

# LERA

LED Elevated Approach, Threshold,  
Threshold Wing Bar & Runway End Light



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- No optical adjustment after LED module or prism replacement
- Valve for watertightness test after overhaul
- Operating with any topology of CCRs designed in compliance with IEC or FAA requirements

*\* For monitored fixtures, isolation transformer max size: 200VA*

## ▶ PERFORMANCES

- The electronic is strong-built and highly resistant to shock and vibration
- Automatic adaptation to the frequency of the supply current
- A surge protection device is provided in the electronics as required by the FAA "Engineering Briefing No.67"
- Immediate detection of an internal fault
- Lightweight and sturdy due to aluminium die-castings
- Powder coating surface finishing to provide good corrosion resistance
- Body balanced on a special support for proper and accurate horizontal and vertical aiming
- High jet blast resistance due to the small size of the Threshold and Runway End fixture, 310 mm high
- Protection degree: IP67
- Temperature range: -45°C to +55°C

## ▶ INSTALLATION

- The fixture can be installed on pipe elbow or baseplate
- Specific tools available for easy and precise installation

## ▶ COMPLIANCES

- ICAO** Annex 14 - Volume I Fig. A2-1, A2-2, A2-3, A2-4, A2-8
- EASA** CS-ADR-DSN Fig. U-5, U-6, U-7, U-8, U-12
- FAA** L-862S AC150/5345-46
- IEC** TS 61827
- NATO** STANAG 3316
- CAA** CAP 168 (GB)
- TCCA** TP312 (CDN)
- CASA** MOS 139 (AUS)

## ▶ APPLICATIONS

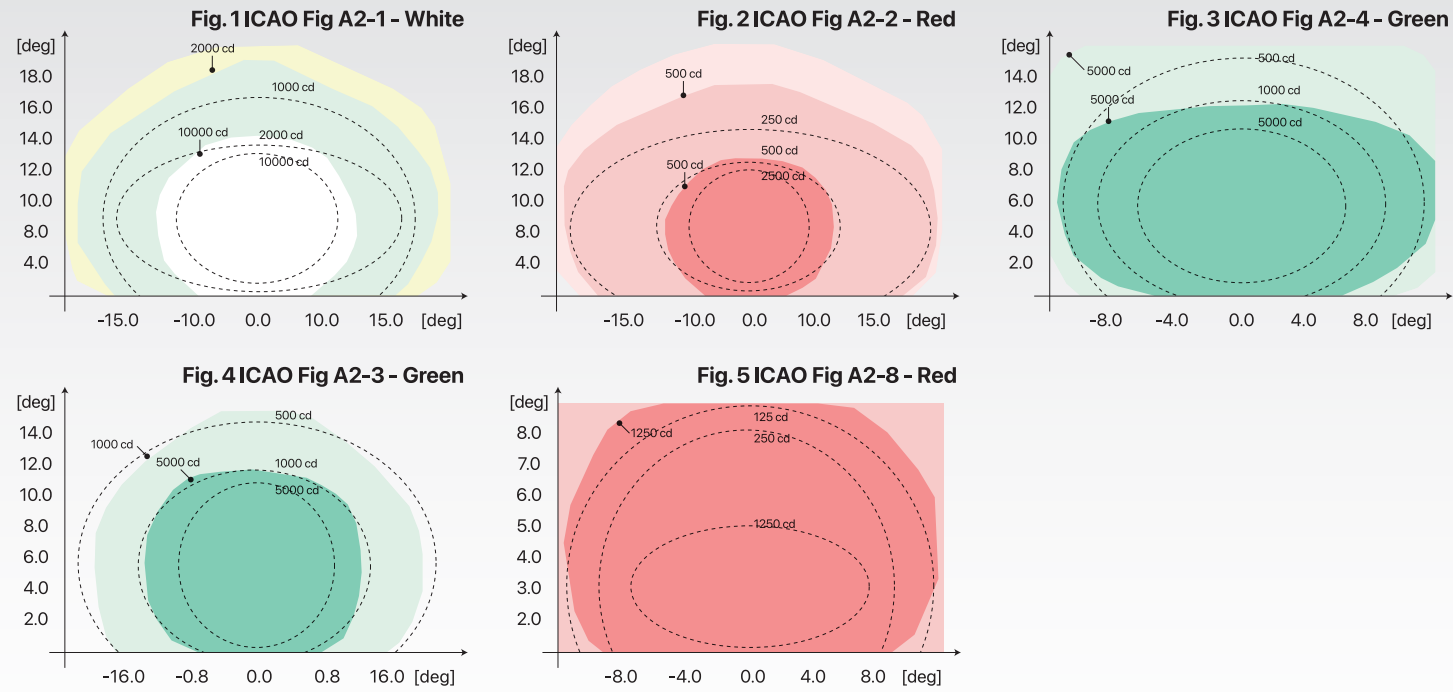
Approach, Threshold, Threshold Wing Bar and Runway End for ICAO CAT I, II and III and military runways Used for Stop Bar lighting on ICAO/FAA taxiways

## ▶ BENEFITS

- 60000 hours LED rated life at full intensity, but over 100000 hours in field operating conditions
- In new installation, LED lights mean lower loads, lower size of CCRs and transformers, thus low life cycle costs
- The light output is variable like a traditional halogen lamp, as indicated by the FAA "Engineering Briefing No.67"
- Colour emitted directly by LEDs : absence of coloured filters ensures no energy losses and no colour shifts
- Fully compatible with existing AFL infrastructure\*
- Designed with simplicity allowing longer maintenance intervals and fewer spare parts
- No use of sealant to fix the prisms in the dome thanks to customized gaskets, making their replacement quick and easy



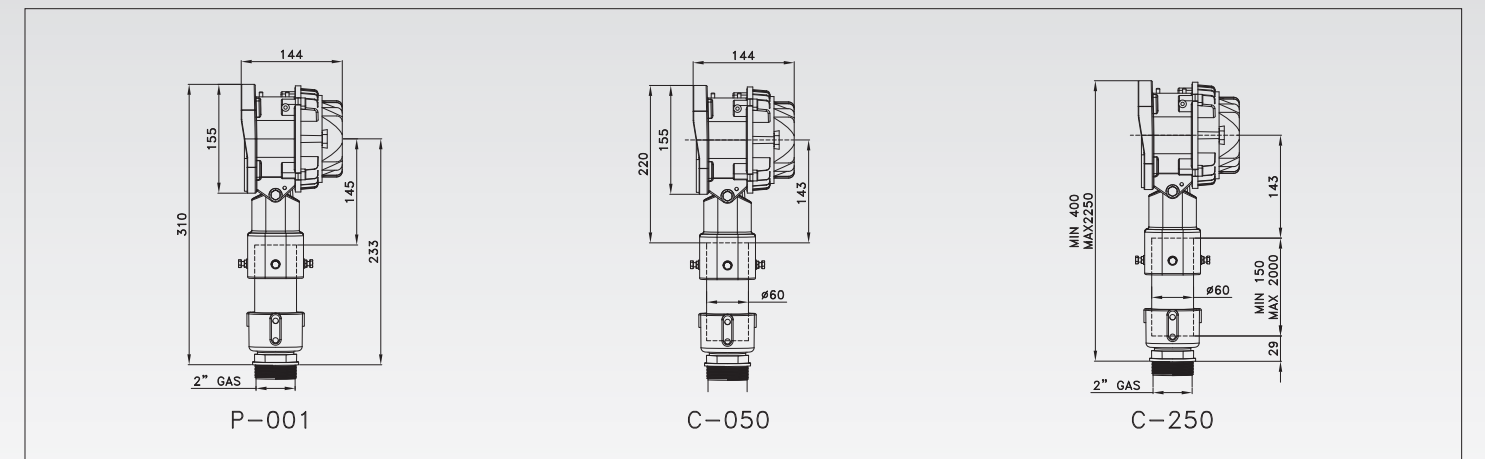
► PHOMETRIC PERFORMANCE



► RENEWAL PARTS FOR LIGHT UNIT

- 1: Cover with electronic
- 2: Cover gasket
- 3: LED module support
- 4: LED module support gasket
- 5: Body
- 6: LED module
- 7: Lens
- 8: Transparent front protection gasket
- 9: Transparent front protection
- 10: Transparent front protection holder plate (painted in the colour of the emitted light)
- 11: Vertical aiming adjusting device
- 12: Special support
- 13: Pole
- 14: Breakable coupling configuration
- 15: Base Plate

\*Refer to the relevant technical manual for the complete list



**POWER CONSUMPTION** (w/o Arctic kit)

Electrical System	1 Plug
Approach White	38 VA
Approach Red	26 VA
Threshold Wing Bar Green	30 VA
Runway End/FAA Stop Bar	20 VA
Stop Bar	17 VA

\* Measured at 6.6 A

**POWER FACTOR**

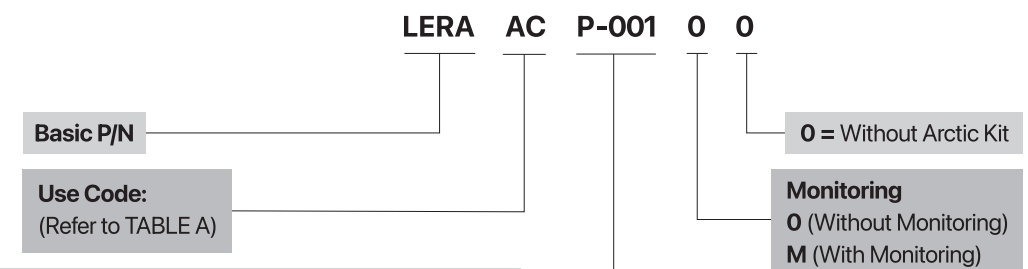
Input Step	2.8A	6.6A
Power Factor	0.96	0.98

**TABLE A**

CODE	USE	COLOUR
AC	Approach centreline and crossbars	WHITE
AR	Approach side row	RED
TG	Threshold	GREEN
WG	Threshold wing bar	GREEN
ER	Runway end	RED
BA	Stop bar	RED

**SHIPPING WEIGHTS & VOLUMES**

	Light Type P-001	Light Type C-050	Light Type C-250
Weight (kg)	4.4	4.1	5.0
Volume (m <sup>3</sup> )	0.019	0.019	0.019



**Configuration:**  
**P-001** = Fixture complete with breakable coupling  
**C-050** = Fixture with special support and cable lead (L= 0.5 m) (\*)  
**C-250** = Semi-assembled fixture (AC and AR only) (\*) (\*\*)  
**C-000** = Fixture without cable lead (\*)

(\*) Pole and breakable coupling must be ordered separately  
 (\*\*) This configuration is provided with cable lead of L = 2.5 m