ADB
A Siemens Company

To Whom It may Concern

Certificate of Conformity

Product: **TA 300/3 Base Plate for Elevated lights**

We, nv **ADB** sa, a Belgian commpany operating under the Belgian Law at 585, Leuvensesteenweg – 1930 – Zaventem in BELGIUM, hereby certify that our product TA300/3 a baseplate suitable for mounting of elevated lights on their breakable coupling, is suitable for use on Airports.

As there is no international standard applicable, it has fully been tested according the the FAA (Federal Aviation Aviation) advisory circular AC 150/5345-46 paragraph 3.4.2.2.

This product is NOT SUITABLE for mounting of bulky equipements such as WIG-WAGs or L-804 Runway Guard lights which need the special interface described in this AC 150/5345-46 circular.

Excerpt of the circular:

3.4.2.2. Base Mounting.

a. When the elevated light fixture is mounted on an L-867 base, it must be mated with a base plate whose diameter and bolt-hole circle corresponds to one of the L-867 base sizes.

b. The base plate must be designed to receive the frangible device provided; typically, this is a straight female thread

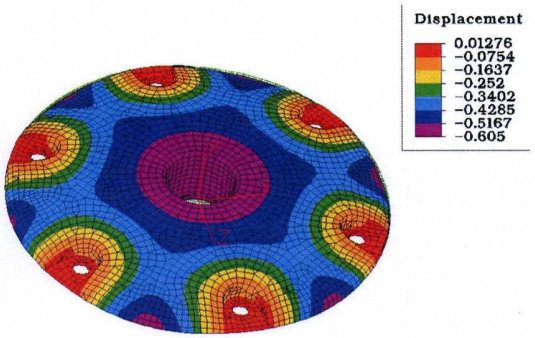
c. A neoprene gasket (or equivalent) must be provided with the base plate to form a watertight seal between the base plate and the L-867 light base. This gasket must have a nominal thickness of 1/8 inch (3.16 mm) and must fit the bolt circle of the L-867 light base flange.

d. When the base plate is bolted to an L-867 light base, it must withstand an evenly distributed static compressive load of 2,500 pounds (1134 kg) and a bending moment of 2,500 foot-pounds (3,389.50 N-m) for the L-804 and 700 foot-pounds (949.07 N-m) for all other applications without damage or permanent deformation.

Result of finite elements modelling:

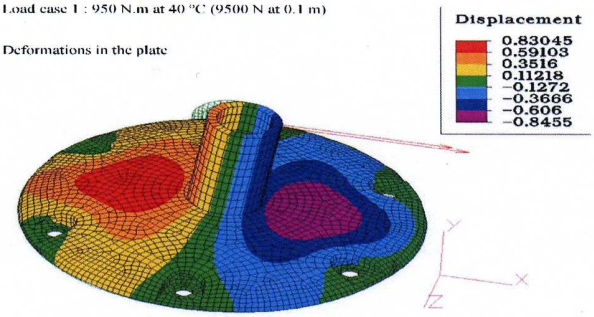
(See top of next page)

Load case 2 : 11340 N at 40 °C distributed on the whole upper surface



Load case 1 : 950 N.m at 40 °C (9500 N at 0.1 m)

Deformations in the plate



Vertical Load Modelling **Flexure Load modeling**

Test Report of Laboratory tests:

(See next pages)

Conclusion of Laboratory tests:

The TA300/3 is perfectly compliant with the prescriptions of the FAA advisory circular AC 150/5345-46CAs well for vertical load (in fact there has been no breakage until 6 Tons of evenly distributed load) than for bending moment.

Made in Zaventem on 19 February 2009

N.V. ADB S.A.
A SIEMENS COMPANY
LEUVENSESTEENWEG, 585
B-1930 ZAVENTEM

Mr Jean-Claude VANDEVOORDE
Chief Technology Officer

Applicable parts:

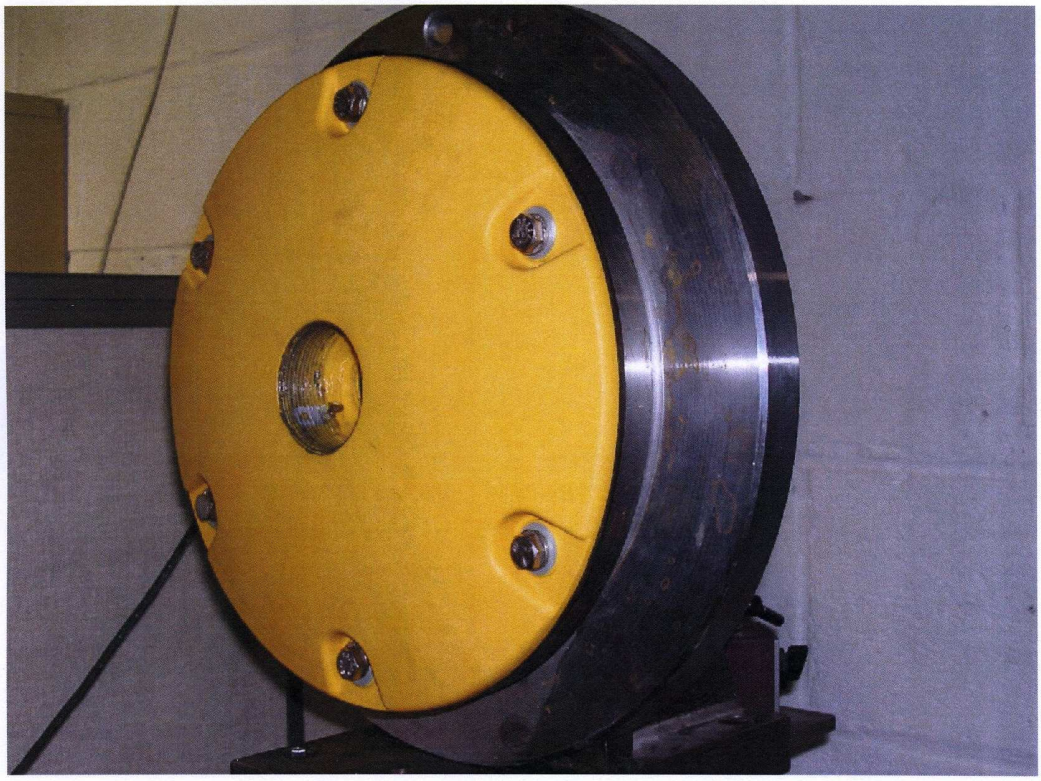
BPE RUNWAY EDGE ELEVATED LIGHT - L-862

VEE TAXIWAY EDGE ELEVATED LIGHT - L-861T

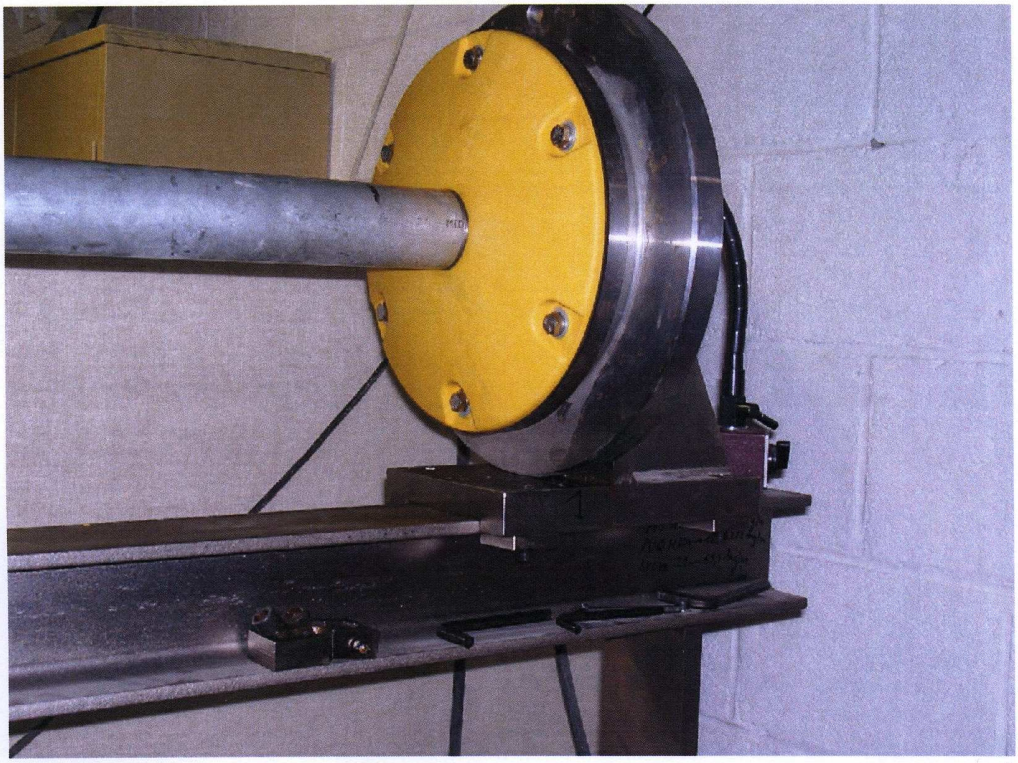
1. BENDING MOMENT TEST

Procedure (see also photographs):

The baseplate is mounted to a rigidly secured base plate of a load bench at ADB.



A steel tube is mounted by means of a thread in the hole of the base plate that is provided to receive the frangible device.



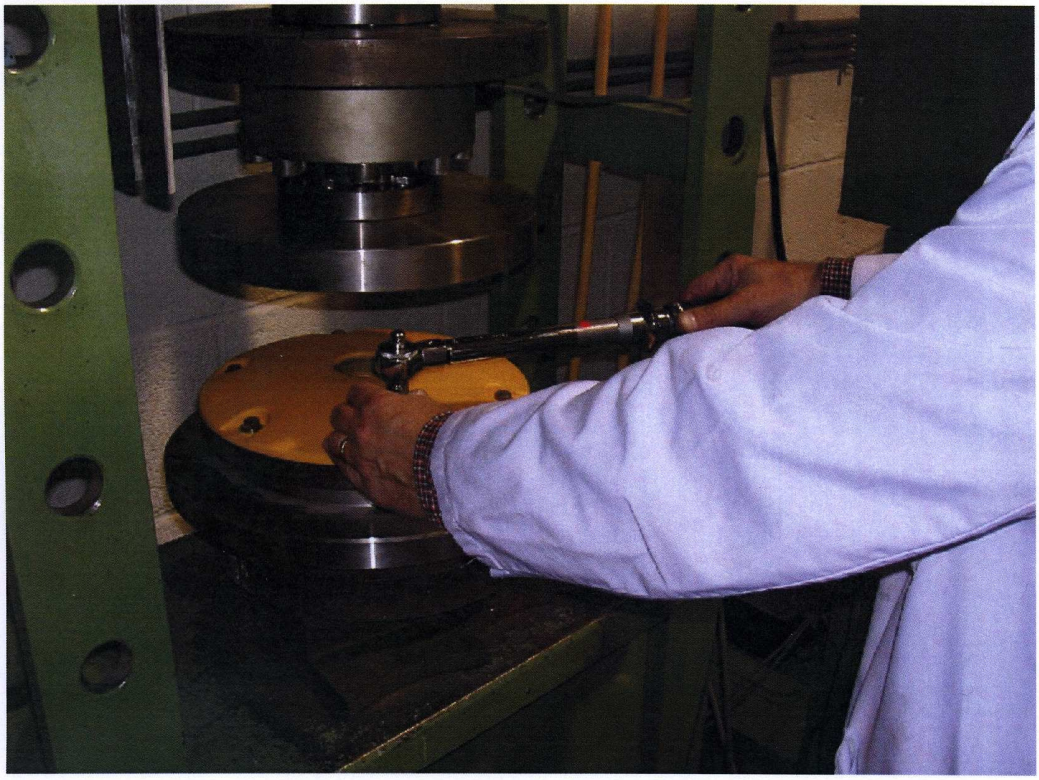
A bending moment is applied by pulling with a steel cable the steel tube.
The load is applied no faster than 220N/min (= 22.4 kgf/min) until 950Nm is achieved.

The base plate is verified to have sustained this load without damage or permanent deformation.

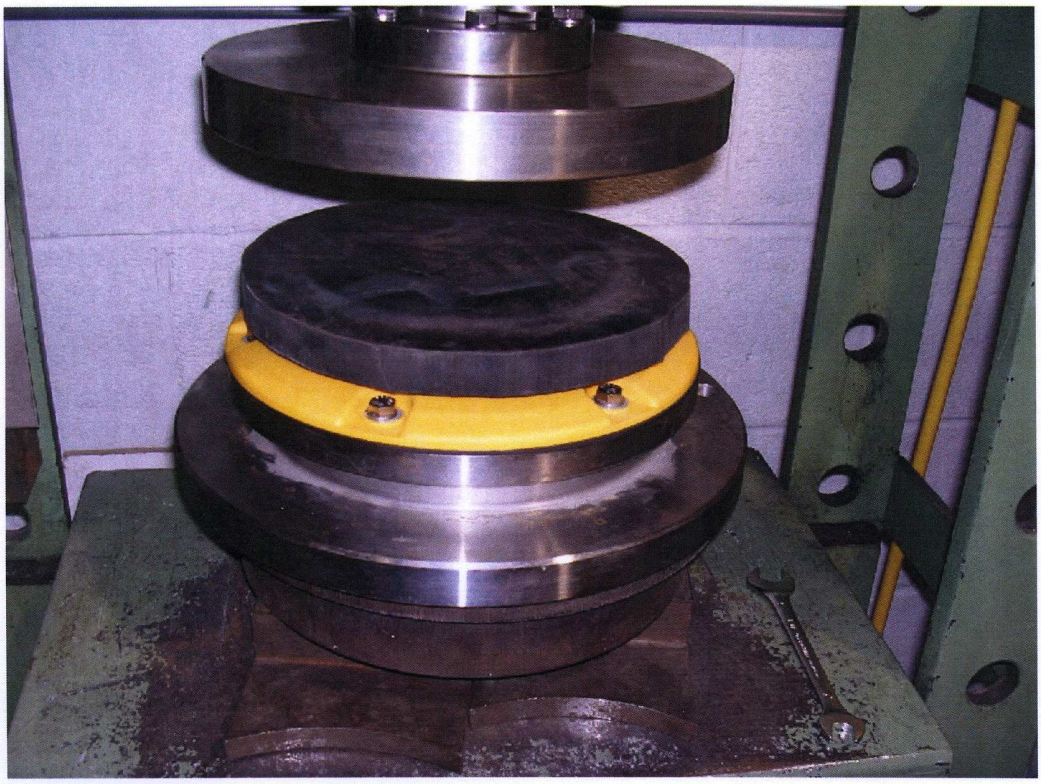
2. COMPRESSIVE LOAD TEST

Procedure (see also photographs):

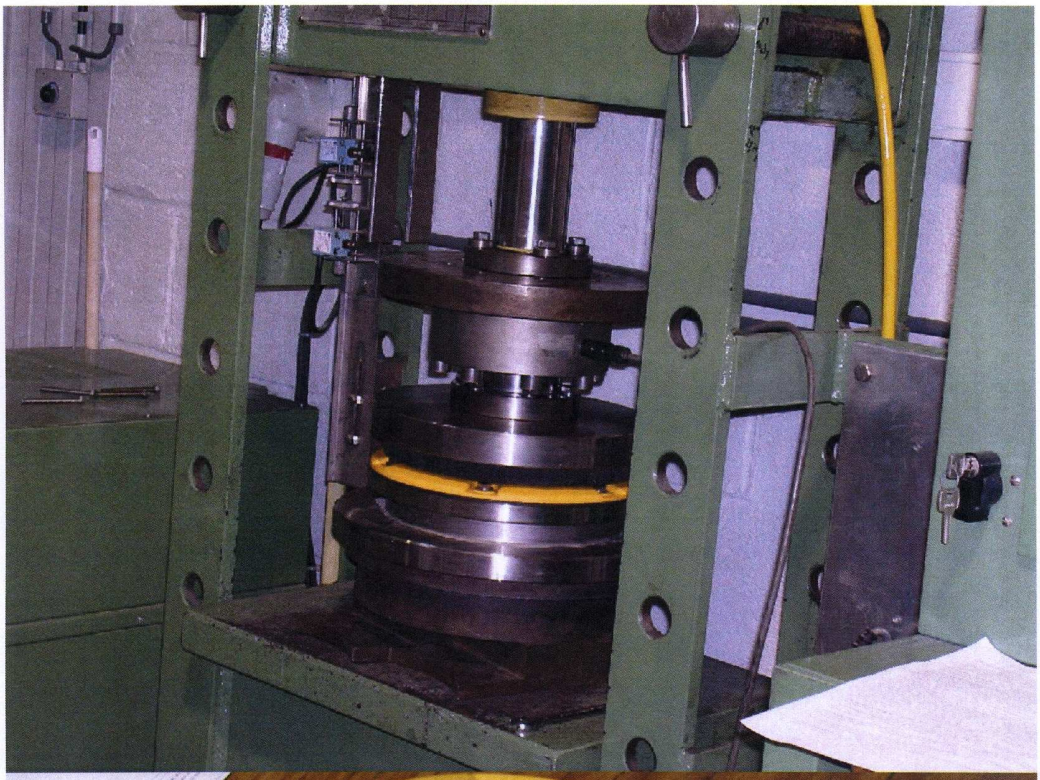
The base plate is attached to a base receptacle and torqued following the ADB's installation instructions and is installed in a press (ADB ref. 0010/10/12/1980).



The test load is applied to the top part of the base plate through a rubber block. The rubber block is 25mm thick and has a Shore A hardness of 55-70.



A static test load of 1134 kg is applied uniformly for at least 1 minute.



The base plate is verified to have sustained this load without damage or permanent deformation.