

DTS-LP2/DTC-LP2

LED Taxiway Centerline, Stop Bar and Holding Position In-pavement Light STYLE 3, HIGH-INTENSITY



Compliance with Standards

ICAO: Annex 14, Vol. 1 (Current Edition)

T/C: Transport Canada TP 312 par. 5.3.16,
5.3.18 and 5.3.19

NATO: STANAG 3316



Uses

ICAO: DTS/DTC LP2 taxiway lights are used in category I, II & III as:

- Taxiway centerline on straight and curved section and on rapid exit taxiways
- Stop bar
- Intermediate holding position lights
- De-/anti-icing facility exit lights
- Lead-in lights

Features

- The evolution of the DTS/DTC LP LED lights, fully adapted to the characteristics of an LED lighting source
- Very low energy consumption (typically 12 W per side, compared to 30 to 60 W for tungsten halogen lights)
- Greatly reduced maintenance: calculated MTBF of 56,000 hours at 6.6A
- Style 3—Low protrusion above ground of ≤ 0.25 inch (6.35 mm) reduces vibrations caused by aircraft landing gear in both the light fixture and the landing gear, increasing fixture life
- Increased traffic efficiency and availability of the taxiways thanks to the reduction of maintenance
- Optimum and homogenous light distribution along the lights installed on the same taxiway
- High discrimination between functions thanks to the saturated colors, their stability at the different brightness steps and under all viewing angles

Features (Continued)

- Full compatibility with existing airfield lighting series circuits. No need to replace the CCRs, series transformers, or cables
- Fully dimmable lights, respecting the response curve of traditional halogen lights. Operates on the full range of 2.8 A to 6.6 A
- Installation on 8- or 12-inch bases, please check base compatibility to know which bases are compatible. replacement. Optional snow plow rings are available
- Substantial investment reduction for new installations, resulting from a lower installed load
- Very low working temperature, ensuring longer component life
- Rugged lightning protection complies with ANSI/IEEE C62.41- 1991 Location Category C2 given in FAA Eng. Brief 67. Category C2 is defined as a 1.2/50 μ S – 8/20 μ S combination wave, with a peak voltage of 10,000 V and a peak current of 5,000 A.
- When turned on, light rise time is low. The light is perfectly adapted for any incursion protection system
- 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
- Environment-friendly, precision-cast aluminium alloy top, intermediate and bottom covers
- Corrosion-resistant stainless steel hardware. Use of Torx screws ensures ease of maintenance

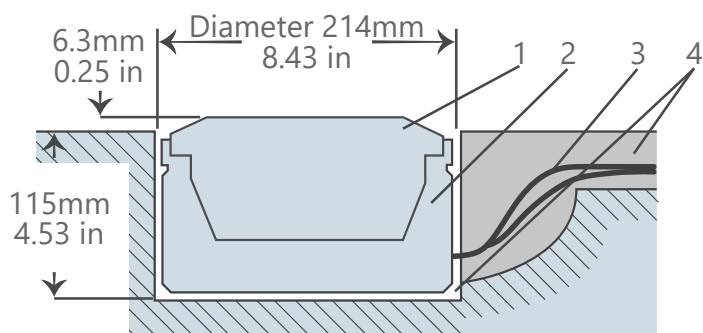
Maintenance Friendliness

- Maintenance-friendly: components subject to wear or damage like prisms and cables can easily be replaced. Neither sealing compounds nor resin are required
- Reduced number of components for maintenance simplicity
- Pressure-release plug for water-tightness testing of fixture after overhaul
- Innovative design of the cable entry, permitting replacement without the need to open the light. This eliminates the risk of water leakage due to a pinched cable.

Installation

1) On a shallow base (Fig. 6).

The 8" dia. base is secured in the pavement by means of resin. Correct positioning and leveling are obtained with a jig with sighting telescope. Wires between the light and the series transformer are installed either in saw cuts in the pavement filled with resin or in pipes in the lower concrete layers. Mounting on existing or new, larger diameter bases is made possible by means of dedicated adapter rings.



1. Light
2. Shallow Base
3. Secondary Wires
4. Resin

Reliability

- Additional watertightness barriers, protecting both the electronics and the LEDs in case of accidental water ingress, along the prism or the gaskets as well as along the cables
- Prisms of small dimensions installed in a deep optical channel with no negative window slope: optimal protection against rubber deposit, scratches and shocks

Modularity

- High commonality of components between the various models
- Field customization according to the application is straightforward: a light can be transformed into another model by swapping components
- Same tools and same procedures to maintain the whole range, reducing the risk of mistakes and time loss

Dimensions

8" Fixture	
Outside diameter:	202 mm (7.97 in)
Bolt-circle diameter:	184 mm (7.24 in)
Overall height:	78.4 mm (3.1 in)

Packaging

8" Fixture	
In cardboard box:	177.8 x 330 x 330mm (7 x 13 x 13 in)
Weight with packing:	4.4 kg (9.8 lb)
Weight without packing:	3.9 kg (8.6 lb)

Low protrusion without negative slope

- Limited height above pavement of 6.3 mm (0.25 in) reduce the risk of damage during winter operations or by towbarless tugs
- Despite the low protrusion, no part of the prism is below ground level, avoiding loss of photometry during rainfall and sedimentation on the bottom of the prism

AD-light

Application

- TS = Taxiway or stop bar straight section
 TC = Taxiway or stop bar curved section

Country Specific

- A = ADB (Style 6 plugs)

Quantity of connections

- 2 = 1x 2-plug
 3 = 2x 2-plugs

Color 1 - Left

- R = Red
 G = Green
 Y = Yellow
 N = Obscure/Blank (no light)

Color 2 - Right

- R = Red
 G = Green
 Y = Yellow
 N = Obscure/Blank (no light)

Toe-in

- 0 = No/No
 3 = Left/Right

Dimensions

- B = 8" style III

Power Supply and Monitoring

- M = 6.6 A - 50/60 Hz, with monitoring

Standard

- 0 = FAA+ ICAO

Options

- 0 = None

Options

- 0 = None

Options

- 0 = None

Versions

- 1 = Updated light engine

NOTES:

- Digit 2-3* *DTS is only available without a toe-in, DTC is only available with toe-in.
- The DTS/DTC LP2 light fixture is an updated version of the DTS/DTC and does not share all the same spare parts.
- For base compatibility, please check with ADB Safegate.

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Electrical Supply

6.6 A through one or two series transformer(s). DTS-LP2/DTC-LP2 lights have been designed to work with any IEC- or FAA-compliant transformer up to 100 W without affecting the performance or the lifetime of the light or transformer. However, use of a non-matched transformer will reduce its efficiency.

D Colors and toe-in

