intensity	3000cdfs
Main ellipse minimum intensity	1300cdfs
Second ellipse minimum intensity	500cdfs
Third ellipse minimum intensity	200cdfs

Intensity Chart - Elevated runway end - Red



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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.

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.

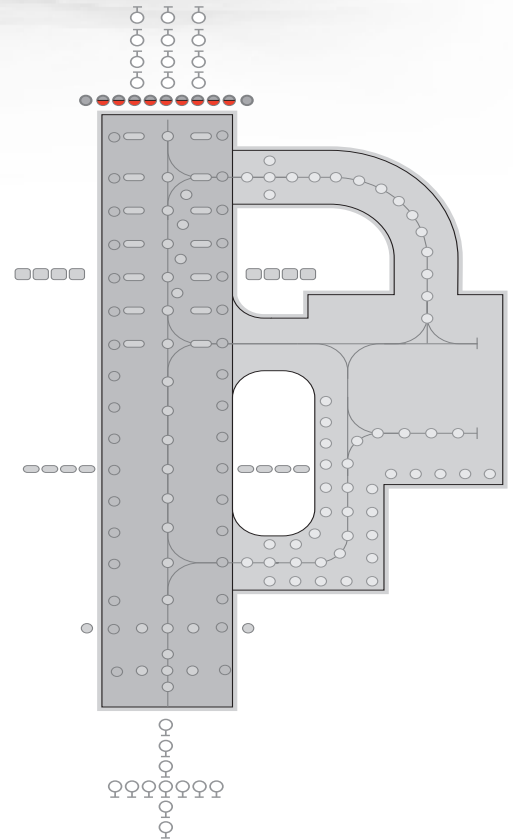
Low operating temperature, ensuring longer component life.

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)

▶ Storage Temperature -55°C to +70°C (-67 °F to +158°F)

▶ Atmospheric Altitude up to 10,000 feet ( 3000m)

▶ 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

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Ordering Codes: FX 862REA 1 0 R N \_ 1

**Application**  
FX862RE Runway End

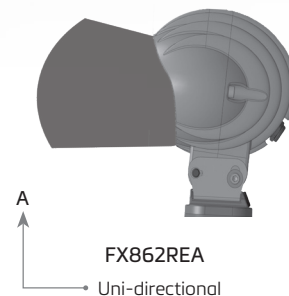
**Beam Type**  
**A Side**  
1 = Straight / Axial  
.....  
**Beam Type**  
**B Side**  
0 = Blank

**Colour**  
**A Side**  
R = RED  
.....  
**B Side**  
N = Not applicable

**Specification**  
1 = FAA  
2 = ICAO  
3 = MOS139

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

## Beam Options

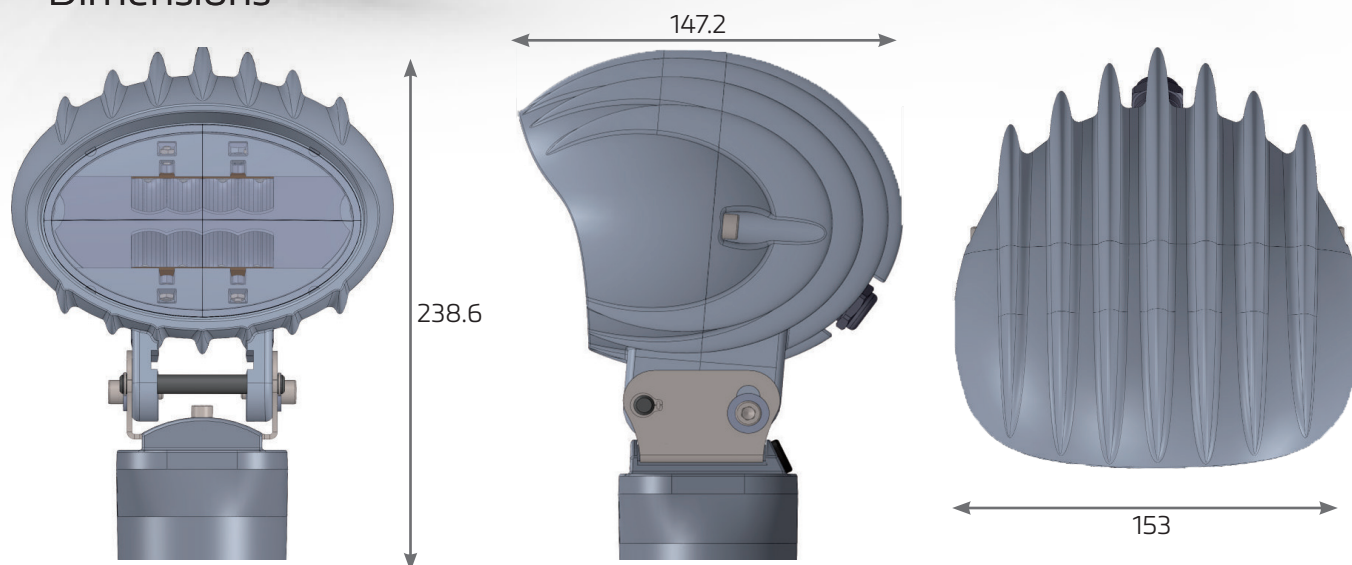


Additional optional features are available upon request

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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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