

## Application

Airfield lighting remote control and monitoring system for smaller airports.

## General features

Custom designed system made from standard modular components. Simple and reliable system with multiwire connections between stations.

## System components

### 1. Control desk

The control equipment can be supplied built into control desks or as separate mounting units to be installed in existing control desks.

### Control keyboards/control system styles:

#### A) momentary buttons

Reliable push-button panels with IP 67 led-illuminated soft touch buttons in modular printed circuit boards, optional authority switch, backlighting, dimmers, lamp test and audiovisual alarm. Blinking fault indication as an option. Requires a separate logic station which enables viewing the control status from other panels and unchanged control status on control authority transfers.

#### B) electromechanical buttons

Reliable push-button panels with illuminated "radio-style" buttons, back lighting, dimmers, lamp test and audiovisual alarm.

### C) rotary switch

Reliable and simple rotary switch panels with lamp test and audiovisual alarm provide the simplest and most economical control solution.

### Control mimic

Optional control mimic provides a clear picture of the system overall status with the printed lay-out of the airport and lighting systems presented with true colour leds.

### 2. Maintenance desk

The equipment can be supplied built into desk or as separate mounting units to be installed in existing desks.

### Maintenance keyboard

Similar as control keyboards but without control authority selector.

### Maintenance mimic

Maintenance oriented mimic with CCR on/fault status and fault matrix. The fault matrix indicates the prevailing fault types and faulty CCRs with minimized number of indication wires from the CCR marching boxes.

### 3. Relay logic station

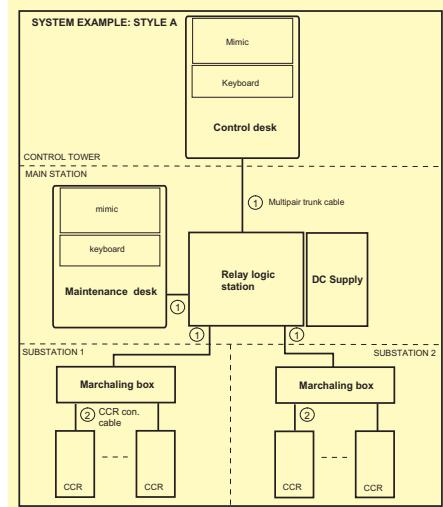
Needed for style A) systems. Control logic with modular printed circuit relay boards contains the system status "database" which can be viewed from any and controlled from the authorized control or maintenance desk. Wall mounted unit with 1,5mm<sup>2</sup> screw terminals.

### 4. Marchaling boxes

Marchaling boxes are used to split the wiring to CCRs and other devices at substations. Wall mounted units with 1,5mm<sup>2</sup> screw-terminals. Optional D-connectors for CCR plug-in connection.

## Parallel remote control system

# IDM 7500



### 5. Cabling

Multipair (eg 50x2) trunk underground cables are used for inter-station connections. Required number of pairs and their cross section are checked at the offer stage. CCRs are connected typically with 10-pair connection cables. Optional plug-in cables with ready made D-connectors for easier installation (lengths to be specified at project stage)

### 6. DC-supply

DC-UPS (uninterrupted power supply) or standard DC-sources to power and back up the system operation.

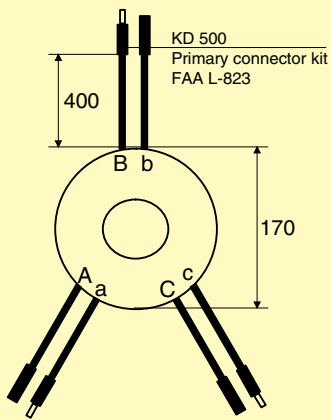
## Advantages

- Easy and quick installation, especially with plug-in CCR connection.
- Minimized number of wires between stations.
- Reliable operation.
- Extremely fast response times.
- Easy maintenance.

## Information needed for providing an offer

- General lay-out of the airport with control and electrical station locations.
- Number and types of CCRs at each station.
- Required special features or a specification.

## Lead-on light controller IDM 7015



### Specification

- ICAO Annex 14 Volume I 4th ed. July 2004.

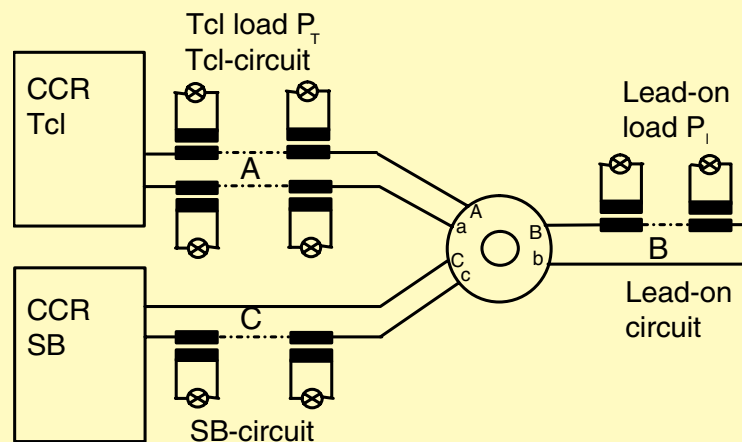
### Application

- Control of lead-on lights without a need of any other equipment for existing and new stop bar / taxiway centre line installations.

### Features

- No changes to the existing stop bar / taxiway centre line installation are needed (CCRs, remote control etc.). Only a separate loop (min 90m) has to be arranged for the lead-on lights which follow the stop bar towards the runway.
- The unit is to be connected to the taxiway centre line (A,a), lead-on light (B,b) and stop bar (C,c) circuits with standard FAA L-823 connectors and can be installed into a transformer pit.
- One unit is required for each interleaved stop bar circuit.
- The unit will automatically switch off the lead-on lights whenever the stop bar is illuminated and vice versa.
- Total galvanic isolation between the stop bar and taxiway centre line circuits.
- Overvoltage and overload protections provided.
- Special versions also available for taxiway guidance systems.

### Electrical connection



### Technical data

- Switching electronics moulded in epoxy resin with special vacuum technology.

#### Primary leds and connectors:

3 sets KD500 / FAA L-823

#### Power dissipation:

10W

#### Operating temperature:

-40°C - +55°C

#### Taxiway circuit:

A,a 2,8 - 6,6A / 5000V

#### Lead-on circuit:

B,b Max load 150V or 1kW at 6,6A

#### Stop bar circuit:

C,c 2,8 - 6,6A / 5000V

#### Weight:

5,7 kg

### System layout

