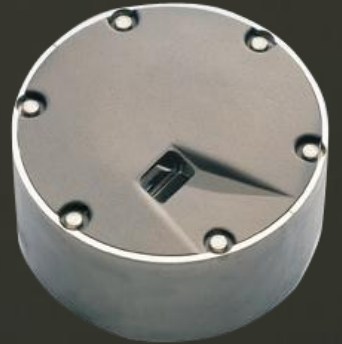


Airfield Lighting

Product Description

12" Unidirectional High-Intensity Inset Light (IDM 5761)

- Unidirectional Taxiway Centre Line
- Stop Bars



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1. INTRODUCTION

IDM 5761 is a 12" unidirectional high-intensity inset light.

Utilisation

- Unidirectional taxiway centre line and stop bar inset light for straight sections (N) and before and after curves (W) in Cat I, II and III operations.

Compliance

- ICAO: Annex 14 Volume I 6th edition July 2013
- FAA AC 150 / 5345 - 46D
- Aerodrome Design Manual Part 4 Visual Aids, 4th edition 2004

2. MAIN ADVANTAGES

- Low protrusion construction only half of the allowed height.
- Ease of installation and maintenance brought even further with optional tools.
- High level of integration with other 12" style 3 luminaires.

3. TECHNICAL CHARACTERISTICS

Characteristic	Description
Light dimensions	Protrusion 6.3 mm Diameter 326 mm Depth 150 mm
Weight	6.7 kg 11.7 kg with base receptacle
Ingression Protection	IP67
Materials	Top cover, inner cover and base receptacle: aluminium alloy castings Sheet metal parts and fixing hardware: stainless steel Gaskets: heat resistant silicone rubber
Surface treatment	Anodising on aluminium alloy parts
Cables and connectors	Plugs: FAA L-823 Style 6 Receptacles: FAA L-823 Style 12 Secondary cable: FAA 150/5345-70
Light sources	1x40W or 1x48W, 6,6A, ø35 or ø50 mm reflector lamp, 130 mm wires and Ø4 mm round female connectors. Average lifetime at rated current 1500 hours.
Packing	Dimensions: 340x340x155 mm Weight: 11.7 kg
Accessories	Alignment device IDM 4306 Lifting hooks Maintenance tool set

Packing Data		
Designation	Dimensions mm	Weight kg
IDM5761	340 x 340 x 155	11.7

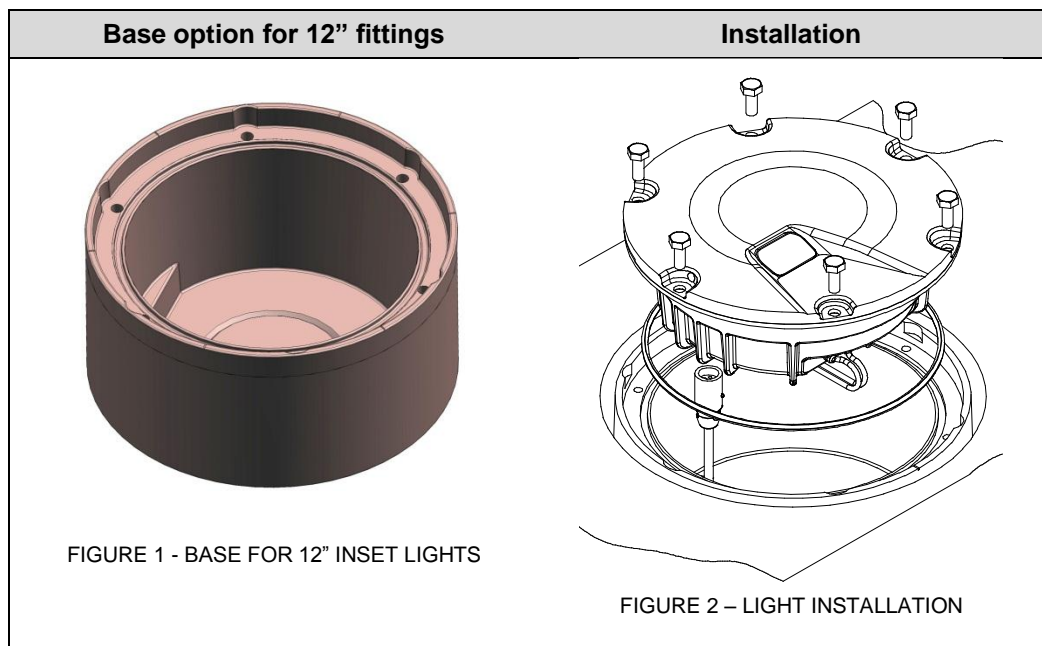
4. INSTALLATION OPTIONS

Inset lights are installed in base receptacles that are stationary installed on the field. The base dimensions are: outer diameter is 345 mm and height is 160 mm.

There are many different installation practices which can be adopted for bases and detailed instructions how to carry out the installation can be found on base manuals.

For correct light location, it is recommended to read and comply with the following:

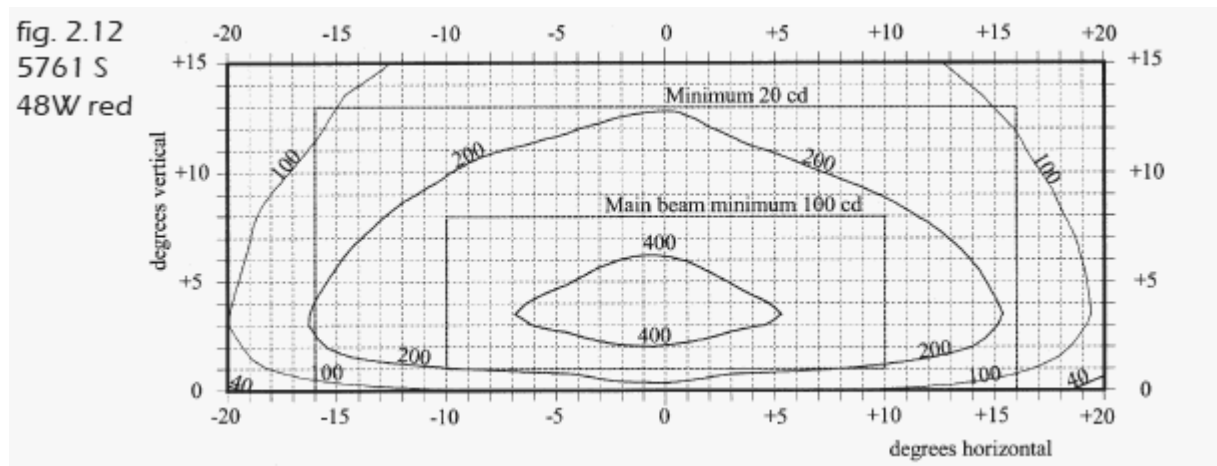
- ICAO: Annex 14 Volume I 5th edition 2009
- All drawings and design plans, for the particular project, to guarantee correct location for each fixture.



5. PHOTOMETRICS

Application	Requirements Annex 14, Appendix 2			Measured main beam intensities (kdc)			
	fig.	Imin	Iave	Iave	Imin	Imax	Uniformity ratio
Stop bar 48W, red, before and after curves	2.12	100	200	335	184	483	1:2,6
Stop bar 48W, red, straight sections	2.13	100	200	630	391	818	1:2,1
Stop bar 40W, red, straight sections	2.13	100	200	1056	617	1382	1:2,2

Intensity Distribution



6.

DESIGN

Mechanical construction

- Top cover, inner cover and base receptacle special corrosion resistant anodized aluminium alloy castings.
- Prisms sealed with gasket.
- Water tightness ensured by heat resistant silicone rubber gaskets.
- Stainless steel hardware.
- Improved vibration insulation for longer lamp lifetime.
- Inner cover equipped with rubber moulded plug KDC506 and seal integrity testing valve.



Optical construction

- Prisms specially heat resistant high quality borosilicate glass.
- Dichroic colour prisms.
- 40W ø 35mm or 48W ø 50mm 6,6 A reflector lamp.
- Average lifetime 1500 hours at rated current.

Accessories

- Alignment device IDM 4306
- Lifting hooks
- Set of maintenance tools

7.

ORDER CODES

The table below is a guide to order codes for a fitting with available component parts.

IDM	5761W/	48W	R
5761			
N = Straight			
W = Before and after curves			
40W			
48W			
R=Red			
G=Green			
Y=Yellow			

For more information, contact Safegate Group or see www.safegate.com.

8.

SPECIFICATION

- Compliance with:
 - ICAO: Annex 14 Volume I 6th edition July 2013
 - FAA AC 150 / 5345 - 46D
 - Aerodrome Design Manual Part 4 Visual Aids, 4rd edition 2004
- High-intensity unidirectional inset light for:
 - Runway Unidirectional taxiway centre line and stop bar inset light for straight sections (N) and before and after curves (W) in Cat I, II and III operations.

Note: All descriptions and photometric characteristics in this publication present only general particulars and shall not form part of any contract. The right is reserved to change them without prior notification.

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Can this number be increased without adverse effects on the airport's safety level?

It is a known fact that traffic volume will rise in the foreseeable future. More movements will demand monitoring of the entire airport. Requirements will be sharpened and the development of an integrated system

controlling not only ground movements but also air traffic close to the airport is of the highest interest.

The International Civil Aviation Organization (ICAO) already describes A-SMGCS, Advanced Surface Movement Guidance and Control System, as the answer to the future modern airport need to control the entire airport space in one superior system.

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